



# Black Beauty

## Chic & Karen Stroman's 1972 Mach 1

Text and Photos by Mary Jean Wesche

**W**hen the new 1972 Mustang hit the showrooms in the Fall of 1971, there was barely any change in the design. The 1972 Mustangs look nearly identical to the 1971 models. By this time, sales were down drastically in comparison to the earlier Mustang models.

Under the hood, gone was the 429, which ironically was the main reason for the up sizing the Mustang's design in the first place. With the demise of the Boss 351 SportsRoof, so went the Boss 351 engine. Early on in the model year, Ford did sell a 351 HO, the successor to the Boss 351 V-8. Thus, for 1972, only two optional models were available—the luxury Grande and the performance machine, the Mach 1. Virtually unchanged from the 1971 Mach 1, the pop-open gas cap was deleted replaced with the standard Mustang version.

The main changes for '72 were interior upgrades. The driver's bucket seat was mounted one-half inch back to allow for more leg room. Standard was a deluxe, two-spoke steering wheel with a simulated wood insert.

Chic and Karen Stroman of Denton,

Nebraska, are the original owners of their 1972 Mach 1.

Chic bought his 1972 Mach 1 new in 1973. He said the Mustang was a demo with a couple thousand miles on the odometer. He claims he bought it "cheap," as it was the last 1972 model the dealer had left over, and the salesman was glad to see him.

The Mach 1 served as the Stroman's wedding car in 1974 and it's been going strong ever since.

The beautiful black Mach 1 was repainted in Imron and Chic replaced the Silver stripes with a Gold stripe kit and gold rockers. It's quite striking. The interior is Ginger and is all original with the exception of the carpet and headliner. The exterior color scheme gives the Mach 1 an entirely new look, and blends well with the interior.

The Mach has a tilt rimblow steering wheel, a fold down rear seat, am/fm stereo, factory air, power disc brakes, and is powered by a strong 351 Cleveland, and is equipped with a Cruise-O-Matic tranny. Crank-down rear windows were added in the early 1980s.

The chassis and suspension are all stock. It has a Ford 9-inch rear with 2.75 gears. It also has stock front and rear shocks, stock spindles, steering, brakes,



**mach 1**  
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and FoMoCo Magnum 500 15-inch wheels. When Chic purchased the Mach, the front and rear spoilers were missing, so adding those was a must.

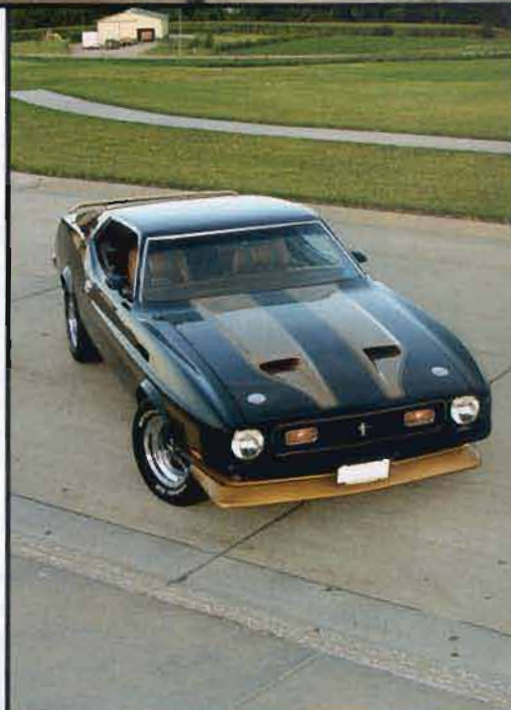
The Mach 1 was restored in 1985. "Ford still had a fairly good stock of parts," Chic says, "...otherwise, Cougars were a good source." He was easily able to find a Mach 1 hood, several other re-manufactured parts, three sets of the twist hood locks, a pair of Mach 1 mirrors, and a pop open gas cap. The only change Chic would still like to make is to Mustang's rearend. He'd prefer a 3.25 Trac Lok rearend. He did add the Ram Air system in 1987, which he proudly says was, "...purchased for \$100 from a guy who had an original one."

Chic and Karen are members of the Capitol City Ford & Mustang Club, based in Lincoln, Nebraska. They have taken the Mach 1 to numerous shows and have

accumulated about 100 trophies, including an MCA Gold. The Mach is driven to shows within 100 miles of the Stroman's home, otherwise it's trailered. At MCA National Shows, the Mach 1 is entered in Concours Driven.

Currently, the Mach 1 has 60,000 miles on the odometer. It's garaged during the winter. Although Chic and Karen want to keep the mileage as low as possible, they have fun taking it to shows and other events with their fellow club members. Their Mach 1 is driven approximately 200-500 miles in the summer.

The Stromans also own a 1971 Boss 351 and a 1989 Thunderbird SC. Chic bought the Mach 1 because he loved the design; it was always his intention to keep the Mustang. Seeing the joy in his face when he drives the Mach 1, there's no doubt he's happy his plan worked. **MT**





**1972 Mach 1 • Chic & Karen Strom**



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