

IN SEARCH OF MUSTANGS

IN SEARCH OF MUSTANGS is back and has grown to a mammoth 6000 plus Pony Cars from all over the globe! A lot of new participants have popped up and many new areas have shown up on the IN SEARCH map! We have penetrated the country of Mexico to our south and a number of European nations as well. A good many Mustangs have been submitted from the European continent.

The biggest reason for the tremendous growth of IN SEARCH OF MUSTANGS has been a massive publicity campaign during the first half of 1983. IN SEARCH has appeared in HOT ROD Magazine, Motor Service, Car Craft, Super Ford and a long-awaited release in Mustang Monthly! Club participation has been a factor in our growth. The Rio Grande Mustang Club in Albuquerque, New Mexico has been responsible for the submission of nearly 200 Mustangs from northern New Mexico. Truly, Rio Grande is the example to follow in terms of enthusiasm that is radiated by Bob Miller, Chuck Donoghue and Bob Kuning. The Rio Grande Club are the new guys on the block, yet they have a very successful club right in the heart of northern New Mexico. Thank you Bob Miller for your never ending support! The First State Mustang Club has been responsible for a number of submissions from the Northern Delaware Valley, again many thanks! There are still many more clubs that have participated, these will come out in future columns!

Interesting finds for IN SEARCH since last January have been many. These finds will surface in coming months. The more recent finds will surface now. I am sure that you all re-

member Albert and son Gary Schweitzer's "1964½" World's Fair Mustang convertible 5F08T383386. Well folks, a recent visit to Dearborn, Michigan and a look through the DSO files revealed information that puts a whole new light on these unique convertibles. Originally, we thought that there were 12 Mustang convertibles used at the "Magic Skyway" from early 1964 through mid-1965. Research revealed that there were 24 Mustangs used, not twelve. As you may recall, we located another World's Fair Mustang in Georgia — 5F08F100006, a 64½ convertible. 100006 has a DSO of 840027 which called for 12 identical Wimbledon White Mustang convertibles equipped with 260 2V V-8's with automatics and each had a red interior. These twelve Mustangs were used at the Fair from April of 1964 until the early part of 1965 when they were exchanged for twelve 1965 model Mustang convertibles. This is where Al's 5F08T383386 comes in. 383386 has been long thought to be a pre-production Mustang convertible due to it's consecutive unit number and date code of 15B meaning 15 February. Mustangs built at Dearborn during the 64-65 model year that had a consecutive unit number near Al's (383386) were assembled in December of 1964. Mustangs assembled in February of 1965 had a much higher unit number (above 600001). This posed a serious question on the origin of Al's Mustang convertible. It just all didn't add up! In reviewing the DSO files, we soon discovered the whole story behind Al's quite unique World's Fair Mustang. We discovered that there were 12 Mustangs ordered under Al's DSO of 842011. These 12 Mustangs were ordered on November 9, 1964. Here are the facts!

SPECIAL VEHICLE ORDER 11-09-64 DSO 842011

Customer: New York World's Fair
Number of Units: 12
Assembly Plant: Dearborn
Engine: 200 CID Six
Body Style: Convertible
Transmission: Cruise-O-Matic
Paint Color: Wimbledon White
Trim: Red Vinyl
Tires: 6.95 x 14 WSW Butyl Tubeless
Rocker Molding
AM Radio (Note: Do not drill hole or install antenna)
2 speed electric wipers
Windshield Washer
Padded Dash and Visors
Heavy Duty Battery
Knock Off Wheel Covers (Spinners)
3 Gallons of Gas only
Install Heavy Duty Seat Springs (Cancelled)
Single Key Lock Set
Furnish Anchor Bolts for installation of two sets of seat belts, front and rear.
All vehicles to have Show Car Treatment
Ship to: Carron & Company (For Preparation)

This order for 12 Mustang convertibles was much like an order for 12 Mustangs just ten months earlier under DSO 840027 for which 5F08F100006 was one of those first twelve. 5F08T383386 was one of the second twelve Mustang convertibles used for the 1965 model year. The first twelve Mustang convertibles were used during the 1964 model year. To date, we have located one Mustang convertible from each of the two groups of twelve each. The only difference in the two groups is the 200 CID Six in the 65's and the 260 V-8 in the 64½'s. All were Wimbledon White convertibles with red interiors. 383386 was long thought to be a pre-

production Mustang because it's unit number did not fall in synch with 65 Mustangs built at Dearborn in February of 1965. We thought we had the whole story when Carron & Company (prepared the World's Fair cars) was contacted and information was received. The only question was the date that those Mustangs came through Carron. It all pointed to an assembly date of 15 February 1964 which was before the start up of production. We were also told that there were twelve Mustangs used at the fair. The latter is true, twelve Mustangs used at one time, there just happened to be two sets of Mustangs bringing the total to 24 Mustang convertibles, 12 64½'s and 12 65's! Now you know . . . the rest of the story!

