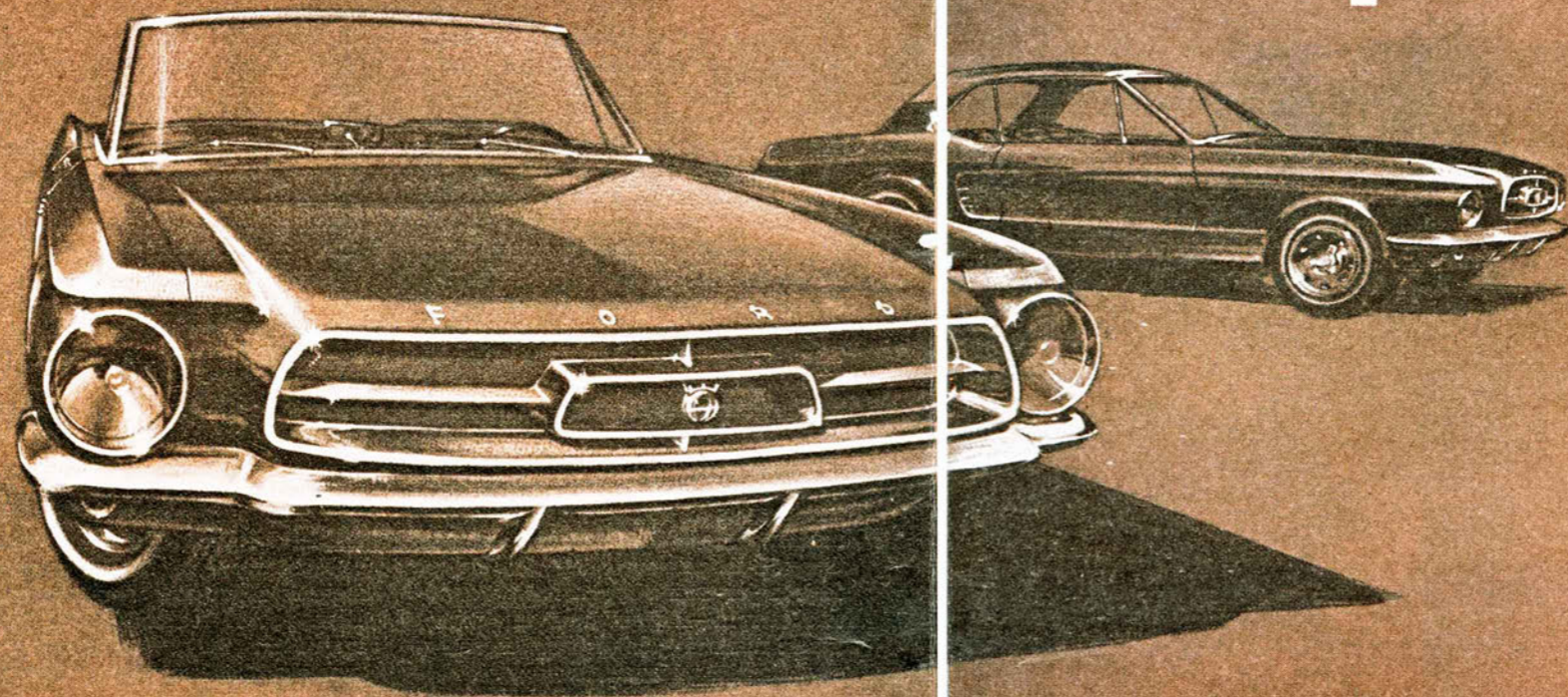


A Sneak's Peek at Ford's

New Sports Car



These Styling Experiments Hold the Key to the Future

ALTHOUGH THERE HAS BEEN no pronouncement out of Dearborn's "Tower of Glass" as yet it is pretty well known around the rest of the automotive world that the Ford Motor Company will unveil a new, small, personal sort of car later this spring about the time of the New York World's Fair opening.

Long-awaited as "Ford's sports car," the new model, which goes by the generic code of T-5 (although the specific name may be something like "Torino"), may be aimed to fill the void created when the Thunderbird

went to 4-passenger size for 1958. It may also be a 4-passenger vehicle, but on the "two-plus-two" basis popularized by certain European *Gran Turismo* cars.

