



Ford Mustang GT 2005

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1964 wird auf der Weltausstellung in New York ein attraktiv gestaltetes Coupé der Öffentlichkeit präsentiert, das ein breites Publikum anspricht und für einen erschwinglichen Preis angeboten wird. Dieser Ford Mustang schlägt ein wie eine Bombe. In einem Jahr werden rund 420.000 Stück von ihm verkauft und der Mustang schreibt damit Geschichte in der amerikanischen Automobilindustrie.

40 Jahre später wird der Mustang endlich wieder zum Leben erweckt. Es ist, als sei die Zeit zurückgedreht worden. Durch sein kraftvolles Retrodesign sieht der jüngste Mustang wieder aus wie damals. Auch das frühere Basiskonzept wurde aufgegriffen: viel Auto für wenig Geld. Der neue Mustang GT orientiert sich mit seiner langen Motorhaube, der markanten Frontschürze, dem kurzem Heck und der coupéförmig gespannten Dachlinie an die Tradition der amerikanischen Muscle Cars. Dazu gehört selbstverständlich ein entsprechender Antrieb. Schon beim Anlassen sendet der 8-Zylinder-Motor starke akustische Reize, die Spaß auf mehr machen.

Ebenso wie außen bleibt die Tradition auch im Innenraum erhalten. In der Mitte des dreispeichigen Lenkrades galoppiert - wie beim Vorgänger - das Marken-Pferd. Der Mustang präsentiert sich innen ansprechend, speziell auch wegen des breiten, metallisch glänzenden Streifens, der sich über die gesamte Breite des Armaturenbretts zieht. Die dicken Chrom-Einfassungen der großen, runden Instrumente tun ein Übriges, auch wegen der nostalgischen Ziffern auf den übersichtlichen Anzeigen. Bei den Sitzen und der Sitzposition macht sich die Verbesserung äußerst positiv bemerkbar. Das neu entwickelte Fahrwerk, die vergrößerten Brems Scheiben und ABS runden das Gesamtbild eines kraftvollen, dennoch bequemen und sicheren Fahrzeugs ab. Das Fahrvergnügen geht aber eindeutig auf den dreifreudigen Motor zurück. Das Triebwerk mit 4,6 Litern Hubraum spricht sehr schnell an und bietet nicht nur Kraft und Leistung. Der V8 überzeugt mit seinem brabbelnden Bass bei niedrigen Drehzahlen und Heavy-Metal-Gehämmer, wenn man dem 300 PS (221 kW) starken 8-Zylinder die Sporen gibt. Seit 2005 ist der Ford Mustang GT als US-Import erhältlich.

Ford Mustang GT 2005

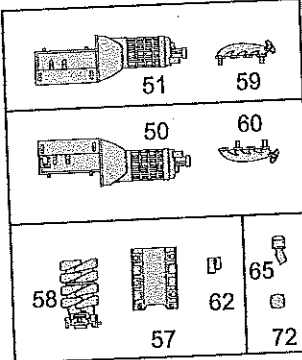
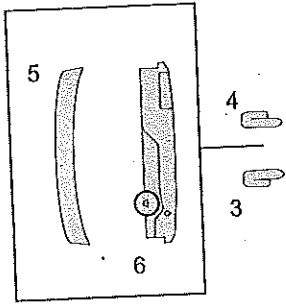
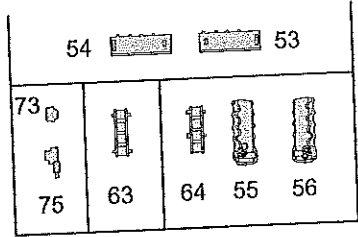
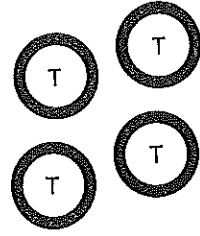
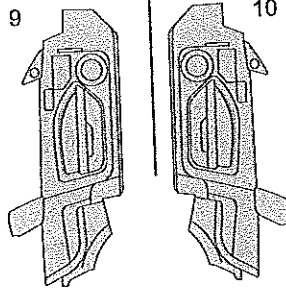
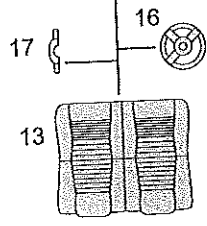
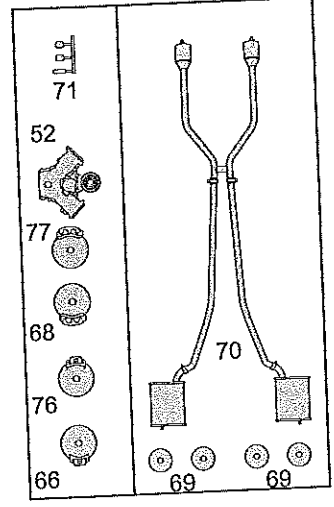
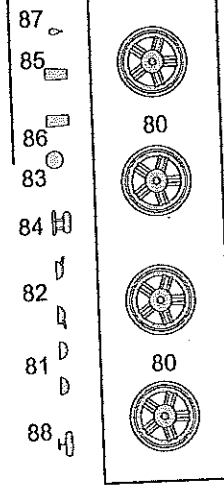
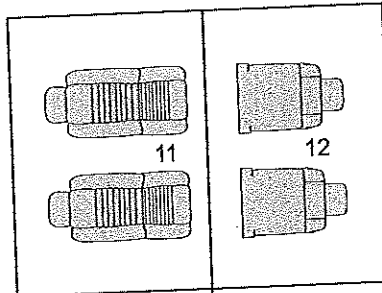
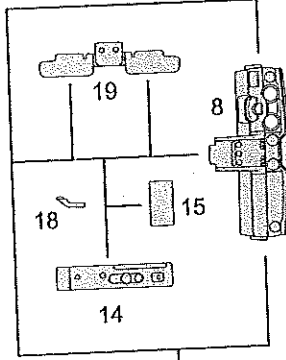
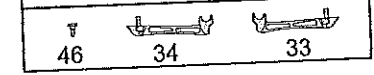
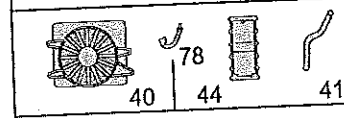
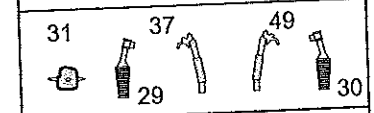
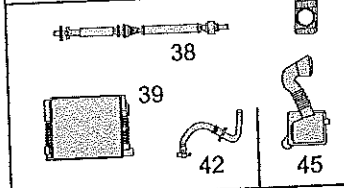
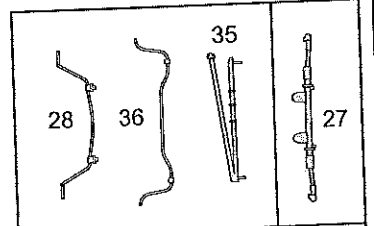
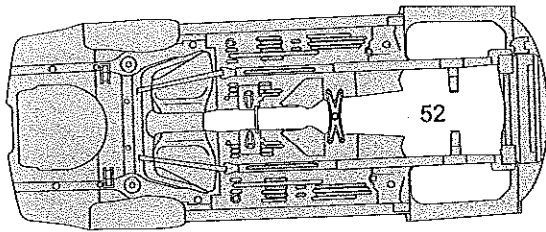
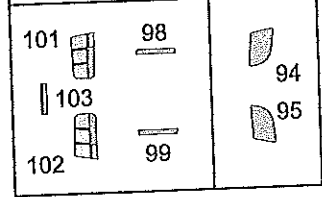
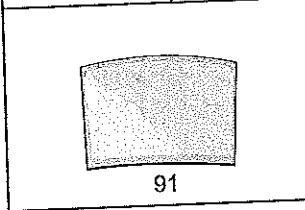
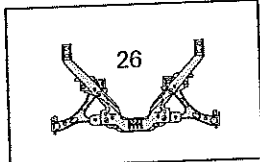
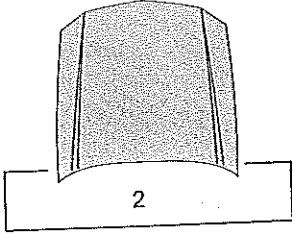
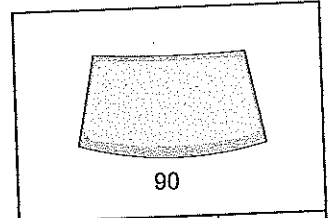
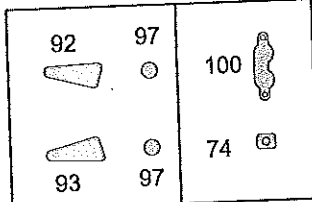
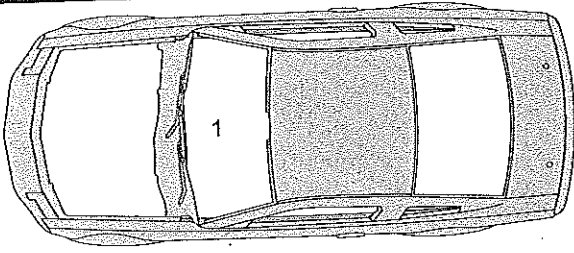
In 1964, at the World Fair in New York, an attractively designed coupé was launched that was intended to appeal to a wide public and was offered at a reasonable price. This Ford Mustang went like a bomb. In just one year 420,000 were sold and the Mustang made its mark in the annals of the American motor industry.

