

Mustangs of the Magic Skyway

Exterior view of the Ford Pavilion - 1965 Season.



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By Gary Schweitzer

WITH A VERY SPECIAL THANK YOU TO KEVIN CARSH

This story began nearly 44 years ago when the Mustang we all know and love was first introduced to us at the New York World's Fair held in New York City's Flushing Meadows Park. Most of America's top companies spent millions of dollars on large pavilions and extravagant displays to showcase their products to the masses of the world, and the Ford Motor Company was no exception—they used the occasion of this huge two-year event, (the Fair ran for two seasons: April 22 through October 18, 1964, and April 21 through October 17, 1965) to draw maximum exposure to their diverse product line. The focal point of the Ford Pavilion was The Magic Skyway.

The Magic Skyway, a Disney Company-designed ride, took visitors through a world of prehistoric dinosaurs; showcased man's early Stone Age accomplishments—such as the development of language, the ability to make fire, and the invention of the wheel. The journey concluded with a look at life in the distant future. Passengers on the Magic Skyway did their time traveling in style—riding in the latest Ford Motor Company convertibles including Galaxies, Falcons, Lincolns, Comets, Park Lanes, Montereys, Thunderbirds and, of course, Mustangs! The cars rode on two separate Skyway tracks that each ran briefly through glass tunnels along the exterior of the Rotunda portion of the Pavilion before meeting up again inside the show building for the dark portion of the ride. These glass tunnels allowed for maximum exposure of the Ford exhibit to Fair goers who routinely waited in line outside the Pavilion for up to three hours before boarding their waiting convertibles!

The 178 cars used on the Magic Skyway during the 1964 season, and the

165 replacement vehicles used during the 1965 season looked like any regular Ford, Lincoln, or Mercury convertible from the outside, but each car had received numerous modifications before it was ready for the show. To handle these modifications, Ford shipped new convertibles directly from their factories to Carron and Company of Inkster, Michigan—a prototype vehicle manufacturer with a long history of working with Ford.

Prep work at Carron & Company was extensive. In the larger vehicles, engines and transmissions were removed for weight reduction purposes, and although rumors have circulated to the contrary, the smaller cars, including the Mustangs, retained their drivetrains. Photographs recently discovered at the Ford archives, which were taken at the Fair while the cars were being "loaded" onto the track, clearly show that the small cars did in fact keep their engines during their time on the Skyway. All cars, however, regardless if their engines had been removed or not,

utilized suspension tie-down straps on both the front and rear springs to adjust the ride height of the vehicle to the exact height needed for the unique propulsion system employed on the Magic Skyway. Fuel tanks were also removed from all the cars to meet fire code rules.

Additional preparation included the installation of a four-track tape player located in the trunk with selector controls wired to the pushbuttons of the AM radio in the dash. Passengers used the radio buttons to select the ride narration language of their choice: English, German, French, or Spanish. A 12-volt battery located in each vehicle's trunk provided power to the tape player and the other electrical systems in the cars. The batteries themselves were recharged by friction alternators that were mounted near the right rear wheel and driven by the tire's turning motion as the convertibles traveled along the Magic Skyway.

Furthermore, the vehicles' brake systems were deactivated, the steering linkages were disconnected from the steering wheels and special brackets were attached to the front frame members under the radiator supports. These brackets contained hardware that attached the cars to the tracks via recessed guide slots, steering the cars along the Skyway.

Finally, a large heavy-plywood "platen" was affixed to the bottom of each car by way of metal brackets welded to the front and rear frame rails, which thereby reduced the ground clearance of the Skyway cars to a mere 2 5/16 inches. These platens were the key element in the Disney designed propulsion system.

Early on in the development process of the ride, Walt Disney was asked by Henry Ford II how he would move the cars around the track, Walt simply said, "We'll use the booster brake drive system we use on our Matterhorn ride and adapt it to the cars." The booster brakes were essentially large, track-mounted drive wheels that either slowed or sped up the Matterhorn bobsled cars to the proper speed necessary to complete the ride.

The Magic Skyway cars were propelled around the two 2,300-foot-long tracks by way of nearly 1,300 of these 16-inch, electrically driven, rubber wheels partially set into the floor of the ride area. As the drive wheels spun, they would simply roll against the platen on the underside of the cars and propel the cars forward along the track. These motor-driven wheels worked most efficiently if the cars on the track were all the same weight. Therefore, the small cars retained their drivetrains in

an attempt to equalize their weight with the large cars. The previously mentioned suspension tie-down straps allowed for exact adjustment of the platen height relative to the drive wheels in the floor of the track area. A car traveling the Magic Skyway would have two to four rotating drive wheels in contact with the platen at all times.

