

Mustang Meeting

Unbelievable, that is what I find it to be, just unbelievable. I sent in a request for a sample *Mustang Times* so as to acquire an application for the MCA. I was sent the September issue and what do I find but a letter from my cousin, Jim Stainer. I know it was my cousin for he is a member of the MCA. And he was the one who told me about the MCA and got me interested in becoming a member. To say I found this to be quite a coincidence is an understatement.

I, too, am an avid Mustang fan with an all-stock, 1972 Mach #1 with a 351 Cobra-Jet and a factory competition suspension. I have engine modifications in store for it to give it some more power, followed by an even better suspension for my trusty steed.

Now I have a couple of questions to ask. Does the fact that my car is equipped with a 351CJ and a competition suspension raise its value by much? And exactly how many Mach 1s were built with the 351CJ? It is my understanding that this is a somewhat rare engine. I am the second owner and have all the original papers on the car. In the window price sticker it says it has a competition suspension package. I have never before heard of this package on a 1972. Exactly what is included in this suspension package?

I am thoroughly impressed by your publication and I am including my membership application with this letter. Along the lines of the magazine I enjoyed the article on the resurgence of the Mustang as a performance car. After all, it's still a Mustang no matter its date of manufacture. Though it may bear little resemblance to its forebearers, neither does the 1971 - 73 look much like the Mustangs that preceded them. After all, isn't the important thing here that Ford is trying to recapture the spirit of the breed? Even its engine, the 302, is a direct descendant of the original high-powered pony motor, the 289. I say continue to keep us informed on the newest additions to the Mustang stable.

Unfortunately I am separated from my Mustang at this time; it is still in Texas while I am in Virginia. But not for

long, I hope. I almost forgot, is there a Cobra dress up kit for the 351C? I am told there is but I have never seen one advertised anywhere. Thank you and keep up the fine work, I will anxiously await my next *Mustang Times*. Hi Jim!

MM3 Daniel W. Boren
Little Creek, Virginia

Daniel, we agree that it is unbelievable. Funny how small a world it often is.

As to whether the 351CJ and the competition suspension raise its value? Well, yes and no. Yes when you are comparing it to a six-cylinder with the standard suspension, no if to a 351HO with essentially all the goodies of the 1971 Boss 351. Let us just say that it will make your car more desirable than one without these options, all other things being equal.

We do not know how many Mach 1s were made with the 351CJ engine; Ford production figures are not broken out in this way. As to its rarity, Heasley states that "The 351-4V is the basic performance engine of the 1972 lineup, called the 351CJ. Introduced late in the 1971 model year, this engine mounts the single four-barrel Autolite carburetor and rates a 248 net horsepower at 5,400 rpm with a low 8.0:1 compression ratio." Heasley goes on to say that the 351HO was the highest performance engine of the 1972 model year, with essentially the same specifications as the 1971 Boss 351. We'd say that this 351HO would be rarer than the 351CJ.

The competition suspension listed on your window sticker is just the heavy duty suspension option for the street. This consisted of "heavier duty springs, shocks and front stabilizer bar, plus a rear stabilizer bar, and . . . staggered rear shocks on cars with the 351-4V and larger engines." Cars with competition suspensions also carried a variable ratio steering gear which was introduced on the 1971 cars. "The variable ratio system has a gear ratio of 16:1 at the center that varies to 13:1 at either

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extreme with overall ratios varying from 20.2:1 to 16.4:1. The advantage of this system is to provide more steering wheel movement on the straightaway, and somewhat less steering wheel movement in cornering or parking situations."

The late Shelbys carried what amounted to a 351C Cobra kit, but we can't recall seeing it advertised as a 351C Cobra kit for one "low price."

We hope you can be reunited with your Mustang soon!

Four-Speed Fun

I am the proud owner of a 1972 Grande and I have been a member of the MCA for three months now. I would like to take this opportunity to say that the *Mustang Times* is a very informative and interesting publication and I look forward to receiving it for many more years to come. I would like to voice my opinion on the article in the September issue entitled "302 Four-Speed Returns." My car has a 302 V-8 engine with an automatic transmission and it is a much envied vehicle in my area. Not only is it good-looking, but it hasn't been beaten yet, and I race against cars with 350s and 400s! I was personally happy to see that Ford has finally recognized what truly great cars they used to make and now have attempted to regain the admiration of today's high-performance drivers. The story was well worth printing. The newer breed may not be recognized by our club, but after all, a Mustang is a Mustang, and as long as we know that our pre-1974 are the superior cars, we can remain content in the light of that knowledge while keeping up-to-date with the modern world. It's just a shame that the Mustangs of the 1980s don't have more characteristics in common with their much respected ancestors. Maybe the return to the 302 will start a trend . . .

