

Experiments become best sellers

Two famous experimental show cars of the 1960s—the 1962 Mustang I and the 1963 Mustang II—have been donated by Ford Motor Company to two Detroit-area museums for display at special exhibits.

The Mustang I and a supply of spare parts was donated to the Edison Institute, independent of Ford Motor Co., for display in the Henry Ford Museum in Dearborn. The Mustang II—no relation to the present Mustang II production car—was donated to the Detroit Historical Society for Detroit Historical Museum exhibits.

The Mustang I, a completely operational two-seat sports car, is powered by a 91.4 cubic-inch V-4 engine developed for the Ford of Germany car of the 1960s. It delivers 100 horsepower and has a top speed of 117 m.p.h. The engine is located behind the cockpit but forward of the rear axle and uses a four-speed manual transmission.

THE CAR HAS an extremely low silhouette—only 28.8 inches high at the peak of the hood and 39.4 inches at the top of its airfoil roll bar. Mustang I's wheelbase is 90 inches and the overall length is 154 inches. The body is made of aluminum and the car weighs only 1,500 pounds.

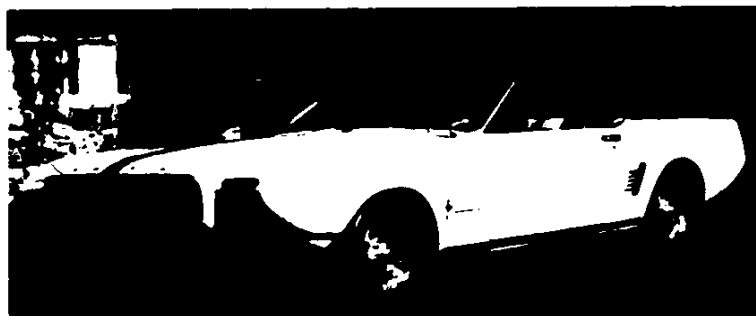
The accelerator, brake and clutch pedals are adjustable four inches, permitting the seat structure for both driver and passenger to be a fixed part of the body, rather than movable as in conventional cars. The steering column features a three-inch adjustment for individual driving comfort.

The Mustang I show car was designed and built at the Ford Research and Engineering Center in Dearborn and was unveiled Oct. 7, 1962, at the Watkins Glen, N.Y., auto races. Later it was displayed at major auto shows, college campuses and engineering society meetings.

The little car provided its name, sporty image and some appearance features—but no mechanical components—to the production-1965 model Mustang destined to go on public sale April 17, 1964.

By contrast, the 1963-vintage Mustang II was a highly stylized and little-disguised prototype of the production model, and was displayed by the company to test public reaction to the forthcoming 1965 Mustang.

THE MUSTANG II show car has a conventionally front-mounted, 289-cubic-inch, high-performance V-8 engine with a four-speed manual transmis-



Two famous experimental show cars of the 1960s, the Mustang I (above) and the Mustang II, have been donated by Ford Motor Company to two Detroit-area museums. The production-1965 model Mustang was introduced in April 1964. First year sales were more than 400,000—the highest for any new car introduced by FoMoCo.


sion. It is 186.6 inches long, 68.2 inches wide and 48.4 inches high, with a 108-inch wheelbase. The production-1965 model Mustang had similar dimensions, except it was five inches shorter overall and almost three inches higher.

The four-passenger Mustang II show car also has a detachable hardtop roof similar to those on the original 1955-57 Thunderbird models.


When this car was unveiled at Watkins Glen in October 1963—one year after introduction of the Mustang I

show car—Lee A. Iacocca, then Ford vice president and Ford Division general manager and now Ford Motor Company president, told newsmen: "The Mustang II was designed to test the market appeal of a car of this type that might sell for less than \$3,000."

Six months later the 1965-model Mustang was introduced with a suggested retail price of \$2,345. First-year sales were 418,812—the highest for any new car introduced by Ford Motor Company.



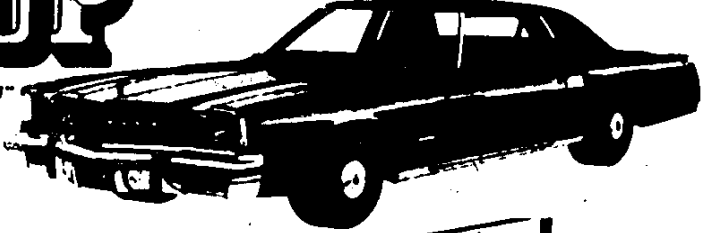
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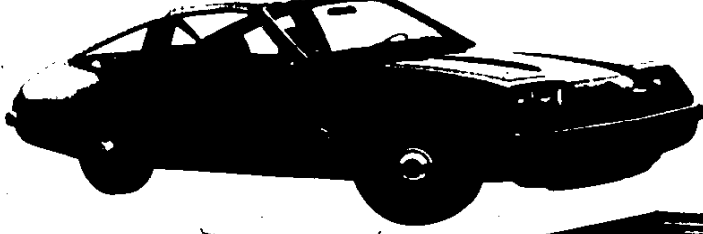
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