This minimal ground clearance caused trouble in shipping the cars to the Fair, so special vans from Corrigan Moving Company of Dearborn were employed to transport the Skyway cars, four at a time, from Inkster to New York. Because of the platens, the cars were simply too low to be driven on and off the trucks in a traditional manner, a special hydraulic lift was used at the Ford Pavilion to load and unload the vehicles.

In late 1963, Ford realized they would need some of their new Mustangs for the Fair and that they were going to be working under an extreme time constraint to actually get some Mustang convertibles ready in time to be part of the opening of the Magic Skyway ride—which was a little more than six months away!

The first production Mustangs were scheduled for assembly at the Dearborn Assembly Plant on March 9, 1964. However, there was a group of pre-production Mustangs (perhaps as many as 200), which were built prior to that date. The first set of 12 Skyway Mustangs

for the 1964 season were a part of this initial pre-production run. These early Mustangs have an indicated door-tag build date of March 5, 1964; although they were probably assembled even before then. They were assigned VINs from 5F08F100003 through 5F08F100014; all had DSO's of 840027.

The first-season Skyway Mustangs were all identically equipped with 260 V8 engines, back-up lights, rocker panel moldings, and knock off spinner wheel covers. All of the 178 Skyway cars, including the Mustangs, were keyed alike, allowing one key to be used on any of the vehicles. These cars also received "show car" treatment, which meant, among other things, that all of the welded body seams were leaded over to a smooth finish so none of the usual spot-welds would be visible. Ironically, due to the fact that these Mustangs were pre-production models, some of the body panels didn't fit quite right. Evidence found on Mustang 5F0F100006 suggests that a sledge hammer was used to flatten the top of the rear wheel housing in an attempt to allow the convertible top to stow properly in the down position!

Upon completion of the prep work, these Mustangs were shipped from Inkster in four different groups over a two-week period. The first Skyway Mustang, a Guardsman Blue convertible with VIN 5F08F100009, was sent to New



The Ford Pavilion at the 1964-65 New York World's Fair. This photo was taken on April 1, 1964. Twelve days later, on Monday April 13, the new Ford Mustang was officially introduced to the press in the Product Salon at the Pavilion.

York on March 19, 1964. The second group, including Mustangs 5F08F100006, 5F08F100010, 5F08F100011, and 5F08F100014, was shipped on March 24. The third load, consisting of Mustangs 5F08F100005, 5F08F100012, and 5F08F100013, departed two days later, and the final batch of first season Skyway Mustangs, 5F08F100003, 5F08F100004, 5F08F100007, and 5F08F100008 headed to the Fair on April 1, 1964. Upon arrival in New York, they were immediately set up on the Magic Skyway joining the other new convertibles that had already arrived at the Ford Pavilion—in some cases many months earlier.

For the 1965 season, Ford replaced all of the Magic Skyway cars that were used during the first season of the Fair. One hundred seventy-six brand new convertibles were ordered in late 1964 and again, 12 of these cars were Mustangs. All of the second season Mustangs had 6 cylinder engines, automatic transmissions, knock off spinner wheel covers, and rocker panel moldings. They also received the same “show car” treatment that had been done to the 1964 cars. These cars were all built in a single lot, DSO 842011, with sequential VINs starting with 5F08T383375. All the second season Mustangs had indicated door-tag build dates of February 15, 1965, as well. However, this cannot be the actual build date of these special cars because at least four of them had already been prepped and shipped to New York for installation on the Magic Skyway by that date! It is safe to assume that these second season cars were probably assembled sometime in late December of 1964.

Shortly after assembly at Ford's Dearborn Assembly Plant, these 12 1965 cars were sent to Carron and Company, where 11 of them were soon transformed into Magic Skyway Mustangs, just as the 1964 season cars had been only nine months earlier. It is interesting to note that of all the 176 second-season cars that were sent to Carron and Company for conversion, 11 of them were never sent to the Fair in New York. For whatever reason, some of the cars were converted and never shipped, while others were partially converted and never shipped, and some, including Mustang VIN 5F08T383383 (a Caspian Blue convertible), sat in Carron's storage lot for more than a year. It was never touched! It is the Skyway Mustang that never was!

The second season cars that were sent to the Fair, did however, receive slightly different treatment at Carron. In 1965

the cars received modified platens and attachment hardware, new suspension tie downs, and re-designed guide pins to assure a smoother ride along the Magic Skyway route. Also, due to higher-than-expected vandalism of the cars in 1964, Ford asked that certain changes be made to cut down on these losses. In the first season, riders routinely took heater control parts, radio knobs, and other small items as souvenirs. Therefore, the 1965 cars went through a “pilfer proofing” regime that the first season cars did not, which included removal of gear shift levers, sun visors, turn signal levers, accelerator pedals and arms, emergency brake control systems, light switches, deactivation of air vent control knobs, securing of wiring under the dash, and deactivation of inner door controls. The second-season cars also were fitted with large chrome “auxiliary protective rear bumpers” which the 1964 cars had received mid-way through the first season to cut down on the damage caused by the cars constantly bumping into each other on the Skyway. Additionally, these cars were delivered to Carron & Company without radio antennas or seat belts.

