

IN SEARCH OF MUSTANGS

As "In Search of Mustangs" is well into its third year, let's review. From its beginning in December 1979, this project has grown from just 500 to 1000 Mustangs in 1980 and '81 to nearly 3500 in mid 1982. 3500 VIN's is impressive, but not when you compare it to the amount of MCA members and the number of Mustangs in existence. As there are many of you who have participated, there are many that have not.

As always, I want to thank the many of you who have participated. Your efforts are not in vain as I have the information filed that you have submitted. The more you submit, the better the outcome. You will see the results of your efforts in the "In Search of Mustangs" Guide First Edition, due for completion by year's end. I hope to have the "Guide" hot off the press by early 1983.

You may wonder who has submitted information to "In Search of

Mustangs" and from where it all comes. Truthfully, information comes from all over the world: small towns, large cities, foreign countries. You'll find information from places like Atlanta, Georgia (right in your back yard!), Champaign, Illinois; Hemet, California; Seattle, Washington; Toronto, Ontario; Albany, New York, and even Dearborn, Michigan! You'll find info from as far away as Western Australia, New Zealand, London, England! The only limit that "In Search of Mustangs" knows is the folks who are not aware of it and those people who still refuse to participate!

If every Mustang owner participated in "In Search of Mustangs," not only would we have 3500 VIN's, but that figure could suddenly become 600,000 or more! There are approximately 600,000 1964½ through 1973 Ford Mustangs still spanning the globe. Everyday,

another one "bites the dust," either by accident, by theft, or by just plain old age and that thing we all fear, RUST! Many folks don't realize the value of these Pony Cars, and many get sent to the wrecker because the engine smoked or the transmission failed, and they are parted out. Finally the poor ol' Pony meets its doom, and it is crushed, never to be recognized as a Mustang again. Today's Mustang, tomorrow's refrigerator!

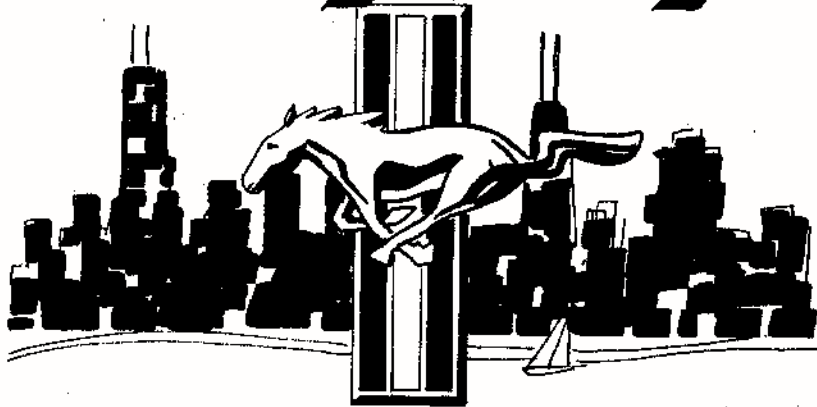
The sole purpose of this project is to determine Mustang population and production, plus where most of them still exist. summing it up, you can look at "In Search of Mustangs" as a Mustang Census. A big plus for this project is that it helps you, the Mustang enthusiast. How? For those who are missing their Vehicle Identification Plate, it will enable you to determine your build date by seeing where your Mustang fits in with the rest of production. For those who are interested in what else rolled off the assembly line around the same time as theirs, they'll be able to see just what's out there.

Another positive aspect of this project is the unique Pony Cars found thus far throughout the world. Many such Mustangs would probably have gone unnoticed had not their owners been kind enough to share them with us through "In Search." How many of you ever thought about where your Mustang originated before you read "In Search of Mustangs"? Just for starters, here are a few examples of unique Pony cars: various T-5 Fords (Mustangs exported to Germany); a special power sunroof 1965 Mustang hardtop (yes it is indeed original!); the 1971 Mustang convertible featured in the June issue and once driven by Martha Ford, daughter of William Clay Ford, detailed for her by the Ford Design Studios and featuring a real leather interior.

The sixth production Mustang (#5F08F100006, built March 5, 1964) was shared with us by its owners in 1981. Fittingly, this Mustang resides in Georgia and was saved from the scrap pile and is presently undergoing extensive restoration. We would sincerely like to hear a progress report on this very early produc-

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"IN SEARCH OF MUSTANGS"

Participate today in "IN SEARCH OF MUSTANGS," an international register of Ford Mustangs and Shelby Mustangs from 1964½ through 1973. What we need is as simple as fill in the blanks! The information can be found on a metal plate (1964½-69) or vinyl sticker (1970-73), found on your driver's door near the latch. If there is no plate or sticker, just the serial number is adequate. Total information is very important. Feel free to enclose history on your Mustang, every Pony has it's own story. Don't forget those junkyard Mustangs; they need to be counted, too.

Year _____ Body Style _____ Present Color _____

Any Options? _____

Is it a GT, Mach I, T-5, Grande', BOSS, Cal.Spec., High Country Spec., etc? _____

Original drivetrain? _____

Options you added _____

Do you wish your name printed? _____

1. Warranty/Serial Number _____

Body _____ Color _____ Trim _____ Date _____ DSO _____ Axle _____ Trans _____

2. Warranty _____

Body _____ Color _____ Trim _____ Date _____ DSO _____ Axle _____ Trans _____

3. Warranty _____

Body _____ Color _____ Trim _____ Date _____ DSO _____ Axle _____ Trans _____

Thank you for participating in "IN SEARCH OF MUSTANGS." Please send all information to Jim Smart, P.O. Box 342, Salisbury, Md. 21801-0342.

tion Mustang. Still more interesting Mustangs will surface, along with detailed info on their history, in the "In Search of Mustangs" Guide.

I would like to spend the remainder of this article expressing thanks and appreciation to those who have not only participated, but also really went out there and worked to find that VID information. Folks like Alan Laudadio of the Gold Coast Mustang Club of Miami, Florida. Alan submitted several Mustangs to the project on behalf of his fellow club members. Other nice folks like Donald Truluck of South Carolina who has submitted quite a few Mustangs to "In Search." There is Tom

August 1982

Kohlmeyer of the Pony Express Regional Group who submitted several fine Mustangs to the project, including some from around the Evansville, Indiana area. One of these is a rather rare 1969 GT Mustang Sport Roof. 1969 was the last year for the Mustang GT, and very few were produced in 1969.

Len Grossman of Florida submitted information on his 1965 GT Fastback, along with a nice photo of his mint condition Pony. Beautiful work, Len. Now if I can just talk to you about my 1968... Len's 1965 GT Fastback is not only pleasant to the eye, but also is an early Fastback #5F09A279210 built September 4, 1964. Thank you, Len, for sharing

your pride and joy with us. I want to thank all of you for your support and participation; it makes the biggest difference, as you will see.

Getting into unusual finds, we have 9R01F168090, built April 17, 1969. This Mustang not only was assembled on the fifth anniversary of the Ford Mustang introduction, but it was also found sitting in a field with only 37,000 original miles on the clock. Its owner is A. E. West of Texas. The information was submitted by M. Drastal of Sugarland, Texas. Much thanks goes to T. E. Blankenship of California for the vast information submitted, including a 1969 GT-500 Shelby. The list goes on.