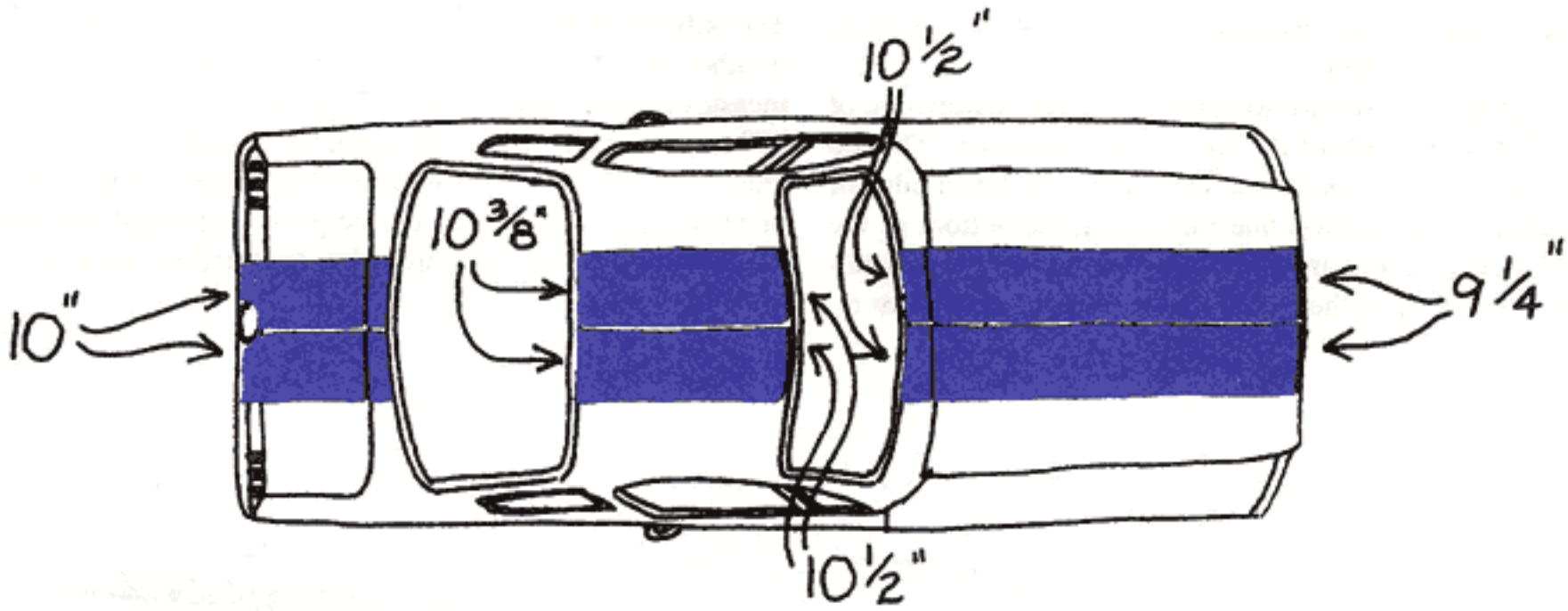
LE MANS STRIPES

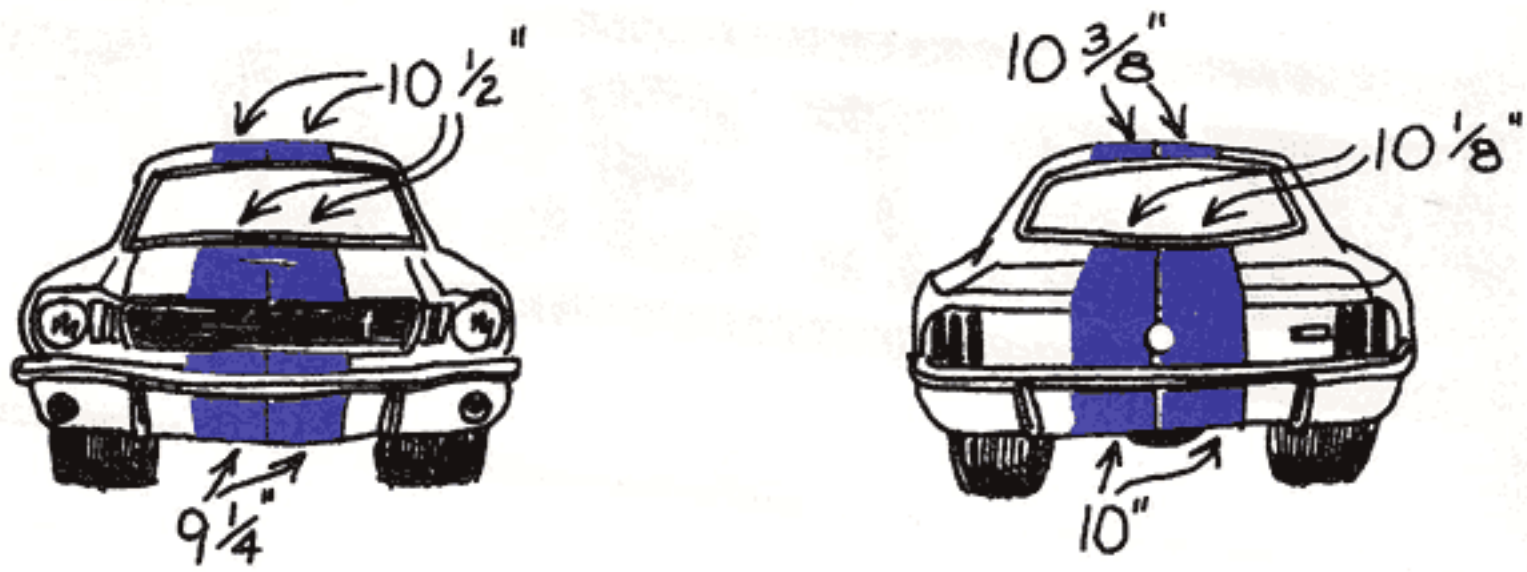
The twin over-the top stripe paint scheme, referred to as 'LeMans Stripes' but also called 'Rally Stripes' by both Shelby and Ford were originally designed by Pete Brock. They are often mistakenly thought to be a constant width of 10-inches but were actually tapered, being wider in the middle - at the car's roof - than at the front or rear. The reason for this is that if they are not tapered they cause an optical illusion wherein the stripes appear to get smaller the father back on the car they go. The dimensions outlined here came directly from Shelby American in 1965.

LeMans stripes were optional on 1965 and 1966 GT350s. Most of the early cars during each model year received them at the factory because those cars were intended as dealer demonstrators and Shelby wanted the new cars to stand apart from any other Mustangs on the dealer's lot. However, the dealers realized they could install the stripes through their body shops much cheaper than the price Shelby charged ($64) so most GT350s that got stripes were shipped without them and had them painted on by the dealer.

It is unlikely that any 1967 or 1968 cars got stripes at the factory. Any that received them got them from the dealer - by special request from the owner. The only color used for the LeMans stripes on 1965 GT350s was 1964 Ford Guardsman Blue. In 1966, all white cars that got stripes had them painted Guardsman Blue and all other non-Hertz cars received Wimbledon White stripes. The Hertz cars were striped, of course, in gold. Being that there were very few cars after 1966 which received LeMans stripes, no standard colors were actually specified by the factory. Actual colors were probably left up to the dealer or owner and it's safe to say that the LeMans stripe probably matched the rocker panel stripe of the car.

*Note: dimensions refer to the width of each individual stripe. The stripes are separated by the constant width of 2-inches.





DISTANCE BETWEEN STRIPES = 2"