

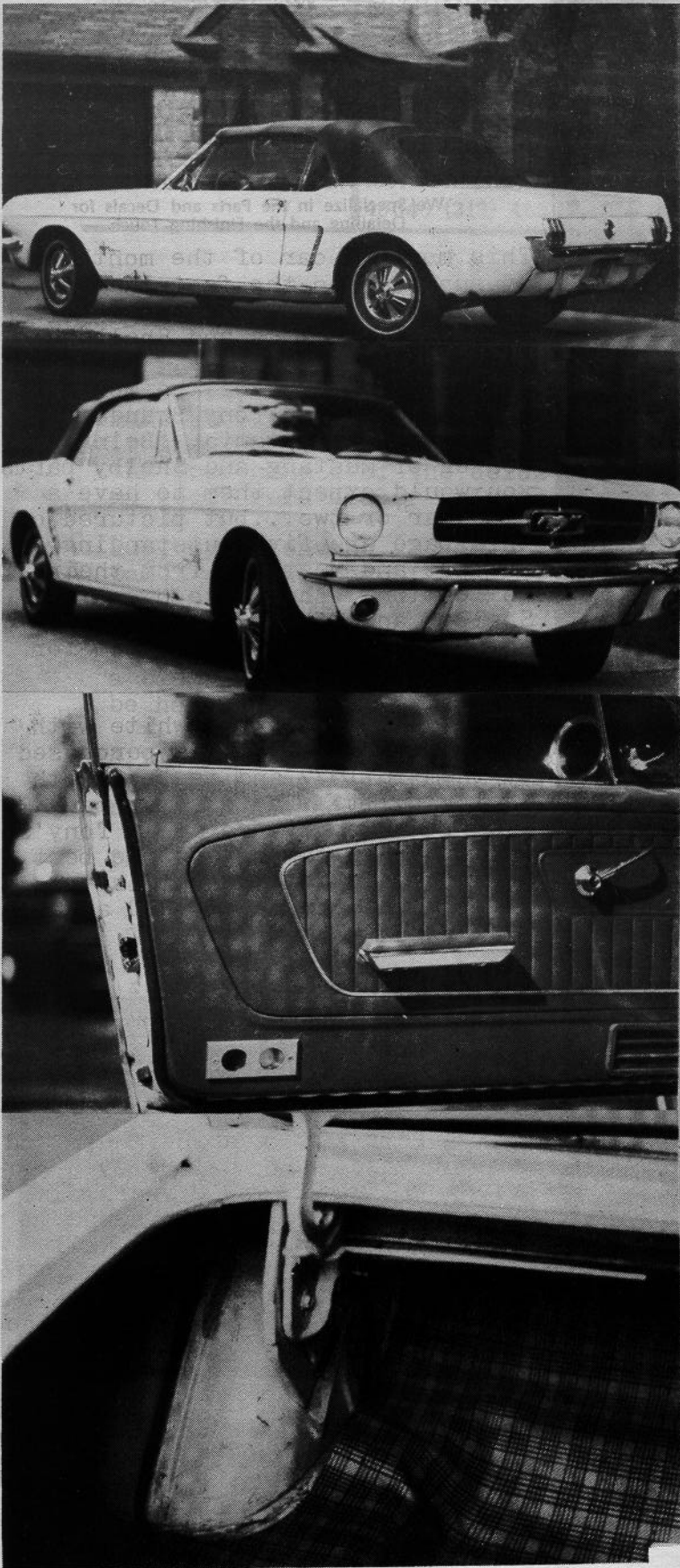
A RARE FIND

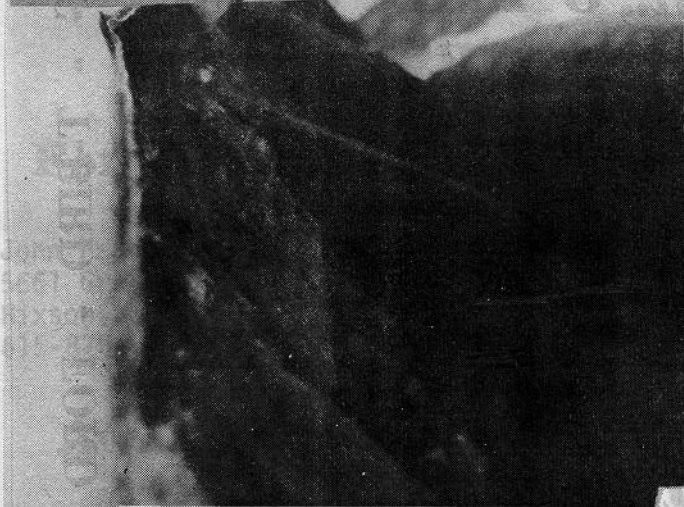
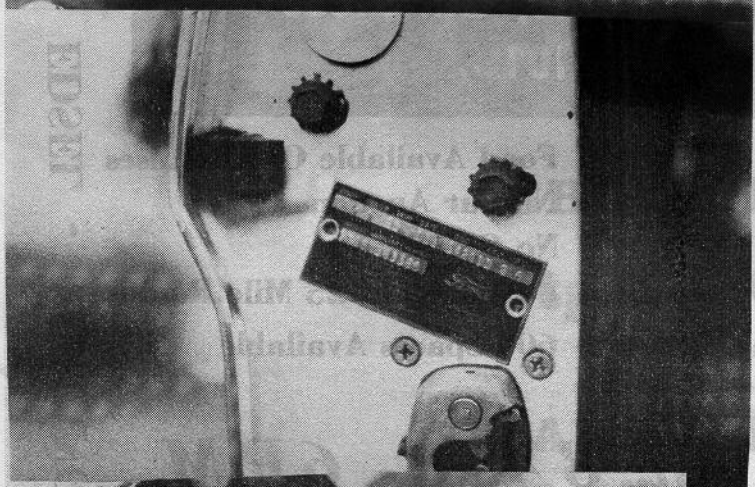
Regarding the search for the oldest Mustang; in my last letter I wrote that we had just purchased an early 1964½ convertible, with an indicated build date of 2/15/64 (15B) three weeks before the official start of production on March 9th. I have since checked with the Ford Archives and the Ford production statistics department in Dearborn, both of which had no information which would contradict that this car was one of a group of special order cars built specifically for the Mustang introduction at the New York World's Fair in 1964. The region designation (DSO) on the door identification tag is 842011 indicating a Ford reserve special order.

I have enclosed several photographs one of which shows a steel plate, welded to the underside of the front frame cross-member, which was used to attach the car to a moving conveyor which took Fair visitors through the Ford exhibit. (See page 163 of "The Ford Road" book).

I purchased the car from the original owner, a Ford employee, who bought the car from the Ford Company car resale lot in Dearborn in December of 1965. He explained that after the car was used at the Fair, it, along with the rest of the other display cars was returned to Detroit where it was re-trimmed before being sold.

The car has other unique features which can be attributed to its unusual early life at the Fair. It has standard type trim with a bench seat. It also has door courtesy lights similar to those used with the Pony trim, but with a 1961 Thunderbird part number. It has an AM tape deck which was not available for production cars in 1965 and completely filled and finished metal joints where the rear quarter fits to the door "B" post, indicative of show car body preparation. It was also scheduled and built with a 200 CID engine which was not available until later, although it was available in other Fords in