The 1965 Mustangs were shipped to the Fair with other Ford products; they were not the “rush” orders that the first season cars had been. The first of the second season Mustangs, 5F08T383375 left Inkster on January 23, 1965, along with a Galaxie 500, a Mercury Park Lane, and a Falcon Futura. While the last of the Mustangs to be shipped to New York, 5F08T383380, departed on May 22, 1965, with two Galaxie 500s and a Falcon Futura—more than a month after the Fair had begun its second season!

Due to the extreme treatment these vehicles were subjected to, Ford had an on-site bump and paint shop to repair the frequent collision damage. Working through the night, employees made numerous repairs to the vehicles including bodywork and painting, replacement of worn and damaged interiors, replacement of stolen parts and generally keeping the cars as presentable and clean as possible.

Also, since the ride cars couldn't be stopped without shutting down half of the Magic Skyway ride during the course of their 14-hour workday, cars that developed problems along the way were repaired on the fly in a small maintenance area between the passenger unloading and loading areas. As an example, a car that developed a slow leak in a tire, received a quick “pump up” as it passed through the vehicle maintenance area. Workers

also quickly wiped down the interior of the vehicles and removed any candy wrappers or other items left by departing riders. Soon, each of the gleaming cars re-emerged back into the ride loading area, ready for its next cargo of anxious visitors.

By Ford's own accounting, almost 15 million people visited the Ford Pavilion in the two years that these cars were at work ferrying people around the nearly half-mile long track. Each of the Skyway cars carried more than 40,000 people during their lives as ride vehicles, while traveling nearly 5,000 miles in the cozy confines of the Ford Pavilion over a six-month period. These vehicles did what they were meant to do, which was increase awareness of Ford's products and create a positive image for the Company.

Upon completion of their tasks, these special cars were sent back to Carron and Company in the same enclosed vans that brought them to New York. They were quickly stripped of their special Skyway mechanics, reassembled, repainted, reupholstered and generally cleaned up. As the cars were reassembled, all of the pilfer proofed items were reinstalled, as were the engines and transmissions in the larger cars. The fuel tanks were also reinstalled in all vehicles. Interestingly, the fuel tank from 5F08T383376, marked with a black permanent marker, was found installed in 5F08T383386. Apparently, whatever fuel tank was handy was simply reinstalled into whatever car they happened to be working on at the time.

By all accounts, the Skyway cars were in really rough shape when the Fair was over. In fact, Bob Gurr, one of the Disney Imagineers who helped design the Skyway ride, said that he thought Ford “was nuts for trying to salvage all those ride cars for resale...they were pretty ratty at the end of the Fair.” Luckily, they were salvaged and were soon put up for sale at the Ford Motor Company employee resale lot in Dearborn. There, the cars were sold to Ford employees simply looking for a good deal on a used car—not necessarily realizing the unique history of their new purchase.

We currently know of only two surviving Skyway Mustangs, and coincidentally both are Wimbledon White: 5F08F100006 from the 1964 season and 5F08T383386 from the 1965 season.

Mustang 5F08F100006 was found neglected in a Georgia junkyard in the late 1970's. How it ended up there is anyone's guess. Although one theory is that the car made its way south by way of the nearby Robins Air Force Base. Perhaps

one of the servicemen or women, who were transferred to the base, brought their Mustang with them. This car has seen some hard times including the front-end damage that landed it in the junkyard in the first place and a subsequent fire. Luckily, it is now in the process of a complete restoration by its current owner Allan Shepley of Byron, Georgia. The remaining 11 Skyway Mustangs from the 1964 season of the World's Fair are presently unaccounted for.

Mustang 5F08T383386 was found in a garage in Detroit in 1978 by its current owners Al & Gary Schweitzer of Traverse City, MI. At the time of its discovery, the car had only 35,622 miles on it and was totally original except for the battery. It even had the original tires and convertible top! The original owner, a Ford engineer, informed the Schweitzers that he had worked with Carron and Company during the time of the World's Fair and had become very interested in purchasing one of the Skyway Mustangs. When they became available he immediately "flagged" 5F08T383386 for purchase. Weeks later, the vehicle was shipped to the Ford Motor Company used vehicle resale lot in Dearborn, allowing him to complete the transaction. After driving the car for a few years he sold the Mustang to his mother. She drove the car for a few more years before purchasing a new Ford Maverick in 1977. The Mustang, taking up space in her garage, was soon put up for sale.

