



# CAM Chronicles

## The Newsletter of the California Automobile Museum

### Notes From the Director...

#### Dear Friends

As we enter 2025, I am thrilled to announce that this year will be a transformational year for the California Automobile Museum! We are currently busily transforming two major galleries in the Museum – our Racing and Performance Galleries – to include new (higher, more sturdy) walls, new flooring, more multimedia, and so much more excitement.

We are also currently raising funds for our new Pavilions Project, which will transform our current “shed” into our new main entrance, Museum store, and café, along with outdoor seating and an exciting new rental event space.

We’ve been able to add heaters on the Museum floor, and they are now fully operational as of the new year. Additionally, our office renovation is complete and fabulous!



Be sure to stop by and check out our progress on all of these improvements, as well as continually rotating our vehicles and special exhibits (watch for our new 60 Years of Mustang exhibit starting February 8!).

See you soon,

*Karen McClaffin, Executive Director*

### Calendar of Events...

The Hensler Collection:	Thru Jan 25
Docent Training Begins	Wed, Jan 8
Academy of Art Tour	Fri, Jan 17
60 Years of Mustangs Opens	Sat, Feb 8
Free Museum Weekend	Sat Sun Mar 1, 2
Annual Membership Mtg	Fri, Mar 7

### Meetings...

Board Meeting	Last Thurs, 5:30 pm
Docent Council	2 <sup>nd</sup> Weds, 1 pm
Education Committee	Last Weds, 1 pm
Exhibits	2 <sup>nd</sup> Thurs, 1 pm
Library	Weds, 10 am
Road Crew	1 <sup>st</sup> & 3 <sup>rd</sup> Weds, 1 pm

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2200 Front Street  
 Sacramento, CA  
 95818  
 916.442.6802

## Annual Docent Holiday Party



Photography by Patrick Hogarty

**Founding Director:** Dick Ryder

### 2024 Board of Directors

Ralph Carbone	Mary Davis
David Felderstein	Jim Ferguson
Alan Galbraith	Chandler Knapp
Karen Long	Joe Hensler
Steve Koonce	Steve Meyer
Glenn Rondeau	Ed Silva
John Smith	Don Tollefson
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### Docent Council

Ralph Carbone	Chair
Dick Sullivan	Vice Chair
Jared Seese	Treasurer
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John David	Docent Mentoring
Sharon Taylor	Secretary/Membership
Greg Alumbaugh	Denny Albrecht Events
Glenn Rondeau	Newsletter Editor
Mike Whelply	Past Chair
Frank DeBernardi	Communications
Duwayne Brooks	John
Tennyson	At Large

### Volunteer Leaders

Ken Rothaus	Car Club Cavalcade
Dave Eichner	Pit Crew
Mike Willis	Detail Crew
Ron Grantz, Mike Ling	Library
Dave Frank	Road Crew
Dick Sullivan	Education Committee
Jim Ferguson	Exhibits Committee
John David	Mentoring Coordinator

### Museum Staff

Karen McClaffin	Executive Director
Mike Stiles	Vehicle Sales Manager
Sol Goldman	Vehicle Sales Assistant
ShaVolla Rodriguez	Curator
Khalil Bourgoub	Marcoms Manager
Tamara Samsa	Office Manager
Ellie Montgomery	Guest Services
Lauren Trask	Event Rentals
Cheema Singh	Maintenance
Dieter Stenger	Accountant
Daphne Ruffing	Volunteer Coordinator

# Annual Car Club Tree Trimming Party



*Photography by Patrick Hogarty*

Volume 2 No 1

January - February 2025



# Exhibits & Education

## Mustang One

It's an old auto industry cliché - "you can't sell a young man an old man's car, but you can sell an old man a young man's car." It's also true. The sporty Mustang was a young man's - and woman's - car. The under-30 crowd loved it. But older people also bought them too, often as a second car. The Mustang hit a sweet spot in the market, appealing to a wide range of buyers, the Mustang was so popular that the class became known as pony cars.

