

A Rare Piece of rolling sculpture is For Sale

In 1966 a young Argentinean Formula 1 driver Named Alejandro De Tomaso took the world by storm with a concept car he introduced at the 1966 Turin Auto Show.

The new design combined sexy curves with ultra modern lines in a way that only Italian coach builder Ghia could manage.

While De Tomaso never intended to produce the car, only to garner attention with it, the demand was so strong that he began to take orders that year for what would eventually be sold for two short years (1969-70) as the "Mangusta" or Mongoose.

Legend has it the car was so named because of some business fall outs with Carol Shelby who introduced the Cobra and struck a deal with Ford that was supposed to include De Tomaso and did not.

Whatever the case the Mongoose was made a hand built Italian super car and reached a total production value of 400 units.

Pictured here is unit number 90 of this hand built Italian Super car.

This car is being sold by its third owner with 53,000+ miles on it. The car was restored in the mid 1990's at Pantera International and has a newer but non smog Ford 302 V-8 which produces approximately 260 H.P. so it is very close to the original "trim" level of the Ford 302's that were placed in the some 250 imported American Mangustas (the European versions sported the 289).

The design is pure F1 with mid engine I-beam chassis (ala Lotus) independent suspension with the beam and transaxle being load bearing. The close ratio ZF-1 is a rare unit that functions perfectly and is worth 5 figures by itself out of the car.*

Upgrades and mods include:

1) Moving the alternator from its original "front position" driven by a jack shaft to the rear of the engine for ease of access,

2) Electronic ignition and mechanical fuel pump (the original was electric and required you to flip an "on" switch and turn it off when you were done driving

3) New tires (Nitto 285 street drag slicks in the back) 235 Goodrich up front the original car was shod with 185'S

4) New ball joints and Koni adjustable shocks

5) New stainless steel exhaust and headers maintaining the original look and sound

Notable ordinal hardware includes the True Magnesium alloy original wheels (again rare and expensive), the original ZF-1 * a -2 can easily be fitted if need be and these were more plentiful as they were used on the mass produced Pantera

The car has been garage kept and fair weather only driven for the past 6 years by its current owner.

It is not a Concours level car but clean good condition safe driver. Mild to moderate resto work could easily make it Concours.

Listed Specs:

Number 90 of 400 this car was built in 1969 and imported with a Ford 302 rated at 260 horsepower

Transmission: ZF-1 5 speed final drive ratio 4.11 Listed top speed 155 mph

WT; 3000 pounds

Wheelbase 168 inches

Max driver height 6'1

Because of its beauty and rarity the value of this car continues to climb!!!