In researching these two World's Fair Mustangs, still more discoveries were made. Al Schweitzer's Mustang, 383386 was assembled on 15 February 1965, yet the unit number (383386) falls in synch with Mustangs assembled at Dearborn in December of 1964! To my dismay, I have discovered that Ford Motor Company did not always play by IN SEARCH OF MUSTANGS rules! Though 383386 has a unit number that would put it off the line two months before it was actually built, this means that the consecutive unit number was assigned in December, but the vehicle was not scheduled for assembly until a later date. I am quite sure that eleven other World's Fair Mustang convertibles have the same story behind them as well. I am also sure that the twelve Mustangs rolled off the line together as this practice would have made assembly easier and more efficient. The twelve Mustangs were then shipped to Carron & Company who then removed drivetrains and the fuel tanks. The cars also received other special appointments by Carron & Company. After the fair, they were returned to Carron for new interiors and brought up to specs, plus installation of their drivelines. After that, they were sold off the Ford resale lot in Dearborn. All of the World's Fair vehicles were sold to Ford employees, their whereabouts today is not likely known.

IN SEARCH OF MUSTANGS sports a few Mustangs like Al's with wide variances between unit number and build date. Mustangs of this nature are few but provide us with some interesting

stories. Mustangs like 5R08K100127, a convertible found in a wrecking yard in Pennsylvania. This Mustang was assembled on 9 September 1964 at the San Jose, California plant. 100127 has a low consecutive unit number for the San Jose plant which would normally indicate a build date around 15 July 1964 which is when San Jose began Mustang production. 100127 was assembled two months later on 9 September 1964. This Mustang sports the 289 High Performance backed up by a four speed and a traction-lock rear axle. Nice options, but hardly extremely rare. Then we get to color code "A" Raven Black, there again, nothing unusual. No Trim code. Ah yes, a bench seat, quite unique! Now we get to the DSO code indicating where the car was delivered new. That DSO is 83, U.S. Government! Now you ask, "Why would the Government want a 289 High Performance four speed traction-lock with bench seat Mustang convertible?" We are working on this one folks!

Getting back to those World's Fair Ponies, many interesting items came up during research, I would like to share these with you. Al and Gary Schweitzer's convertible's fuel tank had something interesting written on top of it, the following: MUST-383376. This no doubt was written on it by Carron & Company during removal and this was used for identification purposes to facilitate reinstallation when the time came. Did you notice that 383376 did not match Al's unit number of 383386? There is belief that the fuel tank from 5F08T383376 was installed in 383386 upon return to Carron, after all, they were all the same fuel tanks, right? In viewing the seats and door panels from 383386, both door panels were manufactured at Ford's Utica, Michigan Trim Plant on January 4, 1965. The bottom line on 5F08T383386 is that it is a 65 Mustang convertible and it is not a pre-production Mustang as we once thought. I would like to thank Mr. and Mrs. Albert Schweitzer and their son Gary for allowing me to view their very unique Mustang and for their fine hospitality.

While in the Detroit area, I had the opportunity to view Art Cairo's rather rare 1964½ Mustang hardtop. Art's Mustang as you may know was an

evaluation car by Mr. Henry Ford II back in early 1964. Art's very unique Mustang (5F07K100148 Date 05C) is a breathtaking sight in photographs, just imagine it in person! In visiting with Mr. Edsel Ford II, I found that Mr. Ford did remember Art's Mustang when his father Henry II had it. A talk with a design engineer revealed that 100148 was the tenth Mustang off the assembly line on the first day of production, even though it is the 148th production unit. I was told that the plant manager at Dearborn walked with 100148 as it came down the assembly line. After all, it was for Henry III! Now to find that plant manager!

Production Mustang Number One was viewed, courtesy of the Edison Institute-Henry Ford Museum. Mustang #1 is located in storage at the present time and access to this car is very limited. Mustang Number One is a Wimbledon White convertible that was sold new in Canada to a Captain Stanley Tucker. This Mustang was retrieved by Ford in 1966 and Captain Stanley Tucker got the One Million and First Mustang, a 1966 Mustang. It cost Ford Motor Company some \$6,675.00 to get this Mustang back and to provide Captain Tucker with a new one! Mustang Number One will be covered in more detail in coming months.

Meanwhile, IN SEARCH OF MUSTANGS continues and if you haven't participated, isn't it time you did? The new official deadline (this is the big one folks!) is September 30, 1983. Any information received after that date will be filed away for the second edition.

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