Margie Simosky
Minersville, Pennsylvania

Too Early

I have belonged to the Mustang Club of America for about three years now and think it is getting bigger and better all the time. Keep up the good work.

I need some information on a 1965 Mustang 2+2 I just bought. According to the VIN plate it is a very early unit. It has a date code of 05A which I decipher to mean January 5, 1964. Could this be right? And do you know when production started on the fastback?

This car has a 289, automatic transmission, power steering, and air conditioner. It also carries remote and day-night mirrors. Instead of a PCV valve, it is equipped with a road draft tube. National Car Rental bought the car new in Florida. It is still unrestored with 61,385 miles on the odometer.

I am now in the process of restoring this car and need to know if the seat covers or cloth inserts are still available anywhere.

Charles E. Pressley
Canton, North Carolina

We'll take your questions in order. You've fallen into a trap with your date code deciphering. The A in your date code says that the car was made in January all right, but in January of 1965. See, Ford split the alphabet for use in the date codes into "first years" letters and "second year" ones, the latter for use when model year's production went beyond a normal twelve month (or more accurately, eleven or so month) span. Since 1965 Mustang production began in early March, 1964, the "first year" code would apply when January of 1965 came around. Cars made in March of 1965 would carry a Q date code month indicator and cars made in subsequent months would refer to the "second year" codes.

We don't know the fastback's first day of production; it was introduced on September 9, 1964.

From the codes you furnished, you have a pretty color combination: Phoenician yellow with Palomino vinyl and cloth. This interior was available only on the 2+2 and hardtop models. So far as we know, this interior is not available in reproduction form. If any member can help, please let us know so we can pass it on. Otherwise, we'd recommend a good upholsterer with a stock of older materials. Thanks for writing.

Headliner Hues

What colors did the headliners come in on 1965-66 Mustangs?

Greg Vannoy
Hopewell, New Jersey

We talked to several Mustang experts on this one, and there was fairly general agreement that there were six colors: white, blue, red, black, parchment, and green. We could not locate a reference that gave a listing of headliner colors, so there may have been a few others. In addition, we also believe that 1967-8 cars used these same six with the addition of dark green and dark blue. Does anyone have other information?

Original vs. Copy

Although I'm not the traditional letter writing crank, after having read the October 1981 issue, I felt compelled to comment on a matter I've found increasingly objectionable, and in my opinion, going in the wrong direction to perpetuate the "genuine" nature of true Mustang restoration: the increased usage and vendor pressure for the club judges and owners to accept reproduced parts.

I have several Mustangs that either are or will be of show quality. However, I've never elected to show any of them for several reasons. First, I have an aversion toward participating in the tensions and emotions that always seem to build in some toward the judging and judges. Secondly, I have always felt restoration (and judging) should emphasize the "genuine originality" of the car and its component parts rather than present a shiny piece of sandblasted sheet metal with all new paint and adorned with reproduced parts. It would seem that if that continues, the meets a few years from now will be comprised of "replicas" that have little relation to any true originality.

It is my opinion that the only real winners with this trend will be vendors of these reproduced parts and the basis for a long term enthusiasm and growing club membership will be diluted if not supplanted by the short term interests

of these reproduction opportunists. However, for the casual owner of a driveable collectible, reproduced parts have a place. It just seems unfortunate that so many members active in club management also represent these business interests.

Please don't mistake me for a complainer as my real interest is in sustaining the originality of the "sport" we all love so much.

Donald E. Harper
Dunwoody, Georgia

Codes Contribution

In support of the "In Search of Mustangs" project, I am providing the following warranty plate information. I would greatly appreciate your decoding them, particularly the first one, which I purchased for \$2,750 at Doane Minto Ford in Burlingame, California; it was delivered in mid-June, 1964. During the past 17½ years, I've seen only one exactly like it and even then I'm not sure it was the 260; it was, however, the same color. (I was in a restaurant eating but ran out to make certain that ours hadn't been stolen.)

I used this 1964½ as a fire truck and a police car and have run up 142,000 miles. Nevertheless, it has more zip now than it did in 1964. I wish I could show you the quality of the original paint. Well, see how you can go on and on about a member of the family!