The size of this new vehicle undoubtedly will fall somewhere under that for the Thunderbird (113.2-in. wheelbase, 205-in. overall length), and probably around that of the smallest domestic Ford currently built, the Falcon (109.5-in. wheelbase, 181-in. overall). That would make it a compact, sporting size and keep the weight light enough to insure good performance with a variety of engines.

For power, Ford has available a

seemingly infinite array, although the choice of units must, for weight and space considerations, lay with the Falcon 6-cyl. and Fairlane V-8 engine families. The latter has been developed to a high degree of performance by both Ford and Carroll Shelby (for the AC-Cobra sports/racing cars), and there's 164 bhp (260 cu. in.) to 271 bhp (289 High Performance) already available in production-line quantities. With some further modifications, one of these 289s can easily put out more than 350 bhp, which is enough to make any sort of small vehicle move smartly.

It is likely, however, that the T-5

will be offered with one of the Falcon 6-cyl. engines (144, 170 or 200 cu. in.) as standard equipment, to keep the initial price at an attention-getting level. Even one of these, with a 4-speed transmission, could provide satisfactory performance if the all-up weight of the car is kept around 2500 lb.

The price factor may be the key: Ford wants to sell the car at something under \$2700, bare and FOB Dearborn. Naturally, engine and transmission options would up the price and it would be easy for an enthusiastic buyer to run a \$4000 price tag by the time he got one "just right." But with such a pricing structure, a small sport-

ing, 2/4-seater offers immense possibilities in the market place.

If the Falcon and Thunderbird format are any indication, the Fordlet should be fairly conventional in chassis design. Both of the former use coil-spring independent front suspension and leaf spring-live axle rear suspension from unit-body structures. Although neither model is the epitome of road-holding, their handling on all but the snakiest roads is at least adequate. The possibility of some other form of suspension, and/or drive train configuration, such as the front-wheel-drive system Ford experimented with for both the Thunderbird and Cardinal

(nec Taunus 12M), is fairly remote since the Baby Bird's primary role probably will be one of boulevard sports car and utilization of existing components would help keep the cost down. The body most likely will be all metal, partially for the same reason and partially because no one has ever been able to convince the Ford people it would be cheaper to build 50,000 cars in plastic. Use of metal panels, too, would eliminate a good many of the supplier problems experienced by Chevrolet and Studebaker with their fiberglass-bodied models.

As for styling of this new creature, Ford undoubtedly will lean a little on

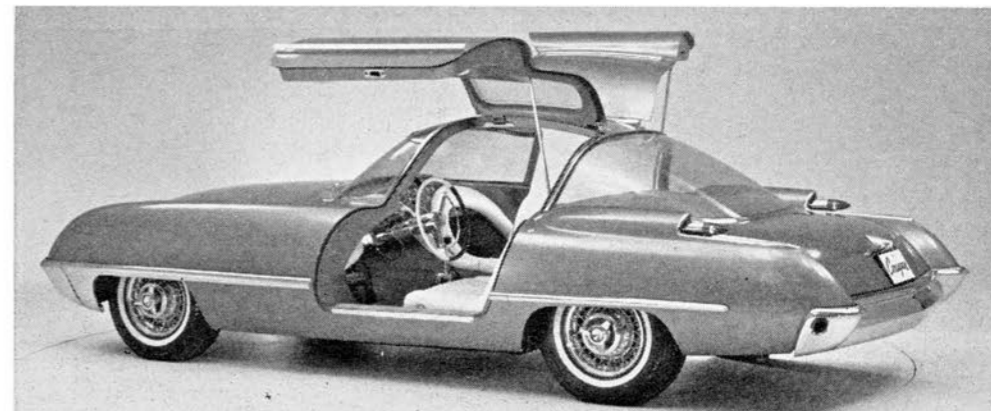
FORD MYSTERE, spawned in early 1950s as an experimental idea car, contributed styling ideas to subsequent designs, among them the 1957 Ford Fairlane.



