

MUSTANGS!

MT CUTS OUT TWO FROM THE GALLOPING HERD



THE MUSTANG, as everyone knows, is a 2-year-old symbol of startling success, and we revisit it here primarily to discover why.

People today certainly aren't buying the car in ever-increasing volume for its novelty. That passed with the first 100,000 or so — and now there are over one million on the road. There is, of course, the styling, which has proved to be better than just novel. It has already undergone the acid test of saturation, and possibly but not probably could go on to become a Volkswagen-like phenomenon. None of these factors seems to be the answer.

We think it's what designers call the "package." Here is a neat but gutsy-appearing, relatively little car that can be rationalized for either family or personal use. It offers some of the basic elements of a sports car — and can easily be converted into a close approach with off-the-shelf accessories — yet it remains mechanically uncomplicated enough so that service is simple and economical anywhere. And then there's that price tag of \$2416.18. It's just the start, but it brings people into the showrooms — and that's half the battle.

Our Mustang test takes in two opposite ends of the line-up. As Ford has seen fit to push the 6-cylinder more in their ads lately, we wanted one to find out why here, too. And as they do make a Mustang for almost everyone's budget, we wanted to get one in the upper price category as well.

Our higher-priced "Stallion" was a GT-equipped hardtop coupe. It came equipped with the 225-hp 289 V-8, Cruise-O-Matic, front disc brakes, styled steel wheels, and a host of other options, which pushed the price well over \$3500. The red body with the white vinyl roof served as quite an eye-catcher.

We were surprised to find that the 225-hp engine averaged 15 mpg of gas in the city, and this wasn't with a light foot, either. On the open road, 17 mpg was easily achievable.

The GT's interior was fitted with the "Decor" group which, to our way of thinking, is worth the extra money. The seats are softer, the arm rests in front are easier to use, and the overall look of the car blossoms like a stenographer in a borrowed mink.

Only one thing about this special interior bothered us, and that was the

door handles. They are described as "pistol grip" but could better be called "sleeve catchers." They protrude at least another inch further toward the center of the car than the standard version, and are in a direct line with the steering wheel. This cuts down the negotiating room between the handle and wheel, something *not* desirable when fast action is needed.

This car hadn't impressed us as being a stormer while driving it normally, but the fifth wheel and stop watches told a different story. When we checked the clocks after the first quarter-mile run and found it had reached 81 mph in 17 seconds, we began to think well of the car. As the performance chart confirms, the GT Mustang is no slouch, and all the figures recorded were taken from runs made in *DRIVE*.

Subjecting the GT to some rather tight turns didn't cause it to want to drift or heel over. While it's not a true sports car, after a few miles at the wheel a driver seems to pick up a few techniques which place him and his car closer to the race track than would be possible with most other cars in Mustang's category.



FOG LAMPS AND RACING STRIPE ARE BOTH PART OF OPTIONAL GT KIT. EXTRA-COST WHEELS ADD ATTRACTIVE TOUCH TO CAR'S CLEAN LINES.

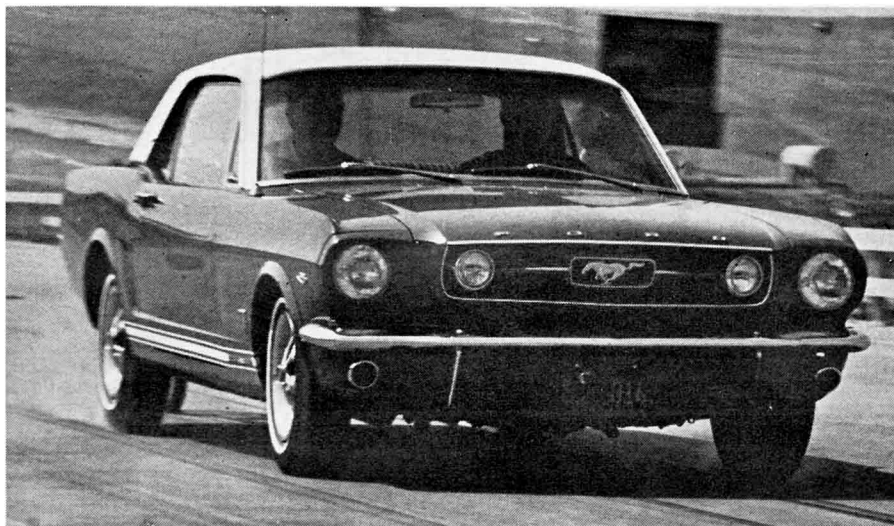
We had more or less become accustomed to our "Stallion" GT when it came time to drop behind the wheel of our other test car, suitably billed as a "Pony." It was a change but not a drastic one.

