

# IN SEARCH OF MUSTANGS

## A CLOSE LOOK AT THE END OF AN ERA: 1971-'73

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and Kevin Marti

Over the past several months, we've been looking at the last Mustangs ordered from 1967-'70. We have to admit, it doesn't carry the excitement that examining 100001 did. Those first units ordered excite us because most of them received show-car treatment and were handsomely equipped. The last units ordered in any given model year are those last aggressive attempts to sell out the balance for year-end production and sales figures before the next year's launch. As you might suspect, the last '71-'73 Mustangs ordered and produced symbolized the end of an era—an era of muscle and performance cars. Let's take a look at what Kevin Marti of Marti Auto Works has found in his vast '67-'73 Ford data base.

Because Mustang production ended at San Jose/Milpitas at the end of the '70 model year, no Mustangs were produced there from 1971-'73. Dearborn continued producing Mustangs in a tradition that continues today. Metuchen produced '71 Mustangs until December 1970, when Pinto production consumed that plant's capacity.

The last '71 Mustang ordered from the Dearborn, Michigan, plant was bucked in August 1971. Its VIN was 1F01F230515. Dearborn's last '71 order was a Grabber Yellow hardtop with a 302-2V V-8, three on the floor, 3.00:1 conventional axle, E70x14 belted white sidewall tires, power steering, Selectaire air conditioning, deluxe seatbelts with warning light, tinted glass, and those Ford corporate dog-dish hubcaps with trim rings. Order number 230515 was delivered to Pearson Ford in San Diego, California. Its whereabouts today is unknown.

Decidedly rare today is the '71 Mustang produced at the Metuchen, New Jersey, plant just southwest of New York City. It's rare because Metuchen produced so few before

production ended in December 1970. So the last Mustang ever ordered from the Metuchen plant has some real significance. Enter 1T04M169381, a '71 Mustang Grandé hardtop. We like this one because it's an oddball. When you think Grandé, you think luxury, a hardtop just made for the softy who couldn't afford a Cougar. But this Bright Blue Metallic Grandé has a 351C-4V engine; a four-speed, wide-ratio transmission; a 3.25:1 conventional axle; F60x15 Wide Oval raised-white-letter tires; power steering; front disc brakes; Selectaire air conditioning; AM/FM stereo radio; tinted glass; competition suspension (holy cow!); and an eight-grand tachometer (man!).

Number 169381 was bucked at Metuchen in December 1970 and delivered to McCulley Ford in West Palm Beach, Florida. Has anyone seen this unusual Mustang at a car show lately? Call it a Grandé with a 'tude.

Mustang production became quite simple after 1971 because only one plant—Dearborn—was involved until later in 1974. The last '72 Mustang ordered from Dearborn was a White Mach 1—2F05Q241047, bucked in August 1972, delivered to Bill Pierre Ford in Seattle, Washington. This Mach 1 was nicely appointed with body side tape stripes, E70x14 white sidewall belted tires, sport-deck rear seat, AM radio, Mach 1 sports interior, tinted glass, and 351C-4V backed by a C6 Select-Shift. This was a stock order picked up by the dealer and sold off the lot.

This is the one everyone likes to explore—the last '73 Mustang. There is a certain amount of folklore that goes with the last unit of any generation. We like to imagine the last unit as something special. For Ford Motor Company, it was the balance-out unit and little more. Believe it or not, the last '73 Mustang order was not a convertible, nor was it a Mach 1. It was the humble hardtop—3F01L263891, a Gold Glow Metallic six-cylinder hardtop ordered for dealer stock. Perhaps you're quick to assume 263891 went to a large metropolitan-area Ford dealer. But it went to Delta Ford Sales in Moscow, Idaho—a small-town Ford dealer where everyone knows your name. Step up and take a look—250ci six, C4 Select-Shift, 2.79:1 conventional axle, E70x14 white sidewall belted tires, door-edge



### 1F01F230515 Dearborn/Detroit, MI

<b>Body</b>	65D	2-dr Hardtop/Standard Interior
<b>Color</b>	D	Grabber Yellow
<b>Trim</b>	1A	Black Ruffino with Corinthian Vinyl
<b>Date</b>	08/71	August 1971
<b>DSO</b>	71	Los Angeles Sales District
<b>Axle</b>	6	3.00:1 Conventional
<b>Transmission</b>	1	Three-Speed Manual

### 1T04M169381 Metuchen/Edison, NJ

<b>Body</b>	65F	Grandé Hardtop
<b>Color</b>	6	Bright Blue Metallic
<b>Trim</b>	4B	Blue Lambeth Cloth with Corinthian Vinyl
<b>Date</b>	12/70	December 1970
<b>DSO</b>	24	Jacksonville Sales District
<b>Axle</b>	9	3.25:1 Conventional Axle
<b>Transmission</b>	5	Wide-Ratio Four-Speed

### 2F05Q241047 Dearborn/Detroit, MI

<b>Body</b>	63R	Mach 1
<b>Color</b>	9A	White
<b>Trim</b>	GA	Black Sebring Knit with Corinthian Vinyl
<b>Date</b>	08/72	August 1972
<b>DSO</b>	74	Seattle Sales District
<b>Axle</b>	9	3.25:1 Conventional Axle
<b>Transmission</b>	U	C6 Select-Shift

### 3F01L263891 Dearborn/Detroit, MI

<b>Body</b>	65D	2-dr Hardtop Coupe
<b>Color</b>	6F	Gold Glow Metallic
<b>Trim</b>	AA	Black Ruffino with Corinthian Vinyl
<b>Date</b>	07/73	July 1973
<b>DSO</b>	74	Seattle Sales District
<b>Axle</b>	3	2.79:1 Conventional Axle
<b>Transmission</b>	W	C4 Select-Shift

guards, Décor Group, and rear bumper guards. Think of the last '73 Mustang as something perfect for your high school science teacher.

If you would like to know more about In Search of Mustangs, write to us at Dept. MM, P.O. Box 883, Annandale, VA 22003, or e-mail us at smartj@primediaccmmg.com. If you would like more information on the vast Ford database at Marti Auto Works, contact them at Dept. MM, 12007 W. Peoria, El Mirage, AZ 85335, (623) 935-2558.

