



# Georgia State Patrol

**SSP Mustang History**

**The GSP Project Car**

**Vehicle Restoration Guide**

## ***Foreword...***

***Nearly the entire document herein contained represents years of research by Bobby Edwards. Bobby, AKA kapracing on the forum(s), has dedicated his time and energy to the preservation and restoration of SSP Mustangs that were used in service by the Georgia State Patrol. Bobby has not only restored several GSP Mustangs himself, but he has taken the time to work directly with members of the GSP (both current and retired) to document each and every one of the SSP Mustangs used by the GSP.***

***This document represents the culmination of work done by Bobby. By publishing this information, the GSP is now the best documented State agency to have used SSP Mustangs. More information will certainly surface, but we now have vital information to confirm all 310 SSP Mustangs used by the GSP. Verified cars will be added to the SSP VIN Project as that information is released for our use, and we should eventually have documentation published in the Project for all of their SSP Mustangs.***

***For his tireless work and dedication, we at [www.specialservicemustang.net](http://www.specialservicemustang.net) would like to say "THANK YOU" to Bobby Edwards!***

## ***A Brief History***

*The Georgia State Patrol or "GSP" first used Mustangs in 1982 when they tested three 82 Mustang GT's. They not only evaluated three Mustangs but three Firebird Trans Am's as well. They were looking for a patrol car to keep up with the newer, faster production cars of that time.*



*(Jimmy Crump then Fleet Manager posing with 82 GT Mustangs test car)*





*Jimmy Crump even had a 1982 GT to test himself (although it was not out on patrol)*



*Jimmy Crump posing with 82 Trans Am test car.*





***The T/A's were not very well received, so the following year the GSP placed an order for 10 of the newly released Special Service Package (SSP) Mustangs.***

# 1983's

*The first ten SSPs were used in service as slick tops, and had 4-speed manual transmissions. Most (but not all) had Yankee housings with Par 36 blue extended bulbs mounted under the front bumper.*



*Publicity photo taking by GSP*

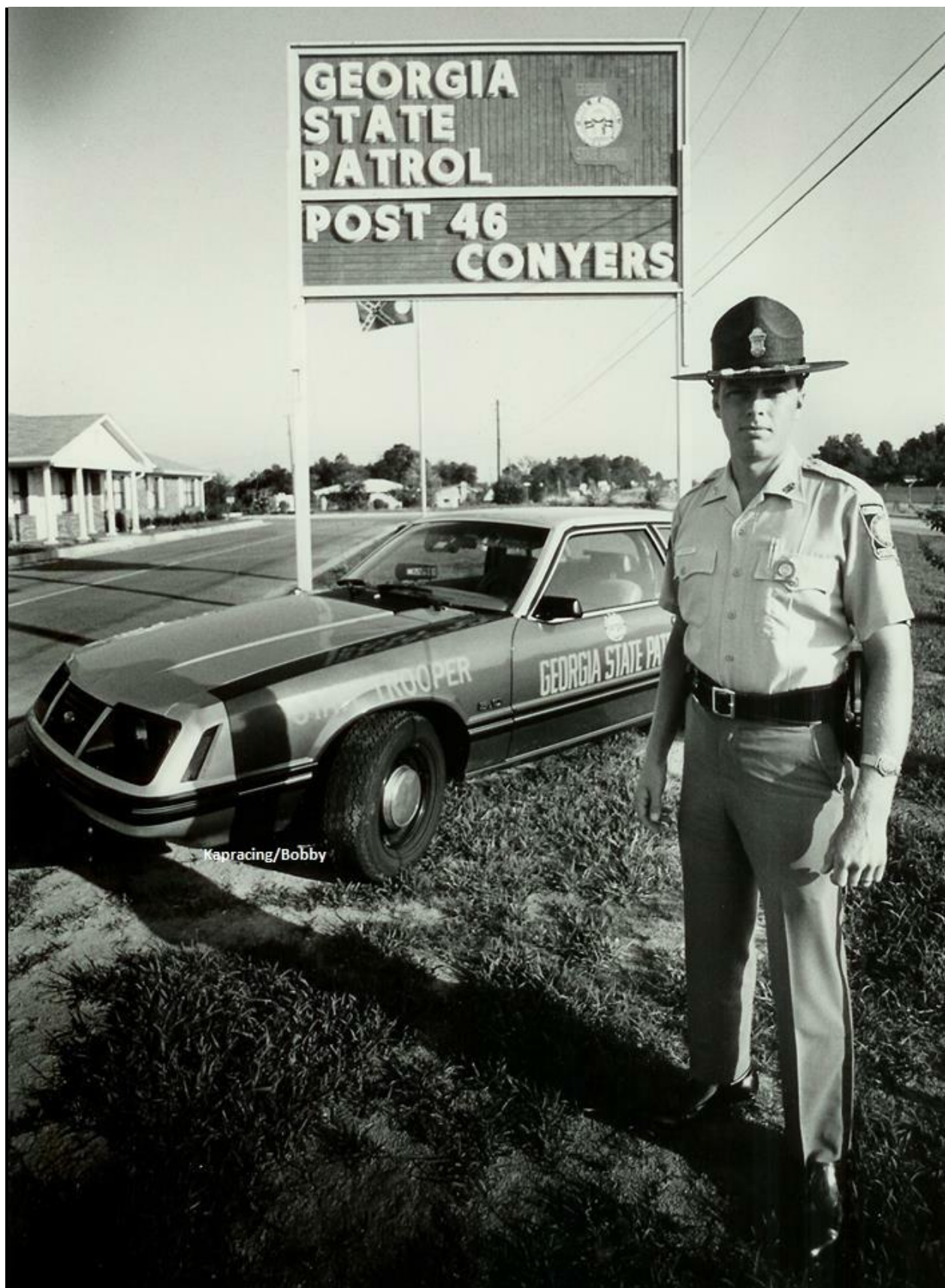


*The following pictures and articles are from Retired Trooper Sam Patrick. Included are two pictures that never made it into the Popular Mechanics' issue.*



***This photo never made it into the Popular Mechanics' issue. Note the misaligned light on the passenger side. Apparently, they pushed the car hard into the turns and dips of the road course!***





# Magazine Features 'Trooper'

By WILL WELLONS

Georgia State Patrol Trooper First Class Sam Patrick has driven a Ford Mustang lately and he, along with "Popular Mechanics" magazine, likes the way it performs.