Shortly after acquiring the car, the Schweitzers completely disassembled it anticipating a quick restoration in time for the 1979 Mustang Club of America Grand National Show. But time and circumstances got in the way. This Mustang has sat untouched since 1979, patiently waiting its date to be put back together.

There has been a rumor floating around the Mustang community for many years that all of the Mustangs used for both seasons of the Magic Skyway Ride were Wimbledon White. In fact, the DSO paperwork for these special cars indicates that Ford did intend to use all white Mustangs on the Magic Skyway, but somewhere between ordering and production the plan was changed. We now know that these Mustangs came in four different colors each season. Documentation, and photos from the Fair, proves that there were three Wimbledon White, three Raven Black, three Rangoon Red, and three Guardsman Blue Mustangs used during the 1964 season. When the Fair reopened in April of 1965, Ford

again used 12 new Mustangs—three Wimbledon White, three Raven Black, three Poppy Red, and three Caspian Blue Mustangs (though as mentioned above, one of the 1965 Caspian Blue Mustangs was never actually shipped to the Fair).

Other than the two known Mustang Skyway survivors, there are three documented Thunderbirds that also rode the Magic Skyway and there are probably a few Falcons and Galaxies out there somewhere too. But due to the fact that all of these cars were resold in Dearborn, most of them, upon losing their unique Skyway identity, slowly rusted away due to the harsh Michigan winters with its accompanying road salt.

The vast majority of the 354 former Skyway cars ended their days in total obscurity, a stark contrast to their early days of ferrying happy Fair goers through that special ride so many years ago. So the next time you visit a Mustang show, a junkyard, or simply see a 1964 1/2 or 1965 convertible for sale on the side of the road, take a minute to check the VIN, the DSO, or simply look for some funny metal brackets welded underneath. You may find one of the 22 yet to be discovered Skyway Mustangs! **MT**



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Shortly after boarding their new Ford, Lincoln, or Mercury convertibles, passengers were transported through glass tunnels around the exterior of the Wonder Rotunda on either the West (left) or East (right) Magic Skyway tracks. —1964 Season



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Exterior of the Ford Pavilion and the West Magic Skyway track. —1964 Season.

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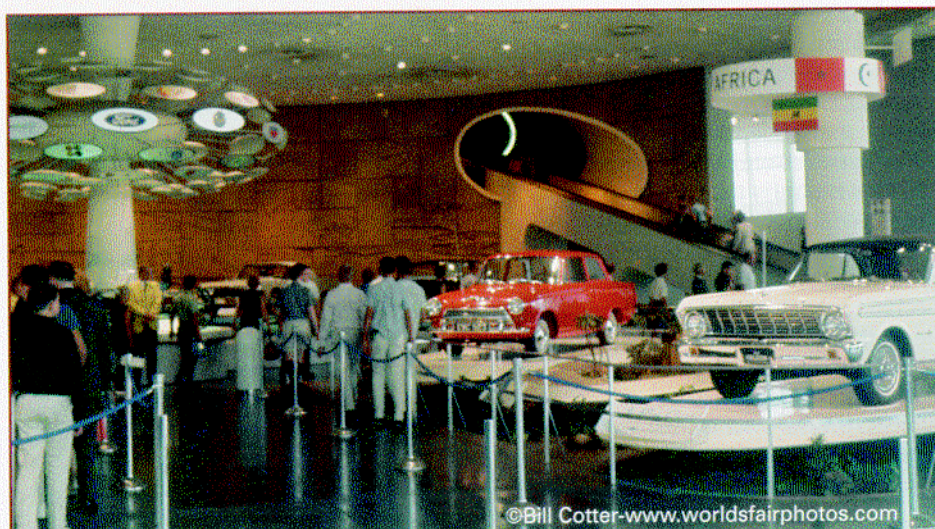
One of the three Raven Black Mustang convertibles sent to the Fair for the 1964 Season can be seen traveling down the West track of the Magic Skyway Ride.



In addition to the 23 Magic Skyway Mustangs sent to New York over the two seasons of the Fair, at least another 11 Mustangs were sent to the Ford Pavilion as display vehicles, including this lovely red convertible in 1964.



A Wimbledon White convertible makes its way through the glass tunnel of the West track in this 1964 Season photo.