The 6-cylinder Mustang was finished a bit more austere, but was still rather pleasing. Combined with the 200-cubic-inch, 6-cylinder engine (standard on Mustangs) was the optional 3-speed Cruise-O-Matic transmission, whitewall tires, one of the best-sounding AM radios we have heard, tinted glass, and not much else. Though it may not have been the Mustang that Horace Wink would prefer to be seen in, the price tag is well below \$3000 and better yet, this economy-trimmed "Pony" looks like other, much more expensive Mustangs on the block.

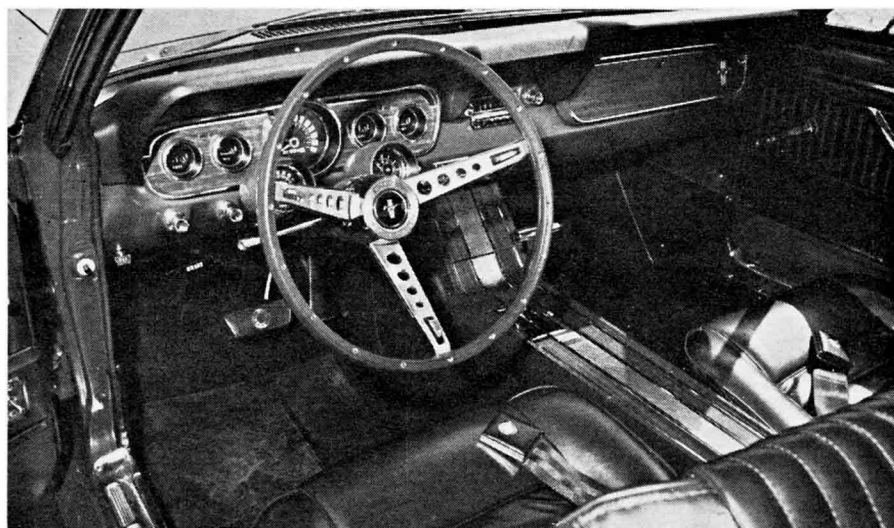
The 6-cylinder Mustangs may appear similar to the larger V-8-equipped models, but underneath there is a world of difference. The wheels are 14-inch diameter like the V-8's, but they are 4-lug pattern rather than five, the brakes have only 9-inch-diameter drums, and the rear end is a different design. Also, the front tread is narrower by .6-inch. Being a lighter car, the spring rates are lower in the front, thus keeping it from attaining a nose-high attitude which it would have if the heavier springs were installed.

After testing the GT's brakes (discs on the front) and reading the specs describing the ones on the 6-cylinder, we had almost decided that one of the main points to rave about for the GT, and against the 6, would be the former's stopping power. We were in for a big surprise.

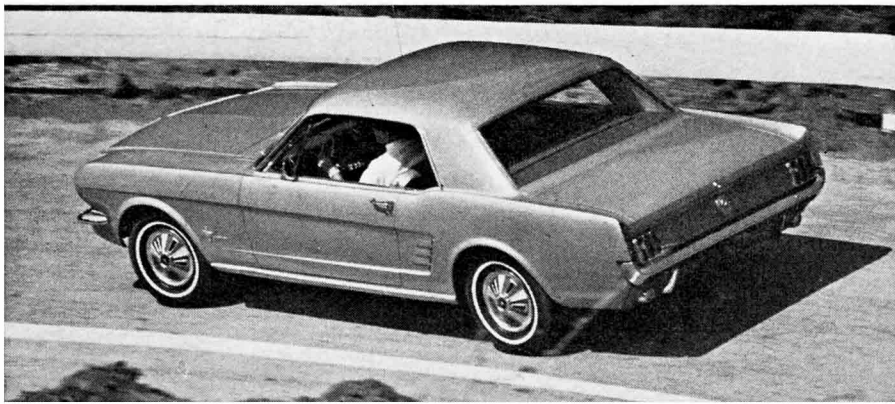
The GT, with the discs, stopped in 163 feet from 60 without hazardous



