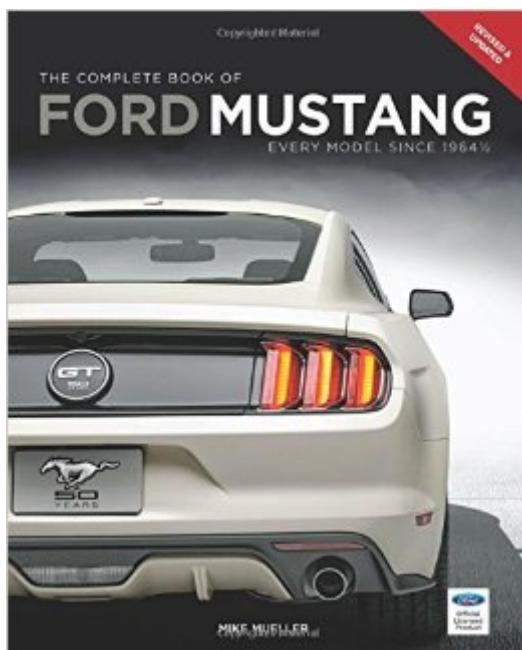


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The Complete Book Of Ford Mustang: Every Model Since 1964 1/2 (Complete Book Series)



Synopsis

The entire history of America's original pony car, in its full glory. Ford's Mustang is America's most iconic pony car. According to many, it is the only vehicle that really earned the title "pony car." This lavishly illustrated work walks readers through Mustang's 50-plus years of continuous production - a rich and varied history nearly unmatched in the automotive world. From the first six-cylindered Mustang of 1964-1/2 through fire-breathing, world-beating Boss and Shelby versions to today's all-new Mustang, The Complete Book of Mustang offers an in-depth look at the prototypes and experimental models, the anniversary and pace cars, and the specialty packages for street and competition driving that have made the Mustang an automotive legend for more than a half century. Officially licensed and created in cooperation with Ford and providing extensive details, specs, and photographic coverage, this book is the ultimate resource on America's best-loved pony car. No muscle car enthusiast, motorsports fan, or car collector will want to miss this book!

Book Information

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Customer Reviews

[View larger](#) [View larger](#) [View larger](#) [View larger](#) Ford teased sports car fans in 1962 with a two-seat Mustang prototype. The name became 'Mustang I' in 1963 after the Mustang II show car was unveiled. Standing left to right are engineering vice president Herb Misch and design chief Gene Bordinat. Chassis engineer Roy Lunn is at the wheel.

Built by Holman-Moody in Charlotte, North Carolina, this special Mustang was created in 1965 for NHRA drag racing's new Factory Experimental (FX) class. Beneath that

bubbled hood is a 427-ci SOHC V-8. Mike Mueller Shelby's plan from the get-go was to build competition cars, and his first GT350 was more or less that: right out of the box, it was ready to race. GT350 production for 1965 was 561. All were painted white. The Grabber SportsRoof was introduced for 1970 wearing C-stripes reminiscent of the Boss 302's bodyside adornments. The hubcaps and trim rings also were part of the deal.

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The functional hood

scoop that came standard on the 1969 Boss 429 was the largest ever installed on a Mustang. The chin spoiler was standard too. It differed slightly from the Boss 302 unit due to the Boss 429 Mustang's lower stance. The supreme Mach 1 for 1971 was fitted with the optional 429 Cobra Jet V-8, which came with or without a functional Ram-Air hood. Mandatory options for the 1971 Cobra Jet Mach 1 included power front disc brakes, Competition Suspension, and fat F70 rubber. F60 Wide Oval tires were optional. Mike Mueller Sixteen-inch alloy wheels became standard for base V-6 Mustangs in 2002. Base pricing began at \$17,475 that year. Not to be confused with the 50 Year appearance package offered for both EcoBoost Premium and GT Premium models in 2015, the 50 Year Limited Edition Mustang was a fully optioned, fully trimmed GT fastback offered in small numbers (as its name implied) in the fall of 2014. Only 1,964 were built, in honor of the year the Mustang was born. One 50 Year Limited Edition GT convertible also was built for a charity raffle.

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