Patrick, a ten-year veteran trooper who patrols the Conyers Post 46 area, was chosen in March to represent the GSP and its Ford Mustangs in a test of police cars conducted by the magazine.

"Popular Mechanics" was impressed with the cars and with Patrick.

In the July issue, in an article entitled "Why Police Can't Get the Cars They Need," the magazine called Patrick "the most pleasant police officer you'd ever want to face over the wrong end of a ticket book," and "a great ambassador for the state patrol."

**PATRICK, FEATURED** in the story and a half-page color picture, said he is not a celebrity, only a representative of the GSP.

"I got a call one day and they said I needed to drive my car up to Michigan for the testing, so I went," said Patrick.

Popular Mechanics tested five 1984 police sedans for handling, braking, and ac-

celeration.

Patrick's Mustang was the only police car that got passing grades. Other cars involved in the test were the Chevrolet Celebrity, the Chevrolet Impala, the Dodge Diplomat and the Plymouth Reliant Turbo.

The cars, tested at Chrysler's Chelsea Proving Grounds, were driven at top speed. The Mustang's best was 119 miles per hour, beating its nearest competitor, the Diplomat by 14 mph.

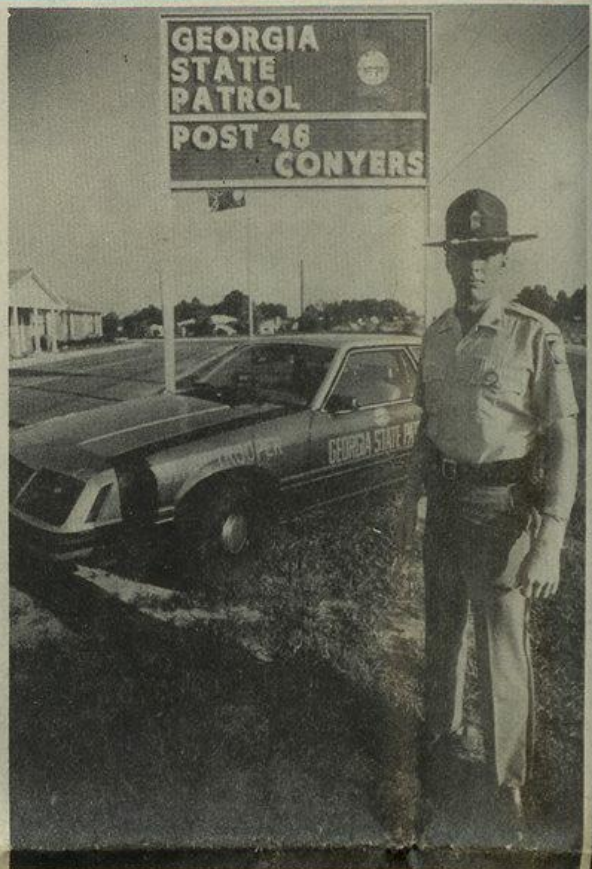
**THE MAGAZINE** said the Mustang "was far and away the best all-around performer of all these police cars."

Patrick was not surprised, saying that the car had always performed well on daily patrol.

The magazine claims that the average police car no longer has the acceleration or speed needed for safe police work. Patrick said this is not the case with the Mustang. "When we need to pull someone over, the Mustang can do it much faster, and safer than a normal patrol car."

According to Patrick, the Mustang was chosen by "Popular Mechanics" for the test because it is the "new face" for patrol cars.

The trooper said the car would never replace the four-



CITIZENphotos by Ken Hawkins

## PATRICK WITH 'HIGH PERFORMANCE' CAR

door sedans. But the Mustangs, used as a pursuit vehicles, are "doing the job they are designed to do."

"They are attention getters and they give the us visibility," said Patrick. "These cars are effective even when people just see them on patrol."

**ON HIS WAY** to Michigan, Patrick said he received strange looks from drivers who were surprised the Mustang was being used for police work.

"I was waved over a couple of times by other patrolmen who wanted to ask about the Mustang," Patrick said.

Patrick said the Mustang is the best car he has driven since 1978 when the federal government required that police vehicles follow federal emission-control and fuel-economy regulations.

"This car is getting good gas mileage and its operating expenses have been cheap," said Patrick. The only fault of the Mustang is the limited room for transport of prisoners, he said.

The GSP is currently using 13 Mustangs around the state. It purchased its first three Mustangs in the summer of 1982 as a test. Patrick said the cars have proven successful.



Trooper Sam Patrick

## Sam Patrick a familiar face on highways and in print

Beth Slaughter  
Staff Writer

"I see you must know Sammy Patrick, too," Covington News receptionist Angie Henderson said as she grinned and handed this newspaper reporter a telephone message that Patrick had returned an earlier call.

The reporter nodded and asked "How do you know him?"

"Well, I was late for work one morning and was going 67 in a 45 mile zone when he and his little Mustang pulled me over," she said. "When I looked up and saw his name tag, I knew I was in a trouble because everybody tells you if he stops you, you've had it."

Such tales of woe are common to the veteran Georgia State Patrol trooper and his sidekick, a silver-blue 1983 Ford Mustang. The Mustang and its driver are featured in the July issue of "Popular Mechanics" in an article entitled "Why Police Can't Get the Cars They Need."

Patrick, based out of Post 46 in Conyers, was told in March that he was to take the car to the Chrysler Proving Grounds in Chelsea, Mich., for a series of road tests conducted by the national magazine as research for the article.

Beginning the 770 mile trip on a Thursday, Patrick stopped in Covington, Ken., to rest.

"It was kind of an interesting drive because of the different looks you get from people," he said.

"The other officers and state troopers flagged me over wanting to look at the car. It was an opportunity to meet some of the other troopers and ask them about their departments and compare how different states operate. Some departments would use the red and blue lights, but the farther north you got, it went back to just red lights. They didn't use the blue lights."

Patrick made the trip because he said the magazine wanted to do an article on what was available to the police.

"(They) wanted to include the Mustang in the article because it was kind of a new face on the block for police vehicles," he said. "They contacted our department and asked if we would allow them to use our vehicle in the testing and

our department agreed. I don't know how I was selected to represent the department, but I was called by our headquarters and asked to go to Michigan with the car and accompany it to the test."

