

MATECH CONCEPTS SA  
3, rue Michel-Chauvet  
CH-1208 Geneva  
Tel +41 22 830 16 40  
Fax +41 22 830 16 49  
www.matech-concepts.ch

## Ford Mustang FR500GT3

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 17<sup>th</sup> April 1964 in New York.



Ford Racing has appointed Matech Concepts as the exclusive distributor of FIA homologated competition Mustangs, specifically the FR500GT3, in Europe and the commonwealth of Independent State (CIS). Based on the FR500GT, the car has been renamed to reflect the series it will compete in, namely the FIA GT3 European Championship.

The Mustang, already an iconic sports car and winner of numerous races and championships in various North American-based series, will be now competing on a broader scale.

In addition to fielding its successful GT program, Matech Concepts will also campaign Mustang FR500GT3's and provide the necessary customer support for all FR500 Mustangs sold for the FIA competition in Europe and CIS.

The addition of FR500-based race Mustangs to our existing FORD GT3 program will make for a strong Ford-powered line-up in the coming 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...

It was only with the arrival of the FIA GT3 Championship in Europe that this car finally disembarked on the old continent. Developed in collaboration with the American branch of Ford Racing, the Mustang FR500GT had a rather shy debut in this international competition created by Stephane Ratel. Nonetheless its development continues, and there's no doubt whatsoever that with its aggressive look it will be back in strength...

Not satisfied with merely monopolising victories in Grand-Am, the Mustang FR500C took advantage of the arrival of the GT4 category in Europe to show itself on the European tracks. Respectively entered by the Canadian Multi-matic Motorsports team and the Belgian Motorsport 98 team, this gorgeous American machine didn't wait long to clinch its first victories, both in Oschersleben and in Spa.



### General

- . Based on original factory Ford Mustang body

### Engine

- . Ford Racing 5.0L Cammer V8 race engine mapped for 102 octane unleaded fuel
- . BOSCH engine management system
- . Baffled anti-surge wet sump
- . Tuned tubular exhaust manifold
- . Power output 550 hp @ 7200 rpm
- . Torque output 570 Nm @ 6000 rpm

### Transmission

- . Hollinger RD6-S: speed sequential mounted to T56 bell housing
- . Quartermaster 5.5" triple plate metallic disc clutch
- . Ford 8.8" full floater rear axle (upgraded bearings and 5 stud hubs)

### Chassis

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

### Front Suspension

- . Dynamic suspensions – inverted struts
- . 3-way adjustable – coil over with 2.5" diameter linear spring
- . Adjustable caster/camber plate
- . Spherical bearing control arms
- . Adjustable anti-roll bar
- . Upgraded bearings and 5 stud bespoke hub and upright

### Rear Suspension

- . Dynamic suspensions – coil-over dampers
- . 3-way adjustable – high/low speed compression, bound
- . Ride height adjustable coil over with 2.25" diameter linear spring
- . 3 link with panhard bar
- . Spherical bearing control arms

### Steering

- . Ford Racing Performance Parts rack and pinion
- . Power steering: Ford hydraulic

### Brakes

- . Front: PFC 2 piece 6 pot calipers PFC 378 mm diameter x 32 mm thick floating rotors
- . Rear: PFC 2 piece 4 pot calipers PFC 330 mm diameter x 27 mm thick 2 piece rotors
- . AP hung pedal package with separate adjustable master cylinders for each circuit (bias adjustment via cable)

### Wheels

- . BBS (3 piece)
- . Front: 18" rim, 11" wide
- . Rear: 18" rim, 12" wide

### Tyres

- . Front: Michelin 30/65-18
- . Rear: Michelin 31/71-18

### Cockpit

- . SPARCO racing seat
- . SPARCO 320 mm quick release steering wheel
- . SPARCO 6-point safety harness
- . Center mount console switches
- . BOSCH digital dash system – data logging and display

### Fuel

- . Fuel cell: ATL Custom 90L – Dual Dry Break
- . Fuel pumps: BOSCH 044
- . Pressure regulator: SX adjustable

### Aerodynamics

- . Unique carbon fibre front adjustable splitter
- . flat front underbody and dive planes
- . Carbon fibre fenders
- . Carbon fibre doors
- . Carbon fibre rear decklid
- . Adjustable carbon fibre rear wing
- . Vented carbon fibre hood

### Dry weight

- . 1350 kg

### Vehicle price

- . € 239,500, without taxes