40 years on the Mustang has finally come back to life. It is as if time has been turned back. With its forceful retro design, this latest Mustang looks much as it did before. It also adheres to the earlier basic concept: a lot of car for a little money. The new Mustang GT, with its long bonnet, prominent front apron, blunt rear and taut coupé-style roof line, is based on the tradition of the American "muscle cars". Naturally it has an engine to match. Immediately on start up the thrilling voice of the 8-cylinder engine is heard, and the pleasure is compulsive.

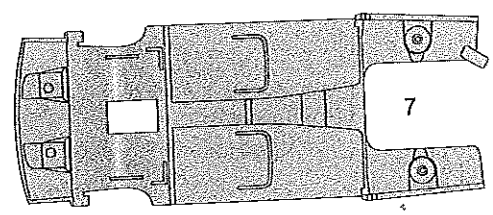
As with the exterior, tradition has been adhered to inside. In the centre of the three-spoke steering wheel the trade mark horse gallops - just as it did before. The Mustang has an attractive interior and the shiny wide metallic strips across the whole of the dashboard are also special. The thick chrome rims of the big round instrument, with their nostalgic figures on clear indicators are something else. The improvements to the seats and the seating position are immediately apparent. The newly developed chassis, the enlarged brake discs and the ABS round off the picture of a powerful, but comfortable and safe car. The pleasure of driving it however is patently attributable to the lively engine. This 4.6 litre power pack responds right away and offers more than just power and performance. The V8 with its throaty growl at low speeds and heavy metal throb when the 300 bhp (221 kW) 8-cylinder engine is spurred on is persuasive. Since 2005 the Ford Mustang GT has been available as a US import.