THE X-100, a dream design of the late '50s, forecast taillights of the 1961 Thunderbird.



FIRST COUGAR was exhibited at 1962 Chicago Auto Show, had 406-cu. in. engine and automatic transmission. Gullwing doors rose vertically, were electrically operated.



Ford's New Sports Car

the highly-successful Thunderbird, a little on the first Mustang experimental car (which was well-received by the automotive public) and a lot on the currently-displayed experimental Mustang II.

If the Mustang II trend is followed, the car will appear as both a convertible and a hardtop with long hood extending back from a high, simple, trapezoidal grille, a blind-quarter "Thunderbird" roof-line, and a high, blunt rear. Lines would be rounded, rather than sharply creased as in most of today's cars, presenting a well-balanced look rather than one of startling innovation. The seating would be in individual bucket-types in front, a plain bench in the rear.

The only clue the Ford people will give is to "look closely at the Mustang II." And, following that advice, it is easy to see a Falcon-based production-line model, perhaps with slightly less slope to the windshield, and a different grille and headlight treatment (not many states will allow headlights to be obstructed like those on the Mustang II, even for the sake of styling). The side sculpture looks about right while the rear-end treatment is plausible for mass-produced cars. Projected dimensions are 108-in. wheelbase, 56-in. tread, 180-in. overall length and curb weight of 2600-2700 lb.

These are almost identical to the Mustang II figures, which are 108, 56 and 186.6, 2500, respectively. Height is 48.4 in. The second Mustang has a 271-bhp V-8 and 4-speed transmission for power, roll-up door windows and a removable hardtop.

The first Mustang utilized the V-4 developed for the fwd Taunus 12M, shifted around to locate behind the driver and propel the back wheels. This car had fully independent suspension for its 13-in. wheels and disc brakes. Developing some 109 bhp at 6400 rpm,

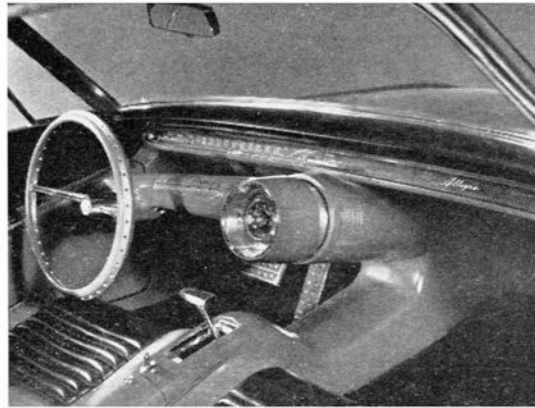
MUSTANG II aroused much interest when first shown at 1963 Watkins Glen, N.Y., U.S.G.P. Sports/4-seater design is attractive both to customers and Ford management.



the car was said to be capable of 120 mph.

Other recent prototypes have undoubtedly had influence on the T-5 design: Both the Allegro and the Cougar II were done in series with the Mustang II, and will share space in the Ford display at the Fair. First to appear, the Allegro has a wheelbase of 99 in., height of 49.6 in. and an overall length of 169.5 in. It is equipped with a Falcon 6-cyl. and automatic transmission. One of its most significant features is a centrally-mounted, adjustable steering column.