Museums have a habit of collecting "first, last and only" artifacts. Although it rolled off the assembly line 16 days after the first Plymouth Barracuda, the Mustang Serial Number One displayed at the Henry Ford Museum was introduced on April 17, 1964. One of the world's most popular cars was introduced to the public at the New York's World Fair. The Mustang got its own US Postage stamp in 1999. The stamp featured a 1964 1/2 Mustang convertible. <sup>(1)</sup>



A first car is highly symbolic - especially when it's the most anticipated debut in the automotive industry. When Henry Ford ended Model T production in the spring of 1927, industry followers and would-be customers waited eagerly for their first look at its replacement. When the Model A finally appeared in showrooms that December, people came out in droves. An estimated ten million Americans saw the car within 36 hours of its release. And where did the first Model A go? Ford gave it to the man whom he admired most, Thomas Edison.

The Henry Ford's collection is not marked by "firsts, lasts and onlys, Henry Ford concentrated on collecting objects of everyday life, a trait that carries over to our automobile collection. <sup>(2)</sup>

### The Car

Being a pre-production or, if you will, "practice" car, Serial Number One has a few quirks not seen in regular Mustangs. Careful observers will notice that the hood's fit is a little crooked. The door lock knobs have no grommets at their bases. The front grille's color tends more toward gray than the bluish hue seen on regular production cars. The engine block is painted gray instead of black as on later Mustangs. Little details like these changed after full production began on March 9.

Since it was introduced four months before the usual start of the 1965 production year and manufactured alongside 1964 Ford Falcons and 1964 Mercury Comets, the earliest Mustangs are widely referred to as the "1964½" model by enthusiasts. Nevertheless, all 1964½ cars were given 1965 U.S. standard VINs at the time of production, and - with limited exception to the earliest of promotional materials - were marketed by Ford as 1965 models.

Advertisements appeared in more than 2,600 newspapers and on the major television networks. More than four million people visited showrooms, and more than 22,000 cars were ordered on the first day. First-year sales totaled more than 417,000, shattering previous sales records of any one model in the history of the automobile. <sup>(3)</sup>



### Conception and styling

Lee Iacocca's assistant general manager and chief engineer, Donald N. Frey was the head engineer for the Mustang project - supervising the development of the Mustang in a record 18 months from September 1962 to April 1964, while Iacocca himself championed the project as Ford Division general manager.

*Continued on Page 5*

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Drawing on inspiration from the mid-engined Ford Mustang I concept vehicle, Lee Iacocca assigned the development of a new «small car» to vice-president of design at Ford, Eugene Bordinat who tasked Ford's three design studios (Ford, Lincoln-Mercury, and Advanced Design) to create proposals for the new vehicle.

The design teams had been given five goals for the design of the Mustang: It would seat four, have bucket seats and a floor-mounted shifter, weigh no more than 2,500 pounds, be no more than 180 inches in length, sell for less than \$2,500, and have multiple power, comfort, and luxury options.

## Design

The Ford design studio ultimately produced the winning design in the intramural contest, under Project Design Chief Joe Oros and his team of David Ash, Gale Halderman, John Foster, and George Schumaker. This design was called the Cougar by the design team.

Ash is often credited with the actual styling of the Mustang. In a 1985 interview speaking of the origin of the Mustang design, when asked the degree of his contribution, Ash said: "I would say substantial. However, anyone that says they designed the car by themselves, is wrong. Iacocca didn't design it. He conceived it. He's called the father of it, and, in that respect, he was. I did not design it in total, nor did Oros. It was designed by a design group. You look at the photograph taken at the award banquet for the Industrial Designers' Society where the Mustang received the medal; it's got Damon Woods in it (the group that did the interior), and Charlie Phaneuf (who was with Damon), and it's got myself and John Foster (who was with me), it's got (John) Najjar in it."<sup>(5)</sup>

To decrease developmental costs, the Mustang used chassis, suspension, and drivetrain components derived from the Ford Falcon and Fairlane. It used a unitized platform-type frame from the 1964 Falcon and welded box-section side rails, including welded crossmembers. Although hardtop Mustangs accounted for the highest sales, durability problems with the new frame led to the engineering of a convertible first, which ensured adequate stiffness. The idea for a fastback originated with Joe Oros as well and was designed in Charlie Phaneuf's studio as Haldeman recalls.<sup>(6)</sup>

No one knew the Mustang was going to be as popular as it was, but it created a huge stir in the company. Everybody just loved it, even the engineers, though we must have bent 75 in-house engineering and manufacturing rules. The Mustang had the first floating bumpers. The whole front end was a die-casting with a floating hood.



