

IN SEARCH OF MUSTANGS

This month we are going to mention some of the "firsts" connected with the "In Search of Mustangs" project.

We'll start by listing some of the early 1964½ Mustangs that have been submitted. The lowest VIN we have, as you may know, is 5F08F100122 which was built on March 5, 1964, and which is owned by Jack Cornely of Maryland. Also listed with the project is 5F07K100148, which was built just 26 cars after Jack Cornely's and on the same day. The unique thing about this 1964½ is that it was special ordered by Edsel Ford II. It carries a DSO of 89 (Home Office Reserve) and has many items normally not available on early 1964½s. The 289 High Performance V-8 would be one such item. The car also sports a genuine leather interior, which is a very special option indeed. This car is owned by A. R. Cairo of Michigan.

Two other low-numbered 1964½s were submitted by Charlotte Price of Pennsylvania. These are 5F07U100280 and 5F08F100255 which were probably built on the same day. Charlotte did not supply date codes, so we don't know for certain, but they are only 25 cars apart. Charlotte, we'd love to have date and DSO codes for these two cars. C. W. Kinney of West Virginia owns another low numbered 1964½, 5F08D100392 which was manufactured on March 12, 1964.

As long as we are on the topic of "firsts," we should mention that the first individual to submit VIN data to the project was Mike Courtney of Iowa, who sent in the information from his 1965 GT fastback 5F09A750350. Thanks, Mike, for starting the ball rolling.

As many of you know, the Mustangs were built on the assembly lines with other Ford cars. The early cars were built on the same line as Fairlanes and

Falcons and the consecutive unit numbers applied to all the units on the line. This means that there is a low probability of finding two Mustangs with serial numbers one digit apart. We have, however, found two with numbers just six apart! These are two 1968 Mustangs built in January, 1968, 8F01J137064 and 8F01T137058. The funny thing is that they were built on different days!

Another interesting pony we have in the listing is 5F09T341722, built November 2, 1964. This car was ordered by an Afghani national for export to Afghanistan, but was never shipped. This was a ploy to avoid paying any tax on this Mustang and we might add that as far as we can tell it was perfectly legal. It carries a DSO of 91, which signifies its export destination. The proud owner is William Ross, Sr. of Maryland.

If T-5 Fords interest you we have 5F09C396000 built on January 11, 1965, and owned by James Porter of Ohio. This was the first T-5 submitted to the project. Other T-5s listed are 5T09A151218 built April 12, 1965, owner Teere Reeson of Washington state, and 3F05Q158322, whose owner is Steve Ryerse of New Jersey. Note that the above VIN numbers prove that T-5s were manufactured at both the Dearborn and Metuchen plants.

The earliest 1966 Mustang we have in the project is 6F08A100098 which is owned by George Nicklassen of Canada. This unit was constructed on August 16, 1965. The earliest 1970 Mustang we have so far is OF03F100189, which is a convertible owned by Eric Ennen of Illinois. The earliest 1971 is a Mach I, 1F05H100311, owned by Wendy Rader of Wisconsin.

We have a car submitted by Mike Barry of Missouri which is the earliest 1969 Mustang submitted thus far. Its

VIN is 9R01F100243 which was built on August 29, 1968. The funny thing about this one is that my brother-in-law has the same name, but he lives in Maryland!

Another interesting car we have had sent in is a 1966 Shelby GT-350, VIN SFM6S-088. This car was a leftover 1965 Shelby that was reseried and retitled as a 1966 model. As can be seen, it certainly is an early 1966 model. It is owned by William Ross, Jr., son of William Ross, Sr. mentioned above.

One of the rarer models listed with the project is the 1968 428 Cobra-Jet Mustang. This was the first year that the 428 cid engine was installed in the Mustang and we have several that have been submitted. There is 8F02R215825 which was built on July 11, 1968, making it a very late 1968 model. It is owned by C. J. Rousse of Louisiana. That is appropriate, don't you think, C. J. owning a CJ! We also have 8F02R220236, built July 26, 1968, and other late unit. Its owner is Mike Frebert of Delaware. Ron Sanders of Indiana owns another Cobra-Jet, 8F02R185083, which was manufactured on April 26, 1968. The Cobra-Jet made its way into Mustangs in 1969 and 1970, too.

We ask you again to send in the VIN information for your car if you haven't done so already. Just look on your driver's side door, on the vertical edge, and copy all the numbers on the warranty plate. Your club will certainly appreciate this small effort on your part.

My new address is printed below, so you can now send your information directly to me rather than to the magazine for forwarding to me. Keep those VINs coming in!

Jim Smart
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