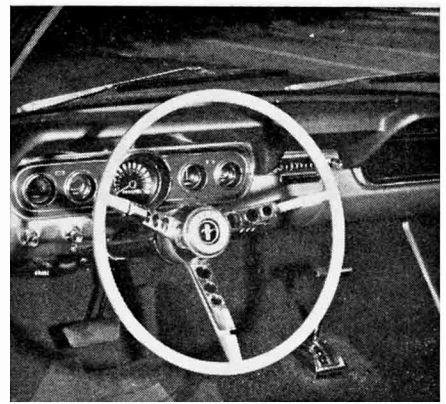
Heavy-duty suspension, good weight balance kept GT from nosing down during braking.



Wooden steering wheel is most comfortable we've handled. Rally-Pac with tach and clock on steering column is an afterthought but looks like integral part of layout.



Without special handling package, our 6-cylinder model still handled well. Very little has been changed from the '65 model, and the '66 modifications are not too easy to spot.



Standardizing of 5-dial instrument panel on Mustangs is one of Ford's best ideas.

MUSTANGS! continued

lock-up (though some did occur) and we could have actually steered around obstacles while stopping. Taking the 6-banger up to 60, holding it there, and hitting the brakes, we found we could stop it in a scant 153 feet. We couldn't believe it. Even the 30-mph stops were shorter.

Though the smaller, 9-inch drums tend to fade after prolonged use, it's doubtful that they will fade on most drivers under usual driving conditions. Tires could have had something to do with this, but since both cars were fitted with Firestone Deluxe Champions, this was not the case.

We could attribute the difference in stopping distances to the difference in the surfaces where the cars were tested. (Due to logistical problems, the cars were run on two different tracks.) If both had been tested on the same strip, they both may have stopped in the same distance, but considering the smaller drums on the "Pony," that's still awfully good in our book.

The 6 is naturally not as good a performer as the V-8, but mileage-wise, it takes the honors. Driving it in the same

fashion as the GT, we found 19 mpg is not a hard figure to come by, and 21 can be attained with more careful driving. And this was on regular gas.

The Mustang may be America's newest success story, but by no means is it without faults. After checking over the option list, we discovered that arm rests are not available for rear-seat passengers. And ash trays are not provided for them unless the extra-cost-option console is ordered, which puts the rear-seat ash tray in the center at the back edge of the console. The interior lights do a fine job of lighting up the floor area of the car, but there is no light available at dashboard level.

After a few miles of driving the Mustangs, you notice that a bit of neck movement is needed to keep track of side-street traffic and pedestrians. It seems that the "A" pillars (separating windshield and door) are rather thick by present-day standards. It's not a hard thing to work around, but it is just one little item that shouldn't have to be.

One reason we are so strongly in favor of the interior Decor group is because of the trip we made in the 6-cylinder without it. By the time we had accomplished 400 miles in one day, our vulnerable area was rather sore, and

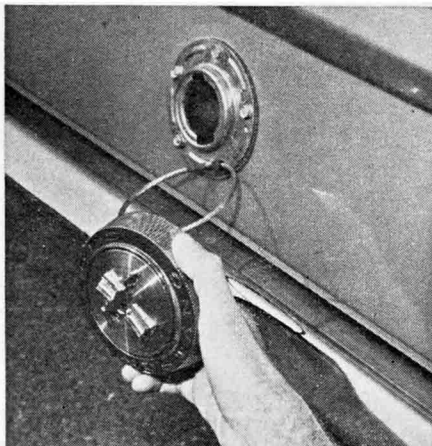
had it not been for the fact that we were a long way from home, we would have parked and walked at about mile 399. With three passengers aboard, the vote was unanimous: All agreed they would order the Decor group even if it were to cost \$1000!

After testing both the "Stallion" and the "Pony," we tried to figure out which of the cars we favored. We really couldn't. Economy-wise, the 6-cylinder Mustang seems to be a step ahead of most competitors in that you do achieve good mileage, while not having to suffer knowing glances from people who can spot a "cheapy" from a block away. Fairly good performance is on tap, with 70-mph cruising speeds easily attainable.