## Specifications

**Make & Model:** 1965 Ford Mustang Convertible, Serial Number One

**Maker:** Ford Motor Company, Dearborn, Michigan

**Engine:** V-8, overhead valves, 260 cubic inches

**Transmission:** 3-speed automatic

**Height:** 51 inches

**Wheelbase:** 108 inches

**Width:** 68 inches

**Overall length:** 182 inches

**Weight:** 2740 pounds

**Horsepower:** 164 at 4400 revolutions per minute

**Pounds per horsepower:** 16.7

**Price:** \$3,334

**Average 1965 wage:** \$5,810 per year



*Continued on Page 6*

## The (Number) One That Almost Got Away

### Stanley Tucker and Ford Mustang Serial Number One

It's ironic – like, in the actual “opposite of what you'd expect” way as opposed to the “merely coincidental” way in which the term is often misused. The Ford Mustang is revered as one of the most “American” of all cars. Its name conjures up images of the Wild West. Its early logo incorporated red, white and blue stripes. The car's very look is based on our country's obsessions with speed and style. And yet Mustang Serial Number One, went to a Canadian. Yeah, that's ironic.



On April 14, 1964, Eastern Provincial Airlines pilot Stanley Tucker walked into George Parsons Ford, a dealership perched on the eastern edge of the continent in St. John's, Newfoundland. It was love at first sight. The sharp-looking Wimbledon White convertible jumped out at the 33-year-old pilot, and he knew he had to have it. We don't know the name of the person who sold the car to Tucker – but the pilot must have been quite a salesman himself. Somehow, he convinced Parsons Ford to break *street date* and sell him the car three days before April 17, when Ford officially released Mustang to the world. He took serial number 5F08F100001 home and, for a short time, was the general public's only Mustang owner.

Mustang Serial Number One should not have been sold on that early date. In fact, it shouldn't have been sold at all. The car was one of approximately 180 pre-production cars built at the Rouge between February 10 and March 5, 1964. These initial cars served two purposes: 1.) They eased Ford into full production by familiarizing workers and supervisors with the build process, and 2.) They formed a batch of physical cars that could be shipped to every major Ford dealer in time for the April 17 launch. Logically, the first cars built were sent to the farthest dealers – hence Serial Number One wound up 2,180 miles from Dearborn in St. John's. (Twelve of these pre-production cars, incidentally, went to the New York World's Fair for use in Ford's Magic Skyway ride.)

Being a pre-production or, if you will, “practice” car, Serial Number One has a few quirks not seen in regular Mustangs. Careful observers will notice that the hood's fit is a little crooked. The door lock knobs have no grommets at their bases. The front grille's color tends more toward gray than the bluish hue seen on regular production cars. The engine block is painted gray instead of black as on later Mustangs. Little details like these changed after full production began on March 9.

Not long after Capt. Tucker made his purchase, Ford tracked him down and asked to have Serial Number One back. Not surprisingly, Tucker declined the request. He spent the next two years putting some 10,000 miles on his pony car. By early 1966, when nearly one million Mustangs had been sold and the car's status as a Ford landmark was secure, the Blue Oval called again. This time, Ford offered Tucker a worthy trade: in exchange for returning Serial Number One, he could have the One Millionth Mustang, equipped to his specifications. Tucker agreed and, when filling out the order, covered the entire option sheet with single large “X.” The only extra he didn't take was the High Performance 289 engine – it carried a shorter warranty period.

Tucker came to Dearborn on March 2, 1966, met Ford vice-president (and Mustang father) Lee Iacocca, and posed for photos with his new Silver Frost 1966 Mustang convertible. Meanwhile, Ford reclaimed Tucker's much-loved Serial Number One and soon donated it to The Henry Ford. Seventeen years after the trade, when Mustang Monthly magazine caught up with Tucker, the pilot expressed some understandable regret that he'd let go of Serial Number One. As we celebrate 50 years of Mustang, though, we can be grateful that 5F08F100001 is preserved for all to enjoy. Many of our visitors, upon seeing the car in Henry Ford Museum, get that same gleam in their eyes that Stanley Tucker must have gotten all those years ago. <sup>(7)</sup>

(1) *The Henry Ford Museum, Archive Insight, April 25, 2014*

(2) *#1 Cars at the Henry Ford, Matt Anderson, Sept 22, 2014*

(3) *Mueller, Mike, Ford Mustang. MotorBooks/MBI, 1997*

(4) *Gale Halderman: Creating the 1965 Ford Mustang Prototype, How Stuff Works. February 7, 2007*