Here are the codes. The 1964½: warranty 5F08F162646, body 76A, trim 46, color B, date 10F, DSO 72, axle 1, trans 6. The 1966: warranty 6F07C726171, body 65A, trim 26, color T, date 28G, DSO 21, axle 6, trans 6.

Thank you very much. I will try to send more Mustang data soon.

Robert L. Brace
Decatur, Georgia

Thanks for your numbers. Your 1964½ convertible with standard bucket seats was built at the Dearborn, Michigan, assembly plant on June 10, 1964. It is equipped with a 260-2V, a C-4 automatic transmission, and a 2.80:1 standard differential. The car is Pagoda green in color

with white vinyl with black appointments. It was originally destined for the San Jose district.

Your 1966 two-door hardtop with standard bucket seats was constructed at the Dearborn plant as well, but on July 28, 1966, making it a very late 1966 unit. It carries a 289-2V, a C-4 automatic transmission, and a 2.80:1 standard differential. It was originally Candyapple red with black interior. And it was to be delivered in the Atlanta district. We look forward to more of your help with the "In Search of Mustangs" project.

O-Oversights

Dave Keiver, the code "F" in your warranty number means 260-2V V-8. Trans code "A" is three speed manual, I believe. On many 1967-on Mustangs, instead of DSO 81 Ford of Canada, they used DSO B1 central Canada, B2 eastern Canada, B3 Atlantic, B4 mid-west Canada, B6 western Canada and B7 pacific Canada.

Robert Pannell, your axle code "O" is not axle code "C." Why? Because there are thousands of 1966-67 Mustangs with axle code "O" (including my own 1967). This was, in my opinion, a slip up on Ford's part. I have many 1966s and 1967s in the "In Search of Mustangs" file that have axle code "O," and I am attempting at this time to find out from Ford why this is, why there was no listing for axle code "O." The tab on your differential (if still there) will tell you the ratio/locking/non-locking facts.

Finally, my hat (MCA hat, of course) is off to Mustang Car Club of Omaha for "Know the Owner." Great, just great; keep that "Pony Spirit" alive!

Jim Smart
Salisbury, Maryland

Thanks for clarifying these all-too-murky waters, Jim; please keep it up. This is the kind of information that we can derive from the project that interest us: the numerical minutia. We look forward to the next installment of "the adventure of the missing O."

Eureka He Said

After almost two years of searching for a 1965-66 convertible, I answered another one of those "original owner, pristine condition" ads. Low and behold, it was true!, 44,000 miles and original top in as new condition (except for the window, of course). The keys are on the selling dealer's key ring still and the original spare is unused, too. There's even a 1964½-65 Mustang brochure in the glove box!

And get this: the ash trays and lighter look like they were never used. At last, an excuse to ask people not to smoke in my car.

Here are my numbers; can you please decode them for me. Warranty 5F08F188111, date 03G, DSO 13.

I'm just a 51 year old kid with the greatest toy of his life.

Donald Pastore
Wichita, Kansas

Your 1965 two-door convertible with standard bucket seats was built on July 3, 1964, at the Dearborn plant. You have the 260-2V engine. And your car was originally designated to be delivered in the New York district. Thanks for writing.

A Little Help

I read with interest the VID decode of Randy Webber's 1968 (September *Mustang Times*). Having owned two 1968s, I believe the third letter in Randy's trim code (2DA) refers to the painted areas of the interior which are different from the exterior color. In Randy's case his interior is red vinyl with black.

Lifetime guaranteed air filter elements for your Mustang. Low restriction design. State year, engine & carb size to: Performance Synthetics Inc. 3771 Harvill Lane Dept. 6C, Riverside, Calif. 92503, along with \$15.50 postpaid.

Performance Synthetics, Inc.
3771 Harvill Lane Dept. 6C
Riverside, CA 92503

The first 1968 I owned had an exterior color code of D (bright blue metallic). The interior trim code was 2AA. In my case the entire interior was black (2A-black vinyl and A-black). My current 1968 has an exterior color code of Y (gold metallic). The interior code is 2Y (light nugget gold vinyl). In this case the entire interior is the same as the exterior.

What I do not know is the extent of the two colors in Randy's interior. I would like to hear more on this.

Rick Pimentel
South Bend, Indiana

Thanks for your thoughts on this matter. You're probably correct and we'll try to find out just what areas would be black on Randy's car. Can we hear from you, Randy?

