

# Special Six

haps his is the lone example today competing in the MCA's concours class. Kenneth bought the car from Robin Woodward of Amarillo, Texas, who had also put the little hardtop on the show circuit, taking it as far east as Florida.

Once Kenneth got the car in his garage,



of approximately 4,325 [including High Country Specials] units) were built with the six for the 1968 model year—the only year the GT/CS Mustangs were available. Of this total, 80 had the three-speed manual and 50 came with the C-4 automatic.

The 1-6 was rare in the California Special, but what is really unusual is how this special-edition Mustang used the GT label without the presence of the GT Equipment Group. Of course, Ford built no six-cylinder GTs, which would have been a nifty handling, lightweight machine. The GT/CS cars did not come standard with the regular production Mustang GT's special handling suspension (V8-only), but the 130 California Specials built with the 200-1V did at least broadcast such an image.

This could be why Kenneth Caulkins' straight six 1968 GT/CS is so intriguing. The great mass of casual Mustang enthusiasts expect to see the classic 289 or a big-block under the hood of this sparkling pony, thinking they are viewing a Ford with a Shelby heritage, while the hard core aficionados are often making eye contact with their first California Special powered by the 200-cid engine.

Further checking in Paul Newitt's book, however, reveals that the 302-2V was the only V8 that was not an option for this model because every GT/CS was built in San Jose, and this assembly plant did not utilize this powerplant. The remainder of the Mustang engines were available as options.

Kenneth Caulkins recalls from registering his GT/CS that around 16 six-cylinder GT/CS models are known to exist, and per-