(5) *Donald N. Frey, Northwestern University, Archived from the original, May 10, 2013*

(6) *The Thinker – Detroit Style Time, April 21, 1967, Archived from the original on December 5, 2007 Retrieved September 9, 2012*

(7) *Stanley Tucker and Ford Mustang Serial Number One, April 17, 2014, Think THF, Archive Insight*

# DOCENT TRAINING SCHEDULE

Session 1 Jan 8 th	Meet the Museum & Course Intro - (50) , Karen McClaflin, Doug Cook, Ralph Carbone	Docenting 101 (30) Gary Stringfellow	The Brass Era (30) Ed Silva	Museum New Docent Intro Tour 101 (30) John Smith & John Tennyson		8:35 PM adjournment
Session 2 Jan 15th	Intro Staff & Mentoring - John David (20)	Auto Beginnings (55) Greg Alumbaugh	Auto Styling & Design (45) Neil Lubin			9 PM adjournment
Session 3 Jan. 22nd	The Industry 1 & 2 Kim Nelson (60)	Docent Floor Session 102 (90) Bob Daloia & 6 Current Docents TBD				8:45 PM adjournment
Session 4 Jan. 29th	Museum History (10)Bob Daloia	Makin' er Go (40) Gas & Steam Burl Skaggs	How Cars Changed Our Lives (45) Gary Stringfellow & Denny Albrecht	The Open Road Gary Stringfellow (45)		9 PM adjournment
Session 5 Feb 5th	Buick (35) Roger Thibault	Oakland & Pontiac (30) Paul Tanner	Olds & REO (30) Kimberly Leal	Leland & Cadillac (50) Bob Daloia		8:45 PM adjournment
Session 6 Feb 12th	American Austin & Bantam (40) Lynn James	Chevrolet (30) Rob Millberry	Cars From Europe (45) Gary Stringfellow			8:35 PM adjournment
Session 7 Feb. 19th	Lincoln (40) Ed Silva	Going Racing-pre WW2 (45) Michael Ling & Bruce Woodward	Early Ford V8 - 1932-1953 (45) Bruce Woodward			9 PM adjournment
<b>mentoring begins</b>	<b>week of February 23</b>					
Session 8 Saturday 9 am Feb. 22nd	Special Ed Tours / Touch tours, Motorworks, etc. (15)	Hot Rods/Street Rods & Customs (90) Bruce Woodward	Ford Model T in Racing (90) Ed Archer			12:30 pm adjournment/
Session 9 Feb. 26th	Henry Ford & Pre-T's (60) Ernie Hartley	Model A Ford (40) Al Smith	The Mustang (30) Joe Praxel			8:35 PM adjournment
Session 10 March 5th	Auburn-Cord-Duesenberg (40) Allan McCrary	Women & the Automobile (40) Delta Pick-Mello	Docenting 103 - Floor Exercise Hands-On (60) John Smith			8:45 PM adjournment
Session 11 March 12th	Cars of the Far East (50) Steve Koonce	The British Industry (45) Jared Seese	Kaiser-Frazer (25) John Tennyson	-		9 PM adjournment/
Session 12 March 19th	Packard (35) Garry Gunderson	Studebaker (30) Perry Knopf	Electric Cars & the Future (50) Neil Lubin			8:35 PM adjournmen

