


CLASSIC DRIVER



1965 Ford Mustang

Lot sold	USD 84 603 - 126 904 GBP 60 000 - 90 000 (listed)	Lenkung	Links
Baujahr	1965	Zustand	Gebraucht
Chassisnummer	to be advised	Standort	
Zahl der Sitze	2	Kraftstoff	Benzin
Antrieb	Zweirad	Außenfarbe	Sonstige
Losnummer	218		

Beschreibung

1965 Ford Mustang 289ci Competition Coupé

Registration no. to be advised

Chassis no. to be advised

Fully prepared for FIA endurance events, this Mustang benefits from the following modifications:

Suspension lowered, up-rated and Poly-bushed with double adjustable shock absorbers

Heavy duty front spindles and bearings

Shelby castor kit and front anti-roll bar

Kelsey Hayes four-pot brake callipers with short distance pistons to accept long distance pads

Brake linings and pads to competition specification

Andy Robinson rear axle with 3.55:1 Gripper differential

Four-speed gearbox with Hurst shifter

Borg & Beck clutch assembly

FIA-compliant competition specification engine, dynamometer tested at 396bhp

80-litre foam filled fuel tank

Five-row high-capacity copper radiator with remote header tank

Electric cooling fan

Hi-po cast-iron exhaust manifolds

3" twin stainless steel exhaust system with crossover and effective silencers

Willans five-point harnesses (x2)

Hand-held fire extinguisher

Racetech gauge pack

Twin lambda gauges
35psi oil pressure warning light
Quad PIAA driving lights

This Mustang was first supplied to a fortunate young man on his 17th birthday and resided in California until 2002. During these 37 years he covered 77,000 miles in the car, which retains its original owner's registration book and instructions. In 2002 the Mustang was imported into the UK by Steve Smith of Vibration Free as the basis for creating a competition car suitable for historic endurance racing. There is a substantial history file charting the build and preparation.

Built from a rust-free bodyshell, this Mustang was fully stripped and seam welded before it was delivered to Andy Robinson Race Cars for an FIA specification roll cage to be welded in. The 'shell was then finished in Guardsman Blue metallic with white 'Daytona' stripes. The car is fitted with a set of Minilite 15" alloy wheels shod with Avon Sport 205/70/R15 tyres.

The 289ci (4,727cc) V8 engine has been built to the correct FIA specification and is producing 396bhp. It has an all-steel billet bottom end with forged racing pistons and MLS head gaskets. There is a Tim Adams camshaft and valve train. The fuel system incorporates an 80-litre foam-filled tank that feeds the Holley mechanical fuel pump and Holley Performance 650 double-pumper carburettor through braided hoses. To keep everything cool there is a high-capacity five row, copper radiator with remote header and bleeds to rear of heads, electric fan and new heater matrix. The engine was refreshed after the 2009 Spa meeting with new bearings, rings and gaskets. The transmission comprises a four-speed gearbox with Hurst shifter, and a 3.55:1-ratio rear axle. At an engine speed of 6,500 revs this gives a top speed of 145mph.

The car retains its original Deluxe interior with Pony upholstery, rear seats, radio, centre console, interior lights, and has had a new wool carpets fitted. It also boasts tinted windows, a functioning heater, and remote operated wing mirror. Everything works as intended, right down to the interior lights.

It took six years to build this car, which since completion has been a regular competitor in the Spa 6-Hour endurance race, lapping the circuit in 3 minutes 9 seconds, and it has also competed in the Nürburgring Oldtimer Grand Prix. No expense has been spared in creating a very reliable and fast long-distance competition weapon while retaining many of this iconic muscle car's original features. Fully road legal, this beautiful Mustang comes with FIA papers (issued July 2008).

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