

LUXURY MUSCLE

by William R. Cox

I found the 1967 GTA luxury convertible in a North Carolina basement garage in October 1983 and it was one step from the junkyard! It was in pieces, looked like a rat's nest and the owner was in the process of "fixing it up" in a non-original way. It was so dismal looking I couldn't bring myself to pay the ridiculous price the bandit wanted. Two weeks later I found my way back and made the ridiculous deal!

I had done my homework and knew this 1967 luxury convertible was a very rare combination of power and goodies. Ford made only 4,848 luxury convertibles in 1967 and very few of those had GT equipment, a 390 high performance engine, air, and tilt wheel. The other options on this beauty make it one-of-a-kind and a real eye catcher. I have not seen another like it.

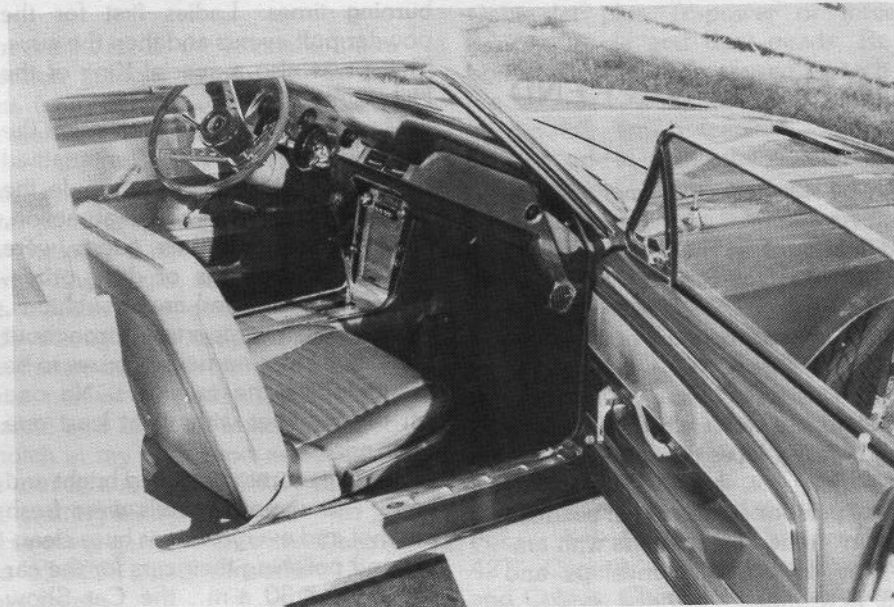
It is a highway cruiser and I drive it to shows as well as around town each week whether it needs it or not. Running that top down and soaking up the admiration is my idea of a good time. This car was meant to be driven and I mean to drive it. My wife, Shirley, drove the car for the first and only time a short time ago. Since then she's had nightmares about scratching the paint and it took her two years to get up the nerve!

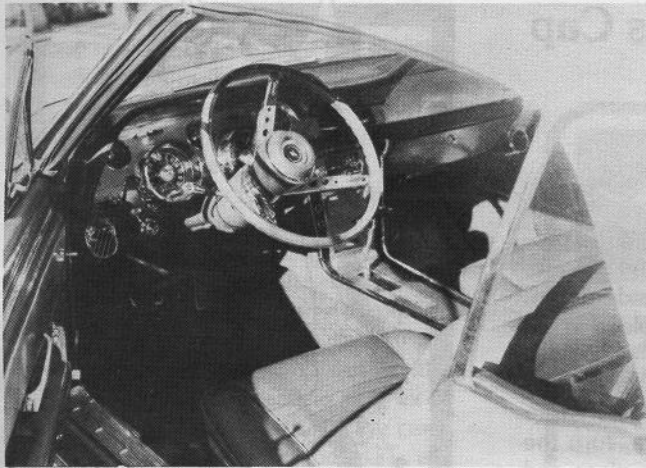
The salesman, son of an Atlanta area dealer, was the first owner. He used it as a demonstrator for a time and then sold it to a gentleman who is still a personal friend. They told me a new top was required when a family member ran it into a barbed wire fence, but it was unscathed and pristine when a lady bought it in 1969. The ensuing years saw three more owners and a move to North Carolina before fate and I rescued the pony from the "glue factory".

The 1967 is rapidly gaining its rightful recognition as a unique and proud Mustang. The combination of the early "look" plus safety, mechan-

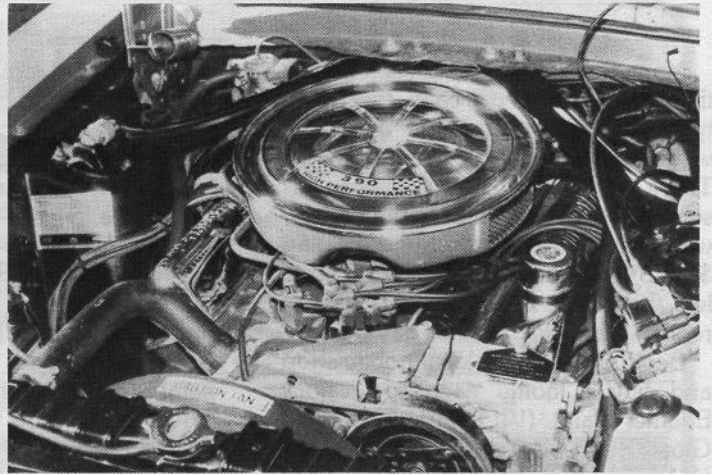


Red deluxe interior with air conditioning, AM/FM radio, power steering, power brakes, power top, tilt-away wheel and trip odometer.





Two additional options are convenience control warning lights and console, and finger-tip cruise control with resume feature.



390 high performance muscle.

ical and convenience improvements make this car an appreciating classic. Having a bit of GT muscle doesn't hurt the image — does it.

The current "muscle mania" serves to hasten the day that 1967 big blocks will bring this car out of the 1965-66 shadow. The 1967 GT 390 (or 289)

will out perform any 1965 or 1966 and there is no comparison when it comes to safety, luxury and mechanical improvements.

Now that I have the 1965-66 enthusiasts up in arms, it is time to retreat gracefully and watch the argument begin. **MT**

