

West German T-5s Are Rare Ponies

By JIM HASKELL
For The Mustang Times

While it's perfectly normal for Mustangers to get excited about rare and/or limited edition models, Mustangs produced for the export market seem to heighten that excitement several notches. That's because those ponies were usually equipped differently than the standard American Mustang.

But normally, the mods weren't all that severe. Due in part to poorer roads in many countries, foreign motor vehicle regulations often required that export Mustangs have heavy-duty suspension systems (including the now-familiar export brace on the V-8's.)

Otherwise, the cars were identical to those sold in the U.S.

That is, except for the Mustangs exported to West Germany. When Mustang production began in 1964, Ford discovered that a West German firm, Humboldt-Klockner-Dautz, legally owned the copyright to the name Mustang in that country. A manufacturer of diesel trucks (along with locomotives and marine engines), H-K-D had plans to make a diesel truck and market it under the Mustang name. H-K-D offered to rescind its copyright to the Mustang name for \$10,000, but Ford declined the offer and decided instead to market the car in West Germany under a different name.

Somebody, for reasons not yet understood, chose the name T-5 which as some of you will recall, was one of the code names back in 1962 for the then unnamed Mustang.

The tooling people at Ford probably wished their bosses had forked over the ten grand. The word "Mustang" appeared in eight different places, excluding options — the four wheelcovers, two fender emblems, the steering wheel center, and the gas cap. T-5 wheelcovers were produced by leaving the centers plain. Rectangular T-5 emblems replaced the Mustang on the fenders. The steering wheel centers were also left blank and the specially produced locking gas caps lacked the Mustang identification.

Interestingly, while the word "Mustang" was painstakingly deleted, the running horse emblem in the grill and on the glove box door remained.

The T-5's, like other export Mustangs, were equipped with heavy-duty suspensions. Also, while most had the standard miles-per-hour speedometer, a few registered speed in kilometers per hour (up to 200 k.p.h.). All received export DSO's (90 through 99 for



This T-5 Is Owned By Don Ohrlein And Showed Recently In Hollywood, CA

the first two numbers) and some had special order (six digit) codes. More about DSOs in a minute.

Of course, when options to the standard production Mustang became available, such as the GT or pony interior packages, further deletions of the Mustang name were required to convert them to T-5's. The name deletion game continued model year by model year through at least 1977 (yes there were T-5 II's), but information on the T-5's from 1974 forward is quite limited.

Nor are confirmed T-5 production numbers available. The best estimates are those provided by Gary Hanson, father of the T-5 registry and the most knowledgeable individual around on that subject. Gary estimates that less than 600 T-5's were produced in model year 1966 and quite a few more than that (but certainly less than 2,000 per year) through 1973.

What is known is that most of the T-5's currently in the U.S. were originally purchased by American military personnel stationed in West Germany. Since Uncle Sam was willing to foot the bill for transportoin back to the states at the end of their tour, many brought their T-5 home with them.

Of course, West German civilians purchased T-5's too — which brings up an in-

teresting piece of trivia. Those T-5's purchased by American military personnel came equipped with the standard, English-version owners manual but those sold to German civilians had manuals translated to German.

In the latter manual, instructions were included for operating a special locking steering column and ignition switch. Apparently, additional modifications were made to those T-5's purchased by the German civilians.

One unresolved issue concerning the T-5's (as well as many other export Mustangs) is the DSO code. As mentioned above, all T-5's received an export DOS, including those with the six-digit special order codes. However, at first glance there appears to be little or no consistency in DSO assignments for any given model year. Some '65 T-5's had DSO's starting with 91, others with 95, and still others with 96. The same thing holds true for subsequent years. One thing for sure, you can't tell a T-5 by its DSO code.

One possible explanation is that the DSO doesn't say anything about where an export Mustang is destined. Rather, the DSO assignment is contingent on (1) where it was assembled and (2) how it was purchased (individual, multiple unit order from an Embassy, etc.).

What this means is that while a given assembly plant might assign the same DSO (first two numbers) in a given model year to all export Mustangs destined to individuals, DSO's assigned to other Ford vehicles at that assembly plant, or even Mustangs not ordered individually, would be different.

Data from *IN SEARCH OF MUSTANGS*, as well as Gary Hanson's T-5 Registry, seems consistent with the above hypothesis. As examples, all 1965 export Mustangs in the *IN SEARCH* database assembled in Dearborn start with 91 (throw out the B1's, B2's, etc. that went to Canada), all the San Jose start with 96, and all Metuchen with 95.

The identical pattern holds for 1966. It's obvious, at least for the early years of Mustang production, that export DSO assignments were decentralized by assembly plant. Of course, to definitively test the hypothesis above would require databases on Fairlanes, Galaxies, Falcons, etc., as large as the 40,000-plus Mustangs now in *IN SEARCH*. That would be nice but currently out of the question.

We've made reference in this article to Gary Hanson and his T-5 Registry and it's time to give both a plug. Gary contributed most of the information that went into this update — and is the original source of essentially all the information available to the hobby on T-5 Mustangs. His T-5 Registry is highly respected and is one of the few that is constantly updated.



If you own a T-5 Mustang, or know something about one, I encourage you to contact Gary. His address is P.O. Box 808, L-130, Livermore, CA 94550. Thanks Gary, and keep up the good work.

A reminder. If you haven't yet provided information on your favorite 1964-1973 Mustang to *IN SEARCH OF MUSTANGS*, there's still a little time left. Just use the form below. Thanks in advance.



Next Month

--Judging etiquette will be the subject of a special feature in the September *Mustang Times*. We'll look at proper procedures for both contestants and judges and offer tips to make the evaluation of your Mustang quicker and simpler for both you and the judging team. Don't miss this feature in the September issue of *The Mustang Times*.

IN SEARCH OF MUSTANGS

We encourage your participation in "IN SEARCH OF MUSTANGS," an international census of Ford Mustangs and Shelby Mustangs 1964 1/2 through 1973. Data from over 40,000 Mustangs are already included in the census. Make sure yours is in there too!

From this project you'll see monthly updates in the *Mustang Times* that hopefully will answer your particular concerns or questions on Mustang production facts and other interesting tidbits about our ponies. In addition, a series of full-length Mustang production reference books called the *Mustang Production Guide(s)*, are currently in the writing stage.

All you need to do to participate is fill in the blanks below. The information can be found on a metal plate (1964 1/2-69) or vinyl sticker (1970-73), found on your driver's door near the latch. If there is no plate or sticker, just the serial number is adequate. Total information is very important. Feel free to enclose the history on your Mustang(s).

Name: _____
Address: _____

Mustang # 1. Year _____ Is it a GT, MACH 1, T-5, etc. _____

Warranty/Serial Number _____

Body _____ Color _____ Trim _____ Date _____ DSO _____ Axle _____ Trans _____

Mustang # 2. Year _____ Is it a GT, MACH 1, T-5, etc. _____

Warranty/Serial Number _____

Body _____ Color _____ Trim _____ Date _____ DSO _____ Axle _____ Trans _____

Mustang # 3. Year _____ Is it a GT, MACH 1, T-5, etc. _____

Warranty/Serial Number _____

Body _____ Color _____ Trim _____ Date _____ DSO _____ Axle _____ Trans _____

Thanks for participating in this project. If you desire a reply, please enclose a SASE. Send all information to:

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