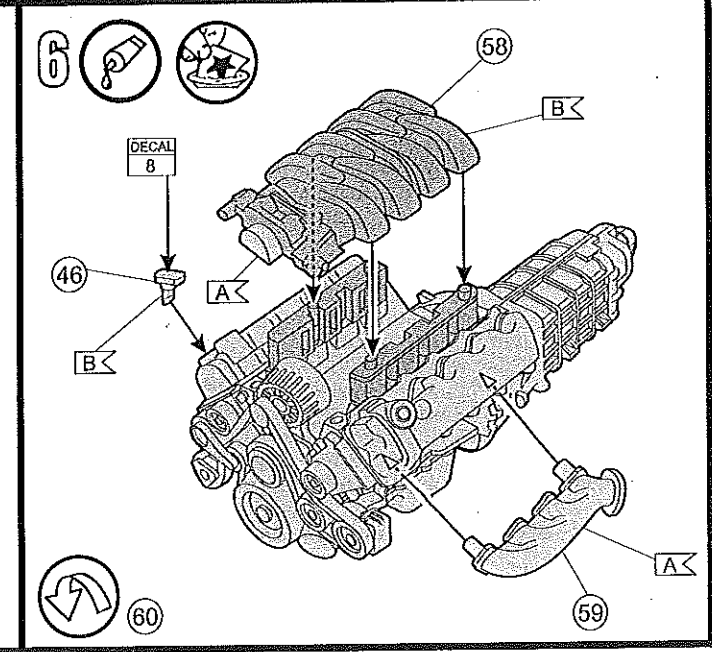
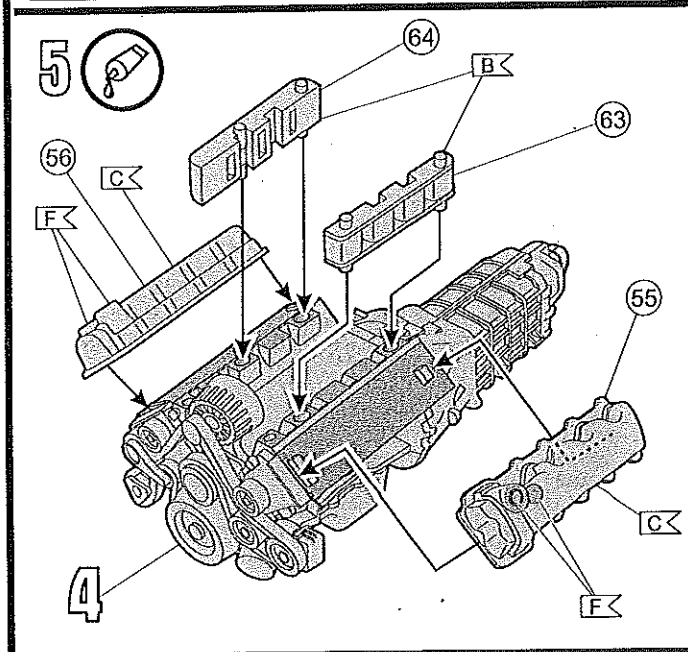
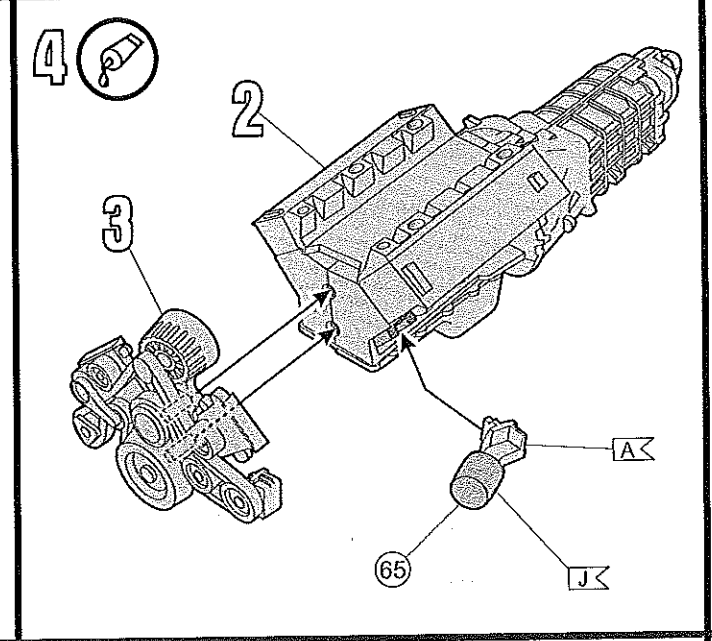
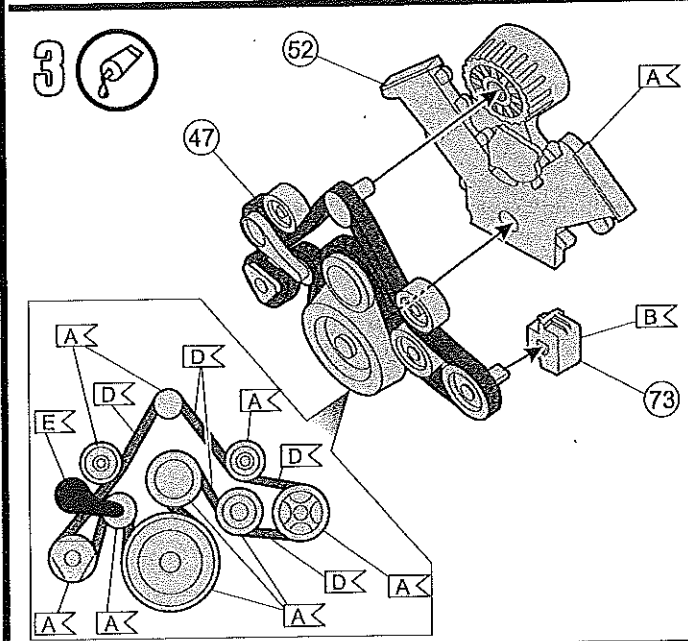
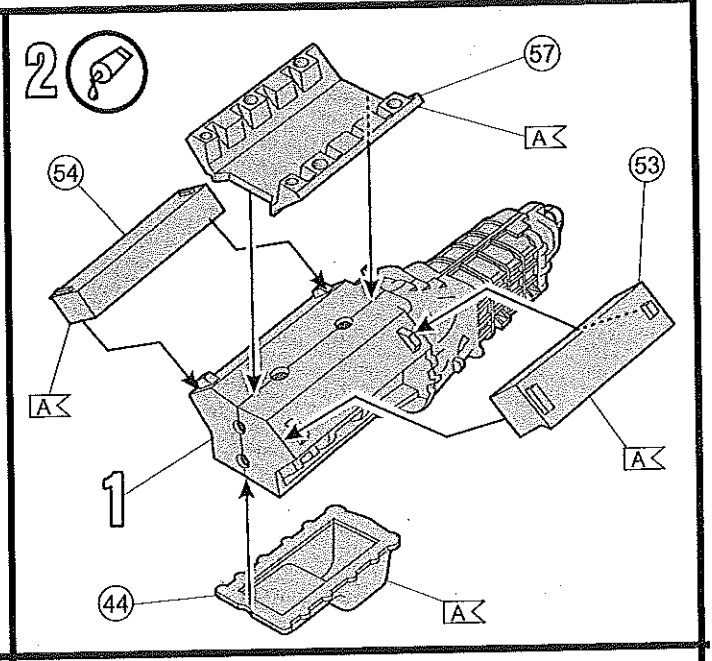
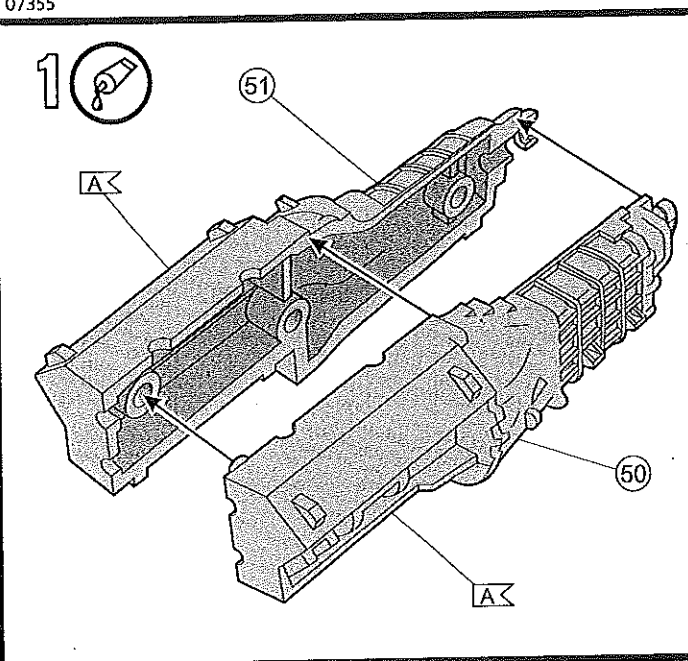
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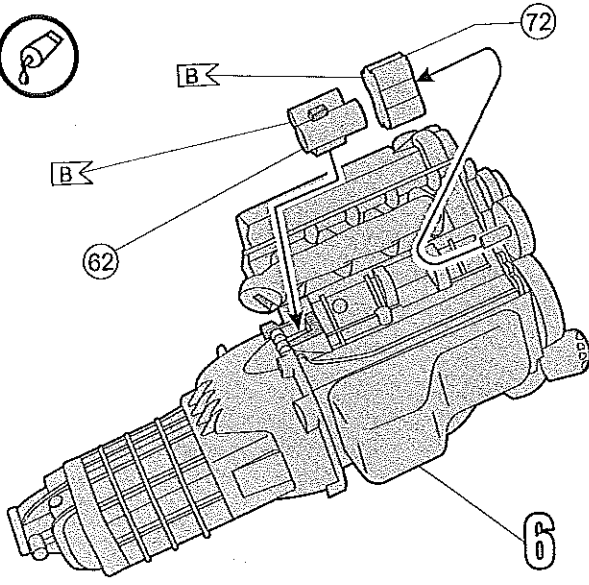


