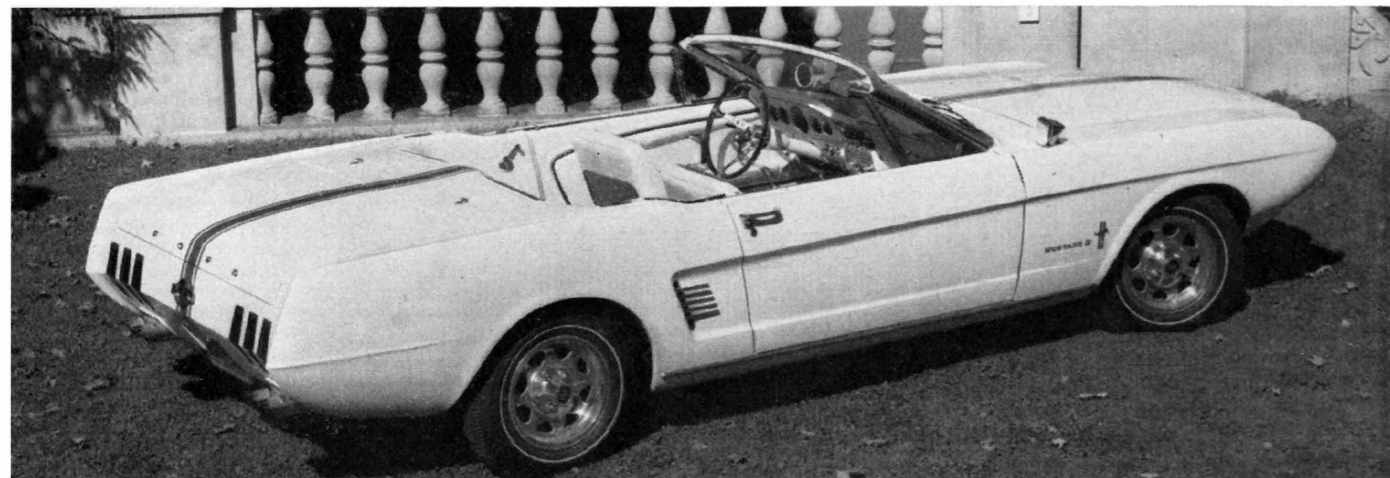




**BOB-TAILED** rear with six individual taillights and four exhaust stacks belongs to Ford's latest "idea" car.



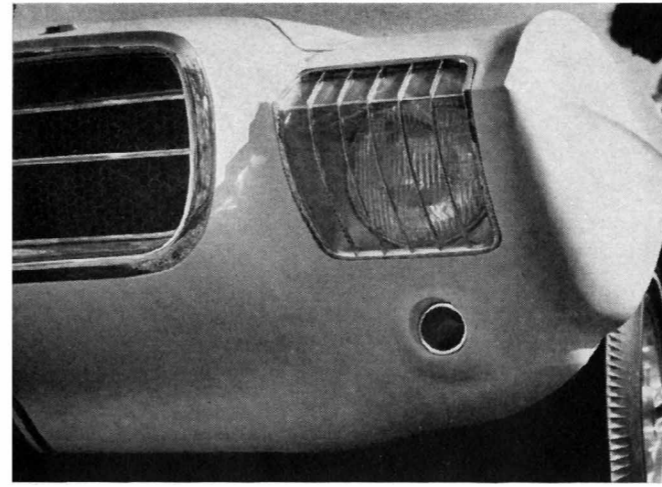
**FORD DESCRIBES** the seating arrangement as "2-plus-2"—that is, two full seats in front, two more seats in rear.



