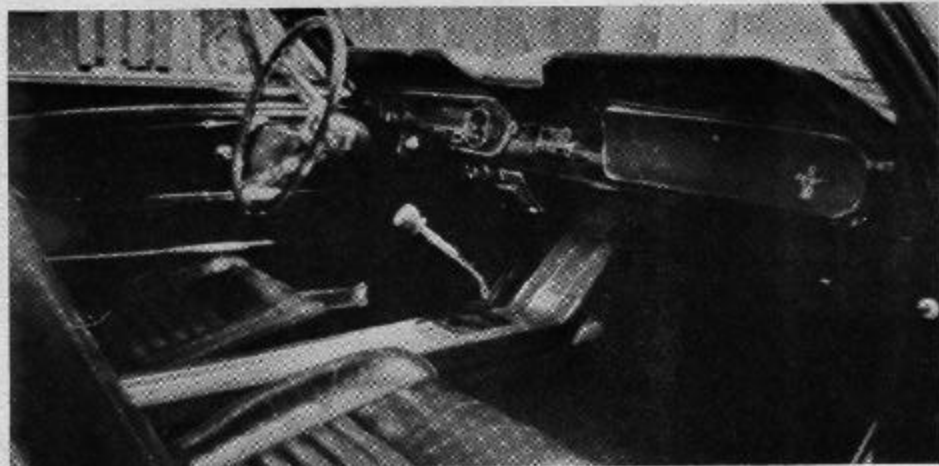


IN SEARCH OF MUSTANGS

In Search of Mustangs enters its fourth year, and you all are a part of it! As I sit here at this typewriter, we have surpassed the 4500 Mustang mark, and that figure is rapidly changing. In 1982, this registry went from 2500 Mustangs in January to over 4500 Mustangs in December.

Throughout 1982, In Search found a large number of One of a Kind Mustangs. As we drift back to fall, 1981, we remember A. R. Cairo of Michigan and his 1964½ Mustang 5F07K100148, assembled March 5, 1964 at Dearborn. This very early '64½ sports a 289 High Performance, GT equipment group, real leather interior, woodgrain instrumentation and steering wheel, to name just a few of its unusual items.

We reported that this Mustang was originally owned by Edsel Ford II, for whom it was specially produced. We have since been in touch with Mr. Ford himself, and the real facts have come to the surface. This Mustang has a DSO of 89, indicating "Transportation Ser-



Interior view of this Ford "Evaluation Car" shows the woodgrain instrumentation and real leather upholstery. Notice the Rally Pack!

VICES," meaning that it was retained by Ford Motor Company as an "Evaluation Car." A variety of packages was assigned to this Mustang for evaluation by Henry Ford II. Ford Motor Company executives were assigned evaluation cars for their own personal use.

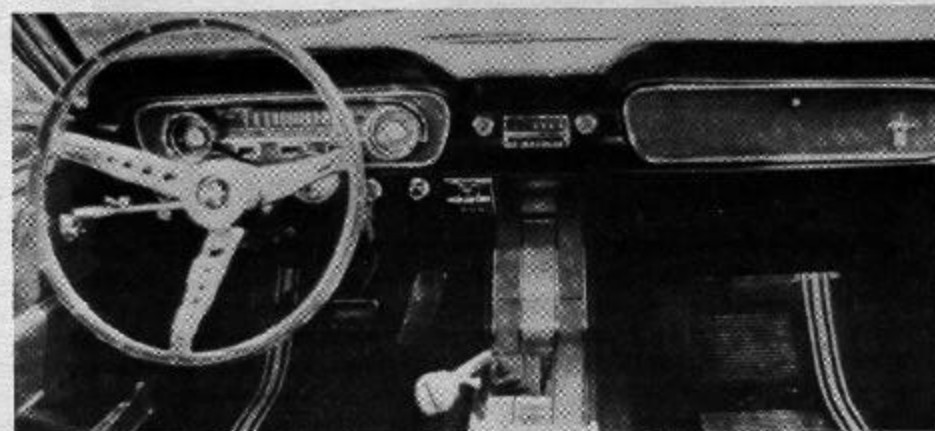
The 289 High Performance engine was specially requested by Henry Ford II, and that is how this engine (not normally available that early in '64) found its way into a Mustang. Whether or not this Mustang could be called a "GT" prototype is anyone's guess. It is a production unit, so we really could not call it a "prototype", but it could easily be considered a production test car. This Mustang's purpose in the beginning was the evaluation of the GT equipment group plus driveline performance, as well. Not many of the items you'll see in the photos of this Mustang wound up as options on future Mustangs, but there is definite similarity.

