

IN SEARCH OF MUSTANGS

by Jim Smart

Fall is here and most of you have your Mustangs tucked away for the winter. As they say, IN SEARCH OF MUSTANGS never gets tucked away as the information continues to pour in. We are in the final days prior to publication of IN SEARCH OF MUSTANGS GUIDE, due out in the spring. Certainly you must wonder what the delay is. Well friends, the answer is simple; one of me against about 6000 Mustangs! Six thousand Mustangs is only a drop in the bucket as we push toward the 10,000 mark.

Putting the IN SEARCH OF MUSTANGS GUIDE together has been no easy task. Each Mustang submitted has been entered on a 3 x 5 card and has been filed away in a not-so-fancy system that lists Mustangs from 5F08F-100001 on up through the last 1973 Mustang. After much research and the courtesy of Donald Farr of *Mustang Monthly*, we now have a lead on that last 1973 Mustang, located in the mid-western United States! Stay tuned.

The next step for the IN SEARCH GUIDE is the lease or purchase of a computer as funds permit. The computer will enable me to determine the percentage of Mustangs listed that sport 289 Hi-Pos, Pony Interiors and the like. It will add yet another aspect to an already successful project like IN SEARCH OF MUSTANGS.

Now to the good stuff! Ford says, "Quality is Job 1." Well then, just who was putting those vehicle I.D. numbers on the plates and inner fenders during the 1966 model year? In the past few months, IN SEARCH has been blessed with unusual finds on 1966 Mustangs. The most recent find was a 1966 Mustang convertible at the Fred Glazier empire known as Glazier's Mustang Barn. On the VID plate was 6F08C-275864. In viewing the inner

fender as I usually do, what do I find? 6F08C278564! Close inspection showed that someone at Dearborn had "X-ed" out the incorrect number on the inner fender with a stamp and the number was restamped to the rear of the inner fender as 6F08C275864. The correct number was poorly stamped by hand, no doubt after a quality control inspection. Another 1966 with a similar story exists in Michigan. A 1966 GT Fastback, nice as you'll find anywhere. 6F09A332805 on the VID plate on the door, 6F09A332803 on the inner fender! This problem was not isolated to Dearborn, nor to 1966. We have 5R07C252218, located in Alaska, submitted by a Mustang enthusiast in Anchorage. This 1965 Mustang hardtop appears to be equipped with a 289 2V V-8 with a "C" engine code. A look at the inner fender reveals 5R07T252218 and this Mustang is equipped with a 200 CID Six (code "T"). Obviously the plate on the door was mis-stamped. 1967 is still another year where errors were many. We have some Ford Cougars listed. Yes siree, Ford Cougars! 1967 Mustangs with a vehicle I.D. number that begins 7F91T or 7F91C. "91" was a Cougar body serial code and there are a few 1967 Dearborn-assembled Mustangs that wound up with plates containing the Cougar code. Mustangs, as you well know, had 01, 02 and 03 body serial codes for 1967 and later units. 1967 Cougars were assembled at Dearborn and it is easy to see how just such a goof happened. Cougars, however, were numbered beginning at 500001, where Mustangs were numbered starting at 100001. Cougars came standard with the 289 2V for 67 and were never equipped with a 200 CID Six. A good example of a Cougar serial number would be 7F91C500001.

Another find has been 6R07C177437, assembled on March 29, 1966 at the San Jose plant and sports a DSO code of 331111. This Mustang is one of the One Millionth Anniversary Edition 1966 Mustangs. This Mustang was originally a special gold color (no color code on plate). Its present owner, Keith Howard of eastern Michigan, has since repainted it Emberglow. According to Keith, this Mustang was purchased from Henry Ford II's personal butler. We are digging deeper into this Mustang's history. IN SEARCH has still another 1966 Mustang listed with the DSO 331111 that is located in Virginia. Both Mustangs are One Millionth Anniversary Mustangs. More later on these rare Ponies.

Contact has been made with Captain Stanley Tucker, original owner of 5F08F100001, production Mustang #1. After a nice chat with Captain Tucker, many questions were answered. The One Millionth Mustang (actually One Million & One) that Captain Tucker received from Ford in exchange for Mustang Number One, is no longer in his ownership and location is (don't cry) unknown. He claims that it was a rust bucket and that he finally had to sell it. It was sold to someone that did not know what it was. Where is it today?

Recently, letters have been pouring in requesting reply to letters that have been sent in before. Many of you have been waiting as long as ten months for your reply. Apologies are in order for the long delays that many of you have experienced. 1982 and 83 have been two years of press releases and tremendous amounts of mail have been received by IN SEARCH due to the added exposure. At the time of this writing, I am facing over 500 letters awaiting reply. If you have not sent an

SASE (Self Addressed Stamped Envelope), there is no guarantee that you will get a reply. The surge of mail is falling off and an answer will be to most of you soon. Please don't give up! There are plans for 1984 to install a "Mustang Hot Line" that will enable most of you to call me to receive much of the information that you desire. Most of this will come about after the publishing of the IN SEARCH GUIDE.

IN SEARCH OF MUSTANGS is moving ever closer to that publishing date. Folks, it has not been an easy task, but be assured the IN SEARCH OF MUSTANGS GUIDE is intended to be the best Mustang publication in your collection. Publishing of the IN SEARCH GUIDE is being made possible by the selling of advertising space to interested parties. This will lower the cost of the guide to you, the Mustang enthusiast.

Though The September 30th deadline has passed, your continued participation in IN SEARCH OF MUSTANGS is appreciated, as we head for that 10,000 mark. Recent statistics show that there are approximately two million Mustangs still on the roads that span the globe. Mustang reincarnation is taking place as Mustang enthusiasts are pulling those restorable Ponies from the wrecking yards. So, many Mustangs thought dead are coming back to life in nicer shape than they were originally. One such Mustang is my own 1968 GT Fastback.

Tune in next month as we wallow some more in the hay!

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