1964. A special wiring harness was run to the trunk and interior rear quarter areas, probably for supplemental interior lighting required for display purposes. The V.I.N. is handwritten in "magic marker" on top of the gasoline tank, suggesting all the major parts were collected and assigned to a certain car prior to assembly, definitely not a production procedure. The interior handles and heater controls are of the early 1965-type.

The car has 35,000 miles, and generally is in very good condition, with the original tires, and the spare still in the trunk. There were no alterations or modifications ever made to the car except replacement of the water pump. There is some evidence of rust but only very minor in the typical Mustang locations. The underside is perfect and structurally like new.

It is our intention to completely restore the car, leaving all of the features exactly as when the car was built. We would like to have it ready for Chattanooga next spring, if at all possible. I am sure if we enter it in the judging, there is bound to be some question as to originality and authenticity. However, this is a very unique car and it will be shown exactly as it was sold by Ford.

We intend to continue our research, working with the Ford Archives to find photographs taken at the Fair, or any other information which would apply to these very early Mustangs. If any other members can help in this research project, we would appreciate hearing from them.

Gary Schweitzer
Grosse Pointe Woods, Michigan

EDITOR'S NOTE:

The Mustang Club of America and "The Mustang Times" would like to thank you, Gary, for allowing us to share this unique and interesting history of one of the first Mustangs ever built.

NOTE TO CLUB MEMBERS: If any of you have and information concerning this research project, please send to National Headquarters and we will forward it to Gary.