The 289 High Performance found its way into quite a few Mustangs from mid '64½, up through 1967. Woodgrain instrumentation was very common on the GT, though not as you see here. The Falcon style instrument panel never made its way into a GT Mustang as full instrumentation made its way into Mustangs. Real leather upholstery (Aw Shucks!) didn't become an option, though most of us wish it had. The GT emblems and the fog lights are much the same as you see on GT equipped Mustangs. At a glance, this is just another GT Mustang hardtop. Look beneath the surface, and you have a real One of a Kind Mustang, a '64½ Mustang GT. As most of you know, there was never a 1964½ Mustang GT; this was an option introduced in fall, 1964, with the 1965 models.

This '64½ GT Mustang also sports



1964½ "GT" Mustang. Notice the styled steel wheels, GT, and 289 high performance emblems, plus the beautiful clean lines. No GT Stripes, rocker molding instead!



Dashboard view shows Falcon style instrument panel and chrome trim on the pedals. Just picture Henry Ford II seated on the left!

"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.

Name _____ City _____ State _____

1. Year _____ Is it a GT, MACH I, GRANDE', California Special, T-5 etc? _____

Options _____

Original Driveline? _____ Do you wish your name printed? _____

Warranty/Serial Number _____

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

the Rally Pack. We try to mentally picture Henry Ford II tooling about the streets of suburban Detroit in this special Pony some six weeks before the introduction of the Mustang on April 17, 1964. It was, no doubt, a sight to behold. The Ford Family was involved in a number of Mustangs, like about 3 million of them from March, 1964, through August, 1973.

All kidding aside, the Fords had a number of Mustangs for their personal use as well as for evaluation cars. If your

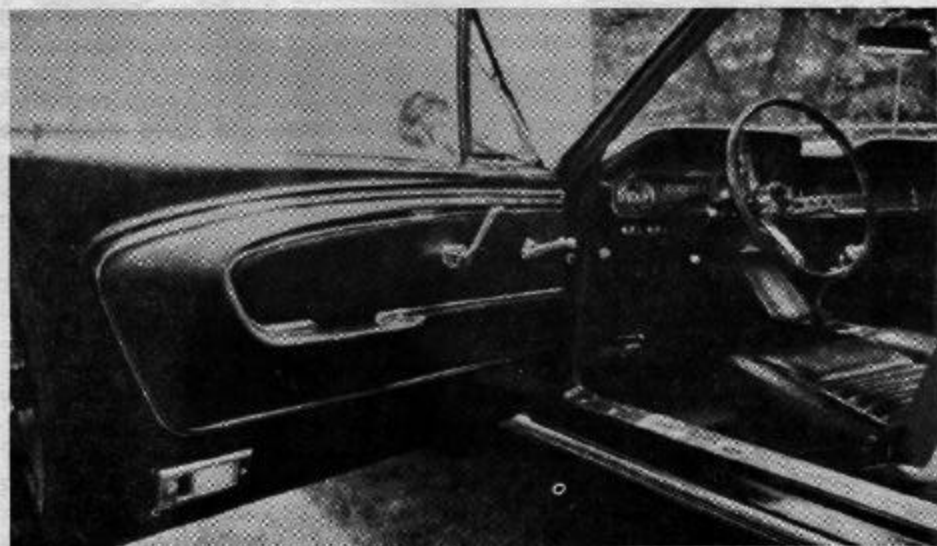
Mustang has a DSO of 84 or 89, I invite you to share it with us. We can research your Mustang, and there is a good chance that we can trace its history for you. It is up to In Search of Mustangs to dig up the information and relay it to you! A combination of Mr. Cairo's efforts and my efforts brought the history of this '64½ GT to the surface. We are still researching this gem, as more history will surface. Do you have a Mustang that you would like to share with us?

Another Mustang that we are currently researching is Ed White's 1964½ Mustang Convertible 5F08F100006, assembled March 5, 1964, with a DSO of 840027. This Mustang was found in a wrecking yard in Georgia over a year ago; to date, little has changed about it. A title search in Georgia showed no record of this Mustang's existence. The next step in our research is Ford Motor Company. More on this Pony in a future issue!

The Ronald Reagan Mustang is the most recent Mustang to penetrate the In Search of Mustangs Registry. It was used by Ronald Reagan during this 1965 campaign for the governorship of California. We hope to have more on this Mustang very soon.

An update on the In Search of Mustangs Guide reveals some changes in order to make this Registry affordable to you. If we were to produce the Guide as one single book, it would cost about \$50.00, so we have no choice but to produce the Guide in sections, beginning with 1964½-66 Mustangs. Depending on the success of the first book, we would then publish the '67-'68's and then '69-'73. In order to cover the One of a Kind Mustangs, we will publish The Best of In Search of Mustangs, a full color pictorial and detailed history on the outstanding Mustangs of In Search of Mustangs. More details on this later.

Jim Smart



An early try at the Pony Interior shows stitched door panels and the 1964 Thunderbird door handles (Not woodgrained like Mustang GT

handles), screw type window crank handle instead of clip type. Notice the chrome door latch to the left.