

IN SEARCH OF MUSTANGS

by Jim Smart

This month, let's talk about special order Mustangs. These made to order Mustangs sported the special order "six digit" DSO code, located on your driver's door vehicle warranty plate. Non-special-order vehicles had a standard "two digit" DSO code, that specified the general area where the vehicle was sold new.

Say your Mustang was "ordered" by you or a previous owner, yet your Mustang sports a two digit code. There is an explanation. A two digit code means that your Mustang and it's combination of options was scheduled for assembly, whether you ordered it or not. A special order Mustang with the six digit code (example 171935) is a unit that required special attention in assembly. One example of special attention would be a "Playboy Pink" Mustang, or maybe a special axle ratio not normally available.

Some Mustangs with a unique combination have been long thought a special order. Their owners, many times, are discouraged when they discover the two digit code. Though you may have a unique Mustang with a two digit code, it may easily be the only one of it's type. Only Ford knows for sure! The bottom line on "six digit" special order DSO's is, they were unusual production items, and required special assembly attention.

The DSO files have taught us much! The DSO information on file is the special order Ponies (six digit) and I would like to share a few of them with you!

DSO 84-2006/January 11, 1965 calls for a special group of 1965 Mustang Fastbacks for delivery to Carroll Shelby. The DSO was later changed to 71-2501 calling for an unknown number of Fastbacks with deletion items. Deleted was Heater/Defroster, hood latch, front and rear bumper, stabilizer bar, interior, rocker panel, trunk door and hood hinge springs. In-

cluded was BW T-10 transmission with 20 tooth speedometer drive gear and a Detroit Automotive No-Spin differential. Also included was the export brace. These were obviously basic Mustang bodies for racing purposes.

1965 Mustang GT-350's. DSO 71-2506: 15 units, five in April, five in May and five in June. DSO 71-2502: five units. DSO 71-2507: 83 units, 33 in June and 50 in July. DSO 71-2508: 167 units, 67 in June and still 100 more in July. Now that's a lotta Shelby's!

R-Model Shelby Mustangs, 33 of them. DSO 71-R509/May 19, 1965 and were all delivered to Shelby American. These Mustang fastbacks, of course, never have seen street driving and were built with one thing in mind, RACING! They were deletion units, missing interiors, heater, stabilizer bar, sound deadening, undercoat, hood hinge springs, etc. If you had about \$6000.00 in 1965 and had nothing to do with it, you could have purchased one of these 33 Potent Ponies from Carroll Shelby. Oh, by the way, forget license expenses!

So you're a Mustang purist. You give those Ponies the ole Eagle eye at the shows and refuse to accept anything but a Motorcraft Battery and Firestone Champion Tires. Wake up to a new find! DSO 81-0023/0024 and 0025 (Ford of Canada) calls for nine 1965 Mustangs (March 18, 1965). These Mustangs were part of a special promotion calling for the installation of Atlas Tires and Battery. A change within the DSO was 6.95 x 14 to 6.50 x 14 tires. DSO 81-0024 and 0025 designated 9 and 3 units respectively for the Atlas promotion. There was a change from 6.95 x 14 to 6.50 x 13 tires! DSO 81-0026 called for more of these Atlas Mustangs for sale in Canada. Does your garage house one of these Mustangs?

DSO 15-0370 January 25, 1965.

This was a T-5 to be equipped with a special handling package, but was later cancelled. This German export Pony was indeed assembled, minus the handling group. Why? It was equipped with the 200 CID Six. This Mustang (oops, we don't call it that!) was Wimbledon White with power top and would have had the spinner wheel covers, however, they were withdrawn from the order.

DSO 71-2621/71-2623 and 71-2624 called for six Mustang convertibles to be delivered to Carroll Shelby. These were 1966 Mustang convertibles and all were to become GT-350's. Two were delivered, unpainted! 71-2623 called for a red convertible and a yellow as well. 71-2621 called for no paint and 71-2624 called for a green unit as well as a blue unit. Actual colors are not known, though we have located the "Dynasty Green" convertible.

