of getting rid of excess parts and it was marketed in California because they'll buy anything there. The GT/CS was not a high point and many an owner who found fiberglass parts falling off his car after a couple of years likely gave the initials CS another definition!

The year 1969 took Mustang into the eye of the performance storm. The redesigned Mustang was longer (by almost four inches), lower and heavier with the styling emphasis on looking bigger, meaner and more aggressive than any other car in its class — an objective fully met by Ford designers.



The 1969-70 Mustangs were the first to emphasize a "bigger" look. By 1970, Ford offered twelve engine options including a Cobra Jet Ram Air 428.

Three new high-performance specialty models were introduced (the Mach 1, Boss 429 and Boss 302) along with a new luxury model, the Grande. The new fastback model with its rakish lines and chopped-top look racked up 134,438 sales, accounting for 44.8% of total 1969 Mustang production.

The interiors were completely redesigned for 1969 and featured a separate "cockpit" effect for the driver and passenger. In keeping with the Mustang's bold new look, instrumentation was similarly designed using four large recessed gauges surrounded by a simulated wood fascia. The passenger side of the dash mocked the driver's, and had a large clock recessed into it. Standard seating was carried over from '68 with the exception of the new Mach 1, which introduced high back bucket seats to the Mustang.

Ordering a '69 Mustang took a bit of thinking. You could choose from six different kinds of tires, nine kinds of wheels, three transmissions and eight engines, ranging from the standard 200cid six up to the 428cid Cobra Jet.

As the '70s unfolded, Mustang was still America's best selling ponycar, well ahead of Camaro and Firebird and greatly distancing the new offerings from Mopar. Minor styling changes were made just to distinguish '69 and '70 models — headlights went from four back to two, front fender extensions were given simulated air intakes and the rear fender scoops on fastbacks along with the fake vents on the rest of the models were deleted.

Engine selections were up to twelve and included an optional "Drag Pack" for the 428 Cobra V-8s which offered a traction-lok differential with 3.91 axle ratio or a Detroit Locker with 4.30 ratio. Also for 1970, the 4-speed gearbox received a Hurst T-type shifter to further emphasize the Mustang's bent for out and out performance.

In competition, race-prepped Boss 302s successfully won the prestigious Trans Am series with Parnelli Jones and George Follmer bringing home the manufacturer's championship and to many enthusiasts, the history of Mustang stops here.



The 1971 Boss 351 preserved the car's high-performance heritage. It featured a potent 351cid Cleveland engine, which would be one of Ford's most successful and long-lived V-8s.

In 1971, Mustang was restyled to answer the call for a higher performance vehicle. The styling was smoother, accented by flush door handles, integrated grille and bumper designs, and a longer wider stance. Built on a wheelbase stretched one inch, the Mustang was as big as it would ever get — 7.9 inches longer, 6 inches wider, 584 pounds heavier than the original and not nearly as attractive.

But under the longer, sleeker hood, Ford offered a race-bred 429cid big block to go along with the optional 351, 302 and the standard 250cid six. The Mach 1 could be built with the 429 SCJ (solid lifters), NACA scooped hood, "Drag Pack" with 3.91 or 4.11 ratios, 4-speed manual gearbox with Hurst shifter, and the competition suspension with Magnum 500 wheels and F60x15 tires. It was easy to see why Ford discontinued the Shelby. All the best attributes of the GT 500's performance and handling had finally been worked into the factory cars!

Inside, the '71s were completely new with a larger instrument panel and standard mini console or optional full-length center console with arm rest/storage compartment. Gauges were contained in two large pods on either side of the steering column with a small pod for fuel level mounted slightly higher in the center. An optional instrument group added oil pressure, alternator and engine temperature gauges to the dash console, opening the left-hand instrument pod for an 8000rpm tachometer. High-back bucket seats were standard again, but redesigned with a new seat frame making the cushions thinner and trimmer.

Corralling the Mustang

The times they were a-changing and performance was about to be knocked on its ear by government regulations, pollution controls and gas prices. For 1972, the Mustangs looked the same, but power had been slashed — gone was the 429 Cobra Jet. The hottest performance engine available that year was the 351cid V-8 — and even that had been detuned to run on lower