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Contact Information:

## 1968 Mustang GT/CS 390GT - \$44000 (Oklahoma City)

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**1968 Mustang GT/CS 390**VIN: **8R01S157561**condition: **excellent**cylinders: **8 cylinders**drive: **rwd**fuel: **gas**title status: **clean**transmission: **automatic**type: **coupe**

In mid-February 1968, the California Ford Dealers (Ford Dealer Advertising Fund) began to market a factory-built, limited-edition Mustang, called the GT/CS, or "California Special". The hope was for a targeted production run of 5,000; however, only 4118 were made, including 251 units that were remarketed in Denver, Colorado, as "High Country Special '68." Of the 4118 California Specials produced only 215 of those came with a factory 390 4V, and 104 of those were automatics. Production ran for only 5.5 months from mid-February 1968 to early August 1968. See [californiaspecial.com](http://californiaspecial.com) for a lot more info about the history of these cars and how to identify them.

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This beautiful Gulfstream Aqua GT/CS comes with a date correct 390 FE big block mounted to a C6 transmission. This car is also loaded with options backed by a Marti Report, to include: Black Vinyl Roof, GT equipment group, F70X14 Wide oval Tires, White Sidewall Nylon Tires, Console, Power Disc Brakes, Power Steering, AM Radio, Interior Decor Group. This car was fully restored in 1998 and has been well kept in a garage ever since. The paint is still in excellent condition as is the interior, engine bay, vinyl top, and underside (still showing red oxide). Everything on the car is 100% stock with the exception of an added mini TAC in the dash, a modern AC system (compressor), and Polyglas tires.



The only problem I have had with the car is low compression in one of the cylinders; I had it scoped it looks like it is only due to carbon buildup. Without pulling the heads I can't offer many more details other than guess work. I would rather sell the car as is vs. pulling the heads, cleaning the short block and replacing valves. NADA places a value on this car at \$53K, which leaves a lot of room for a professional rebuild of the motor, if one is actually needed. E-mail me for questions, information and additional pictures.



