

IN SEARCH OF MUSTANGS

by Jim Smart

A Happy Holiday Season to all of you! On that note, let's reflect. It has truly been a busy 1983 for IN SEARCH OF MUSTANGS. After a massive publicity campaign in various publications, exposure to new clubs and a resurgence of interest from MCA members, IN SEARCH OF MUSTANGS sports nearly 7000 Pony Cars! We can all stand proud!

Hey, how 'bout those TV Mustangs!? A new video game commercial contains one each, 1966 Mustang convertible. Not only is Hollywood getting smart, so is Madison Avenue. Mustangs are in view on the tube more now than they were in 1965! Wonder whatever happened to the "Sweetheart of the Supermarket set"? She got a divorce and became Chairperson of Acme Mustang Parts.

New finds are many! Tom Horne of Tom Horne Reproductions has blessed us with 5R08F100045, assembled July 14, 1964, making his 64½ convertible the earliest San Jose pony listed. Thank you Tom for sharing such a find with us. Though there are pleasant moments such as Tom's Mustang, there are sad moments too, like Mitch Stockdale of western Pennsylvania. Mitch, just barely able to write, told me about his serious accident in a 1965 Mustang GT. The Mustang was totaled beyond salvage. Mitch is indeed lucky to be alive today, though he was seriously injured. His GT Pony was equipped with the 289-271 Hi-Po, which was equipped with the Tri-power (three 2V), a special handling package and even a Rally Pack. All were lost in the accident. Mitch read about IN SEARCH in a back issue of *Hot Rod* while laying in a hospital bed. Oh, the data on that Mustang!

Dick Smither of Illinois? Dick leads the search for 1972 Mustang Sprint CONVERTIBLES. Only 50 were assembled for the DSO 17 of Washington, D.C. Dick has located approximately five of these special Mus-

tangs. Can you help? I invite your contact. All of these Mustangs have the same SIX DIGIT DSO code that begins "17". They all rolled off the Dearborn line at the same time and were numbered consecutively. They were involved originally in a special event in Washington, D.C. to celebrate the Cherry Blossom Festival and the Olympics in 1972. Details are scarce at this writing, more on these drop top Mustangs in the future. Dick is a unique sort of fellow. Dick has a fleet of Sprint Mustangs for 1972, a Sprint Hardtop, a Sprint Sport Roof (say that last one fast) and after a long search, a Sprint convertible . . . one of 50! My hat is off to you Mr. Smither!

Mustang Number One (5F08F-100001) makes IN SEARCH news once again! A short time ago, after much research and a lot of patience, your's truly made contact with none other than Captain Stanley Tucker, the original owner of the first production Mustang. We asked Captain Tucker about that One Million and One Mustang that he received in trade for Mustang #1. He laughed and said, "Oh I got rid of that . . . Mustang a long time ago." When I pulled myself together, I asked if he remembered who bought it. His reply? "Naw, sold it to someone that didn't know what it was, it was really rusted." May she rest in piece(s). More on these two Mustangs in the future!

In 1983, IN SEARCH OF MUSTANGS was a record setter, answering over 1000 letters during the year. Mail still piles up! Inquiries were received from people around the globe. As many letters as possible were answered. Over 4000 letters have been answered since the project began in 1979.

The IN SEARCH OF MUSTANGS Logo Contest? A logo has not been finalized to date, due mainly to the lack of time to devote to this contest. We

had very few entries, however, I will share them with you. Diane Maltzahn was the first! After Diane, the entries filed in. Greg Behling of Minnesota, Heather Adam of Florida, Mrs. Mabel Higley of Ohio, and finally Steve Koger of Virginia. By the way, Diane Maltzahn hangs her hat in Illinois. I wholeheartedly thank you all for your kindness and enthusiasm. As time permits, a decision is being made.

Yet another happening for IN SEARCH. "IN SEARCH OF MUSTANGS — A Project Update," a quarterly newsletter, is being published at present and will be available in the immediate future. If you would like to subscribe to this publication, the cost is \$8.00 annually or \$14.00 foreign. This newsletter contains a lot of valuable information and will keep most abreast of project activities. Your contact is encouraged.

Other Mustang registries are many and I would like to share them with you as well. Randy Ream of Lebanon, PA heads up the 1969 and 70 BOSS 302 Registry. His specialized registry sports nearly 1000 BOSS 302 Stangs from the Super Musclecar Era. I invite you to contact Randy if you have a strong interest in the small block BOSS HOSSES of 69 and 70. For T-5 owners and enthusiasts, we have Gary Hanson of California with the T-5 Directory. Gary has been at it nearly as long as IN SEARCH and he has quite a number of the West German export Ponies. For 1966 Sprint Mustang enthusiasts, we have The Sprint 200 Registry, based right here in Maryland. Founder of the Sprint 200 Registry is Rick Mitchell of Linthicum, MD. Of course, many of you are aware of the Cobra Registry, available from the Shelby American Automobile Club. This Registry sports the Shelby Cobras, as well as the Mustangs. If you would like to participate in any of these specialized registries, dedicated to the unique Pony Cars, the addresses appear at the end of this

month's column. Please support these registries!

