

'83 Mustang GT Convertible Is One Rare Pony

By **RANDY CHURCH**
MCA Gold Card Judge

Interest in the 1983 GT convertible reached a fever pitch recently when an article was published stating that only 49 of these Mustangs had been produced.

Many calls later, we began to realize the figure did not seem realistic. After some research, we reached a reliable contact at Ford who confirmed a production number of 993.

This low production convertible first rolled off the line on May 6 and assembly continued until June 30, 1983. Additional cars were built between July 15 and August 15, 1983.

There were certain options standard on all 1983 GT convertibles.

All of these unique cars featured T-5 transmissions and 3.08 Traction-Lok rear axles, power front windows, roll-down quarter windows, power top, tilt wheel, power-assisted rack-and-pinion steering,

leather wrap steering wheel, air conditioning, cruise control, tinted glass, console, carpeted luggage compartment, premium sound AM/FM stereo with cassette, black right and left side mirrors, and non-functional hood scoop.

TRX wheels with anti-theft lug nuts and 220/55 R-390 TRX tires were standard. Cloth interior was optional.

Purchasers had to decide among Bright Red, Black, Polar White, Maroon, Silver Metallic, or Charcoal Gray exterior colors.

Interior color choices were black or red with low-back fully reclining seats. (We did receive one call from an owner of a 1983 GT convertible who had a white interior. Everything else seemed correct as far as options and build codes). Top colors were black or white.

To confirm that you own a "real" 1983 GT convertible, check the sticker on the driver side door for a "B8D" code. Convertibles were made from two-door coupes. Conversion of the coupes to convertibles took place at Cars and Concepts Inc. of Brighton, MI. There were no GT coupes produced by Ford in 1983.

The creation of the 1983 GT convertible produced a truly unique car.

Lauren Fix, former owner of a Bright Red 1983 GT convertible, has started a registry to document ownership of these unusual cars. She has done a remarkable amount of research and has accumulated a wealth of information. To add your car to the registry, contact Lauren Fix, 11470 Main Road, Dept. MT, Clarence, NJ 14031.

Thanks, Lauren, for all your help in documenting facts and figures for this update on the 1983 GT convertible.

THE OTHER '83 MUSTANGS

While the GT convertibles might be the most talked about 1983 Mustang, Ford also produced an L, GL, GLX, GT Hatchback and GLX convertible.

The Mustang L was designed as an economical sports car. The Mustang GL had a larger number of standard and optional features. The GLX model Mustang was designed for comfort and elegance, with sports car feel. The GLX convertible took luxury and sportiness to the limit. GT Mustangs were designed to "leave the competition chasing its shadow" according to the 1983 sales brochures. The GT convertible was designed to be the ultimate driving machine. These cars were available with a wide range of options and standard features.

Engine options for the 1983 Mustangs in-

cluded 2.3 Liter OHC 4-cylinder engines standard in the L, GL and GLX models. The 3.8 Liter V-6 engine with SelectShift automatic transmission was optional on the GL and GLX models, and standard on GLX convertibles. The 5.0 Liter High Output V-8 engine with 4-V carburetor and sport-tuned exhaust was optional on the GL, GLX, and GLX convertible, standard on the GT and GT convertible.

A four-speed manual transmission was standard on early 1983 L, GL and GLX models. It was replaced by the five-speed manual overdrive transmission, which was optional on all models except the GT and GT convertible on which they were standard.

Front disc brakes were standard on the GT, GLX convertible, and the GT convertible.

P 185/75 R14 steel-belted radial ply tires were standard on all but the GT and GT convertible. Hatchback GTs had P 205/70 HR 14-inch high-performance radial ply tires.

Some options available in previous models were dropped in 1983, while others were added. Ford continued its pledge to make the Mustang better each year.

Ford offered such a wide range of models and options in 1983 that any Mustang enthusiast should be able to find his or her dream car. These cars are appreciated by collectors and drivers alike: collectors, because they see the value of these cars increasing, and drivers, because they appreciate the comfort, responsiveness, and sheer driving pleasure of the 1983 Mustangs.

KEEP THOSE LETTERS COMING!

Thank you for the letters I have received about this column. I appreciate you taking time to write to let me know what you would like to read more about.

Every time I write one of these articles I learn something new from my research. Keep those letters coming.

Questions? Why Not Ask Fred?

MCA members with questions about restoration projects are invited to "Ask Fred Glazier."

Glazier, owner of Glazier's Mustang Barn, has extensive experience in Mustang restoration.

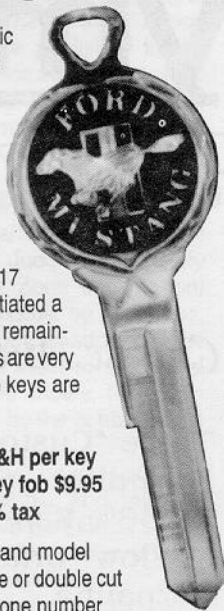
Send your questions to "Ask Fred," in care of The Mustang Club of America, P.O. Box 447, Lithonia, GA 30058.

Perfect Christmas Gift for Mustang owners

Jesser's Auto Clinic is offering distinctive keys especially made for your Mustang. Jesser's found the 10-karat white gold plated keys by accident (the original manufacturer stopped production 17 years ago,) and negotiated a deal to get the entire remaining inventory. Supplies are very limited, and when the keys are gone they're gone!

\$12.50 plus \$2.00 S&H per key
Matching leather key fob \$9.95
Ohio res. add 5.75% tax

- Specify year, make and model
- Check key for single or double cut
- Please include phone number



Jesser's Auto Clinic

26 West Street • Akron, Ohio 44303

Phone orders 7 days, 9 a.m. - 9 p.m. EST



(216) 376-8181



other collectable keys available!