Although Patrick did not do the driving for the tests, he was the driver while the car traveled on public highways. The Mustang was tested against a Chevrolet Impala and Celebrity, Plymouth Reliant K Turbo and a Dodge Diplomat. All cars, with the exception of the Mustang, were owned by the manufacturers. The Mustang was the only one owned by a police department.

Tests included braking, quarter mile acceleration, one mile to speed, slalom and road handling ability.

"Popular Mechanics" concluded that the Mustang "was far and away the best all-around performer of all these police cars."

Patrick agrees. Having reached speeds of up to 130 miles per hour in the vehicle, Patrick said speed performance is important in patrol work. The test car second in speed to the Mustang was clocked at 115 miles an hour slower. Patrick said 130 is "not all it's got."

"Our pursuit is not a chase," Patrick said. "Anytime we have to chase a speed violator or someone who has to stop, it's called a pursuit but it's not a chase pursuit. You've got to catch up to that car in order to make the stop. The quicker a shorter you can make that pursuit

## Campaign for District Attorney

Day

Queen

In assistant attorney Jim's private life, Charles attempt a Judicial Day's office. He wants to Democratic determine achieve that



John Ott

By Alice Roberts Queen  
Staff writer

In the campaign for district attorney of the Alcovy Judicial Circuit in which two young lawyers are competing, experience will play a key role.

However, candidate John Ott believes that length and type of experience will prove secondary factors to the use made of that experience.

"I think it's the person, to be



# On The Road

## State Patrolmen Get Unique View Of Human Drama

Rockdale Citizen Reporter Mary Beth Sapp rode with a Georgia State Patrol trooper from 3 p.m. to midnight Saturday. She filed the following report.

The bright lights of Broadway sometimes have nothing on the flashing blue lights of the Georgia State Patrol. When a speeder is questioned, one never knows what human drama will unfold.

"I've heard them all," said State Trooper First Class Sam Patrick. "One lady put on a real show by becoming violently ill, running out of her car to lean over the railing and having her boyfriend help her to the car," he said.

Patrick, Unit 776, reported to the Conyers GSP post on Klondike Road at 3 p.m. Saturday to begin a nine-hour shift.

AS MIDNIGHT approached, the closest incident to high drama had involved minor injuries to a motorcycle driver caused by a near collision.

But Patrick takes his job seriously, feeling the most tragic dramas of the evening events might have been those prevented by the 11 speeding tickets and four warnings handed out over the 190 miles traveled.

"I like to think by giving

tickets and being as pleasant as possible when I do, I can change some driving habits, especially among the young people," he said.

AFTER CHECKING the 1983 Mustang for all necessary equipment, including tickets, accident forms, and first aid equipment, he was off.

He hadn't been on Georgia Highway 138 for ten minutes before the radar tone sounded and the digital readout indicated that an approaching car was traveling 75-miles-an-hour in a 55 mile-per hour zone. Patrick routinely radioed in his location and the make and year of the car before stepping out.

When a visiting reporter commented on the seeming difficulty of having to know every street in the three-county area he sometimes patrols as well as having to identify the make and year of any car on the road, Patrick smiled.

The 30-year-old trooper, who had seven years road experience with the GSP, explained that in patrol school, lessons touched on everything from laws to talking to the deaf. It involved 16 hours of training that lasted from before breakfast until bedtime.

As he spoke, he let one speeder pass because of heavy



TROOPER FIRST CLASS SAM PATRICK REPORTS FOR DUTY

traffic and because the speed of the violator was not excessive. "Sometimes you have to weigh the seriousness of the offense with the danger you'd put other motorists in," he said.

He laughingly noted his five-year-old son might like to think of his father as one of television's Dukes of Hazzard, but added "In real life, our bodies and our patrol cars couldn't take it."

SOON, THE Mustang was off at 90 miles an hour after another speeder. At the sight of the patrolman, a woman in the back seat began to fervently brush her hair. "I wonder if

that helps," Patrick said, smiling. He ticketed the driver, who was clocked at 69 miles an hour.

The next piece of action involved a warning given a young teenager. "Sometimes a warning will do just as much as good as a ticket," said the trooper. "If we're as pleasant about the situation as possible, it will tend not to make them aggressive, but rather to make them think."

Making people think is the reason for it all, he explained as he ticketed a 41-year-old man "just in a hurry to get home from work," and travel-

(See Trooper, Page 3)

*The following pictures are from retired Captain Carlton Stallings.*





NEW PATROL CARS FOR GSP—The Georgia State Patrol recently purchased two new vehicles, a Ford LTD and a Ford Mustang, to be used at the LaFayette

Post 41. Left is trooper Carlton Stallings and on the right is trooper Fred Ellis.

***Side note: In 1983, Fleet Manager (Jimmy Crump) was also offered a "special deal" on another 83 (non SSP) Mustang (brown in color). It was also put into service as a fully marked patrol unit.***

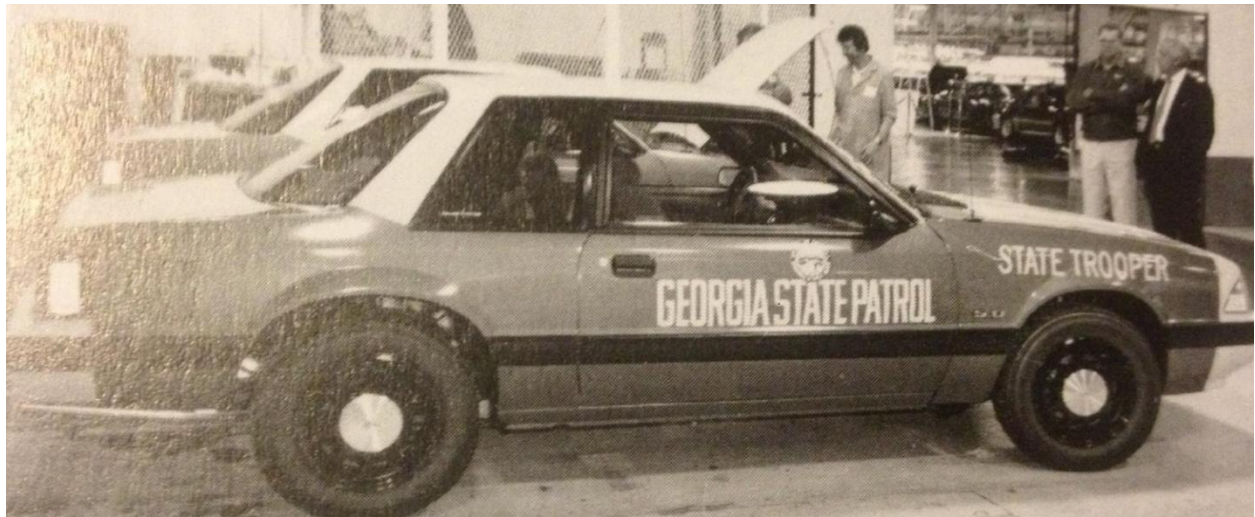


***Fact: the GSP did not order any more Mustangs until 1988. Rumor has it; it was due to six of the ten being totaled in a short period of time. Another rumor is that those wrecked 83's were sent to the Fire Fighter Training academy in Forsyth for practice.***