Codes Department

I recently purchased a 1966 Mustang coupe. Could you please decipher these numbers for me: warranty 6R07C140044, body 65A, color T, date 06M, trim 26, trans 6, DSO 71. Thanks for the help.

Patrick J. Welch
Great Falls, Montana

Your 1966 Mustang two-door hardtop with standard bucket seats was made on December 6, 1965, at the San Jose, California, assembly plant. It carried a 289-2V and a C-4 automatic transmission. The car was or is Candyapple red with a black interior, and was originally consigned to the Los Angeles district. Thanks for writing.

Snorkel Right

A couple of us here at work have 1966 Mustangs with 200 Sprint engines, or rather, they have the 200 Sprint stickers on the air cleaners. One is a convertible and the other is a coupe, but they both have automatic transmissions. The air cleaner on the convertible is blue and has a snorkel. The coupe's air cleaner is chrome and about the same size, but has no snorkel.

Are both of these 1966 air cleaners? If the chrome one is, is it part of a dress-up package?

The numbers on the convertible are warranty 6F08T367943, body 76A, color 8, trim 26, date 31E, DSO 63, axle 2, trans 6. Can you please decipher these for me? Thanks for your help.

A. White
Denver, Colorado

Both of these are correct 1966 200 cid six-cylinder air cleaners. The sticker on the blue one with snorkel should correctly read "200 cubic inches;" the chrome one's sticker should read "Mustang Powered Sprint 200." The chrome cleaner was part of the Spring Sprint sales promotion engine dress-up kit and would appear on virtually any Mustang bought with a six in the spring of 1966. This promotion was a tie-in with the Millionth Mustang promotion of about the same time. If the blue one has the Sprint sticker it is probable that it was installed later.

Your 1966 two-door convertible with standard bucket seats was built at the Dearborn assembly plant on May 31, 1966. It has a 200-1V engine, a C-4 automatic transmission, and a 2.83:1 conventional rear axle. It is (or was) Springtime yellow in color, with a black interior. It was originally consigned to the Memphis district. Thanks for writing.

Wheel Won't

I have recently joined the MCA and am glad I did. I have numerous questions which I feel I finally can get professionally answered.

I am very excited about the "In Search of Mustangs" project and would like to help in any way possible. I understand that you would like the warranty plate codes for all 1965-73 Mustangs. If this is correct, I will get codes from cars whose owners aren't aware of the project. I think it is an excellent idea to go national with this project, too.

The codes for my 1969 Mach I are warranty 9F02R159150, body 63C, color T5, trim 3AA, date 10B, DSO 63,

axle 6, and trans U. Could you decipher these? My 1970 Mach I number is 0F05H120610 but the warranty tag is missing off the door. There are numbers attached to the rear seat: C9ZB636120A MGR A02057. Can you decipher these?

Now for a few questions. Did the rear window louvers come out on any 1969 models? I have them on my 1970 but if they didn't come out in 1969 I won't put them on the 1969 car. My 1969 Mach I also has a light just above the glove box and a light around the key hole which lights up when the lights are on. My 1970 doesn't have this so is it an optional lighting package?

I have a swing-away steering wheel on my 1969 and this is where I really need some help. The swing-away action works when I hook the vacuum line to the reservoir but then the vacuum doesn't bleed off to allow the wheel to go back to the normal position until I take the line off again. Also, isn't there supposed to be a safety switch to prevent the car from starting when the wheel isn't in the normal position?

Any help you can give would be greatly appreciated. I want to get this feature working because I know it is a rare one in Mustangs. Keep up the good work in the club and the magazine.

Paul Feller
West Plains, Maryland

We too are excited about the "In Search of Mustangs" project and welcome your contributions. To tell the truth, the support from the membership as a whole has been somewhat disappointing, and we are hoping that more members will decide to assist in this useful listing.

We could use it to help explain what your paint and trim codes are, for example. Your paint code T5 is Candyapple red with some kind of accent, but it doesn't match a listed stripe color. Trim 3AA must be black with some sort of black trim, for the book shows 3A as the black code for a 1969 Mach I Sportsroof. The car was manufactured at the Dearborn plant on February 10, 1969, with a 428-4V Cobra Jet with Ram Air in-

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duction, a C-6 automatic transmission, and a 3.00:1 conventional rear axle. The body code signifies a two-door fastback "Mach I" with bucket seats. DSO 63 is the Memphis district.

