

## IN SEARCH OF MUSTANGS

Now that I am finally getting settled in at our new home in Maryland, the "In Search of Mustangs" project is back in full swing. Greg has forwarded to me the many, many submissions that had been made during our move, and I am now trying to hack my way through them. If you have written and expected a reply, please be patient. I will get to you!

I want to take this opportunity to thank a couple of people who have been a big help with this project. One of them is Tom Scheerer. To date, Tom has submitted VID information on almost 300 cars! If every member would support the project to this degree, there isn't anything about Mustangs that we wouldn't know! Another enthusiastic couple of Mustangers is Richard and Dolores Gerardis of New Jersey. They recently submitted forty-four VID numbers and I thank them.

I find it very interesting that one member took a poll at a recent MCA board meeting to ask how many of the directors present had submitted VID information to the project. Out of over thirty members and directors present, only one individual had sent in his numbers! These are the folks that are supposed to be our examples for the rest of the membership! Please, all you members of the MCA board of directors, send in your VID info and urge all of your friends to do the same. We need your support if this project is really going to fly.

I get frequent questions concerning the Mustang California Special, so let

us spend a few paragraphs explaining just what this car was. The California Special began life as a suggested Shelby replacement. Ford felt that Shelby garnered too much publicity for himself with the Shelby Mustangs and for several years put a lot of thought into how best to take over that segment of Mustang sales. The original GT/CS was the GT/SC, which stood for "GT/Sport Coupe." Ford believed that a large part of the Shelby appeal was not in the performance, but rather in the styling tricks that the Shelbys carried. The GT/SC was very Shelby-esque in its trim and Ford hoped that this would allow them to steal a little of Shelby's thunder in the showrooms.

As it turned out, Ford took over more of the control of the production of the 1968 Shelbys, moving the assembly line for these cars from California to Livonia, Michigan. This rather undermined any necessity for doing Shelby one better and the GT/SC seemed to be a dead horse.

But the California dealers clamored for a special model of their own and with fully twenty percent of all Mustangs being sold in that state, Ford was receptive to the idea. Ultimately, the California Special was available only on the hardtop and consisted of special fog lamps, exposed turn-screw hood latches, side stripes and scoops, a rear spoiler, and Shelby tail lights. Of course, the trim identification reads "California Special." No special mechanical changes were made. And instead of the GT/SC we had the

GT/CS California Specials were produced and sold during the 1968 model year only, in spite of what you might see at a meet. It is relatively easy to put the "California Special" logos on another model and we have seen it done.

Another special model that made its appearance at about the same time as the California Special was the Mustang E. This was a 1968 fastback equipped with a new 155 hp 250 cid six-cylinder, automatic transmission with an extra-large torque converter, and a super-low 2.33 to 1 rear gear to give outstanding economy. Unlike the California Special, the Mustang E was available throughout the country. Yet little is known about it in Mustang circles and we can't ever recall seeing one at a Mustang meet.

So far as is known, no production figures are available for either of these cars, although some sources say that "less than 5,000" California Specials were produced. Originally, all of the California Specials resided on the west coast, but with the population's mobility what it is in modern America a number of the cars have found their way east. Still, you will probably have to go to a good size Mustang meet to see one at all.

That is it for this month. Please get that VID plate info in soon. And give your friends the devil until they do it, too!

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