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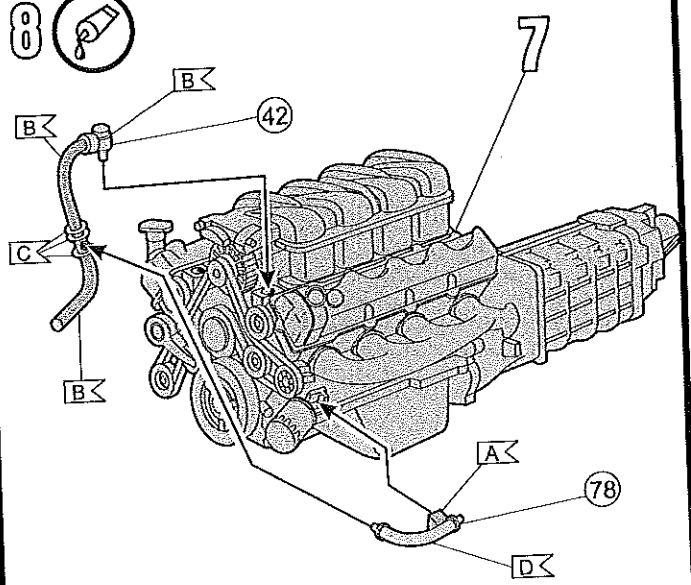




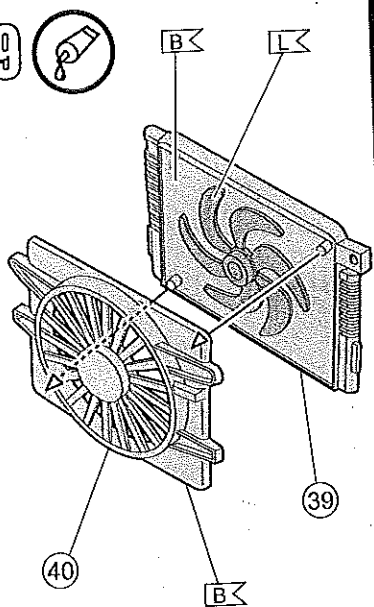
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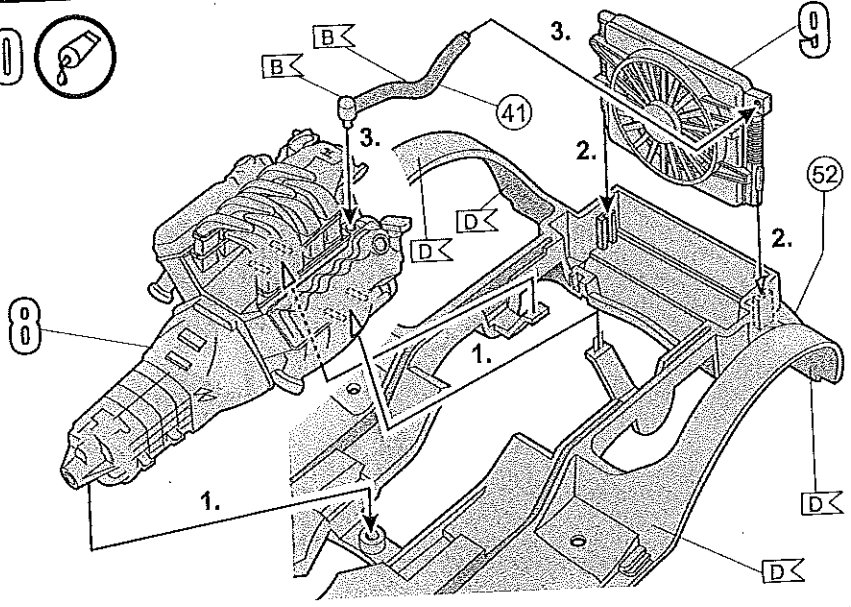
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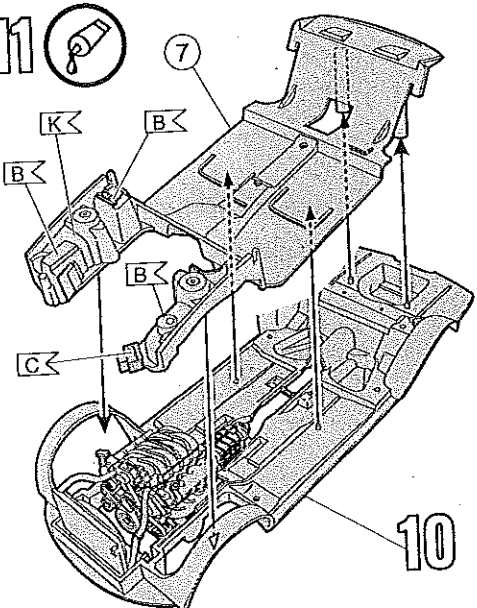
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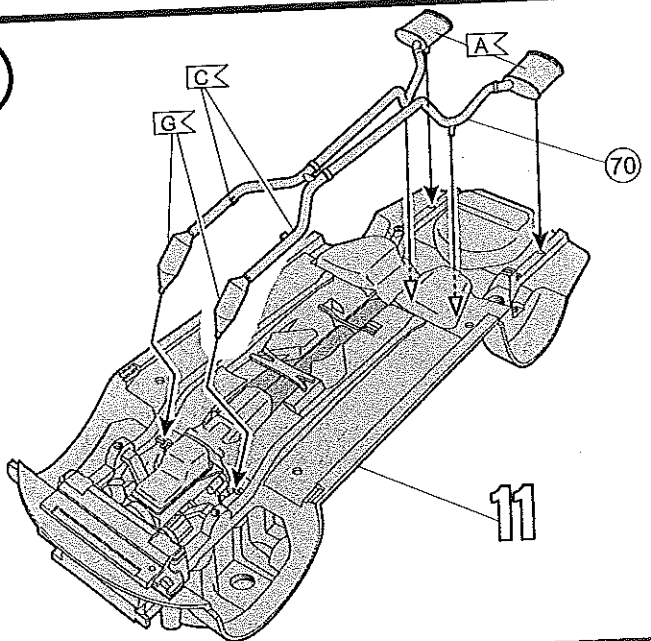
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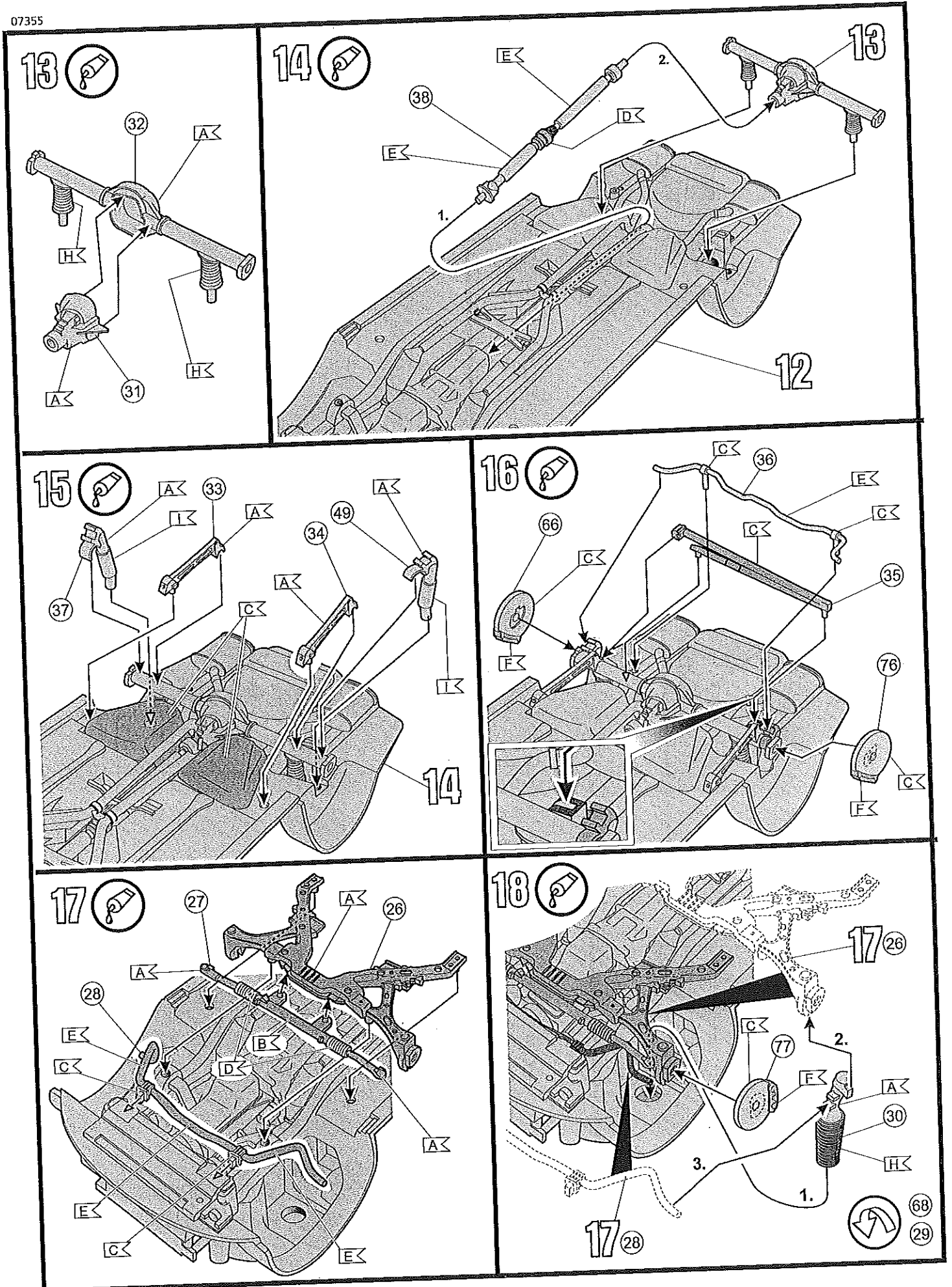


