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Ford Mustang FR500GT4

Rarely, in the history of the American motorcar, has a model left quite such a mark in its time... and it is far from being in the past. The Mustang was unveiled for the first time on 17th April 1964 in New York.



Ford Racing has appointed Matech Concepts as exclusive distributor for Europe and the Commonwealth of the FIA homologated Ford – of which the FR500C – competing in the GT4 category. Initially designed to take on the Grand-Am series in the United States, the Mustang FR500GT4 immediately emerged as an excellent work base for the new FIA GT4 category, materialising into the FIA GT4 European Cup.

The Mustang, with its quite outstanding record on American soil, and imposing itself as a true icon on the racing scene, now has the unique opportunity to evolve at an ever higher international level.

Not only will Matech Concepts be in charge of the development and supply of these Mustangs FR500GT4, but the company will also provide the necessary support to the teams acquiring same with a view to the FIA competitions organised in Europe and countries of the Commonwealth.

The arrival of the competition Mustangs based on the FR500 models next to the GT (GT3) programme will allow Matech Concepts to bring out different products bearing the Ford Racing badge with a view to the upcoming racing season...

It was Ford's intention to offer the post-war American youth a model which broke away from the heavy and massive style of cars being driven in the United States. Fitted with either a V8 or a straight 6 cylinder the Mustang was immediately synonymous with a sporting image, further confirmed by the various versions prepared over the years by Carroll Shelby.

Prince amongst the Muscle Cars, the Mustang had mixed success over the decades. In 2005 the present model put in its appearance, and the myth took off once more. Personified by a Shelby 500 GT that absolutely oozed pure racing. Different American championships have allowed the Ford Mustang to continue reaping success upon success. This is namely the case in the Grand-Am series, where the Mustang FR500C has become the reference in its category...

Not merely satisfied with monopolising and clinching victories in Grand-Am, the Mustang FR500C took advantage of the arrival of the GT4 category on the European scene to put in an appearance on the European circuits. Entered respectively by the Canadian team Multimatic Motorsports and the Belgian team Motorsport 98, it did not take long for the American power beast to claim its first victories, both at Oschersleben and in Spa.

This evolution in the Grand Touring competitions seems to look kindly down on the Ford Mustang. A car the European aficionados dream about...



General

- Based on original factory Ford Mustang body

Engine

- 400+ HP 5.0L "Cammer" V8.

Chassis

- Uni-Body – seam welded with integrated safety cage
- Over 20,000 ft-lbs/degree (torsional) Ford – modified stock steel

Front Suspension

- Dynamic Suspensions – inverted struts 3-way adjustable – high/low speed compression, rebound
- Ride height adjustable coil over
- Adjustable caster/camber plate
- Urethane bushings
- Adjustable anti-roll bar

Rear Suspension

- Dynamic Suspensions – coil-over dampers 3-way adjustable – high/low speed compression, rebound
- Ride height adjustable
- 3 link with panhard bar
- Urethane bushings

Steering

- Ford Racing Performance Parts rack and pinion
- Power Steering: Ford Hydraulic

Brakes

- Front: Brembo 4 Pot
- Rear: Ford – Stock
- Master Cylinder: Ford – Stock
- ABS: Ford – Stock

Wheels

- Fiske
- Front: 18" rim, 10" wide
- Rear: 18" rim, 10" wide

Tyres

- Front: Pirelli 305/660-18
- Rear: Pirelli 305/680-18

Dimensions

- Wheelbase: 2720 mm
- Front track: 1595 mm
- Rear track: 1554 mm

Cockpit

- SPARCO racing seat – position adjustable
- SPARCO steering wheel-quick release
- SPARCO 6-point safety harness
- Center mount console switches
- AIM digital dash system – data logging and display

Fuel

- Fuel cell: ATL Custom 90 L– Dual Dry Break
- Fuel pumps: Walbro 255L/H
- Pressure Regulator: Ford – Stock

Driveline

- T-56 6 speed transmission
- 3.55 Rear 8.8" Trac Tech C Locker
- Ford Racing Performance Parts clutch

Ancillaries

- C&R aluminium radiator with integrated oil cooler
- Ford Racing Performance Parts harness
- Ford Racing Performance Parts exhaust system
- Ford Racing Performance Parts high flow intake system
- SPA 4.0 liter AFFF cable activated extinguisher

Dry weight

- 1380 kg

Vehicle price

- € 129,500, without taxes