*However with a little time passing and the availability of an automatic transmission option, the GSP placed it biggest order of all with 100 units in 1988. Ford flew some key figures from GSP up to Dearborn to present them with the first few Mustangs.*

*Ford had them all lettered up and waiting for their arrival.*



*However, Fleet Manager Jimmy Crump, refused to take shipment of the prepared cars due to the bumpers being painted gray. Not wanting to leave empty handed, he did take one back with him. Ford repainted the refused cars' bumpers and shipped them later...*



*(Great shot of new 1988 SSP Mustang arrivals)*



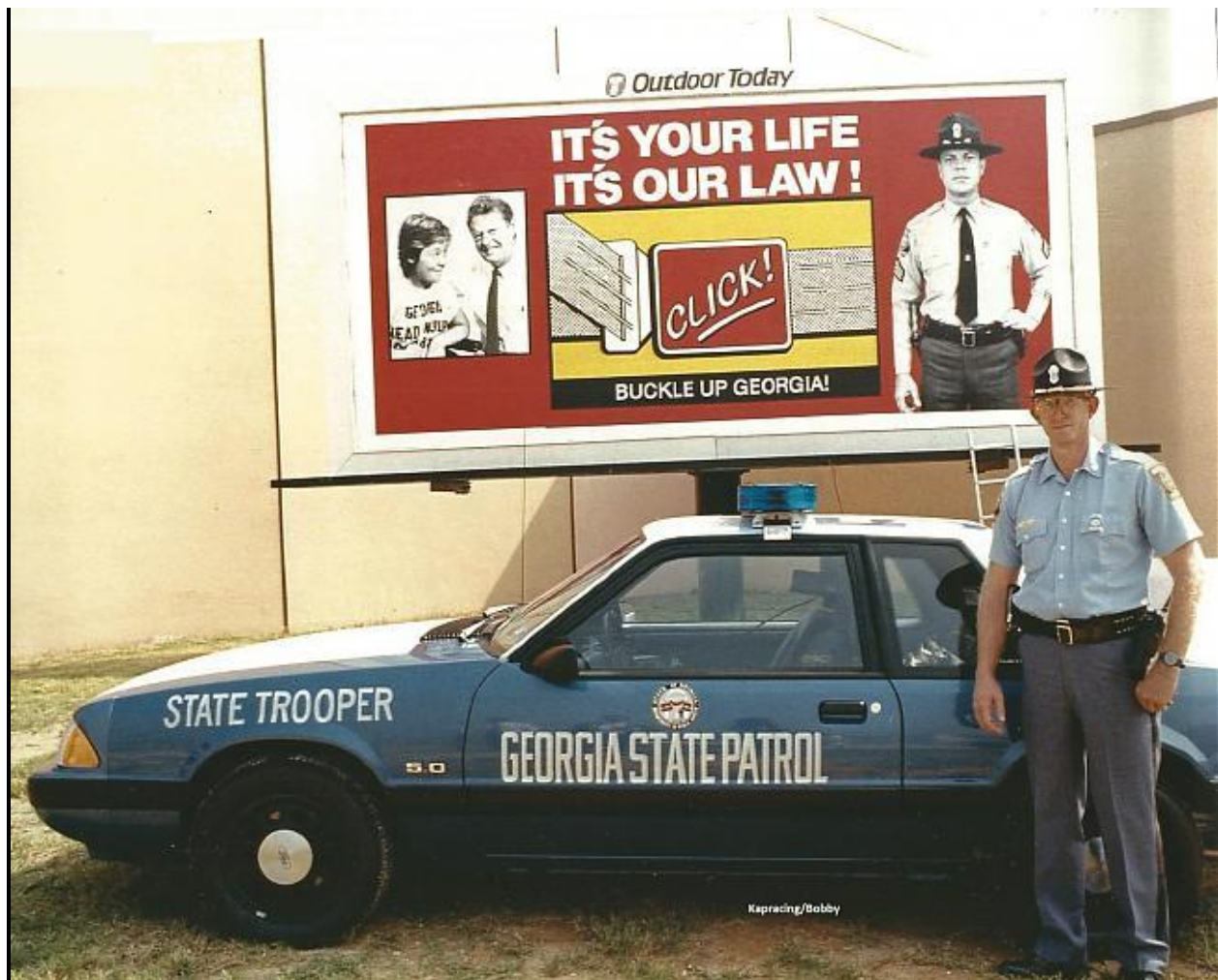
***Once the 88's arrived, the GSP sent the first group of Troopers (assigned a Mustang) to the Forsyth Training Center, to get them a little more familiar with the smaller, lighter, and faster patrol units.***