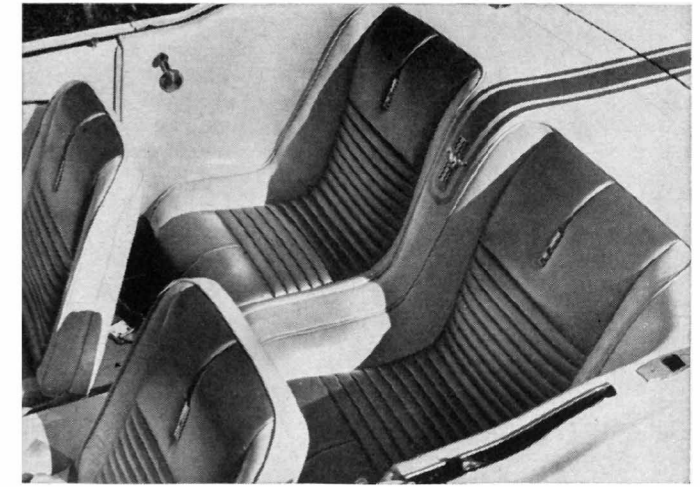
**O**UR PRELIMINARY studies indicate that a car of this type could be built in this country to sell at a price of under \$3000." So saying, Ford Division general manager Lee A. Iacocca unveiled the third model in Ford's current idea fleet. Named after a previous styling/engineering experimental, No. 3 is officially called the "Mustang II."

High-snouted and blunt-tailed, the newest Mustang relates strongly to the Falcon Sprint format, being very similar in chassis dimension and specification. But, in place of the 260-cu. in. V-8 of the Sprint, the Mustang has the 289-cu. in. high-performance engine from the Cobra and the Comet Caliente. Iacocca's comment was, "271 horsepower in a car weighing about 2500 lb. could offer interesting and sporty transportation combined with the ability to idle along in traffic whenever necessary."

Iacocca also borrowed some sporting terminology to label the Mustang II's seating arrangements as "two-plus-two." Interpreted, it means that the front seat passengers are comfortably accommodated in bucket-seat luxury



**HEADLIGHT HIDES** behind chrome-and-plastic cover.



**EACH SEAT** is in bucket shape; interior is molded plastic.

## Ford Unveils the Third in a Series Designed to Tempt and Test the Public

while the rear-seat-sitters have bench-type quarters better suited to the short trip. The "family sporting car" idea is becoming very popular indeed.

Why not a true, all-out sports car? Iacocca gave two good reasons: "There is already one top-caliber, Ford-powered machine of that kind in the Cobra. Despite the highly favorable public re-

action to the Mustang I, we feared there was not a large enough market for it to justify the tremendous launching costs involved in bringing out any new car."

Of the three styling experiments presented for public opinion, Allegro (Nov. CL), Cougar II (Dec. CL) the Mustang II probably bears the closest resemblance to what the forthcoming "Fal-

con Special" will be like. With a little help here and there, it could be a most attractive proposition. ■

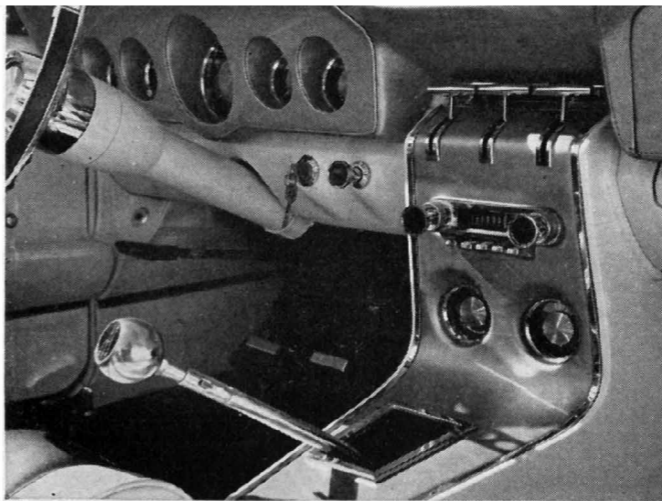
### COMPARATIVE SPECIFICATIONS

	Mustang	Mustang II
Overall height (at roll bar), in.	39.4	48.4
Overall width, in.	61.0	68.2
Overall length	154.3	186.6
Height at cowl	28.8	34.8
Front overhang	36.9	37.7
Rear overhang	27.4	40.9
Wheelbase	90.0	108.0
Front/rear tread	48/49	56/56
Front effective leg room	39.4	40.9
Front effective hip room	44.5	54.7
Tire size	5.50-13	6.50-14
Engine, cu. in./bhp.	91/109 V-4	289/271 V-8

**WITH HARDTOP** removed, Mustang assumes sleek, low appearance.



**SHIFT LEVER** sprouts from Ford 4-speed transmission.



**PREDECESSOR** was this rear-engined sports roadster.



**COBRA POWER** could propel the Mustang in lively fashion.

