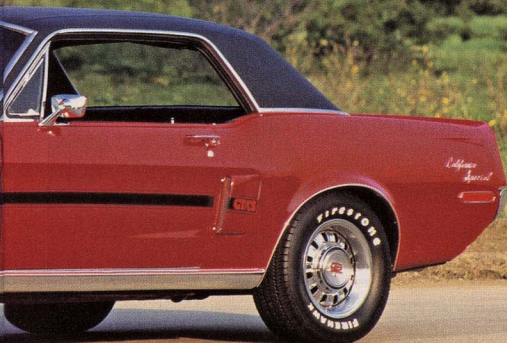


Special



Special even more special among its brethren, however, is its big-block engine.

We spoke to Paul Newitt of the GT/CS Registry (P.O. Box 2013, El Macero, CA 95618) and he was kind enough to extrapolate some figures from his current list of approximately 800 California Specials. The registry represents about 20 percent of the total CS production. According to his data, 198 of the entire production run of 4,025 California Specials came with the 390-4V engine. Of that number, only 85 were four-speeds. Paul emphasized that these numbers are best estimates. Interestingly, most 390 S-code Specials were built in mid March and mid April, and most 390 GTs were not originally sold from a California DSO.

The uniqueness of Jerry's GT/CS explains his restoring it to concours. Luckily, the car did not have a speck of rust on the body. The most difficult part of the restoration was rounding up those GT/CS pieces that the Mustang Corral had sold. Jerry said, "It was a complete ground-up. I put the hardtop on a rotisserie, and where I could see markings, I reproduced them in the restoration. The bottom side is every bit as clean as the top side."

After finishing the restoration, Jerry entered the Mustang first in the Texas Yellow Rose and then in the Texas

find a GT/CS was. He has been restoring early Ford ponycars for more than 20 years and has been in the restoration business for the last 10. He told us the '68 "has a Dallas DSO, and there were

only eight that went to Dallas, built right at the end of the run of California Specials. The last GT/CS was built on July 30th, and the build date on mine is July 29th." What makes Jerry's California