***This was the second 1988 Mustang delivered to GSP (note the repainted bumper covers).***

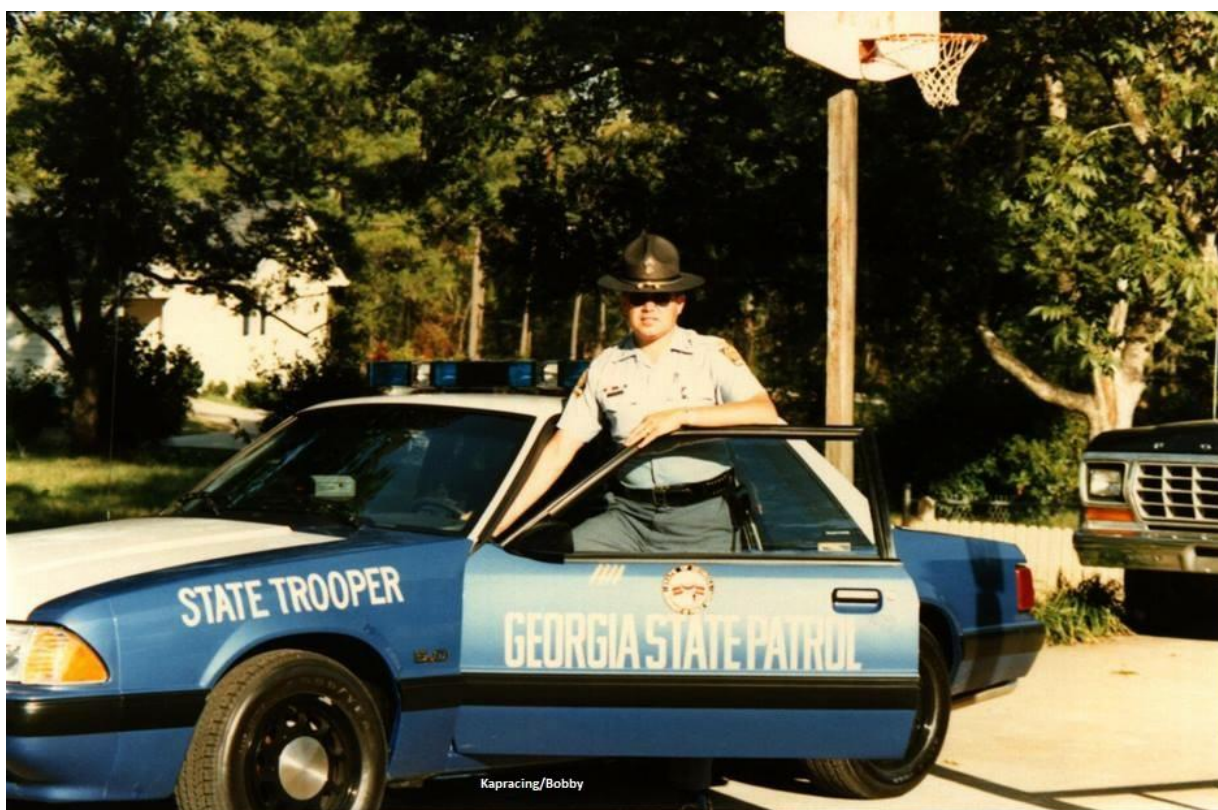
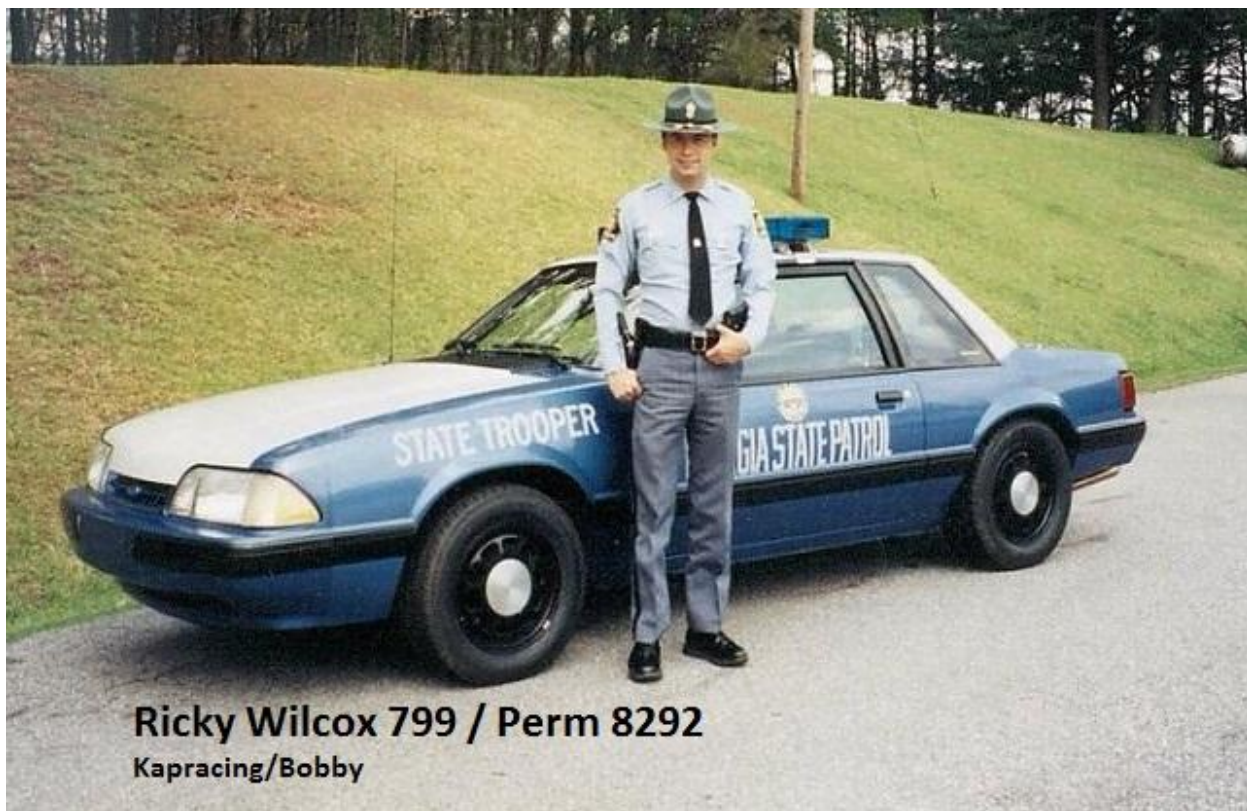


*This was also a publicity photo by GSP to announce their new patrol units.*



***The assigned Troopers were very proud of their new patrol units. Georgia had 48 Posts at that time and each Post received at least two SSP Mustangs.***











Georgia State Patrolman Kevin Turner of Post 7, Toccoa, was recently issued a new high pursuit patrol car — one of only 11 in the state. The Ford Mustang has been modified and furnished with the latest in radar and radio equipment. The vehicle has a faster acceleration and turn-response

time than the standard issue patrol cars, according to Turner. It has been clocked at a top speed of 149 mph. A total of 100 'high pursuit' cars will eventually be issued by the GSP — two to every post. Post 7 covers Habersham, Rabun, Stephens, Franklin and Hart counties.

## Stolen heirloom ring found in Cleveland

By BILLY CHISM  
CNI News Service

A diamond ring belonging to the daughter of the late New York Yankee baseball player John Robert "Johnny" Mize recently turned up in a Cleveland pawn shop, and was then handed over Tuesday to a detective with the Demorest Police Department.

