

From: Howard Pardee <email redacted>
Sent: Tuesday, May 12, 2026 11:14 AM
To: Hagerty Marketplace
Subject: Re: 1965 Shelby Mustang serial number question

Interesting question; I hope I can give you the answer that you want.

The 1965 and 1966 GT350s were NOT finished in either Shelby or Ford serial number order. The Shelby serial number was assigned just after a delivery truck dropped off the cars at Shelby's facility at the Los Angeles Airport and were put in long lines in random order. When the assembly line was ready for the next car, a worker was sent outside to bring a car into the building. Most probably the worker would pick the car that was closest to the entry door and drive it in.

In a way, things worked out like that at the Ford's assembly plants. The serial numbers were assigned when the orders from the district offices came in taking in consideration whether all the parts would be available at that time. If there was some delay in obtaining a part, then that car (which already had a Ford serial number assigned to it) would be delayed until the part was available. One thing to remember: virtually no parts for a Mustang were built in California. The engines were built in either Cleveland, OH or Windsor, Ontario, Canada, and stamped body parts were stamped in Ford plants in NY, OH, MI and IL. All these parts had to be shipped by train to California to the Ford assembly plant in San Jose.

SAAC has the date of work finished for all the 1965 GT350 and here are the serial numbers of the final eight 1965 street cars and the date that each car was completed (no way of knowing the exact order):

5S560 7/9/65

5S556 7/9/65

5S561 7/8/65

5S559 7/8/65

5S557 7/8/65

5S555 7/8/65

5S546 7/8/65

5S562 7/7/65

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