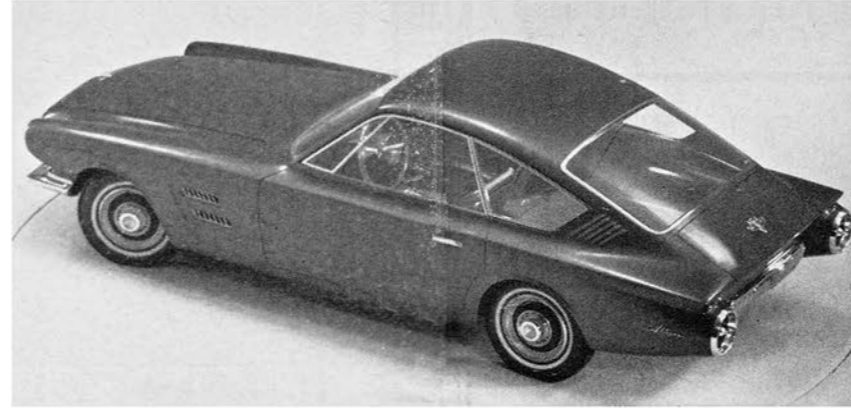
The Cougar II is probably the most



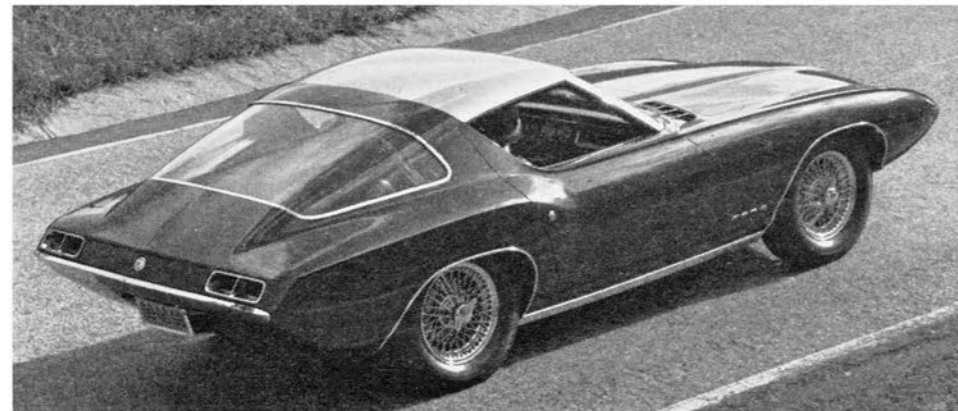
FORD ALLEGRO is design study for 1964 World's Fair, has some features from Mustang, many new ideas.

handsome of the entire group—and swiftest. Based on the AC-Cobra independent suspension chassis, Cougar II has a 271-bhp V-8 for power and a projected top speed of more than 150 mph. Strictly 2-passenger, its design is marked by simplicity—and headlamps that pop-up upon demand.

The first Cougar was a 2-seat sportster first shown several years ago. Doors were top-hinged (like the old Mercedes-Benz 300-SL sports coupes) and bucket seats were recessed into the interior. It had a 102-in. wheelbase, 49.5-in. height and 180-in. overall length.

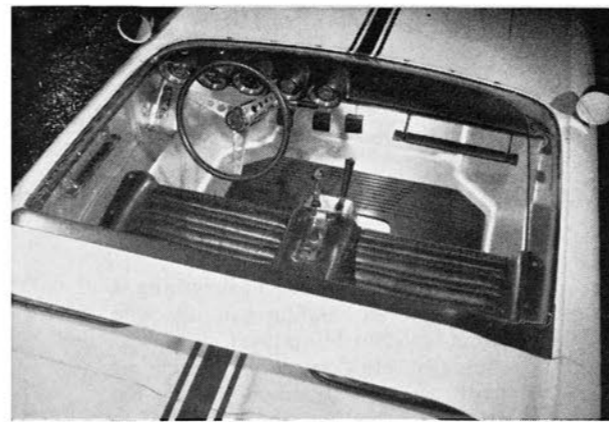


ALLEGRO IS true fastback: back edge of roof slopes straight to rear of car.



COUGAR II is another design exhibit for N.Y. World's Fair, and carries Ford's total performance image in designer's estimate of 150-mph speed potential.

UNCLUTTERED design of front end needs a bumper to make Mustang II practical.



MUSTANG I cockpit was well instrumented. Seats were fixed, pedals and steering column adjustable.



LOW, LEAN styling of Allegro is requisite of idea cars. Transmission is Fordomatic and engine can be either Falcon 144/85 or 170/101, but Ford has no production plans.



COCKPIT OF Cougar shows little gimmicky for its own sake—looks functional.



COUGAR II at speed has lean and ferocious look which delights enthusiasts. An unusual feature is panel between taillights which opens to relieve interior pressure.

EARLY STUDIES brought prediction that Mustang II could be sold for \$3000. Wheelbase is 108 in., track 56 in., length 186.6 in. o/a; engine is the 271-bhp Fairlane V-8.

