

## DETOMASO MANGUSTA



**<b>1970 DeTomaso Mangusta in original and matching condition </b>**

De Tomaso Mangusta is a sports car produced by Italian automobile manufacturer De Tomaso between 1967 and 1971. It was succeeded by the De Tomaso Pantera.

The Mangusta replaced the Vallelunga model, on which its chassis was based. The word "mangusta" is Italian for "mongoose", an animal that can kill cobras. It was rumored that the car was so named in retaliation to a failed deal between De Tomaso and Carroll Shelby. Alejandro de Tomaso offered to help Carroll Shelby to build a new Can-Am race car at the end of 1964 when Shelby found that the Shelby Cobra would not be able to compete there. De Tomaso was planning to develop a new 7.0-litre V8 engine for racing so he saw this as a perfect opportunity. Shelby agreed to finance the project and also sent a SCCA approved design team headed by Pete Brock to Italy in order to handle the design work. De Tomaso had conflicts on the design of the car. He also failed to deliver the agreed 5 race cars within the deadline for the 1965 Can-Am season. This

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caused Shelby to eventually back out of the project and join the development team of the Ford GT40. Peter Brock and his team were able to finish the car according to their will. De Tomaso engaged Carrozzeria Ghia to finalise the design of the car which was being developed under the project name of P70. The single completed car was displayed at the 1965 Turin Motor Show as the Ghia De Tomaso Sport 5000. De Tomaso then modified the steel backbone chassis of the P70 and it became the basis for the Mangusta, which was designed by Giorgetto Giugiaro at Ghia. The Mangusta entered production in 1967, at the same time De Tomaso had purchased Ghia. 401 cars in total were built, about 150 were made for Europe, while the remainder were made for North America. The Mangusta was designed by Giorgetto Giugiaro, whose main highlight is a center-hinged, two-section hood that opened akin to gullwing doors. The European version was fitted with a mid-mounted 306 hp (228 kW) Ford 289 V8 engine, driven through a 5-speed ZF transaxle; in North America a 230 hp (170 kW) Ford 302 V8 was used. The Ford 289 engine was later replaced by the Ford 302 engine in the European version as well. All round disc brakes and independent suspension, rack and pinion steering, air conditioning, and power windows were fitted, ahead of other manufacturers at the time. Journalist Paul Frère claimed he achieved a top speed of 250 km/h (155 mph) in the Mangusta.

The Mangusta we are presenting here today is a stunning example of a survivor. She had been “in the way” for more than 30 years meaning she is unmolested and in original matching condition besides one paintjob in her original color.

She comes with her original buildsheet and a bunch of old parts. We also have over 14.000€ new parts for a possible restoration. The bodywork has some dents but she is absolutely rust free from living in a sunny climate.

She starts and drives but she will need some recommissioning to get her thru tech control.

She is being sold “as is” but we do have the possibility to upgrade her technically or cosmetically to the wishes of the new owner. But I would keep her as is and just go through the technical side to get her running and driving smooth so you can enjoy her.

Take this opportunity to acquire an absolute collector's item at a democratic price. These are not often for sale.

Please contact us for more pictures, videos or a zoomcall. Or if you are nearby the east of Belgium, close to the Dutch and German border, please stop by.

Brand: Detomaso

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Type: Mangusta

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Engine: Ford 302 V8

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Year: 1970

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Transmission: 5-speed manual zf

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Mileage: 34221 miles

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Exterior: 14 rossa red

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Interior: Black leather

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Price: Sold

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