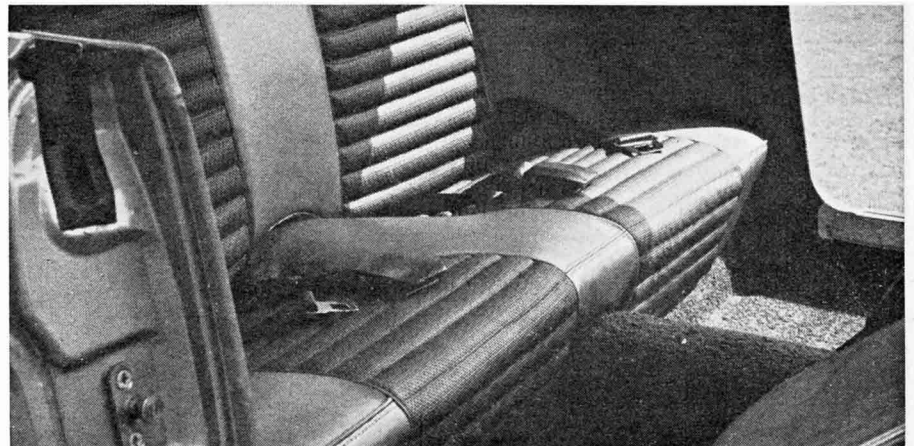
With the right selection of equipment, the Mustang V-8 shouldn't be hard to get for less than \$3400, but using the price book like it were full of your own business cards, and throwing it to the winds, a tab of \$4000 plus is foreseeable.

We found the Mustangs to be pleasurable cars, both 6 and V-8. They are somewhat limited in space, not quite being family-sized sedans. Five passengers can fit, but the fifth one usually sits on the other four's nerves. They are safe and roadworthy, easy to handle, and fun to drive. — Steve Kelly

PHOTOS BY DARRYL NOREBERG



Another good idea is safety wire on gas cap to prevent theft and accidental loss.



With front seat all the way back, leg/knee room to rear seat cushion is only 6 inches — not quite "ample." Arm rests for back seat passengers are not standard or optional.

MUSTANG V-8

2-door, 4-passenger sport coupe

SPECIFICATIONS FROM MANUFACTURER

ENGINE IN TEST CAR: Ohv V-8

Bore and stroke: 4.00 x 2.87 ins.
Displacement: 289 cu. ins.
Advertised horsepower: 225 @ 4800 rpm
Max. torque: 305 lbs.-ft. @ 3200 rpm
Compression ratio: 9.8:1
Carburetion: 1 4-bbl.

TRANSMISSION TYPE & FINAL DRIVE RATIO: Automatic, torque converter with planetary gears; floor-mounted lever; 3.00:1 rear-axle ratio

SUSPENSION: Independent front with ball joints. Coil springs mounted over upper A-arm. Semi-floating rear axles, conventional 1-piece rear-end housing, straddle-mounted pinion. Direct-acting tubular shocks at each wheel

STEERING: Recirculating ball and nut, with linkage power assist
Turning diameter: 38.9 ft., curb to curb
Turns lock to lock: 3.73

WHEELS: Stamped steel disc. 5-lug, 14-inch diameter

TIRES: 6.95 x 14 4-ply-rated rayon

BRAKES: Hydraulic duo-servo; rear drum, disc front; self-adjusting
Diameter of front disc: 10 ins.; rear drum: 10 ins.

SERVICE:

Type of fuel recommended: Premium
Fuel capacity: 16 gals.
Oil capacity: 4 qts.; with filter, 5 qts.
Shortest lubrication interval: 36,000 mi.
Oil- and filter-change interval: 6000 mi.

BODY & FRAME: Platform-type unitized construction
Wheelbase: 108.0 ins.
Track: front, 56.0 ins.; rear, 56.0 ins.
Overall: length, 181.6 ins.; width, 68.2 ins.; height, 51.5 ins.
Min. ground clearance: NA
Usable trunk capacity: 9.0 cu. ft.
Curb weight: 2960 lbs.

PERFORMANCE

ACCELERATION (2 aboard)

0-30 mph	3.5 secs.
0-50 mph	7.0 secs.
0-60 mph	9.5 secs.
0-75 mph	14.7 secs.

TIME & DISTANCE TO ATTAIN PASSING SPEEDS

40-60 mph	4.5 secs., 329 ft.
50-70 mph	6.1 secs., 537 ft.