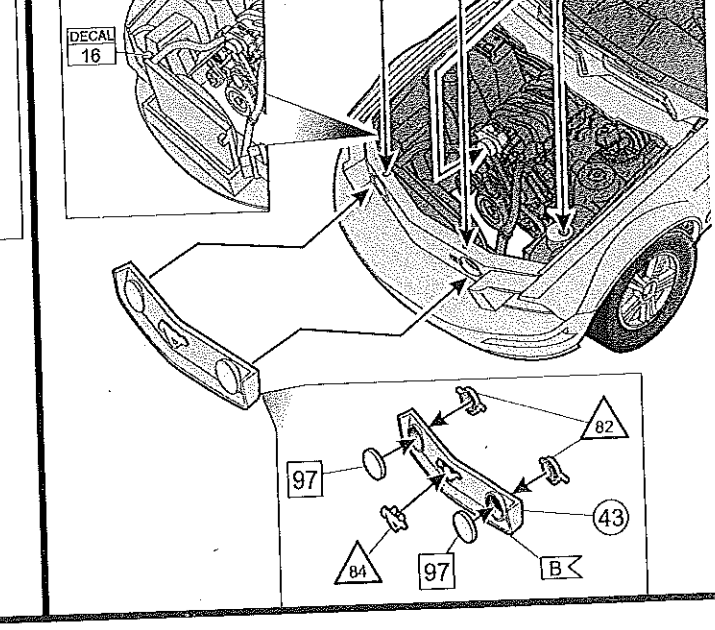
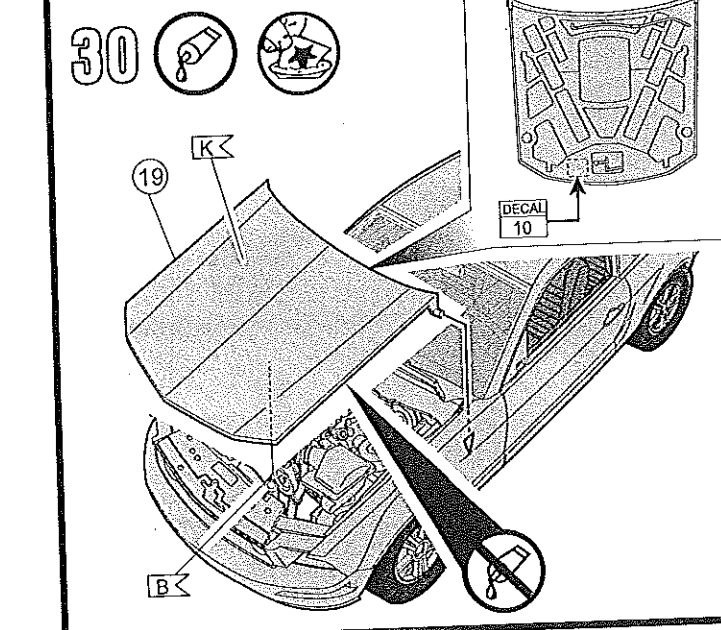
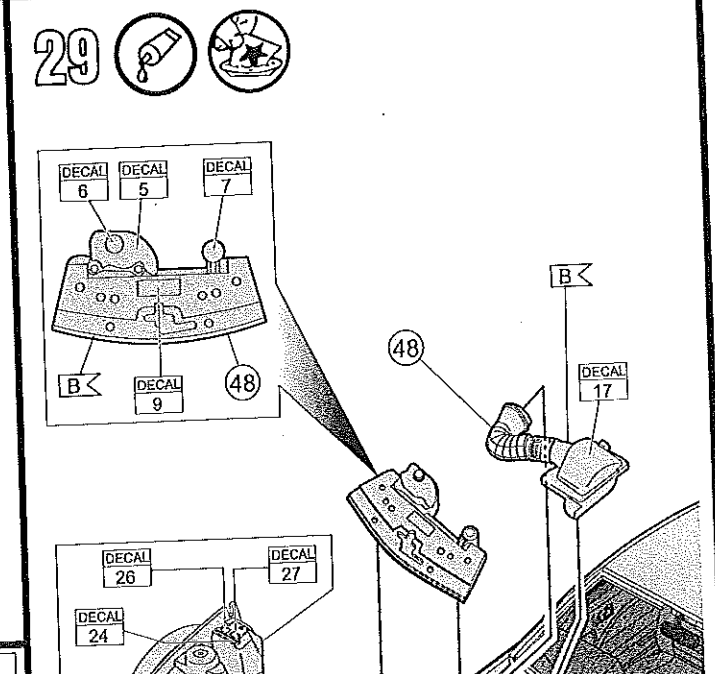
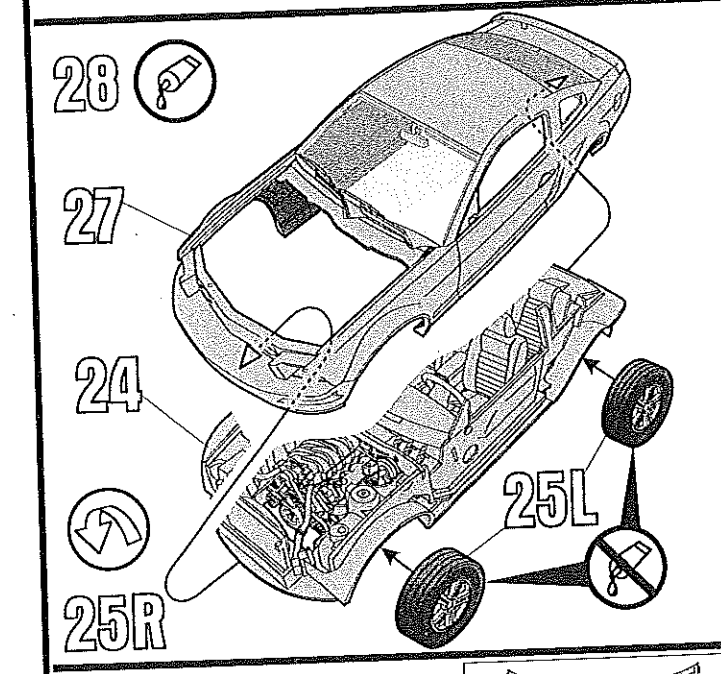
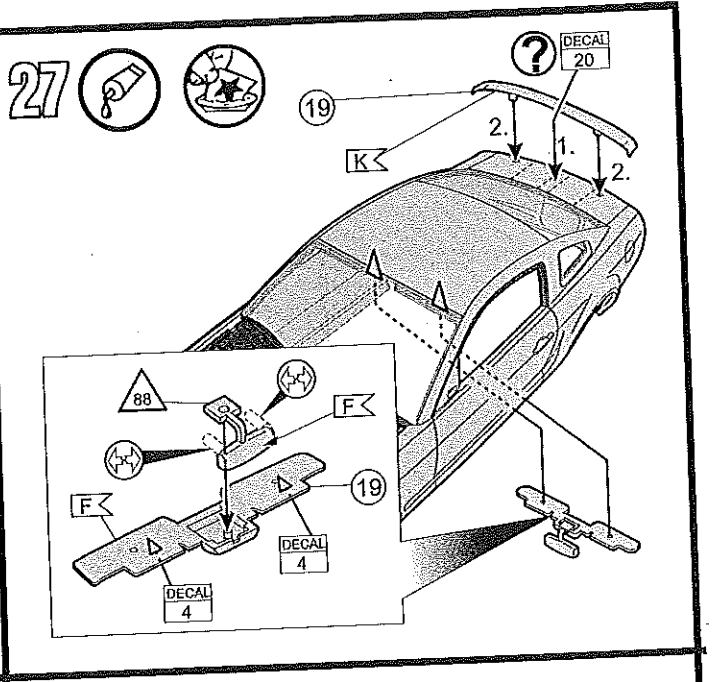