Session 13 Saturday 9 am March 22nd	AP Giannini & the Lincoln KB (70) Rob Dalioia	break	Dr. Porsche & His Cars (60) Kim Nelson		12 noon seajournment
Session 14 March 26th	Hudson & Nash (50) John Tennyson	American Motors (35) Greg Winters	Docenting 104 Workshop (60) John Smith		8:50 pm seajournment
Session 15 April 2nd	The Industry 3 (30) Kim Nelson	Restoration (60) Dave Felderstein	Willys-Overland & Jeep (30) Dennis Larson		12 noon Final Appraisal
Saturday ** April 5th optional Field Trip	Blackhawk Museum, Danville - Meet 10am	Tour of Blackhawk Museum (90) Ed Holloway/ George Beck/ Jim Dormody			8:30 seajournment
Session 16 April 9th	The Automobile & African Americans (30)Speaker TBD	The Camaro (30) Jim Forshey	Docenting 105 - Workshop (60) Ed Silva	Museum SafetyTour (20)	8:40 seajournment
Session 17 April 16th	Low Riders (30) Carlos Rodriguez	Dodge Bros. & Graham (50) Bill McGrath	Chrysler (30) John Tennyson		8:35 pm seajournment
Wrap up Mentoring in 1 week					
Session 18 April 23th	Indianapolis 500 & NASCAR (55) Mark Glover	Post WW2 Racing (30) Bill Sessa	The Environment & Cars (40) Bill Sessa		8:30 pm seajournment
Session 19 Saturday April 26th 9 am Model T Drive	Model T (Drive & Movie) (120) Dennis Furr and Model T Club Crew***	LUNCH	open space avail		1 pm Appras
Finish Mentoring					
Session 20 April 30th	Museum Library (25) Ron Grantz	Museum Orphan Cars of the Early Period (35) Rick Armstrong	Hydrogen Cars (45) Glenn Rambach	Conclusion (5)	8:15 pm seajournment
Saturday ** May 3rd Optional Field Trip -	National Auto Museum, Reno - Meet in Reno at 9:30 am	1st Session (120) includes movie	Lunch TBD	2nd Session (60)	2 pm Appras

Graduation Saturday May 17th	Graduation & Car Show 10 am - 1 pm	NOTES: The first 5 - 15 minutes or so of each session are administrative. All sessions run 6:00pm to 8:45 - 9 pm, except Saturdays, which are 9 am to about 12:30 - 1 pm. Number in Parentheses following subject means: Estimated Length in Minutes e.g. ("30") - - **Blackhawk and National Museum field trips gather at those	***For Model T session, we also enjoy Model T driving support courtesy of members of the Sacramento Valley Model T Ford Club.			Adjournmen t Times Approximate
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**B**usy, Busy, Busy! Finally, 99% of the books are snuggled on their new home shelves with only a few odds-and-ends pieces to find a home. Audio Visual materials have new housing as well. Many of the sales brochures will soon be relocated beginning in January. We're also checking items in PastPerfect that need to be doublechecked before the whole system at the museum migrates to the Cloud in early March.

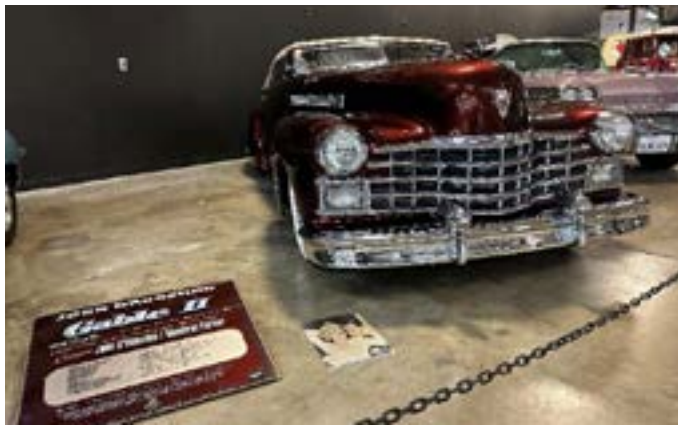
*Ron Grantz*

# Remembering Sacramento's Legends

We are looking forward to sharing one of our next projects, a custom car gallery slated to be on display in 2025! With this project, we need your help to bring an essential piece of history to this exhibit.

We have the opportunity to acquire a one-of-a-kind display dedicated to "*Kustomizers and Rodders*," a **Wall of Legends**, in honor of 25 key figures that revolutionized the culture of custom cars. This display will feature three-dimensional casted hands of all of these 25 innovators and their tool of choice, whether it be paint guns or welding tools to showcase their expertise in their craft.

We have a small collection of custom cars in the museum right now, but we are working on bringing a full display to our floor in 2025. This Wall of Legends would provide context and the pivotal history of car customizers that we seek to preserve that is at the heart of our mission.



By spring 2025, we want to have a preview of the customs exhibit we will be working on in the next year, so we are trying to raise money now to acquire this display!

Locally, Sacramento has a rich history of custom car culture, starting with one of the legends on display, **Dick Bertolucci**, who started doing custom work on cars out of his father's garage at the age of 18. Bertolucci taught himself the basics of metal crafting and developed his own custom style still in vogue today. You can still find the garage he started in Sacramento today.