"I wanted to give it back to the rightful owner. It's an heirloom," said Ricky Ferguson, owner of The Platinum Pawn Company on U.S. 129 South.



CAMMIE BAGLEY/Staff

The ring was reported stolen Feb. 14, 2015, by Judy Mize of Demorest. She is the daughter of the late Johnny Mize, a Demorest native who played Major League Baseball and signed with the New York Yankees in 1949.

After Mize joined the team, the Yankees won five straight World Series titles, and Mize, known as "The Big Cat," was named the 1952 Series Most Valuable Player. After his big-league career, Mize retired to Demorest. He was inducted into the Hall of Fame in 1981, and died in June 1993.

The Yankee ring had the date 1952 on each side of the ring and a very worn N.Y. Yankees logo below the dates — but it was a

Demorest Police Chief Greg Ellingson shows off the valuable piece of jewelry — and history. Although the ring is worn on both sides, the date 1952 can be clearly seen on each side.

small woman's ring.

Ferguson said a woman (whom he didn't identify) brought the ring to his shop for pawn in November 2014. He said he paid her "about \$100."

At the time, Ferguson said he took a photo of the ring and posted it on an on-line law-enforcement site, as required by law of any jewelry that is pawned.

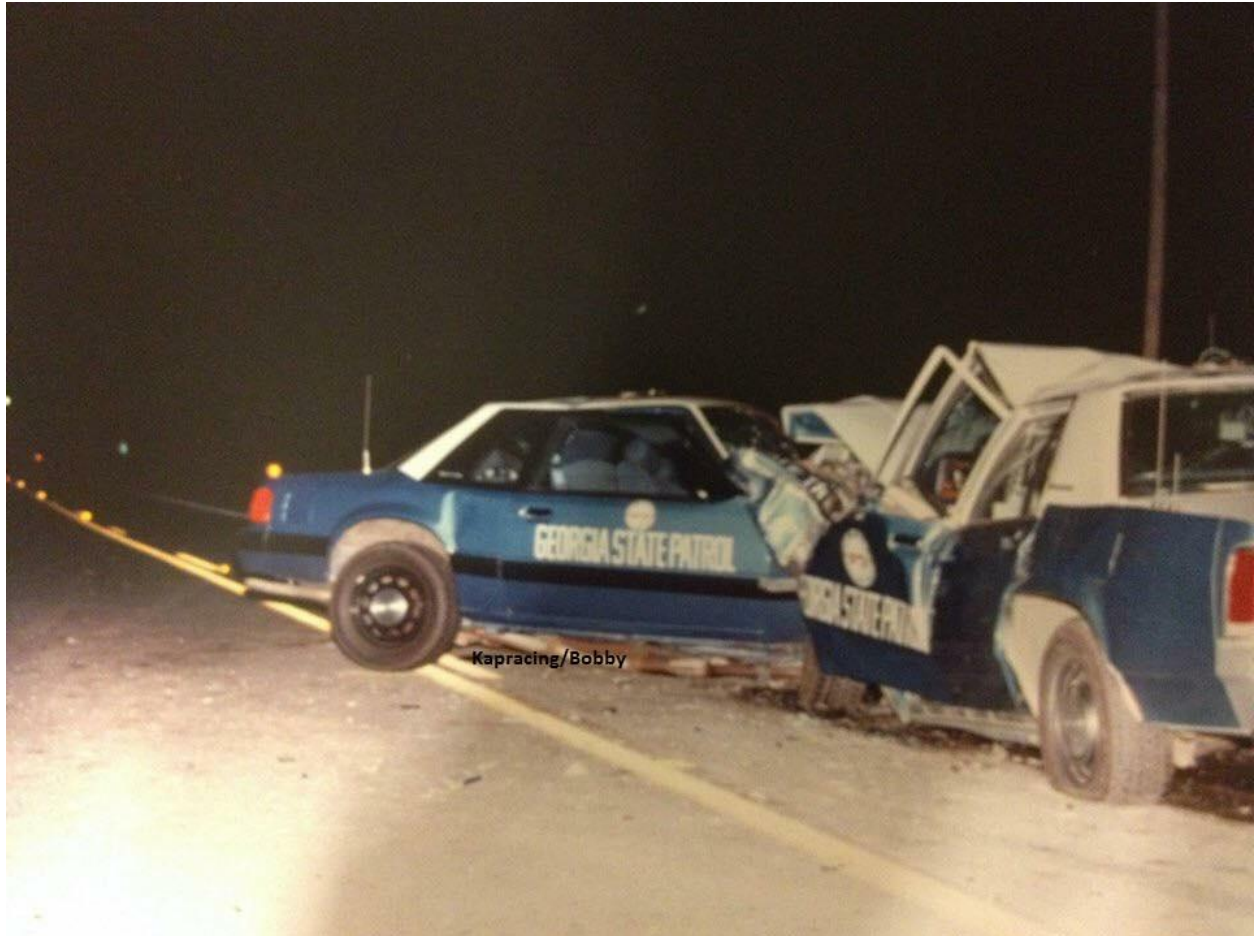
Because it had a diamond in it, he set the ring aside, Ferguson said.

"I would have probably

When asked how his department tracked down the ring, Ellingson replied:

"Good investigation work from our detective, Jamie Bowden."