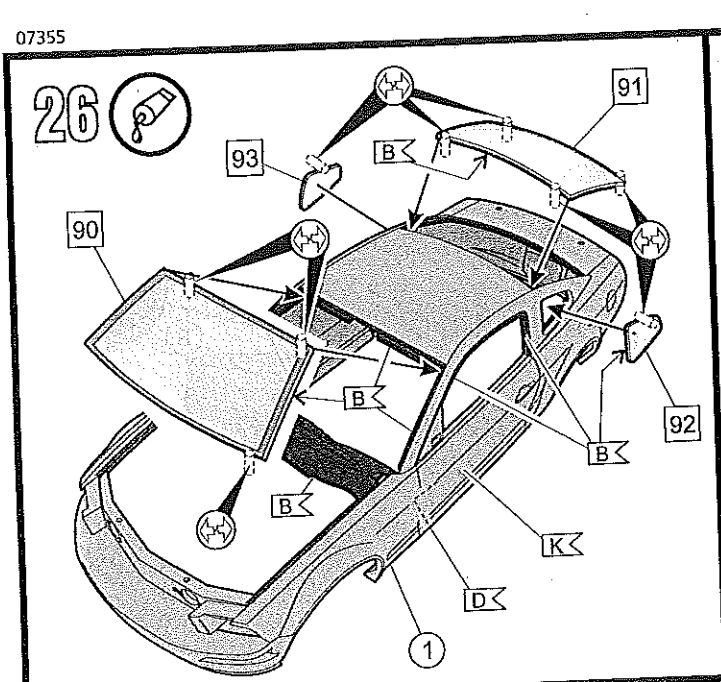
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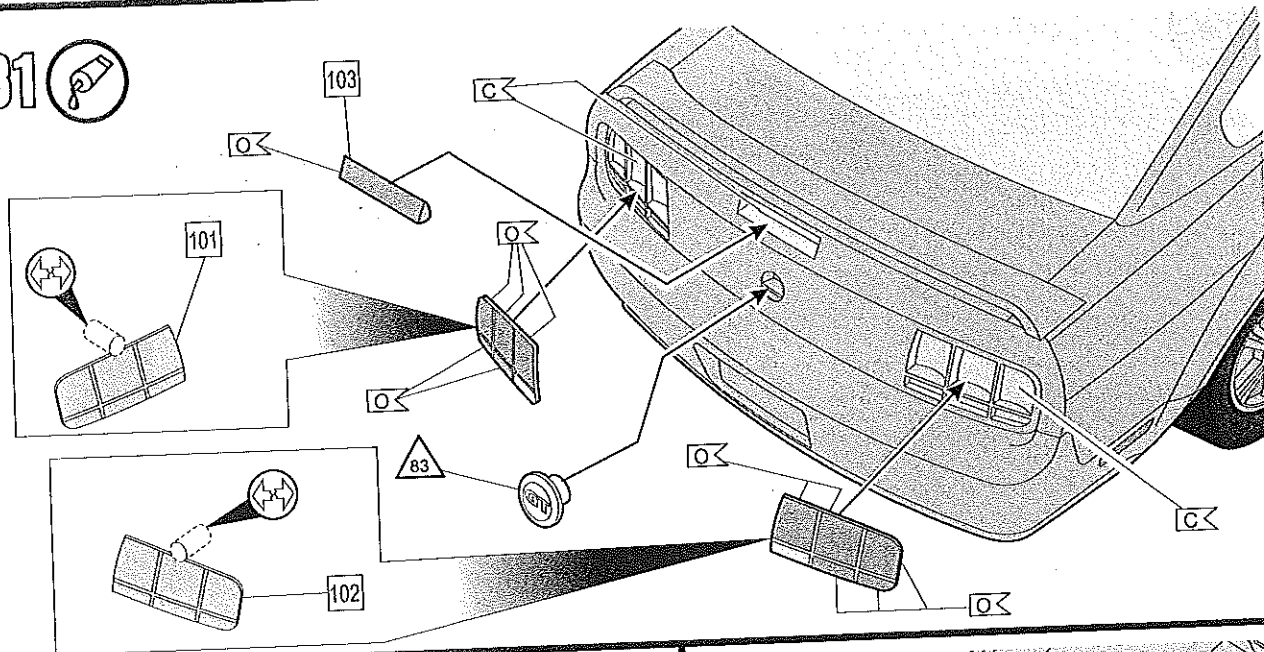
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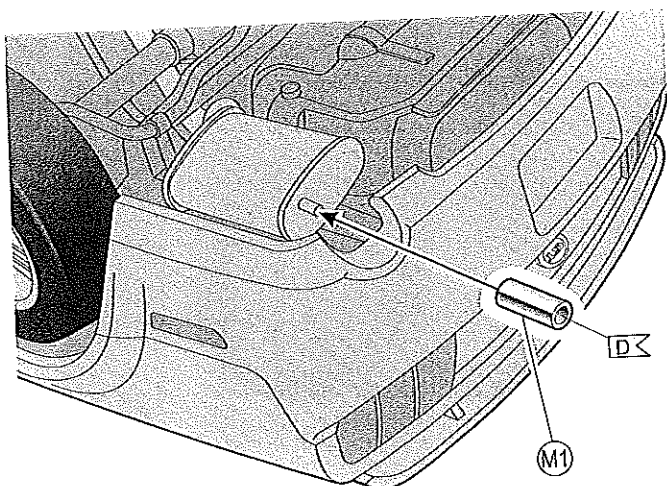




