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It Remained an Attempt

After the model Mustang, from 1964, turned out to be a great success, the management of Ford was looking for an additional type of car, which could generate an equal hype within the scene. The Executive office proved a number of different suggestions, but the expectations and the pressure to succeed were tremendous and that is how it came that none concept could convince.

Nevertheless there was one concept, which was materialized by Ford. Known by the designation Mach 2; the Mustang was internally listed under the term Mach 1; a prototype was created by the development department. Biggest difference in comparison to the Ford Mustang was a new engine concept, the mid-mounted engine. Instead of locating the engine underneath the front hood, the engineers mounted the engine straight behind the seats. Responsible for the typical American shaping was no less a person than Eugene Bordinat, the chief designer of Ford, whose hands already

shaped the Ford Mustang. An eye catcher was definitely the precipitous car tail with its integrated, roundish taillights and its fitted, fully chromed bumper. The two chromed exhaust ends only discreetly presaged that the V8 engine with 4,7 liter capacity (289 ci) was able to produce 225 hp. Ford presented the Mach 2 concept car for the first time at the Chicago Auto Show in 1967. Although Ford didn't reveal many details about its two seated sports car, it is known, that it was built in the facilities of the company Kar-Kraft in Brighton and not in-house. The car body was a mixed construction consisting of GRP and aluminum. With a total weight of 1.300 kg the show car was about 100 kg heavier than the Mustang.

Surely the new Ford raised hope in some car enthusiasts, but the Mach 2 project was not followed up, as the Mustangs wave of success didn't flatten.

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