

## 1983 GSP Mustang Unit/Perm 3083



The Georgia State Patrol originally ordered 10 SSP Mustangs in 1983 after testing 3-4 1982 Mustang GT's. During the SSP VIN Project, the 10 cars ordered were discovered. With the VIN range now known, a search revealed that 3 of the cars could possibly still exist. While talking with Bill (28HopUp) and Mick (foxchassis), it was suggested that I follow Mick's advice and place a ad on Craigslist (being specific as to what I was looking for). So I posted an ad on Craigslist covering the area of Carrolton, Georgia (the area where the 83 ex GSP with the most recent title activity was last located). I listed the 10 VIN numbers as ex GSP cars, and that I was looking for one to restore. Four months later I was contacted by a 3rd party person that knew where one was. He even sent me a picture of the buck tags as proof. It turns out this guy was trying to buy the car from its owner, and sell it for a big profit. This third party seller was very flakey, and I was told the true owner was a underwater welder and was off shore of Texas 10 months out of the year (only returning home for short visits). He told me he was a truck driver and was out of town a lot himself. I kept being put off and was even told he was going to get permission for the owner's sister to show us the car. Months went by and it was one excuse after another. I had all but given up when one day out of the blue I got a call from the actual owner. Another friend of the owner (a better friend lol) told him about my ad so he called me to see if I was legit or another Craigslist scam. I assured him I was legit and we struck a deal over the phone, and I went and got it that day. Turns out the actual owner was from Carrolton and worked in town as a mechanic.

In the photo's below, you can see various pictures of the car along with descriptions. The car is actually very solid and straight, and has minimal surface rust in the typical places (bottom of driver's door and lip of rain channel in trunk). It has all its original body panels, except for the hood. The trunk lid will need replaced because a previous owner drilled holes for a wing and trimmed the inner brace to clear a huge battery box. The cowl hood will get replaced with a factory hood.

At some point the interior was dyed red. It's all there and original, except for the carpet. All will either be replaced or re- vinyl dyed original cadet blue.

Since the car was missing its motor/trans, I located an all-original 84k mile 1983 5.0L Mustang L through a friend to use as a donor car for this project. This way I'll be keeping the car as accurate as possible.

After acquiring the car the next process was to find out everything I could about it, to do a more correct restoration. In my search, I was able to make contact with retired GSP Fleet Manager Jimmy Crump. In a short period of time we became friends. He has entrusted with me the safe keeping of his records of all vehicles bought and used by GSP during his employment with them. I was able to look up and find not only my car's perm # (which I already had found), but also Trooper's Badge # it was assigned to. It was assigned then Trooper Carlton Stallings Badge # 99, a now retired Captain for GSP.

Actual "in service" pictures of my 83 Unit/Perm 3083 -





Here is also a newspaper clipping of Trooper Stallings and GSP 3083 -





There was a sticker on the core support and when I carefully removed it, I found the remains of '3083', which was this car's assigned unit number (this was before getting Jimmy Crump's records).



This '83 has holes drilled in his dash pad from where a metal plate was mounted for the Whelen dash light. You can actually see the dash light in the in-service photo of it.



Whelen dash strobe light

I was also able to make contact with the former GSP officer Gary Rogers in the photograph (below) of the '83 by the guardrail. This was a promotional picture and was taken near the GSP Headquarters on Confederate Ave in Atlanta.



During my research, I found out that not all of the (10) '83 Mustangs were equipped the same. The Mustang shown by the guardrail was from the Atlanta post, and had the "state of the art" Whelen dash strobes and rear deck lights. My car was equipped the same way. Some 83's like the one in the notorious Popular Mechanics photo, had Yankee housings with PAR 36 strobes.

So from the information gathered and from in-service pictures, my car did not have the Yankee lights under the front bumper. It was equipped with a Whelen dash strobe, strobe lights in the rear window, a siren, and a radio and radar. Once I am a little further along into the restoration, Carlton Stallings will go over the original equipment with me for a more accurate restoration. He has also graciously offered to donate one of his original "99" GSP plates for the rear !

This photo was given to me by Jimmy Crump, and shows that the '83 GSP Mustangs also had roll bars installed. This is still an unidentified '83.



As it sat the day I purchased it -



It is actually in much better condition than the third party seller led me to believe -



Car prior to being put into storage

Buck tags



It's missing the engine, but it's solid

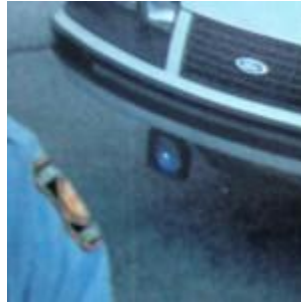
Red sticker that was covering unit #

These pictures were taken after interior was removed and stored





Photo from 1984 Popular Mechanics article. Sam Patrick one of GSP's driving instructors.



Close up of the Yankee light housing under bumper



Here is a picture given to me by Jimmy Crump of a less fortunate '83. I was told only a very few of the original 10 made it out of service.

3083 is currently at my shop and has begun it's restoration process. I will be updating along the way. Thanks and I hope you've enjoyed reading 3083's journey to this point.

Special thanks to Mick (foxchassis) who verified the batch of 10 VIN's as GSP. With help from Mick and Bill (28HopUp), I was able to track down and preserve this rare bird.

Thanks,

KAPRACING/BOBBY