*Even with all these precautions, accidents were inevitable...*





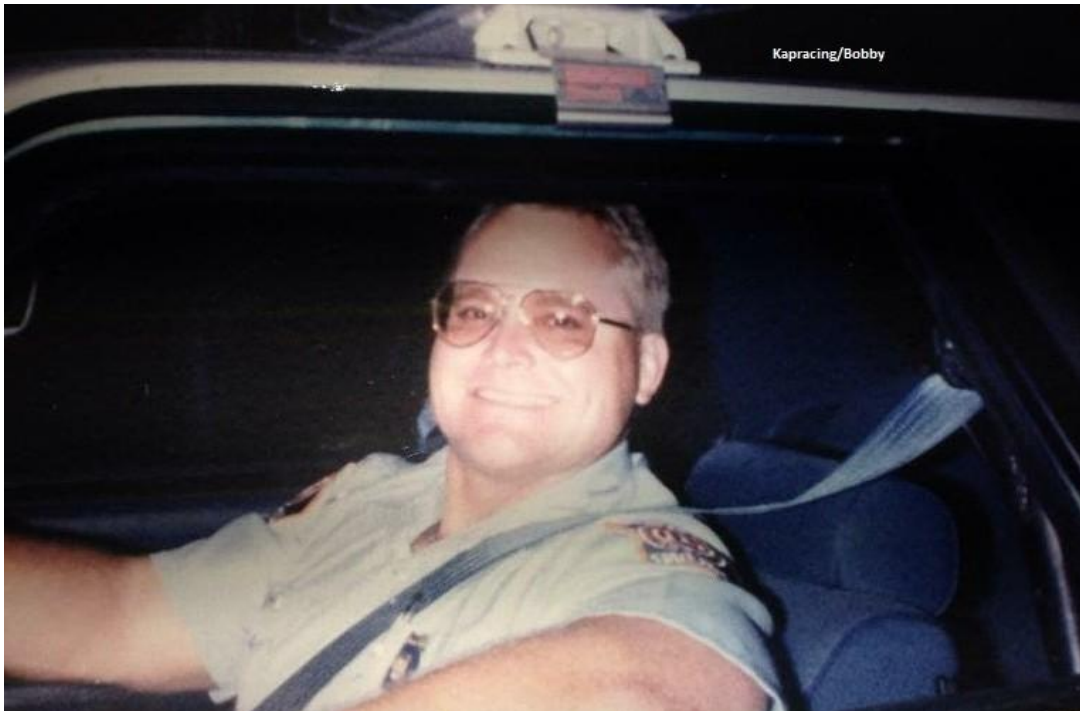
*The GSP's decision to install roll bars in their patrol cars was a very good one. It saved more than one Trooper's lives.*





***All the Troopers driving these wrecked Mustangs survived and recovered.***

***Out of all the GSP Mustangs used in service, only one Trooper lost his life in a Mustang. (For the record I have not, nor ever will post up pictures of that wreck)... RIP Keith "Bull" Stewart...***



***The GSP continued to order Mustangs through 1992, and the breakdown goes like this:***

***1983 - GSP ordered 10 SSP Mustangs***

***1988 - GSP ordered 100***

***1989 - GSP ordered 42***

***1990 - GSP ordered 55***

***1991 - GSP ordered 83 (its second largest order of SSP Mustangs)***

***1992 - GSP ordered 20 (It's final year for the GSP SSP)***

***Reportedly, 1991 was to be GSP's final year of the Mustang because the GSP was under contract with GM for 1992. Jimmy Crump was able to sneak in the 20; one single car first, then 19 more after he saw he could get away with it. Jimmy was not able to pull it off again in 1993; the last year of the SSP option. That leaves a grand total of 310 SSP Mustangs plus 4 non SSP Mustangs used by GSP. (5 if you count Jimmy Crump's red 82).***

# **“The GSP Project”**

*The last SSP to be turned in was done so by Lt. Don Stultz in 2002. That car was retained by the State as a PR/Show car. It was recently restored for the GSP with parts and monetary donations contributed by members of both SSP devoted websites:*

*"specialservicemustang.net" and "sspmustang.org"*

*Big thanks to all that contributed along the way!*







# Restoration Info

## DECALS

*1983 GSP Mustangs used orange lettering with the huge 8" seal (The only year Mustang to do so).*



*1988 -1992 GSP Mustangs used blue and gray. They also dropped the seal size down to 6"*





*The Troopers badge # is also the cars roof and license plate #. The cars permanent # (better known as Perm #) is written on the core support and fan shroud in white paint pen. It is also the trunk #. The first of the four #'s stands for the year (in this car's case 9222 is for 89). The next three numbers represent the number vehicle purchased by GSP that year (in this car's case, it was the 222<sup>nd</sup> car purchased in 1989).*

# EQUIPMENT



*Radio and light bar controller was mounted to a "Tree". Other equipment was mounted to the tree or to the dash depending on Troopers preference.*



# Radio

*The majority of all GSP Mustangs used the Motorola Radio.*

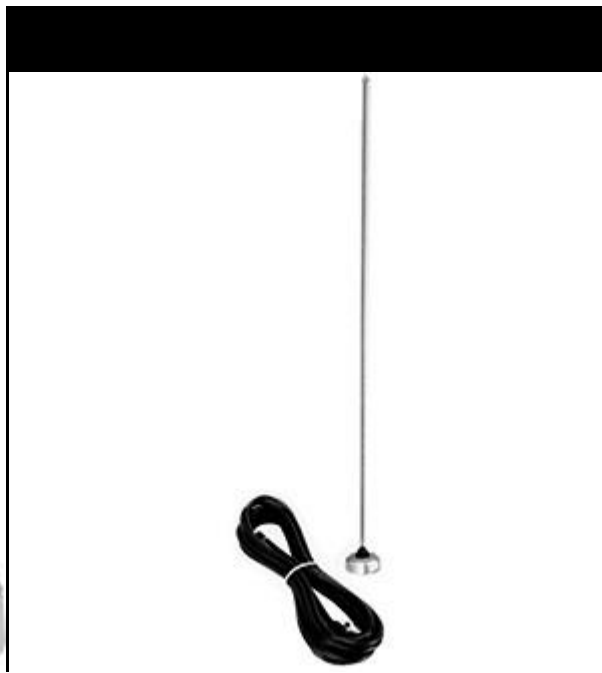


*The only other radio used was the GE Ranger. The GE did not have a very good long distance reception, so it was only used in metro cities.*



# Antennas

*A base GSP Mustang had two antennas: one 18" 1/4 wave; and a short 3-5" 1/4 wave for the repeater on their body. The Motorola radios used 1/4 wave antennas 18" in length. In some cases in very rural areas they were upgraded to the CB style antenna for better reception. The repeater radios used the short 1/4 wave antennas. Those short 1/4 waves were also used for the VCR. Troopers were allowed to outfit their cars with their personal CB radios if desired. So some cars had CB antennas as well. It is not unusual to see them with between two and four antennas, with three being the most common.*



## C.B. Radios

*CB radios were not issued by the GSP. Troopers were however allowed to install their own. Finding four antenna holes in your SSP would indicate that the car was outfitted with a CB radio. Unless the assigned Trooper is able now to tell you what CB radio he used in a particular car, then any popular CB radio from that era would be considered correct.*