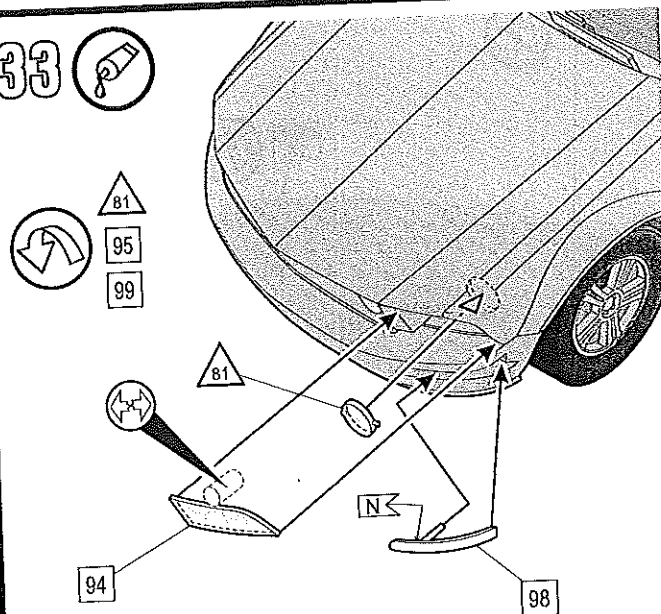
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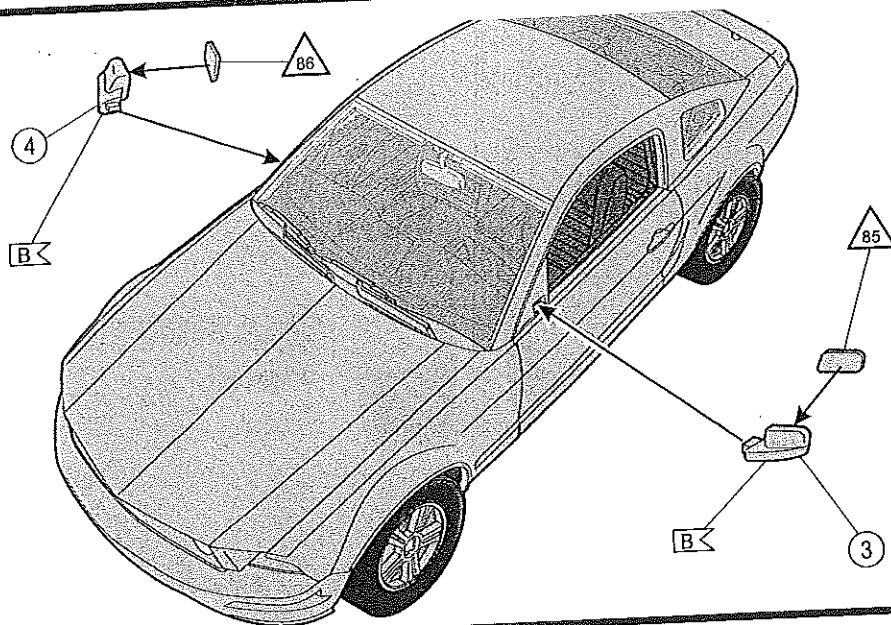
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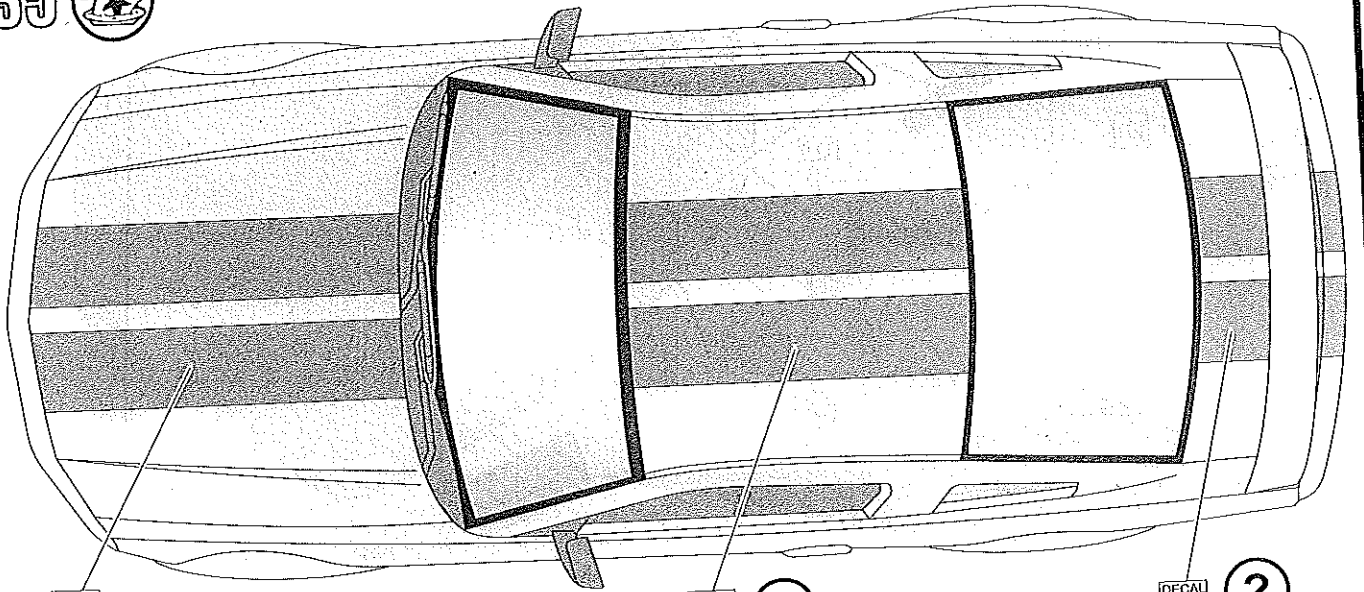
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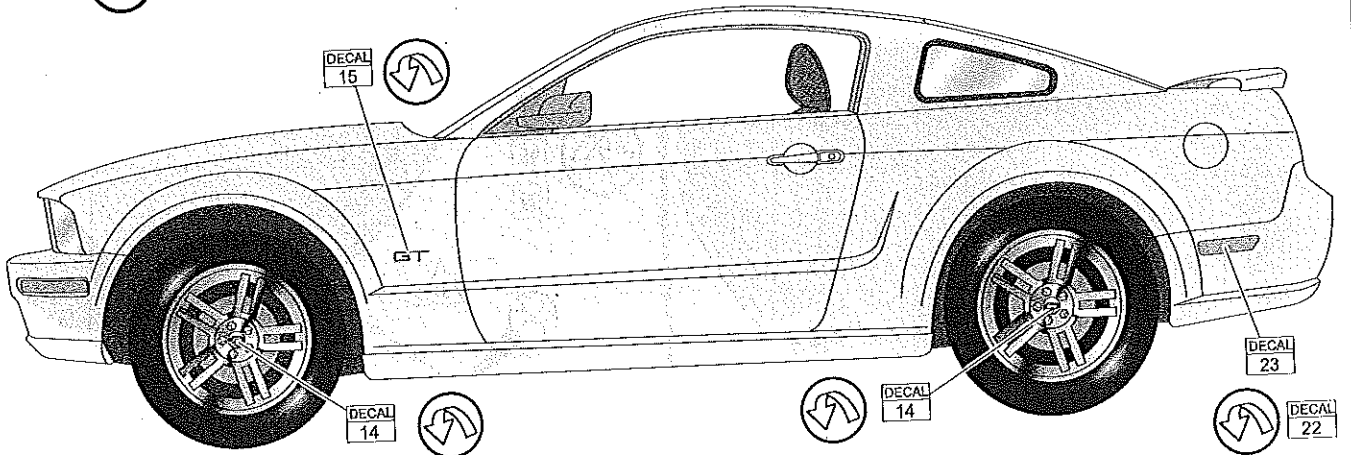
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DECAL 20



