

# IN SEARCH OF MUSTANGS

We seem to get a number of letters from readers who really don't understand just what this project is all about. We have signed up a good quantity of new members over the summer at the various shows (68 at Kingsport alone!) so there are some people who have just begun seeing this report every month. So we will review the purpose of "In Search of Mustang" for them and anyone else who is a little confused about it.

The primary reason for this project is the fact that Ford did not keep detailed records of just how many of each type of Mustang they produced. In actuality, there's probably some computer tape stored somewhere that would tell us how many 1965 convertibles with Hi-Pops and four-speeds were produced. But Ford can't take the time and money that it would require to see this done. At this time and for the foreseeable future, the information we seek is not available.

"In Search of Mustangs" is an attempt to try to log enough serial numbers and warranty plate information for a statistical analysis; to be able to say that 9.3 percent of 1966 Mustangs were equipped with the 289 Hi-Performance engine. This will not be an exact way of determining relative rarity between cars, but it is the only way available to us. And with the number of Mustangs produced, we have a good chance of getting a valid statistical sample for this analysis.

The information we require is found on the car's warranty plate which appears on the rear vertical surface of the driver's door, if the door has not been replaced. The warranty plate tells us where your car was built, when it was built, what its original colors were, and where it was originally delivered (the Ford district of delivery). It tells us the original powertrain combination for your car, too. This is information we can get no other way.

If you have a late model Mustang,

then your data plate will not have all this info on it, but it is still important for you to participate in the "In Search of Mustangs" project. There still exists the possibility of finding this info on the car's production manifest, which is usually wrapped around the main harness under the dash or inserted into the seat springs under the rear seat cushion. This is the "build sheet" for your car listing all the components that were to go into the making of your car. Not every car has one of these nor are they always in readable shape when found, but they are a way for the 1970 and later Mustang owners to determine their car's production dates. It can also help if your car's driver's door has been changed and the correct plate wasn't transferred.

What will we do at the end of the project? We hope to print a listing of all the Mustangs submitted and to be able to include our statistical analysis in the listing. We can determine what colors are the rarest, what percentage of Mustangs had deluxe interiors, and many more useful and interesting facts. We don't want to set a deadline for the project at this time for we have decided that we will continue until sufficient data is accumulated. We hope to go national with the project soon, to invite the readers of other automotive magazines to give us their help in compiling this list.

If there are any other questions concerning "In Search of Mustangs" please don't hesitate to write and we'll try to answer them. We ask each and every member to send in his warranty plate information today and to urge all his friends and fellow members to do the same. We need your help to make this the truly interesting and informative project that it can be.

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### 1981 KRUSE INTERNATIONAL SALE CALENDAR

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#### November 28

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#### 1982

#### January 2, 3, 4

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#### March 20 & 21

5th Annual Greater Houston Collector Car Auction, Coliseum, Houston, Texas.

#### March 27 & 28

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