



MUSTANG

by

GIUGIARO

Italdesign Giugiaro faces a second exploration of the American muscle car with a Ford Mustang of the future. Exhibited at the 2006 November Greater Los Angeles Auto Show, the Mustang by Giugiaro concept was developed and carried out under the direction of Fabrizio Giugiaro, Styling Area Director of the Company. The first leg of this journey among the icons of the American auto industry was the Chevrolet Corvette Moray that came out in March 2003, a car with a very futuristic design, and only a few echoes of the formal language of the Corvette, that could be seen in particular on the front and rear. The Mustang by Giugiaro concept, however, is a much more contemporary remake of Ford's pony car, a popular sports concept invented by Lee Iacocca in 1964 and still attractive over 40 years later.

"With our concept cars, pure exercises in style that we present at the major international auto shows, we try to show the automotive world our ability to interpret models that reflect the history and image of the brand, changing the geographic area of our proposals from time to time", explains Fabrizio.



The idea of going back to explore the world of famous American cars had been in Fabrizio Giugiaro's mind for some time, and he had already discussed it with J. Mays, group vice president of Design and Chief Creative Officer of Ford Motor Company, early in 2005. Mays urged Fabrizio to work on the Mustang design study, with a proposal that had to be realistic in terms of the exterior design but could be absolutely free as regards the interiors. The design work for what would become the Mustang by Giugiaro concept got under way in March 2005 and was entirely carried out in virtual mode. Some months later a full scale styrofoam model was cut, then painted orange. This model was taken in the strictest secrecy to California where, in an event reserved for a very select few, on the sidelines of the Concours d'Elegance in Pebble Beach in mid-August 2005, Mays showed it to his guests. That preview led to three decisions that changed the development of the Mustang by Giugiaro concept project.

"Although the width of our 1:1 model was the same as the production version of the Mustang, 74,015" (1.88 m), we achieved this using a wider wheelbase in the rear, typical of Italian design. The Americans considered that the overall rear end view appeared too narrow for a Mustang so, with Mays, we decided to make the whole car wider".

This change added 1,18" (30 mm) to the front width that, with a wedge-like action, increases gradually towards the rear which is

timed Los Angeles Auto Show America's most enthusiastic performance and muscle car market where Mustang by Giugiaro could be right at home.

The full-scale styrofoam painted model completed in July 2005 had a radiator grid with a rectangular design similar to that of the production car, but the prototype - on which construction began in August of last year - features a grid where the holes are in the shape of racing horses symbolic of the Mustang. Fabrizio is satisfied with the design of the exterior that, in addition to the wider body requested by Mays, in the passage to the performing prototype underwent only a few retouches, such as the line of the bevel along the lower edge of the front bumpers.

"I find it has the shape of a real Mustang, though different in proportion because, with respect to the production car, that has a third clearly identified volume, here the trunk is barely visible, with a side view that is much more like a fastback".

The view of the Mustang by Giugiaro concept that its creator likes the best is the three-quarter rear view from above, where the modelling can be clearly seen in the crest of the fender that sweeps up with a visible curl, just a hint of the tail fins that were all the rage during the Fifties. The tail light, in three separate elements, is a return to the origins, taking up the theme of the first Mustang, the 1964 version, but reinterpreting it in an arrow shape, with a larger external element and a smaller internal one. This arrow



design is reminiscent of the slatted effect that Fabrizio created on his Mustang design study in place of the rear side window on the production car. The top view highlights the continuity through the windshield, roof and rear window, a single curved glass panel. Actually the roof portion is made from a type of crystal produced by Solutia of Detroit, which filters out 100 percent of the UVA rays, thereby ensuring optical continuity of the shape while protecting the occupants from an overexposure to sunlight. The breakdown of the body of the Mustang by Giugiaro concept shows a tailgate hinged to the end of the roof, but it is just a simulation, because on the prototype this panel is fixed.

“To hasten the process of construction of the prototype we prepared a body completely in carbon fiber enclosing the entire rear end and seats, then we have the doors, especially designed and also made of carbon fiber. We completed the car with the engine hood and a front element consisting of the bumpers, fenders and windshield uprights. In practice, it is a body in just five pieces”, explains Fabrizio.

In designing the interiors, Ford gave Italdesign an absolutely free hand, so the work was started by creating a dashboard based on an arrangement of monitors that project the views filmed by the TV cameras that replace all the mirrors. The tachometer and rev counter are housed in two circular instruments that project from the dashboard, behind the steering wheel. The door panel is

amazingly simple: the door, hinged at the base of upright A and with a vertical opening as on the Alfa Brera, is electrically operated and thus needs no handles. The lateral glass is fixed, so when paying toll, for example, the entire door is opened using the control on the dashboard. The seats are elaborately upholstered, in the structure and foam base of the production cars. The headrests are decorated with a frieze that reproduces the logo of the Mustang horse symbol, produced in relief in dark brown cowhide. The central elements of the backrests and cushions are also upholstered in cowhide, but mottled in this case. From the technical point of view, the Mustang by Giugiaro concept sits on a standard mechanical system, with brakes by Brembo and chassis tuning by Ford Racing. Ford has furnished Italdesign a variation on the 4.6-liter V-8 offered in production Mustang GTs, now supercharged by a Whipple/Ford Racing blower that enhances engine output to 500 HP and is coupled with a mechanical 5-gear transmission.

"The Mustang by Giugiaro drives as good as it looks", said Fabrizio Giugiaro. "After taking it to the limits on street outside of Turin, I can honestly say we invested to create a modern performance classic that all Mustang enthusiasts could easily drive"





Technical Specifications

Length	4703 mm - 185.15"
Width	1990 mm - 78.34"
Height	1363 mm - 53.66"
Wheelbase	2720 mm - 1070.08"
Front track	1676 mm - 65.98"
Rear track	1676 mm - 65.98"
Front overhang	954 mm - 37.55"
Rear overhang	1029 mm - 40.51"
Weight	1500 Kg - 3307 lbs
Engine	V8 - 4.6 supercharged by a Whipple/Ford Racing blower
HP (hp/rpm)	500 HP
Drivetrain	Rear-wheel drive
Transmission	Mechanical 5-gear transmission
Suspension front	Macpherson
Suspension rear	Rigid axle
Front Tires	Vredestein 275 40 ZR20
Rear Tires	Vredestein 315 35 ZR20
Front Brakes	Brembo rigid Caliper with 6 pumping elements and ventilated floating discs 370x35
Rear Brakes	Brembo rigid Caliper with 4 pumping elements, ventilated discs 365x28 monolithic and separate mechanical caliper for hand brake
Front Rims	OZ 9.5" x 20"
Rear Rims	OZ 11" x 20"
Special thanks:	
Brembo	Brakes
Clarion Co., Ltd.	Hi-Fi System
Ford Racing	Tuning
O.Z. S.p.A.	Rims
Solutia Inc.	Crystal
Vredestein	Tires



E' OBBLIGATORIO
L'USO DELL'ELMETTO
PROTETTIVO

transito
vagoni





DOBBLE GATORIO
O DELL'ESTO
PROTETTIVO

transito
vagoni