DECAL 15



DECAL 14



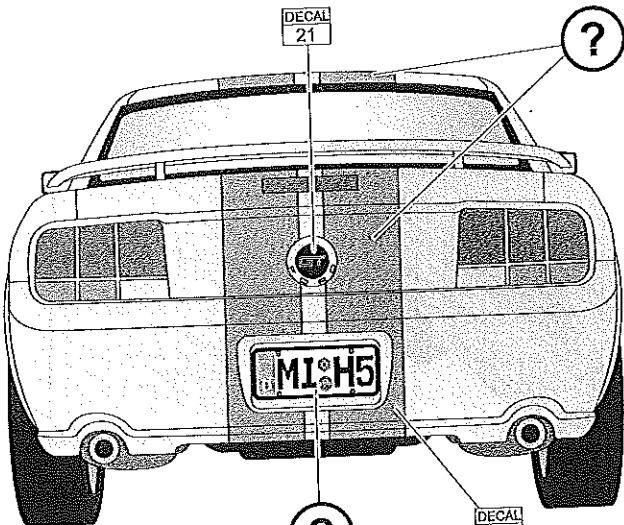
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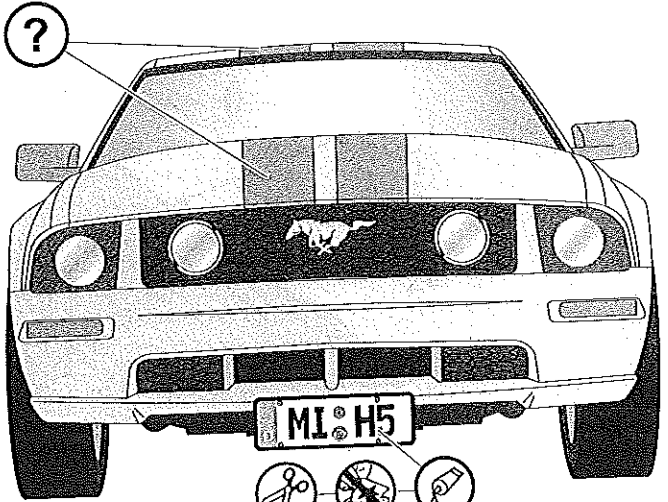
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