In the center of the Wonder Rotunda stood the nearly 25-foot tall Theme Center Column that was orbited by a host of FoMoCo logos and symbols. Other highlights of the Rotunda were the eleven 1:24 scale "International Gardens" models depicting life in some of the various countries where Ford manufactured and sold cars, as well as several display vehicles from Ford's domestic and overseas plants. —1964 Season



Surrounding the Theme Column was a large fountain area with four more display vehicles. Two long "upramps" on either side of the fountains quickly whisked visitors to the second floor of the Pavilion through a large mural wall. Along the way, visitors on either ramp were treated to four full-size dioramas: Barney Oldfield's 1902 Ford "999" racer, a 1903 Model A, and two displays featuring 1912 Model T's. —1964



Portions of two Magic Skyway Fords can be seen in this photo. Each car has just picked up a load of eager passengers and is heading toward the glass tunnels that encircle the Rotunda section of the Pavilion. —1965 Season



A Wimbledon White Mustang convertible on the West track emerges from the small maintenance area that was located behind the embarkation area on the second floor of the Pavilion. Visitors waiting in line to board their convertibles were entertained by the humorous melodies of the "Autoparts Harmonic Orchestra." —1964 Season.



We're actually inside one of the glass tunnels now, following this sleek Raven Black Mustang as we head toward the "dark-portion" of the Magic Skyway Ride. Note the oversize rear bumper that was installed to prevent damage caused by the cars bumping into each other. —1965 Season

1964 Magic Skyway Mustangs

DOOR TAG INFORMATION

| VIN | Color | Engine Type | Body Color | Body | Interior | Date | DSO | Axle | Trans. | Ship Date to NYC |
|-------------|-----------------|----------------|---------------|------|----------|------|----------|------|--------|---------------------|
| 5F08F100003 | Raven Black | 260 | V-8 76A | A | 85 | 05C | 840027 1 | 6 | 6 | 04/01/1964 |
| 5F08F100004 | Raven Black | 260 | V-8 76A | A | 85 | 05C | 840027 1 | 6 | 6 | 04/01/1964 |
| 5F08F100005 | Raven Black | 260 | V-8 76A | A | 85 | 05C | 840027 1 | 6 | 6 | 03/26/1964 |
| 5F08F100006 | Wimbledon White | 260 | V-8 76A | M | 85 | 05C | 840027 1 | 6 | 6 | 03/24/1964 |
| 5F08F100007 | Wimbledon White | 260 | V-8 76A | M | 85 | 05C | 840027 1 | 6 | 6 | 04/01/1964 |
| 5F08F100008 | Wimbledon White | 260 | V-8 76A | M | 85 | 05C | 840027 1 | 6 | 6 | 04/01/1964 |
| 5F08F100009 | Guardsman Blue | 260 | V-8 76A | F | 82 | 05C | 840027 1 | 6 | 6 | 03/19/1964 |
| 5F08F100010 | Guardsman Blue | 260 | V-8 76A | F | 82 | 05C | 840027 1 | 6 | 6 | 03/24/1964 |
| 5F08F100011 | Guardsman Blue | 260 | V-8 76A | F | 82 | 05C | 840027 1 | 6 | 6 | 03/24/1964 |
| 5F08F100012 | Rangoon Red | 260 | V-8 76A | J | 86 | 05C | 840027 1 | 6 | 6 | 03/26/1964 |
| 5F08F100013 | Rangoon Red | 260 | V-8 76A | J | 86 | 05C | 840027 1 | 6 | 6 | 03/26/1964 |
| 5F08F100014 | Rangoon Red | 260 | V-8 76A | J | 86 | 05C | 840027 1 | 6 | 6 | 03/24/1964 |

1965 Magic Skyway Mustangs

DOOR TAG INFORMATION

| VIN | Color | Engine Type | Body Color | Body | Interior | Date | DSO | Axle | Trans. | Ship Date to NYC |
|-------------|-----------------|----------------|---------------|------|----------|------|----------|------|--------|---------------------|
| 5F08T383375 | Caspian Blue | 200 | I-6 76A | H | 22 | 15B | 842011 2 | 6 | 6 | 01/23/1965 |
| 5F08T383376 | Poppy Red | 200 | I-6 76A | 3 | 26 | 15B | 842011 2 | 6 | 6 | 02/03/1965 |
| 5F08T383377 | Caspian Blue | 200 | I-6 76A | H | 22 | 15B | 842011 2 | 6 | 6 | 02/20/1965 |
| 5F08T383378 | Raven Black | 200 | I-6 76A | A | 25 | 15B | 842011 2 | 6 | 6 | 03/09/1965 |
| 5F08T383379 | Poppy Red | 200 | I-6 76A | 3 | 26 | 15B | 842011 2 | 6 | 6 | Unknown |
| 5F08T383380 | Wimbledon White | 200 | I-6 76A | M | 25 | 15B | 842011 2 | 6 | 6 | 05/22/1965 |
| 5F08T383381 | Raven Black | 200 | I-6 76A | A | 25 | 15B | 842011 2 | 6 | 6 | 02/16/1965 |
| 5F08T383382 | Wimbledon White | 200 | I-6 76A | M | 25 | 15B | 842011 2 | 6 | 6 | 03/03/1965 |
| 5F08T383383 | Caspian Blue | 200 | I-6 76A | H | 22 | 15B | 842011 2 | 6 | 6 | Not Shipped |
| 5F08T383384 | Raven Black | 200 | I-6 76A | A | 25 | 15B | 842011 2 | 6 | 6 | 02/27/1965 |
| 5F08T383385 | Poppy Red | 200 | I-6 76A | 3 | 26 | 15B | 842011 2 | 6 | 6 | 02/12/1965 |
| 5F08T383386 | Wimbledon White | 200 | I-6 76A | M | 25 | 15B | 842011 2 | 6 | 6 | 02/04/1965 |