All we can say about your 1970 is that it was produced at the Dearborn plant with a 351-2V and is, of course, a Mach I as well. The number you give from the rear seat is the part number of the seat. If you want to find your other codes, you should look for the production manifest, which is usually stuffed up into the rear seat springs. This is a single sheet of computer paper that indicates what pieces are to go into the building of the car when it is going down the assemble line. It isn't always present and is such thin stock that it deteriorates rapidly. Look also under the dash, perhaps wrapped around the wiring harness. If it can't be found, you are out of luck.

The rear window louvers came in 1969 only as an option on the Boss 302, but sets could usually be obtained over the counter if you wanted to put them on your non-Boss car. It would be safe to say that this wasn't done very often on 1969s until the slats became available on all lines after the 1970s came out. The light package you mention is an option and a very rare one.

We do not have a reference for the tilt-away steering column operation for the 1969 Mustang but do for the 1967. We're fairly certain that the mechanism is the same. The operation of the wheel is described as follows:

"The tilt-away steering column features nine driving positions (four up and four down from a center position). A tilt-away position is automatically accomplished when the ignition key is turned to the OFF position and the left door is opened. This completes an electrical circuit through a switch in the left door jamb and an electrically operated release valve. The vacuum release valve is connected to a vacuum reservoir and to a vacuum motor. When the vacuum release valve is energized electrically, it opens a valve and allows

reservoir vacuum to act on the vacuum motor diaphragm to pull the parking pawl out of the lower flange at the upper end of the column. Spring tension then moves the steering wheel upward and to the right at approximately a 45 degree angle (tilt-away position). The column will remain in the tilt-away position until the driver manually moves the column to the drive position after the left door has been closed.

A starter safety switch prevents the engine from being started while the steering wheel is in the tilt-away position. The starter safety switch is actuated by the locking pawl rod. A tab provided on the rod depresses the switch to open the starter motor circuit when the wheel is in the tilt position. When the steering wheel is placed in the drive position, the tab moves upward and allows the switch plunger to move outward and close the circuit.

The vacuum reservoir has a capacity to operate (cycle) the steering column approximately three times after the engine has been shut down." This is from the "Diagnosis of Vacuum-Operated Components Training Handbook" for 1967. For the vacuum and wiring diagrams for this accessory, you need to refer to the "1969 Ford Master Wiring and Vacuum Diagrams" book, which we don't have. You might try an older Ford dealer in your area; sometimes they keep them around and will let you sneak a peek. Incidentally, the swing-away wheel is seen fairly frequently on 1967-68 Sheldys, but rarely on standard Mustangs. Here's hoping you can get yours working properly. It would seem that your vacuum release valve is stuck open. Thanks for writing.

Clutch Chatter

Help! I am having trouble with a clutch in a 1965 Mustang and wonder if you could help solve the problem. I have had the car about a year and the clutch was rough when I got it. We pulled it and replaced the disc, pressure plate, release bearing, and had the flywheel turned. It was smooth for

about two weeks, then started chattering when beginning from rest. Suspecting a bad pressure plate, the job was done over, this time using another rebuilt pressure plate and disc. It is now just as bad starting off as the other one was or perhaps even worse. The pilot bushing was checked and was .004 inch over the pilot shaft size. Motor and transmission supports are good. Any help would be appreciated.

Also, I would like to have the number below deciphered. Thank you. Warranty 5T07C192244, body 65A, color 8, trim 26, date 26U, DSO 21, axle 6, and trans 1.

James W. Logan
Greenwood, South Carolina

You have had some trouble, that's for sure. The only thing we can guess at is that even though you had the flywheel turned there still could be too much flywheel run-out, either due to a bent crank or a bad flywheel mounting. Check this with the flywheel mounted to the crank. Use a dial indicator registering on the flywheel surface while you turn it through one complete revolution. The run-out should not exceed .010 inch. You should also check that the bellhousing is true. With the bellhousing bolted to the engine, attach a dial indicator to the crank so that the plunger tip scribes a circle just inside the transmission bolt holes. This will give the flywheel housing face run-out, which should not exceed .009 inch. Read just the dial indicator to give the bore run-out; this should not exceed .015 inch. Both of these tests require the transmission and clutch release bearing be removed. We're betting that you are going to find some misalignment somewhere.

These numbers correspond to a 1965 Mustang two-door hardtop with 289-2V, a three-speed manual transmission, and a 2.80:1 conventional rear axle. It was originally Springtime yellow in color with a black vinyl interior. The car was assembled at the Metuchen, New Jersey, plant on July 26, 1965, as one of the last of that year's units. It was destined for the Atlanta district. Thanks for writing.