STANDING-START QUARTER-MILE: 17.0 secs. and 81 mph

BEST SPEEDS IN GEARS @ SHIFT POINTS

1st	40 mph @ 4400 rpm
2nd	72 mph @ 4500 rpm
3rd	(not maximum) 81 mph @ 3500 rpm

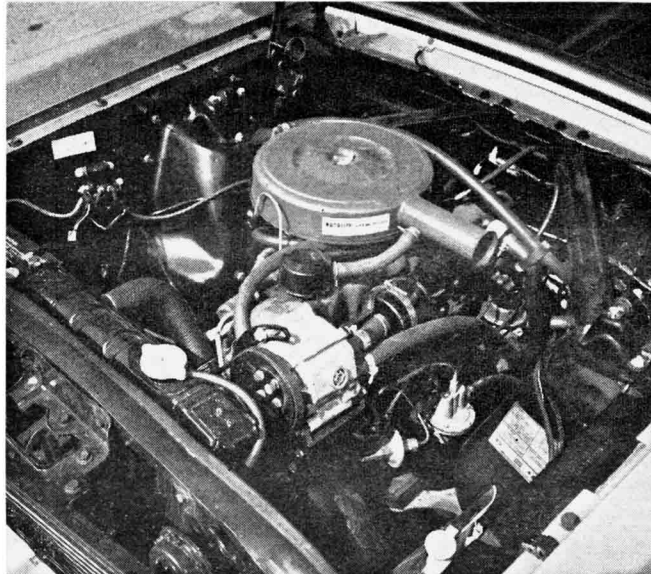
MPH PER 1000 RPM: 23

SPEEDOMETER ERROR AT 60 MPH: 4% fast

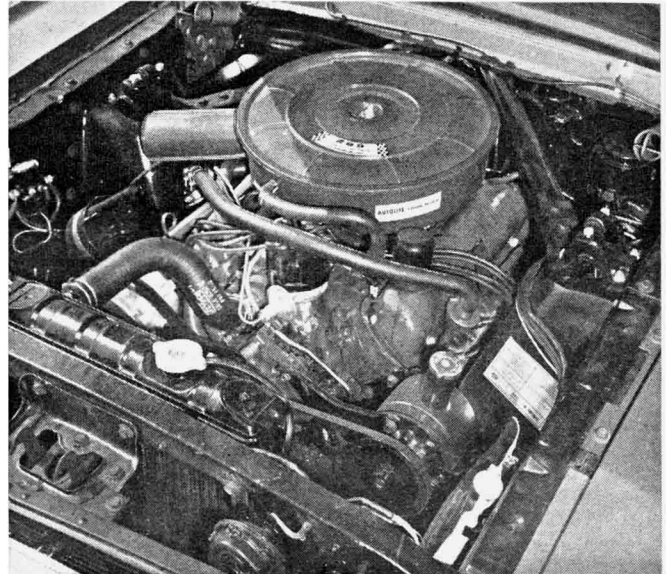
STOPPING DISTANCES: from 30 mph, 45.5 ft.; from 60 mph, 163 ft.

ACCESSORY PRICE LIST

Engine options: *225-hp V-8	\$ 52.47
to 271-hp (V-8 with GT equip't)	428.54
*Automatic transmission	185.39
4-speed transmission	184.02
Overdrive	—
Limited-slip differential	41.60
*GT equipment group	152.20
*Whitewall tires (rayon)	33.31
*Disc brakes	56.77
Power brakes	42.29
*Power steering	84.47
Power windows	—
Power seat	—
*Radio AM	57.51
Radio AM/FM	—
Stereo-sonic tape system	128.49
Air conditioning	310.90
*Tinted glass	30.25
*Bucket seats	std
Adjustable steering wheel	—
*Clock and tachometer (Rally-Pac)	69.30
Automatic headlight dimmer	—
Automatic speed regulator	—
*Vinyl roof cover	74.36
Head rests	—
*On test car	—
Dash (—) — Not offered.	—
NA — Information not available at presstime	—
MANUFACTURER'S SUGGESTED LIST PRICE: \$2521.81	—
(incl. taxes, safety equip't & PCV device)	—
PRICE OF CAR TESTED: \$3727.91 (incl. excise tax,	—
delivery & get-ready charges, but not local tax &	—
license)	—
MANUFACTURER'S WARRANTY: 24,000 miles and/or	—
24 months	—



200-cubic-inch, 120-hp 6 squeezes 18 miles out of every gallon of regular gas in highway use at maximum allowable speeds.