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Robert H. Gurr

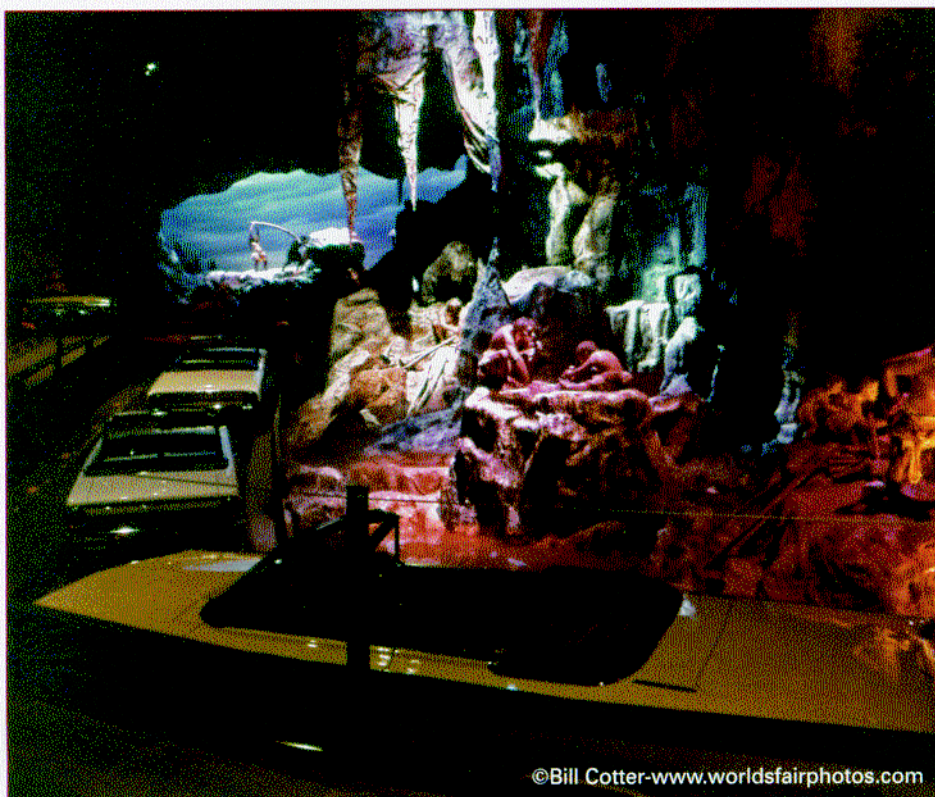
Jim Smart

Allan Shepley

Randy Treadway

Wayne Bretl

Susan Gannon



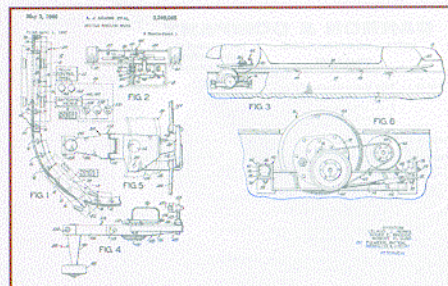
The two Magic Skyway tracks joined up again inside the show building and ran parallel to each other for the rest of the ride. Passengers on the ride traveled back in time to visit large dinosaurs, see the accomplishments of early man, and even travel into the distant future. Here we see the harnessing of fire on the far right-hand side of the photo, the early use of tools toward the center, and in the background we see hunters pushing a large rock onto a mastodon that has fallen into a trap.




Immediately after the Magic Skyway ride, visitors were shown displays about Ford's manufacturing processes and some of the various scientific endeavors that Ford was working on back in 1964. Guests then descended on "down-ramps" into the Product Salon area (shown above) to view more of the latest FoMoCo offerings, and even a few dream cars like the Allegro, Aurora, and Cougar II. —1964 Season



Once the guests had disembarked, the Magic Skyway cars entered a small maintenance area where workers would do a quick cleaning and make minor repairs as needed. A few minutes later, the shiny new Ford convertibles would re-emerge in the loading area, ready to pick up a new load of excited passengers. One of the three Rangoon Red Mustangs from the 1964 Season can be seen on the West (right) track near the center of this photo.



