

AF07HR18186

By Gabor Kiss

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There are few people who own exactly the car of his dreams. I can say I am one of those since I have a nice '68 Hard Top De Luxe model, the car that I always dreamt to have. In 1998 I worked and married in Mexico, where I took the opportunity to look for the desired 30 years old Pony, as the most ideal self-gift for my 30th birthday. Yes, we both have almost the same age, although this 'Stang had already run some months in Mexico City by the '68 Olympic Games while I was born in Hungary just three days before.

In Mexico there are many american old and classic cars, as well as some Mustangs, but it's very difficult to find one in good condition. I bought this car in August 1998 and I shipped it in December with arrival to Europe in January 1999. Now my Pony is with me in Hungary.

The curiosity of the car is that it was built in Mexico and its colour is just Acapulco Blue. Almost all Mustangs South of the U.S. border are "Hecho en Mexico" but they fit all American standards as it is indicated on their door tag. Nevertheless, there are some differences. All Mexican built '68 Mustangs have the 289-4V engine and 3-speed manual (or automatic) transmission, the speed indication in kilometer, and they don't have power steering, heating or air-conditioning (which obliged me to take some good warm clothes in January, when I had to drive home 800 kms from the Slovenian port to the remotest part of Hungary).

The VIN on the door tag is: AF07HR18186 which means the following: A - U.S. standard; F - Made in Mexico; 07 - Hard Top; H - 1968; R - February; 18186 - The car is the 8186th vehicle (of all Ford models) produced that model year at the Mexico City plant.

My 'Stang is a very rare one because it's a De Luxe version of which in the U.S. only 9.009 were produced in 1968. I have no data about the production of Mexican built De Luxe Mustangs but I think only some tens or maybe hundreds must have been made and even much less may exist now.

The characteristics of the De Luxe version are the white vinyl top, the special blue interior and door-carpets, the designed radio and transmission box in the middle with the ash-tray and interior floor lamp, and the dual exhaust system.

The car is all original, body and interior as well, except some details in the engine that naturally had to be replaced in 31 years. The suspensions are new and the wheels have also been changed for wider chromium-plated ones (but I still hold the original wheel plates in the garage). The car now has less than 140.000 kilometers, not too much in 31 years.

I'm the 4th owner and I have all the original documents and other papers of the car year by year. The first date on its registration card is 8th February, 1968 when it was given to the dealer. (So the car must have been produced on the first week of February.) The original detailed invoice is dated from 21st March when the car was delivered to the first owner. (In Mexico the original invoice has a particular importance because when the car is sold the seller declares on its backside that he/she cedes all the owner's rights to the buyer - so now my name also appears on the 31-year document.)

Now my Mustang still holds its Mexican registration plate and valid licence of circulation for my name and it's a very unique car in Hungary. In april my Pony won the trophy of "The Most Beautiful Sport Car" on the 1999 Annual Meeting of American Cars in Budapest. I'm very proud of it.

Naturally, I don't want to sell this Pony. (Who wants to undo his realized dream?) But if someone makes a fabulous offer I may think a bit ...