

FROM NEWS DEPARTMENT  
Ford Motor Company  
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A futuristic, styling research car, with engine compartment in the rear, was revealed today by Ford Motor Company.

Named the Mystere, the full-size experimental car features rear fins; a hinged bubble-type, glass roof canopy; steering wheel that can be positioned in front of either front seat occupant, and rear engine compartment designed to accommodate either a gas turbine or conventional engine.

The car, prepared by the company's Styling Office for the Ford Division, was shown today to approximately 300 magazine, newspaper, radio and television representatives in Ford's styling rotunda by George W. Walker, vice president and director of styling.

Mr. Walker said the Mystere was built as an experimental car to consider future styling innovations.

"The car was developed primarily to study styling themes," he said, "particularly in new contours of sheet metal.

"It also explores an entirely new 'open feeling' in styling, with complete integration of interior and exterior styling."

Designed with an exceptionally low center of gravity, the two-door, four-passenger car is the same height -- 52 inches -- as the Ford Thunderbird. It has a wheelbase of 121 inches, length of 220 inches and a maximum width of 80 inches.

The Mystere would be entered by raising the forward half of the glass bubble-type roof canopy, hinged to the hood cowl. In synchronization with the canopy motion, small half doors below the belt would swing out for easier entrance. The rear portion of the canopy is in a fixed position.

The roof structure permits almost unlimited visibility. It has no roof rail, sliding windows or corner windshield post. The car would be fully air-conditioned throughout.

At center of the roof, the two canopy sections join at a steel meeting-bar, similar to that on the Ford Crown Victoria. The steel member, which serves as a roll bar, also is linked to a scoop at the front of the roof for intake of fresh air for all internal air systems, heat, air conditioning and fresh air ventilation.

Other features of the exterior design include front bumper pods for oil cooler reservoirs; concave, perforated scoops in front of the rear wheels for air intakes for a gas turbine engine; four headlights, one pair for highway driving and one pair for city driving; exceptionally large wheel disks, and rear bumper assembly which includes tail lights, bumpers and turbine exhausts.

The exterior of the car has a two-tone, pearlescent magenta and raven black, paint treatment. The center-top band or meeting-bar is painted pearlescent white.

Interior of the Mystere features a steering wheel which can be positioned in front of either front seat. Several controls, operated by buttons and triggers, are located on the grip-type wheel.

The ignition switch is a combination lock as opposed to a conventional key switch. Each car would have its own combination.

Spherical instruments, recessed under a full safety crash pad, include bearing temperature, fuel and oil pressure gauges, tachometer, inclinometer and altimeter.

Provision is made for two-way radio telephone communication in both seat compartments with a microphone in the steering wheel and full telephone between the rear seats.

Other interior highlights include four pivoting, bucket-type seats, a radio-television combination for rear seat occupants, and decorative trim featuring bright and satin finish chrome, and black, magenta, tropical rose and pearlescent white colors.

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