A four-channel tape player was mounted in the trunk of each Magic Skyway vehicle, and passengers could choose to hear the ride narration in English, German, French or Spanish using the pushbuttons on the radio mounted in the dash. —Courtesy of SAMS PhotoFacts.

| | | | | | |
|---|--|---|---|-----------------------------------|---------------------------|
| CARRON FABRICATORS METAL FABRICATORS LOHAS 3-7280 | | 9510 MICH DALEY RD. INDIANAPOLIS, INDIANA (IN CARRON TRUCK DIRECTORY) | | INVOICE NO. 16940 | |
| SOLD TO Ford Motor Company Central Office Accounting P. O. Box 118 Dearborn, Michigan | | SHIPPED BY Taylor-Graskin, Inc. World's Fair Site Ford Exhibit Bldg. Flushing, New York ATTN: Mr. Willard Robinson | | TIME | |
| ORDER NO. 11-23-64 CARRON ORDER NO. 3-19-64 | CARRON INVOICE NO. AP-346485-C MOTOR CO. NO. C011911 M & S 8 SH-123-4 | CARRON INVOICE NO. 1048 38 WP 40 XXX | CARRON INVOICE NO. 1048 38 WP 40 XXX | NET 30 INCL. 10% DISC. 1 1/2 % | DATE |
| This invoice is to cover charges for Vehicle #100-095, 1964-1/2 Mustang - Guardsman Blue which was shipped on our Shipper-Invoice 16718 dated 3-19-64 and not billed at that time. | | | | INVOICE NO. \$1,019.00 | INVOICE NO. \$1,019.00 |
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CARRON & COMPANY
METAL FABRICATORS
10648 3-7360

2905 BIRCH DAILY RD.
P.O. BOX 118
DOVER, MICHIGAN

16979

SHIPPED TO:
Taylor - Gaskin, Inc.
World's Fair Site
Ford Exhibit Bldg.
Flushing, New York

ATTN: Mr. Willard Robinson

| QUANTITY | DESCRIPTION | UNIT PRICE | TOTAL PRICE |
|----------|---|------------|-------------|
| 1 | 1964 1/2 Mustang Conv. - #100-005 Whitbladen White | \$1,010.00 | \$1,010.00 |
| 1 | 1964 1/2 Mustang Conv. - #100-010 Guardsman Blue | 1,010.00 | 1,010.00 |
| 1 | 1964 1/2 Mustang Conv. - #100-011 Guardsman Blue | 1,010.00 | 1,010.00 |
| 1 | 1964 1/2 Mustang Conv. - #100-014 Rangoon Red | 1,010.00 | 1,010.00 |

The above cars have been modified per Buyer's instructions for Product 355.

From the Collections of the Henry Ford, Acc 1109, Box 9

Photocopy of the Carron & Company invoice for the second Magic Skyway Mustang shipment to the Ford Pavilion for the 1964 Season.



5F08F100006 as it appeared when it was found in a Georgia junk yard in the late 1970's. Fortunately, this car was saved and is now undergoing a complete restoration by its current owner—Allan Shepley of Byron, Georgia.



The "840027" DSO number and "05C" Date code on the door tag of 5F08F100006 identify this as one special little car. Not only was it a Magic Skyway Mustang, but it was also one of the first few hundred pre-production cars, making this one of the earliest Mustangs in existence!

CARRON & COMPANY
METAL FABRICATORS
10648 3-7360

2905 BIRCH DAILY RD.
P.O. BOX 118
DOVER, MICHIGAN

17001

SHIPPED TO:
Taylor - Gaskin, Inc.
New York World's Fair Site
Ford Exhibit Bldg.
Flushing, New York

ATTN: Mr. Willard Robinson

| QUANTITY | DESCRIPTION | UNIT PRICE | TOTAL PRICE |
|----------|---|------------|-------------|
| 1 | 1964 1/2 Mustang Conv. - 100-005 Raven Black | \$1,010.00 | \$1,010.00 |
| 1 | 1964 1/2 Mustang Conv. - 100-012 Rangoon Red | 1,010.00 | 1,010.00 |
| 1 | 1964 1/2 Mustang Conv. - 100-013 Rangoon Red | 1,010.00 | 1,010.00 |

The above cars have been modified per Buyer's instructions for product 355.

From the Collections of the Henry Ford, Acc 1109, Box 9

Photocopy of the Carron & Company invoice for the third Magic Skyway Mustang shipment to the Ford Pavilion for the 1964 Season.



5F08F100006 was one of 12 Mustangs shipped to New York for the 1964 Season of the Fair. It left Carron & Company with three other Mustangs (5F08F100010, 5F08F100011, and 5F08F100014) on March 24, 1964.