Surprisingly, 225-hp V-8 powerplant registered good mileage in town. Engine noise inside car was less with 8 than with 6.

MUSTANG 6

2-door, 4-passenger sport coupe

SPECIFICATIONS FROM MANUFACTURER

ENGINE IN TEST CAR: Ohv 6

Bore and stroke: 3.68 x 3.13 ins.
Displacement: 200 cu. ins.
Advertised horsepower: 120 @ 4400 rpm
Max. torque: 190 lbs.-ft. @ 2400 rpm
Compression ratio: 9.2:1
Carburetion: 1 1-bbl.

TRANSMISSION TYPE & FINAL DRIVE RATIO: Automatic, torque converter with planetary gears; floor-mounted lever. 2.83:1 rear-axle ratio.

SUSPENSION: Independent front with ball joints. Coil springs mounted over upper A-arm. Semi-floating rear axles, conventional 1-piece rear-end housing, overhung pinion. Direct-acting tubular shocks at each wheel

STEERING: Recirculating ball and nut
Turning diameter: 38.9 ft., curb to curb
Turns lock to lock: 4.64

WHEELS: Stamped steel disc. 4-lug, 14-inch diameter

TIRES: 6.95 x 14 4-ply-rated rayon

BRAKES: Hydraulic duo-servo; self-adjusting
Diameter of drum: front, 9.0 ins.; rear, 9.0 ins.

SERVICE:

Type of fuel recommended: Regular
Fuel capacity: 16 gals.
Oil capacity: 3.5 qts.; with filter, 4.5 qts.
Shortest lubrication interval: 36,000 mi.
Oil- and filter-change interval: 6000 mi.

BODY & FRAME: Platform-type unitized construction
Wheelbase: 108.0 ins.
Track: front, 55.4 ins.; rear, 56.0 ins.
Overall: length, 181.6 ins.; width, 68.2 ins.; height, 51.5 ins.
Min. ground clearance: NA
Usable trunk capacity: 9.0 cu. ft.
Curb weight: 2640 lbs.

PERFORMANCE

ACCELERATION (2 aboard)

0-30 mph	4.5 secs.
0-50 mph	10.2 secs.
0-60 mph	14.3 secs.
0-75 mph	25.7 secs.

TIME & DISTANCE TO ATTAIN PASSING SPEEDS

40-60 mph	8.0 secs., 585 ft.
50-70 mph	10.7 secs., 942 ft.

STANDING-START QUARTER-MILE: 19.9 secs. and 69 mph

BEST SPEEDS IN GEARS @ SHIFT POINTS

1st	38 mph @ 4500 rpm
2nd	66 mph @ 4500 rpm
3rd	(not maximum) 64 mph @ 3000 rpm

MPH PER 1000 RPM: 21.3

SPEEDOMETER ERROR AT 60 MPH: 2% fast

STOPPING DISTANCES: from 30 mph, 36 ft.; from 60 mph, 153 ft.

ACCESSORY PRICE LIST

Engine options: 200-hp V-8	\$105.63
to 271-hp V-8 (not w/GT equip't)	327.92
*Automatic transmission (6-cyl)	175.80
4-speed transmission (6-cyl)	113.45
Overdrive	—
Limited-slip differential	41.60
Heavy-duty suspension	30.64
*Whitewall tires (rayon)	33.31
*Disc brakes	56.77
Power brakes	42.29
*Power steering	84.47
Power windows	—
Power seat	—
*Radio AM	57.51
Radio AM/FM	—
Stereo-sonic tape system	128.49
Air conditioning	310.90
*Tinted glass	30.25
*Bucket seats	std
Adjustable steering wheel	—
*Clock and tachometer (Rally-Pac)	69.30
Automatic headlight dimmer	—
Automatic speed regulator	—
Vinyl roof cover	74.36
Head rests	—
*On test car	—
Dash (—) — Not offered	—
NA — Information not available at presstime	—
MANUFACTURER'S SUGGESTED LIST PRICE: \$2416.18	—
(incl. taxes, safety equip't & PCV device)	—
PRICE OF CAR TESTED: \$2889.73 (incl. excise tax,	—
delivery & get-ready charges, but not local tax &	—
license)	—
MANUFACTURER'S WARRANTY: 24,000 miles and/or	—
24 months	—