

# CLASSIC DRIVER



## Equus Bass 770: Bullitt time

20 October 2013 | Alex Easthope

*This is the Equus Bass 770: a modern, no-expense-spared take on the hairy-chested muscle cars of the Sixties...*

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At first glance, it looks unmistakably like a late-Sixties fastback Mustang, but on closer inspection you'll discover that not all is as it seems. What of those piercing xenon headlights and the slightly awkward front grille, not to mention the bold Bass (yes Bass, not Boss) script adorning the rear?

## 21<sup>st</sup> Century design quirks à la Singer 911





Built around an aluminium chassis, the Bass 770 retains the 'Stang's pure and iconic styling, but encompasses cutting-edge technology and mild design quirks, dragging the car into the 21<sup>st</sup> Century, à la Singer 911. Power is derived from a 6.2-litre Chevrolet V8 (as found in the Corvette ZR1), developing 640HP and propelling the car from 0-60mph in a mere 3.4 seconds. Oh, and did I mention the 802Nm torque figure? If all this sounds a bit unwieldy, don't worry. There are magnetic dampers to keep it balanced, and huge Brembo carbon-ceramic discs capable of quickly stopping the 770, even from its 200mph top speed. For the purists, there's a manual 'box, while those wishing to kick back on their interstate road-trips can spec a six-speed dual-clutch auto.



Equus reckons the Bass 770 is "a new American milestone in high-end automobile history" and the craftsmanship and finish certainly looks as though it could back this up. It'll cost you \$250k to truly find out.

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