Other local legends featured in the display include **Sam and George Barris** along with **Gene Winfield**.

With such a thriving and active custom car community, we want to make sure we are paying homage to the people who paved the way for making the scene what it is in our present day, and **this display is a perfect way to do that!**

Together, we can make this dream a reality. **Join us in fueling the future of Kustomizers and Rodders and the cars they created!** As a supporter of the California Automobile Museum, we are asking for your help. Whether it's a donation of \$25, \$100, or even \$1,000, every contribution brings us closer to our goal of raising the funds to purchase this exhibit.



**Donate today and be and be a part of history in the making at the California Automobile Museum!** Thank you for your support.

With gratitude,

Karen McClaffin, Executive Director

If you would like to view the video of the Wall of Legends, use the QR code here:



# Car Club Cavalcade

## JANUARY

For over 60 years, the Porsche Club of America has been dedicated to enhancing the Porsche ownership experience. Social, technical or competitive – no matter your interest, the PCA has something to offer every Porsche owner.

We know the unbridled joy that a Porsche can provide, and we've built a community around that very feeling. The Porsche Club of America offers driving experience, technical assistance, member benefits, and camaraderie second to none



## FEBRUARY

The Horseless Carriage Club of America is dedicated to education of the general community of the beginnings of what is today one of the world's largest industries, the automobile. Our mission is to preserve and maintain motor vehicles and motorcycles of ancient age and historical value and to serve as an accurate and technical source of information concerning ancient automobiles for the benefit of its members, as well as for the general public.

It is the goal of the Horseless Carriage Club to preserve originality or restore these automobiles to their original condition, use them for their original purpose of driving and completing tours, and promote the preservation of their historical value.





# Events

## Opening Friday Feb 7



The California Auto Museum Celebrates  
Sixty Years of an American Icon



60



**SAVE THE DATES:**

**SATURDAY & SUNDAY MAR 1,2 FREE MUSEUM WEEKEND**

**FRIDAY MAR 7 - ANNUAL MEMBERSHIP MEETING**



## Personalities at the California Auto Museum

### Roger Lundin

#### Docent Class of 2020

#### Road Crew

#### 2024 Bill Millard Docent of the Year

#### Career: US Postal Service

Roger grew up in LA and was hooked on cars right from the boyhood – working at gas stations and spending his Saturday nights at the legendary Lions Drag Strip in the Wilmington district of Los Angeles that featured drag racing sanctioned by the A NHRA. His first car was a '36 Ford 5-window coupe that he discovered under a tarp. After locating the owner and negotiating a deal for \$200. The seller threw in another '36 “parts car” that the seller’s brother had.

In 1969, during the Vietnam War, instead of waiting to be drafted, Roger volunteered for the Army and trained as a Helicopter Avionics Specialist serving in Viet Nam in a combat helicopter company with the 101st Airborne Division. Upon completion of his tour of duty and service commitment, rather than return directly home, he traveled to Sydney, Australia and stayed down under until 1979.

Returning stateside, Roger arrived in South San Francisco in the summer of '79. He enrolled in the Chevron Mechanics School in Pacifica where he earned California state licenses for tune-up, brakes, and front-end alignment. Working at Currie’s Chevron service on Van Ness Avenue, he met O. J. Simpson and worked on his silver Ferrari 308 (oil changes and other minor work).

Three years later, Roger moved to Sonoma County where he continued wrenching and writing service orders at Western Motors – a Chevy and Cadillac dealership in Petaluma. Finding himself living once again near a racetrack he got involved. Starting up a part-time catering company at the then called Sears Point Raceway.



There he met many sports and racing celebrities including Sir Jackie Stewart, John Madden, and Dwight Clark. Eventually Roger lost the catering contract when he was underbid by entertainment mogul Bill Graham.