As a result of my trip to Dearborn last June, I would like to share more finds with you. Once production got rolling smoothly at Dearborn in those early days of 1964, Ford assembly workers were producing an average of 1,320 units daily! Now Hoss, that's a mess'a Ponies! Are you taking notes? You better, because I am just getting started!

Here are some special dates for you! September 25, 1964 was the official date of introduction for 1965 model Fords, including Mustang Fastback. The "GT" was officially introduced on April 15, 1965, although many insist that it was April 17th.

The Mustang was a major influence on many people during the sixties, but a group called "THE MUSTANGS"? A young man named Rory Machavich, just 14 years old at the time, led the group of two guitars, one accordion (an accordion?) and drums. The idea for the name "Mustangs" was suggested by Rory's father, because it fit their music. The four-piece band stayed together for two years. I guess they just didn't like Mustang after 1966. "The Mustangs" were famous for the hit, "I WANNA HOLD YOUR HOOF." The hit was so popular that the Beatles re-recorded it to "I Wanna Hold Your Hand"!!! See how influential Mustang was?

If you have a Mustang equipped with a 390, 427 or 428, your engine was produced at the Dearborn Engine Plant, right next door to the assembly plant. Today, this same plant produces far milder 1.6 liter four-bangers for the Escort and Lynx.

That nice soft vinyl that surrounds you in your Mustang is a product of Ford's Utica Trim Plant in Utica, Michigan. Utica Trim's job in life is producing upholstery, headliners and other assorted goodies that make driving your Mustang a tad more pleasant. Transmissions and axles are produced by Ford's Livonia, Michigan Axle and Transmission Division. Today in 1983, many components that make up the Mustang's driveline are produced by foreign countries. The 1983 Mustang equipped with the 5.0 liter High Output is equipped with an aluminum (RUG) toploader 4-speed, produced in South America! My how times have changed!

Much was learned during the tour of the Dearborn Assembly Plant. The in-

famous "Production Manifest," now known at Ford as a "Broadcast Sheet" is the topic of discussion. We have so much trouble finding those valuable print outs in our Mustangs, yet as you tour the plant, those little devils are everywhere! Your engine was tagged with one, as well as your rear axle. In viewing the engine build-up area, where components such as alternators, power steering and the like are installed, I soon discovered that each engine was equipped with the broadcast sheet. It was interesting to read each sheet to see where a particular powerplant was headed. A 5.0 liter HO bound for a GT Mustang headed for DSO 16, or a 2.3 liter four-popper headed for a Capri bound for DSO 71. Each of these 1983 drivelines is now cruising the interstates some seven months later. While waltzing through DAP (Dearborn Assembly Plant), my attention was diverted to a rack full of Turbo 2.3 engines, bound for 1984 SVO Mustangs. Now . . . if only they were 289-271 High-Po's!!!

Oh those World's Fair Mustang convertibles! The "Magic Skyway" sported some 146 convertibles from various Ford divisions. Twelve, of course, were Mustangs. The World's Fair closed its doors in the Fall of 1964 and reopened on April 21, 1965, equipped with 146 new 1965 convertibles! Al and Gary Schweitzer's drop top Stang was one of them, as you well know.

Did I tell you about the fine people of Southeastern Michigan? You have people like Marion and Albert Schweitzer, plus son Gary. These are the people that make "Mustanging It" a warm experience. I spent an evening with the Schweitzers, chewing the fat and talkin' Mustang. I was given the opportunity to view many of the components from 5F08T383386. Truly, I had a great time! Thank you Marion and Al, Gary too, for your gracious hospitality.

Did you know that the Canadian DSO codes of B1, B2, B3 and so on, were put into effect on December 3, 1965? Prior to that date, any Mustangs delivered to Canada were designated DSO 81, Ford of Canada. Did you know that the DSO coding system changed during the 1966 model year? Early 66 Fords used the 1965 model year system, while late 66s use the 67 system. If you have a DSO code on your late 66 that you can't find a break-

down for, just hop over to the 1967 codes and there it will be.

More interesting facts! Landis Ford of New Brunswick, New Jersey was an exporter of quite a number of Mustangs. A number of T-5 Fords were shipped through Landis Ford and sported DSO codes of "15", not 91 and 95 as did many of the T-5 Mustangs exported to Germany. Some T-5s sported the DSO of 13 (New York City) that were delivered to dealers in the New York/North Jersey area for export purposes. To date, IN SEARCH OF MUSTANGS has received none of these "Non Export DSO" T-5 Mustangs. I have a theory that DSO 15 and 13 were strictly paperwork DSO codes and in reality the data plates had the export code. Can anyone explain this? Are you an export dealer?

