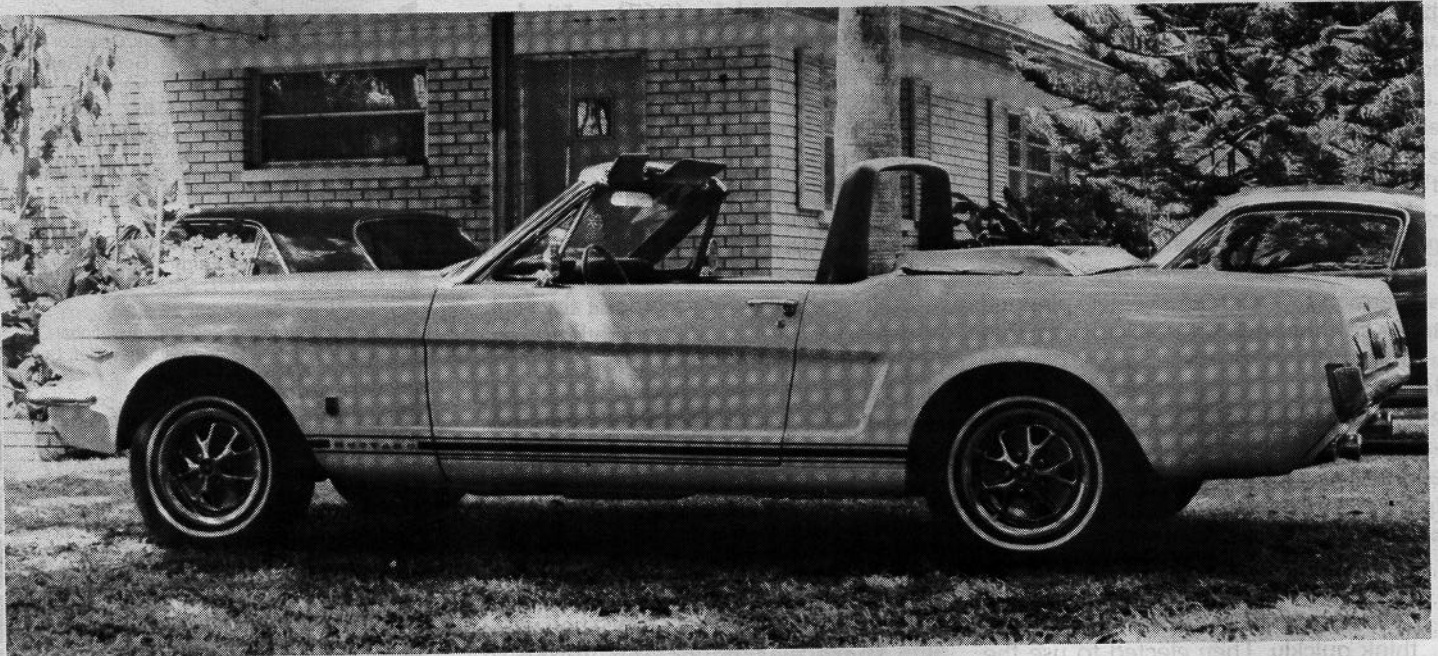


## 1966 CONVERTIBLE



As a charter member of the Mustang Club of America, I have seen many changes in the burgeoning Mustang interest. My first Mustang was purchased for use as a work car from a friend. It was a 1964½ hardtop (April 29) with 260, automatic, air conditioner, and vinyl roof. I soon became aware of its eye-catching appeal every place that I drove it. With many people trying to buy it from me, I realized that the Mustang would become a highly-sought-after collectible and began finding others to resell. I picked up many rare parts along the way because I felt the

car would go the way of the early Thunderbirds. Now I feel that the Mustang is rapidly surpassing the early T-Birds.

I found my 1966 convertible at a laundromat with its owner sitting on the trunk lid, feet and all. Needless to say, he did not appreciate what he had and it was an easy purchase. I did not realize what a great car it was until a few days later. It is now restored and is garage-kept.

I did change the color back to the original yellow and added a non-remote matching mirror and center

grille light. It is a GT with the 289-4V engine, four-speed, styled steel wheels, deluxe interior, console, day-night mirror, remote and non-remote exterior mirrors, and the Cobra engine dress-up kit. I have a Rally-Pac which will be installed in the near future.

This 1966 convertible is the only restored Mustang that I have, although I do have a 1964½ hardtop and a 1966 Shelby GT350 waiting to be worked on. We are an all-Mustang family; three of my children drive 1965-66 Mustangs.

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