

# IN SEARCH OF MUSTANGS

This time, we'll finally get around to the unique, the rare, and the not-so-rare Mustangs. Let's get started!

As you may know, Jack Cornely of Maryland has the oldest production convertible in our project now, #5F08F100122 built March 5, 1964. The oldest production convertible known to exist is also the first production unit, #5F08F100001 built March 3, 1964. This pony resides in the Henry Ford Museum in Dearborn, Michigan. There is a story behind this first production pony. This #100001 was sold to a proud customer in 1964, Capt. Stanley Tucker, a St. John's, Newfoundland, airplane pilot. In 1966, when Ford was getting ready to shoot off the one millionth Mustang, they contacted Tucker and offered an even trade! A brand new 1966 Mustang, the one millionth, for his 1964½. This was done when, at 11:02 am, Wednesday, February 23rd, 1966, the one millionth Mustang rolled off the Dearborn line. Ford took the first production pony, cleaned it up, and sent it to the museum. Where the one millionth Mustang is today is not known to me.

Rare finds, a 1971 Mustang convertible. This pony was owned by the Ford family! It was special-ordered for use by Martha Ford, daughter of William Clay Ford. The Mustang was pulled from the Dearborn line and got very special appointments by Ford's design studio. Leather upholstery (yes, real leather!), white in color, a carpeted trunk, and a monogrammed plate on the driver's door with MPF on it. The proud owner is Robert Prescott of Georgia. He has all the original papers on this car including a letter from FoMoCo that verifies everything said above.

There are those that have been a big help with this project. I would like to take this time to thank the "Taranaki Mustang Club" of New Plymouth, New Zealand.

There are also entries from the "Mustang Owners Club of Great Britain." Some helpful folks are combing junk yards and used car lots for VID info, people like Zane Clark of Oregon (originally Michigan). Zane has submitted tons of VID data to me. Paul Moore (Mustang Man) of Arizona is another one who has submitted tons of

PASSENGER															BODY INT.										SPECIAL ORDER										SCHEDULE DATE									
FORD MAT. CNT. AAD-8502 P PRINTED BY USA															PAINT TRIM										DSO PTO SP										PHO. AMI-FREEZE GAS QUANTITY									
NOTATION NUMBER LINE BODY TYPE SERIAL NUMBER															LOWER UPPER CODE DTY										REMARKS REGION DISTRICT										DAY MONTH YEAR									
0244 753R 232399															3J GA A 45																				14 6 1964									
ENGINE TAG NUMBER															TRANSMISSION TAG NUMBER										SEATS										ELECTRICAL									
K 521 S															5 R U G B J										D										P I T									
PULLEY (1578)															FAN SHROUD										WIRING										FUEL									
9 0 8 F															2 S A A 1 Z A A										W P I										S P E E D									
MILIFLER (1373)															ALTERNATOR										AIR CONDITION										LIGHT GROUPS									
9 0 8 F															2 Z E A T A B										5 1 2 A C R A										F E									
DRIVE LINE															SUSPENSION										FRONT END										LOCAL									
1 Z E C 1 Z B C															W V P K A P Y										O R 9 5 7 B										O W R R O M P O Y G									
WHEEL AREA															TIRES										FRAME										BRAKES									
M M A G R P F 6 0 1 5															4										S										P F B 3 A A 4 F									
RADIATOR															VEHICLE IDENTIFICATION NUMBER										FRONT AXLE										STEERING LINKAGE									
2 Z E M B															P F 0 5 0 2 3 2 3 9 9										A A A B C A B A A A										7 3 7 4									

VID info to me and what a difference it has made.

Another very interesting find, submitted by Zane Clark, will excite all you 1970-73 Mustang owners. As you know, after the 1969 model year, the month and date were not printed on the VID sticker, just the month and year. If you look in the right places on your 1970-73 Mustang, you'll find a production manifest (computer print out) which will contain your day and date. Now you'll know the date as well, not just the month. Some Mustangs may not contain this manifest, but about 80 percent or more do have it tucked somewhere. You 1965-68 owners, if you look up under your dashboard, will find it wrapped around your wiring loom. I found one on my 1967 hardtop. Take extra care in removing it as most are dry rotted by now.

The T-5 receives much question. For 1966 T-5 owners, there were 560 built for export to Germany; this information

Your production manifest! 1965-68 can be found up under the dash taped to your wiring harness. Take extreme care in removing it! 1969-73 check your trunk area or under the rear seat area. If that fails, look up under your dash; it's there somewhere! Now 1970 and beyond owners can know their assembly dates! This production manifest is courtesy Zane Clark of Michigan.

was received from a member in Toledo, Ohio and the Ford Motor Company has verified it. Another T-5 owner in New Jersey who used to own a 1973 T-5 called and informed me about it, and is trying to locate it. I appreciate the T-5 response. The most recent entry is a 1968 T-5 hardtop located in New York state. The more information you can send on T-5s, the better. I'm going to contact Ford Motor Company for information on T-5 production for 1965-73. As soon as Ford replies, you'll read it here.

Jim Smart  
% Mustang Times  
P.O. Box 47262  
Doraville, Georgia 30362