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and orders were taken. Production began on February 17, 1968. All colors and options of a regular Mustang were available on the California Special.

Unlike the 1966 High Country Special, the California Special would not be mistaken for a typical Mustang. Up front, special foglamps sat within a blacked out grille opening. All California Specials used the deluxe hood with integrated turn signal lamps and special hood locks. From the side, a quarter-panel side scoop added a muscular look with a side stripe including a GT/CS

logo exiting the scoop. Finishing off the side was a California Special emblem located at the rear portion of the quarter-panel. The rear end was perhaps the most aggressive showing the Shelby influence using the same 1965 T-Bird taillights, quarter-panel extensions and built in decklid spoiler used on Shelby vehicles. All GT/CS cars were given a GT-styled pop-off gas cap but with a Pony emblem replacing the GT emblem. If a GT California Special was ordered, the same Pony emblem was used.

Engine options ranged from a

low-performance six-cylinder to the stump-pulling 428 cubic-inch V-8 Cobra Jet engine. Customers could order a three-speed manual, four-speed manual or three-speed automatic transmission. As with all standard Mustangs, typical options including air conditioning, power steering, power brakes and a host of other comfort features made

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their way onto the California Special order sheet.

To keep other regional managers happy, as well as increase sales and visibility, a modified version of the California Special was produced for the Colorado area. Production began in June 1968. The High Country Special was a very close cousin to the GT/CS. In fact it was identical with the exception of a special emblem in place of the GT/CS lettering and the removal of the quarter-panel emblems. The High Country Special is today a very rare commodity with only 251 produced.

By the end of the model year, Ford sold 4,118 California Specials. Today, it is a highly sought after collector car and much recognized for its uniqueness. The GT/CS serves as an illustration of a time when car guys ran auto companies and imagination was limitless.