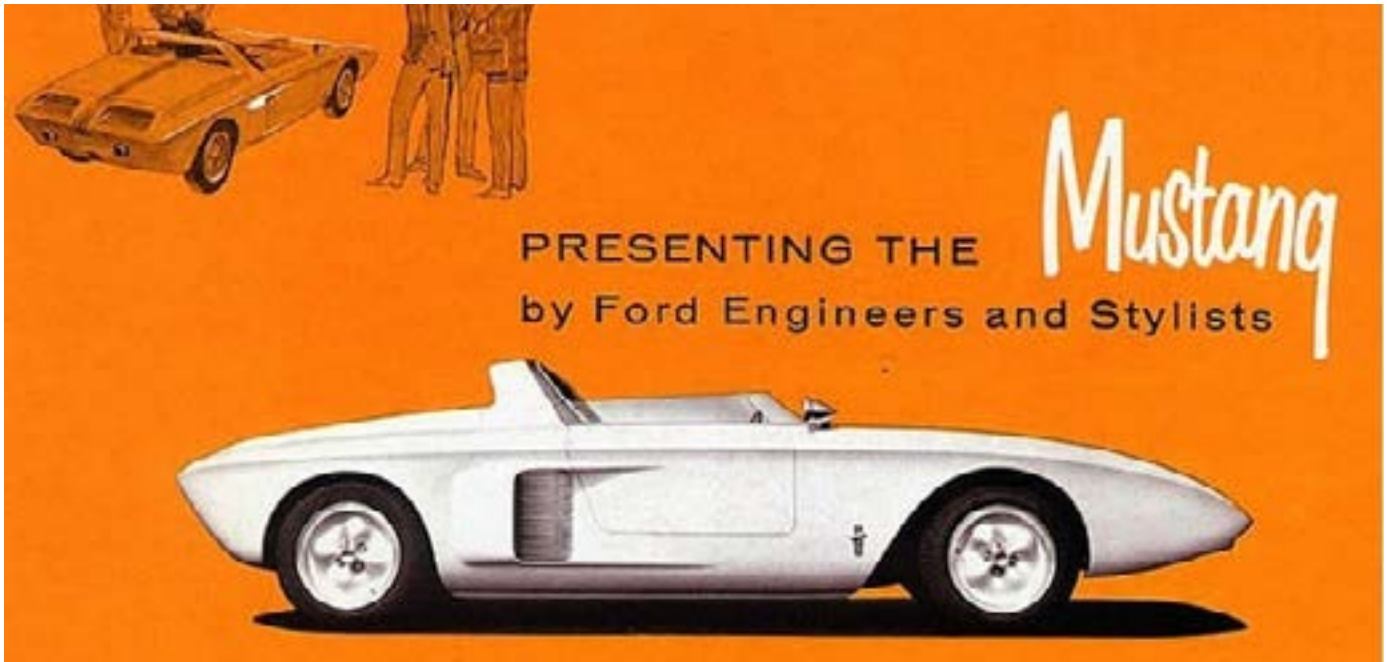
He gave up “knuckle-busting” and began a new career with the US Postal Service in 1986 and eventually retiring in 2019. Upon retirement, Roger and wife Clare decided to relocate to Carmichael and built a home on their children’s property.

Roger’s long time “Cruiser” is a 1980 Corvette that he has owned for 29 years rolling up 96K miles. On a visit to CAM, he heard about the Docent Training program just in time to enroll in the 2020 class. Congratulations on being chosen the 2024 Bill Millard Docent of the Year.

# Scrapbook



## The Forgotten 1962 Ford Mustang



The Ford Mustang is one of the most venerable muscle cars in American history, the story of how the car came to be is an interesting one, many people don't know that the modern Mustang is a direct descendant of the *second* Mustang prototype. The first prototype, called the Ford Mustang I, was deemed too extreme for mass-production and after the initial two were made the project was mothballed.

Muscle cars are known as front-engined V8s with swooping rooflines and gregarious cornering abilities. If the Ford Mustang I Prototype had seen the green light for production things would have turned out very differently. In October 1962, when the Mustang I debuted at the United States Grand Prix in Watkins Glen, New York, the test driver and Formula One race driver Dan Gurney lapped the circuit using the prototype. His lap times were only slightly off the pace of the Formula 1 race cars.

This small, light, mid-engined, 4-cylinder muscle car was blisteringly quick. Having been built in just 100 days by Troutman-Barnes of Culver City, California. Using the Ford styling clay and fiberglass body molds to create a new, hand-fabricated aluminum body over a state-of-the-art space-frame chassis, the company met the extremely tight three-month deadline with just days to spare.



There are a couple of design elements from this early car that made it onto Mustangs right through to the present day, the running horse emblem first appeared on this prototype as did those air-intake vents on the rear portion of each door. The DNA of the forgotten Mustang lives on, although perhaps not as prominently as many would have liked.

*Ben Branch, May 5, 2011*