



Unmistakably a Mustang, the original 'Pony Car' enters its second 50 years with its iconic styling and leading edge technology. Shown is the EcoBoost Performance Package version.

## Mustang gallops into new era

By **JIM ROBINSON**  
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LOS ANGELES, CA: The launch of the 2015 Mustang is arguably the most awaited automotive event of this year.

Since bowing at the New York Auto show in April, the amount of publicity it has drawn has been unlike any other on the 2014 auto show circuit.

The Mustang is not just a 'halo' car for Ford, it is THE halo car for the whole company and that includes the F-150 pickup.

In production for 50 years, Ford decided to make a statement with the new Mustang and

they definitely did.

That statement begins with the shape.

While the 2015 Mustang looks similar to the car it replaces, it is actually a clean-sheet design in a convertible and a return to the iconic 'fastback' styling of the original 1967 version.

The new car is lower but wider. The fastback visually benefits thanks to the steeper rake of the windshield and rear glass.

Under the skin is an all-new suspension system starting with a double ball joint Mac-Strut system that allows larger brakes, in fact the most powerful discs yet fitted to a Mustang.

The rear gets an all-new integral-link independent rear suspension. The geometry, springs, dampers and bushings all were specifically modified for the higher power of the 2015 engine lineup. New aluminum rear knuckles help reduce unsprung mass for improved ride and handling.

Buyers will have a choice of three engines starting with the legendary 5.0-litre V8 on the topline Mustang GT. It produces 435 hp and 400 lb/ft of torque, making it the most powerful production Mustang ever. Next up is a 3.7-litre V6 with 300 hp and 270 lb/ft of torque. New for 2015 is the Mustang EcoBoost with 2.3-litre direct injection turbo in-

line four-cylinder with a very healthy 310 hp and 320 lb/ft of torque.

Ford claims it is the first manufacturer to offer four-, six- and eight-cylinder engines on one vehicle, all of which offer 300 hp or more and run on regular fuel.

Each of the three engines has a unique grille that only allows in as much air as each specific engine needs. On the 2.3-litre engine, active grille shutters close at higher speeds to reduce drag.

Drivetrain layout is front-engine, rear-drive with a limited slip differential. A six-speed manual transmission is standard with

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