## RADARS

*Radars were purchased by the counties for the GSP to use. Unless you can verify through a Trooper that worked that county (at the time the Mustang was in service), the only option is to use one from that era. Here is a list of known make and models used by GSP in some Mustangs.*

*Kustom KR10*

*Kustom SP10*

*Kustom Trooper*

*Kustom Hawk*

*Decatur I*

*Decatur II*

*Genesis I*



*Kustom KR10 being the most common.*

# LIGHTS

1983

*They're two light set ups in 1983. Most used Yankee housings bolted to the bottom of the front bumper covers. Inside the Yankee housings were the Whelen Par 36 strobes with extended bulbs. Some used the state of the art (for that time) Whelen Responder dash mounted magnetic lights. Later on a few were upgraded with Whelen dash masters (the square ones) hung from windshield molding and in rear deck. Both light configurations however, used the Dash Master as deck lights.*



*"YANKEE" housing for "Par 36 strobe blue extended bulb"*



***"Whelen Responder" dash mounted strobe***



***Whelen Dash Master***

## **1988 – 1992's**

***GSP Mustangs from 1988-1992 used the Whelen Edge 9000 series light bar. They were controlled by Whelen PC224 controller. Some also used the Whelen dash strobe ("Model # 1400 – SF" or "DMS") mounted by a metal bracket bolted to the dash. It is rare, but a few cars had Whelen rear deck strobes pt # PM-408.***



***Edge 9000***



***PC224***



***Dash strobe "Model # 1400 - SF" or "DMS"***



***Whelen deck strobe # PM - 408***

***Some cars were later retrofitted with headlight and taillight strobes (mounted inside the headlight or marker light on the front and in the back up light housing in the rear). These, and the cars with rear deck strobes, were powered by the Whelen UPS-60.***

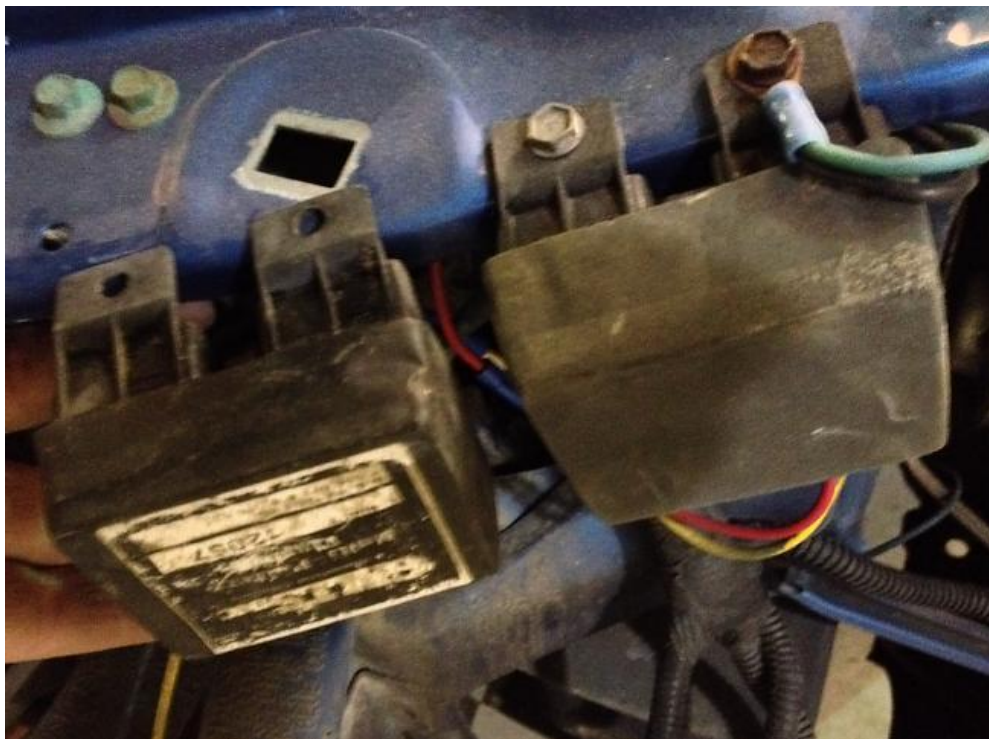


***Whelen UPS-60***

*The 1988-1989's used a NAPA headlight flasher. The 1988-89's used a simple metal toggle switch mounted to the left of the instrument cluster bezel to activate the wig-wags. 1990-1992's used a GALLS headlight flasher. They were activated by the Whelen PC224 controller.*



*Toggle switch to activate wig wags on 88 and 89's.*



*Galls wig wag flasher used on 90-92's*

# SIREN

*GSP used both Federal Signal and Whelen siren speakers.*





*Federal Signals have been seen with and without guard (cover).*

*Some were equipped with VASCAR and as few as eight cars were equipped with LoJack.*



**VASCAR**



*LoJack*

# CAMERA

*Many 1988-92 GSP Mustangs were equipped with a camera set up from DocuCam. This set up used a Panasonic camcorder with a special DocuCam controller and DocuCam vault in the trunk.*



*Panasonic camcorder - DocuCam removed the upper handle and lower shoulder brace. It was then mounted to the interior roof beside the passenger side sunvisor (which was removed while in service).*

*Sometime in 1997, some of the Mustangs still on the road were updated to the new Mobile Vision camera systems.*



*Mobile vision system some were updated to in 1997.*

*Troopers often modified their Mustangs. Some paid (with their own money) to have gears installed (through outside sources), among other mods. Several had buttons to kill the taillights so the perpetrator would not see them braking until it was too late.*

*There were 3 alleged aero Mustangs that slipped through as slick tops. Two were eventually converted with light bars (per GA statute at that time) while in service. However, only one is confirmed as being decommissioned still as a slick top. Perm 1238 Trooper 702 Post Commander James Eberhart.*



***Before being auctioned off, GSP stripped all equipment and crudely (in most cases) scraped off decals. A few were bought and restored; most however were turned into race cars or cheap daily drivers (either retaining the GSP paint schemes or full color change).***



***Special thanks to Jimmy Crump and the many nameless friends of the Blue and Gray at GSP. We now have documentation on every GSP SSP Mustang used from 1983 – 1992. Without all of you, this never would have been possible!***

***We hope this information helps in your GSP restoration. We here at "specialservicemustang.net" strive to be the most informative and correct source for your SSP Mustang needs.***

***Sincerely,***

***Kap racing/Bobby***