DSO 13-0235, 0240, 0311 and 0312 are all T-5's. Now you ask, "What! Jim Smart are you crazy? DSO 13 is New York. C'mon!" DSO 13 due to their shipping point! These T-5 Mustangs were shipped to an auto exporter in the New York area and were shipped to Germany from there. DSO 13 means that the exporter actually bought them from Ford Motor Company. T-5's shipped by Ford were designated DSO 95, 91 and so on.

DSO 84-2003 calls for five Mustang Fastback bodies for the Special Vehicle Department (much like SVO today). These were for Ford's racing program back in the crazy sixties. They were equipped with 3.89:1 locking axles. No doubt drag packages.

DSO 84-2007 specified ten Mustang fastback bodies, also for the Special Vehicle department. These would wind up "427 Drag Cars." They were all speced with 3.89:1, however, they were later changed to 3.50:1 prior to assembly. Talk about "Modified"!!!

DSO 71-2650 called for ten Mustang hardtops for Carroll Shelby. These were equipped with 289 Hi-Po and 3.89:1 locking for the Group II touring package for European road racing. They were all Wimbledon White and were assembled at San Jose. These were the Mustangs that made an impact on Europe in various racing events.

1967 owners! DSO 71-0397 calls for an unknown number of 67 Mustangs for export to FRANCE. These export Mustangs were equipped with Metric Speedometer, yellow headlights, export brace, 289 4V and were Dark Moss Green. They were to be shipped through Fordham Motor Sales in New York State and no later than March 10, 1967. Metuchen was the specified plant.

1967 Shelby Mustangs. DSO 84-2526 called for ten units. Two in Lime Green, two in Nightmist Blue, two in Wimbledon White, two in Dark Moss Green and two in Thunderbird Gray! It is unknown if these were GT-350's or GT-500's.

In 1968, the special order Mustangs were many. Let's cover a few of them. DSO 15-0346/February 14, 1968 covers one 68 Mustang for EXPORT. A hardtop in Wimbledon White, equipped with Metric Speedometer and heavy duty suspension, powered by 200 CID Six, with automatic.

15-0347 calls for two convertibles, metric speedometer, heavy duty suspension, 42 AMP alternator, 200 Six with 3 speed. They were painted Silver Smoke Gray. DSO 15-0348, two more units, both hardtops, metric speedometer, heavy duty suspension, 200 Six with automatic. Silver Smoke Gray once again. DSO 15-0349 calls for still more of the same, two hardtops, 200 Six and 3 speed, again Silver Smoke Gray.

As you can see, DSO 15-0346 through 0349 were all export Mustangs and were all similar, with the exception of driveline choices and body style. They were all delivered to an automotive exporter in the Newark, N.J. area.

In 1969, the DSO files provided many an interesting special order. We'll start with DSO 24-0054, two units for the "Tournament of Thrills." This order was placed on September 4, 1968. This special order is only the beginning of several orders that ended with DSO 24-0057. It is not known if any of these

Mustangs survived the torture of the special stunts put on during "Tournament of Thrills" shows. These Mustangs were well equipped for stunt vehicles. Interior Decor Group on all, non-functional hood scoop, hood lock pins, color-keyed racing mirrors, racing stripes, limited slip rear axle, you name it. Their powertrains varied from 200 CID to 302 V-8. Some had 3 speed, while others had C-4 Automatic. If you live in Florida and any survived, you could own one.

The Indianapolis area gave us DSO 46-0572 through 0574. These Mustangs were known as "4.1 Liter Specials." Can anyone tell us about these Indy Mustangs??? They obviously sported the 351 Windsor V-8.

DSO 72-0041 calls for one 1969 Sport Roof equipped with 390 4V, 4 speed, and 3.25:1 locking axle. Seat belts were deleted. Other items included Metric Speedometer and Tilt Wheel! This Mustang was delivered to an auto exporter and shipped across the USA to Port Newark, New Jersey where it was shipped to SWEDEN.

A sister DSO of 72-0042, was a similar Mustang Sport Roof with 302 2V, C-4 and 3.00:1 locking axle. It was shipped in the same fashion, to Sweden.

Next month, we'll cover more of these interesting special DSO's beginning with some KAR KRAFT Ponies! So tune in as we cruise through the world of IN SEARCH OF MUSTANGS!

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