In the interest of space, I must shorten things for this month. Many thanks goes to the many of you that have made IN SEARCH OF MUSTANGS a real pleasure. Finally, I wish all of you the best of wishes for a very Happy Holiday Season! See you next year!

"IN SEARCH OF MUSTANGS"

64½-73

P.O. Box 342

Salisbury, MD 21801-0342

BOSS 302 REGISTRY

Randy Ream
1817 Janet Ave.
Lebanon, PA 17042

T-5 DIRECTORY

Gary Hanson
P.O. Box 808 L-154
Livermore, CA 94550

1966 SPRINT 200 REGISTRY

Rick Mitchell
428 Madingley Road
Linthicum, MD 21090

COBRA REGISTRY

% Shelby American Automobile Club
22 Olmstead Road
West Redding, CT 06896

Specialty Clubs

Boss Mustang Owners Association
P.O. Box 1085
LaMirada, CA 90637

Mustang Owners Club
2829 Cagua Dr. NE
Albuquerque, NM 87110
\$10.00 Annual Dues

Shelby American Automobile Club
22 Olmstead Road
West Redding, CT 06896
\$22.50 Annual Dues

*Please Support Your Mustang
Registries & Clubs!*

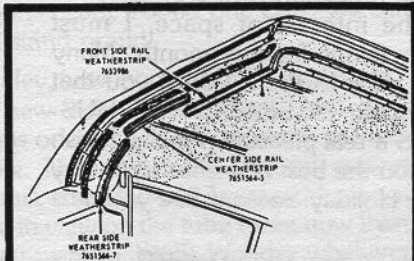
**71-73
LOWER REAR
QUARTER**



Top notch repro featuring rear section spot welded like original.
M400 \$39.00

DEALER INQUIRIES INVITED

the paddock® inc. • 800-428-4319
221 W Main, Box 30, Dept. 1, Knightstown, IN 46148
paddock® west • 800-854-8532
446 Tennessee St., Dept. 1, Redlands, CA 92373



**NOW AVAILABLE
1964-1968 MUSTANG
CONVERTIBLE TOP
SIDE-RAIL WEATHERSTRIP
NOW SHIPPING...**

Flawless, Compression Molded Convertible Side-Rail Weatherstrips. A Satisfaction Guaranteed Alternative to UGLY, CRACKED, and ROTTED Originals or other poor reproductions. Protects Expensive Restored Interiors and Prevents Annoying Drafts.

FEATURES...

- Compression Molded in Handmade molds using Durable E.P.D.M. stock • Guaranteed better than Original Fit and Finish • Precision molded cornerpieces (DOGLEGS) that not only fit better than the original, but also look better • Full length molded-in steel backbones with welded studs same as original • Do not confuse this NEW product with the cheaper extrusion type reproduction • These are proven quality parts, manufactured by a company with many years experience specializing in convertible top weatherstrip. Our parts have been installed on many show winning cars.

\$159.95 COMPLETE SET

ADD \$4.00 SHIPPING

Make Checks Payable To:

DAVE McBRIDE
C/O CALIFORNIA CLASSICS
645 E. McGlinicy Lane
Campbell, CA 95008
(408) 377-2324



RESTORATIONS • REPAIRS •
DETAILING • MODIFICATION

**64½ - 73 MUSTANGS
SHELBS**

CARS & PARTS
BOUGHT • SOLD • TRADED

LEE MATHIAS
3853 MOON STATION RD.
KENNESAW, GA 30144
(404) 427-0382



Hours
Mon.-Fri. 9-6
Sat. 9-4

TOTAL PERFORMANCE



THE COMPLETE MAGAZINE FOR THE FORD ENTHUSIAST

It's NEW,
it's EXCITING,
it's ALL-FORD
and it's HERE!!!!

IT'S TOTAL PERFORMANCE MAGAZINE

Finally, if you've been waiting for a magazine that's dedicated totally to Ford performance, Total Performance Magazine offers it all. From NHRA to Trans Am, from NASCAR to IMSA, from Bonneville to Pike's Peak, Total Performance brings you complete coverage each and every month. Read about the racing Fords of yesteryear, how and what they're doing today, and what they'll be doing in the future. Prepared by some of the most well-known Ford automotive journalists in the country, Total Performance brings to you the most exciting part of Ford history — Racing. Total Performance will take you into the "World of Ford" where you've never been before and more. Don't miss out on a single issue. Subscribe Today. Send check or money order for \$14.95 to: Total Performance Magazine, 28562 Coleridge Avenue, Hayward, CA. 94544

PLEASE ALLOW 4 TO 6 WEEKS DELIVERY