5F08T383386 as it appears today. This car was purchased from the original owner in 1978 by Al and Gary Schweitzer, now of Traverse City, Michigan. A full restoration is planned in the near future.

CARRON & COMPANY
METAL FABRICATORS
10648 3-7360

2905 BIRCH DAILY RD.
P.O. BOX 118
DOVER, MICHIGAN

17028

SHIPPED TO:
Taylor - Gaskin, Inc.
World's Fair Site
Ford Exhibit Bldg.
Flushing, New York

ATTN: Mr. Willard Robinson

| QUANTITY | DESCRIPTION | UNIT PRICE | TOTAL PRICE |
|----------|---|------------|-------------|
| 1 | 1964 1/2 Mustang Conv. - #100-003 Raven Black | \$1,010.00 | \$1,010.00 |
| 1 | 1964 1/2 Mustang Conv. - #100-004 Raven Black | 1,010.00 | 1,010.00 |
| 1 | 1964 1/2 Mustang Conv. - #100-007 Whitbladen White | 1,010.00 | 1,010.00 |
| 1 | 1964 1/2 Mustang Conv. - #100-008 Whitbladen White | 1,010.00 | 1,010.00 |

The above cars have been modified per Buyer's instructions for Product 355.

From the Collections of the Henry Ford, Acc 1109, Box 9

Photocopy of the Carron & Company invoice for the fourth (and last) Magic Skyway Mustang shipment to the Ford Pavilion for the 1964 Season.



Perhaps as many as 40,000 people rode in this car during the 1964 Season of the New York World's Fair. For many of them, it was their first ride in a Mustang.



5F08T383386 was one of the 11 Mustangs sent to New York in 1965. A 12th Mustang was originally planned for the 1965 Season, but it was never converted to a Magic Skyway ride vehicle and sat in the Carron & Company storage lot for the duration of the Fair's second and final season.



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CARRON & COMPANY

PLANT NO. 1
2955 BEECH DALL ROAD
DEARBORN HEIGHTS, MICH.
313-563-7260

METAL FABRICATORS

P.O. BOX 116 INKSTER, MICH.
(MAILING ADDRESS)

INVOICE AND
SHIPPER NO. 21156

PLANT NO. 2
2819 EDSEL AVE.
INKSTER, MICHIGAN
313-274-2300

SOLD TO: Ford Motor Company
Central Office Accounting
Post Office Box 118
Dearborn, Michigan

SHIPPED TO:
Ford Motor Co.
Employee's Resale Lot
Dearborn, Michigan

Vehicle shown hereon is property of Ford Motor Company.
Parts listed below have been installed on this vehicle.

| INVOICE DATE | CUSTOMER ORDER NO. | REL. NO. | JOB NO. | TERMS |
|------------------|---|------------|---------|--------------------------|
| 2-11-66 | AP-344485-C, as Amended | | | NET 25 INST., 10TH PROX. |
| DATE SHIPPED | SHIPPED VIA | PARTIAL | TRIAL | F. O. B. |
| 12-20-65 | Our Delivery | XX | | Employee's Resale Lot |
| QUANTITY SHIPPED | DESCRIPTION | UNIT PRICE | AMOUNT | |
| 1 ONLY | 1965 Mustang Conv., Ser No. 5F08T 383-386 | | | Color Wimb. White |
| | Mechanical & Electrical Reconditioning Labor: | | | |
| | S.T. 22-1/4 hours @ 6.80/hour | 151.30 | | |
| | O.T. 15 hours @ 8.40/hour | 126.00 | | |
| | Total Mech. & Elect. Recond. Labor | | 277.30 | |
| | Bump & Paint Reconditioning Labor: | | | |
| | S.T. 14-1/2 hours @ 6.80/hour | * 98.60 | | |
| | O.T. 8 hours @ 8.40/hour | 67.20 | | |
| | Total Bump & Paint Recond. Labor | | 165.80 | |
| | Sub-contract Trim Reconditioning Labor | | 80.00 | |
| | Sub-contract Front End Alignment | | 6.50 | |
| | TOTAL FOR THE ABOVE ITEMS | | | \$529.60 |

NOTE: Sub-contract radio repairs, outside purchases, etc., will be invoiced upon completion of all cars.

From the Collections of the Henry Ford, Acc 1109, Box 9

Seller represents that with respect to the production of the articles and/or the performance of the services covered by this invoice, it has fully complied with the provisions of the Fair Labor Standards Act of 1938, as amended.

ORIGINAL INVOICE

The refurbishment work on 5F08T383386 was completed by Carron & Company in late December 1965. The car was then shipped to the Ford Resale Lot in Dearborn, MI, where it was sold to its first owner on Dec. 23, 1965.



If you should be lucky enough to come across a '65 Mustang convertible for sale with a DSO of 842011, buy it immediately, you've just found another Magic Skyway Mustang!