

GT Guess

Please tell me how many 1966 GT equipped convertibles were built and also what does the GT package include in 1966. I am looking to buy a real super Mustang and the answers to these questions would help me to be a more knowledgeable purchaser.

Michael H. Jones
Syracuse, New York

Thanks for your letter, Mike. There is no way of knowing just how many 1966 GT convertibles were produced. Ford only kept records of production by body style (except for the Boss cars) and not how many of the cars were equipped with the GT option.

As for the exact components of the GT package, we're going to quote from some Ford salesman's literature because there is some question about some of the items. The literature is "1966 Mustang Facts Book." Under the heading "GT Equipment Group," it reads: "Introduced in 1965½, the GT Equipment Group is a hot seller on Mustangs purchased by driving enthusiasts. It provides all the components for outstanding performance — and the look to go with it.

"The GT Equipment Group option is available only in combination with the optional 225 horsepower 4-v V-8, or optional 271 horsepower High-Performance V-8. Included in the GT option —

- Dual exhaust system with bright-plated exhaust trumpets that extend through the panel beneath the bumper.
- All the special handling package components — increased rate front and rear springs, larger shock absorbers, 21.7 to 1 steering ratio, and larger diameter front stabilizer bar.
- Front wheel disc brakes.
- Narrow/wide/narrow racing stripes, full-length and low along both

sides. MUSTANG in bright block letters is inset in the stripes on the front fenders, plus a sporty GT plaque affixed above the stripes. The rocker molding is deleted with the option.

- A fuel filler cap with GT identification.
- Special fog lamps, grille bars and black painted grille."

This is what the salesmen were told would be in the GT option for 1966 and we won't rule out any abbreviations from this list. When you are dealing with Ford, no matter what the book says, it isn't one hundred percent right!

Boss Big-Block

I own a Boss 429 with the following information on the data plate: warranty number 9F02Z173050, body 63B, color M, trim DAA, date 17C, dso 892001, axle V, and trans 6. It also has a sticker that reads 'KK Nascar 1539.'

I would like to know what do all these numbers tell you. What is "KK 1539? And finally, do you know how many 1969 Boss 429s were built? Thanks for a great magazine.

Steve Johnson
Hoquiam, Washington

The warranty plate information tells you that you have a 1969 Boss 429 which was built at Dearborn, Michigan (as were all Boss 429s). It is Wimbledon white with a deluxe interior of Charcoal black corinthian vinyl and charcoal black clarion knitted vinyl. The dso number is the order number for the car, as no Boss 429s were built as regular production units. The date code says that the car's basic body was produced on March 17, 1969. It has a 3.91 to 1 Traction-Lok rear end and a close-ratio four-speed transmission.

The "KK" label was applied by Kar Kraft, the Ford subcontractor that

actually built the car, or more correctly, installed the 429 engine and other components that made it truly a "horse of a different color." According to Steve Strange, "Kar Kraft exhibited a great amount of pride in building the Boss 429 Mustang. And just to insure proper identification of the cars' source, a special black and silver sticker was placed on the drivers' door. This sticker verified the NASCAR certification and Kar Kraft production number of the car. Since the KK sticker was usually placed above the Ford Special Performance Vehicle warranty tag, it served to remind the owner of the cars' intended purpose."

The KK numbers for 1969 run from 1201 through 2059. A total of 859 Boss 429s were constructed as 1969 models. For 1970, the figures are KK 2060 through 2558, for a total of 499 1970 models. Thanks for your interest, Steve!

Car Decode

I recently purchased a 1968 Mustang fastback and joined the MCA. I don't know much about your "In Search of Mustangs" project, but I was wondering if you would decipher my VID plate as I am not totally sure of the codes.

The plate reads as follows: warranty number 8T02C223749, body 63A, color M, trim 2DA, date 24U, dso 22, axle 2, trans 1. Also, can you give me the assembly plant and district data.

Thank you for any help you may render.

Randy Webber
Clinton, Tennessee

Your car was built at the Metuchen, New Jersey, assembly plant on July 24, 1968, which makes it among the very last of the 1968 production. The car is a two-door fastback with buckets, Wimbledon white in color with a dark red interior. There is some question about the

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trim code, as "2D" is the proper code for dark red; the "A" suffix could refer to a stripe color, but this is just a guess. Can any reader help?

The dso code shows that it was ordered as a regular production unit through the Charlotte, North Carolina, region. The rear axle is a conventional (non-locking) one of 2.79:1 ratio, teamed with a three-speed manual transmission. Your engine is a 289-2V. Thanks for writing.

Automatic Enjoyment

Just wanted to tell you about our six cylinder, 1966 Mustang convertible, with automatic transmission. We live in a small town (Cameron, South Carolina) and left on Friday to attend the Grand National in Kingsport, Tennessee, in our Mustang and it performed beautifully. We averaged 21.7 miles per gallon on engine with 139,000 miles that has had only a valve job. Needless to say we were very pleased. Would like to say we enjoyed the show in Kingsport and purchased another Mustang convertible (1965) while we were there. Let us say to the people of Kingsport a very big thank you for a weekend that will be remembered for a long time.

We have recently joined the club and have thoroughly enjoyed being members. The *Mustang Times* is a most informative and enjoyable magazine. Keep up the good work.

Bobby and Jean Wiles
Cameron, South Carolina

Top Trouble

I have been unable to locate any written instructions for convertible top installation. Please help me if you can.

J. D. Cork
Indianapolis, Indiana

Since it has taken us a while to answer this request (for which we ask

your pardon) you have probably stumbled upon the reprint published by Jim Osborn Automotive Literature entitled "1964-66 Convertible Top Repair Manual." You did not make it clear whether you wished the replacement procedures for the top fabric or the top mechanism, but in either case the information will be found in this booklet, which should be available from most Mustang parts specialists, as well as Jim Osborn. Thanks for writing.

Amazing Attitudes

I am amazed at the attitude of MCA members toward a Mustang with a Chevy motor. They don't seem to mind when people make Rancheros or station wagons or cut them in half to make trailers out of them. I don't understand why we have a Radical Modified class that won't let a Radically Modified car in it. If it's just a brand name their worried about, take a closer look at the word radical.

Under the present system I can't show my 1965 2+2 because it has a Mopar power antenna, Mercury power windows, and Shelby style stripes with 1966 Corvette white paint.

I would like to congratulate Mr. Withers for taking an original and imaginative idea and making it work so well. I hope he doesn't take a dim view of MCA or its members for treating him the way they have.

And to all of you pure stock people, I have never heard any of the modified car owners scorn and ridicule your cars for being stock! Don't you think you could show us a little consideration? We put just as much time and effort into making our cars show quality as you do. Look at it this way: the more modified cars there are the more valuable your pure stock cars will be and the less competition they will have.

Jim Stainer
Bloomington, Minnesota

MUSTANG-TIMES