

CLASSIC DRIVER

Ford Mustang by Giugiaro at LA Show



"When we saw the new Mustang, we knew two things: It was the best we'd seen since the original, and we had to get our hands on one," said Fabrizio Giugiaro, styling director of Italdesign. - Giugiaro S.P.A. "We still believe it's important to show the automotive world pure exercises in style that interpret key models reflecting the history and image of important brands."

So in early 2005, Giugiaro pitched J Mays, Ford Motor Company's group vice president, Design and chief creative officer, on his idea to do an Italian job on the beloved Mustang. The result: Mustang by Giugiaro – a one-of-a-kind concept powered by Ford Racing technologies, marking the Italian coachbuilder's first reveal at the inaugural November Los Angeles Auto Show.





Fabrizio Giugiaro (the son of Giorgetto) led the 2-D design process on the Mustang by Giugiaro concept, allowing him to deliver a complete exterior model from the family's Turin, Italy, studios in just four months.

Ford Racing improved on the 300 horsepower all-aluminum 4.6-liter 3-valve V-8 engine in the production Mustang GT by adding an intercooled twin-screw supercharger for the new concept. Additional improvements include fuel injectors from the Ford GT and a unique engine calibration. Engine air intake is increased with a larger 95 mm mass air meter and a conical air filter. Exhaust performance is enhanced with new Ford Racing mufflers and an X-pipe.



The powertrain upgrades deliver an estimated 500 horsepower, complete with a boost level of 11 psi from the Ford Racing supercharger. A high-efficiency Ford Racing aluminum radiator provides increased cooling capability to accompany the extra 200 horsepower provided under hood.

Under the car, the FR500C-inspired chassis tuning is accomplished with a tailored Ford Racing Handling Pack. This package, available through Ford Racing for the Mustang GT, adds new Dynamic-tuned dampers, lowering springs and anti-sway bars. The changes give the car a lower stance while sharpening handling response. The car rides approximately 1.5 inches lower than the production Mustang GT.

“The Mustang by Giugiaro drives as good as it looks,” said Fabrizio Giugiaro. “After taking it to the limits on streets outside of Turin, I can honestly say this car was well worth the 30,000 hours of blood, sweat and tears that we invested to create a modern performance classic.”

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