

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 8 NUMBER 1
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2010 MUSTANG RETRO REVOLUTION

PLUS... NEW MERCEDES-BENZ GLK350
NEW TOYOTA VENZA • NEW NISSAN 370Z
NEW DODGE CHALLENGER R/T
AND... AUCTION PREVIEW • TUCSON ON THE CHEAP
GOODGUYS SW NATIONALS • AND MORE

VEHICLES • EQUIPMENT • SAFETY • PERFORMANCE • MAINTENANCE • MOTORSPORTS • EVENTS • DESTINATIONS • ATTRACTIONS



*The original pony car
still plays
for keeps*



Creating a heritage design for a vehicle, while bringing engineering and technology up to date, is no mean feat, but Ford's fifth-generation 2005 Mustang was universally hailed as a success. Ford Senior VP of Design J Mays tagged it at the time as "retro-futurism." Aside from lack of independent rear suspension (on most models, and bear in mind this gave classic handling that some people preferred), the future was here, and in classic attire.

But if the original's look and feel had been carefully and successfully adapted, what could come next? The '05-09 models evoked characteristics of models from 1964 through 1970, depending on the leanings of the beholder, and the originals beyond those years had headed in their own directions. What could follow this?

With the 2010 Mustang, Ford has tackled that challenge and triumphed. The new model still captures the essence of its forebears, but moves the ball forward not only in styling, but with a multitude of technological innovations. Exterior styling is immediately recognizable as the same car, though reportedly only the roof panel and A-pillars are carried forward from the old car. (Despite all the changes, though, the 2010 Mustang is not considered a new generation, as it is built on the same platform.)

The interior, however, has been reworked comprehensively, not only in style but in function, putting it on a par with, or exceeding, much of the immediate competition, as well as what's needed to play in the general marketplace. Among many features, one of our favorites is one that serves no practical purpose: an Ambient Lighting System with MyColor™ (see photos to right) allows drivers to customize the interior lighting of the vehicle to suit their mood. The system features seven base colors: ice blue, purple, blue, orange, red, white and green. Owners can actually create 125 custom colors by mix-

KEEP RIGHT >>





THE REVEAL: live and in person in Santa Monica... live via satellite at Scottsdale Pavilions...

We secured credentials to the 2010 Mustang reveal two ways:

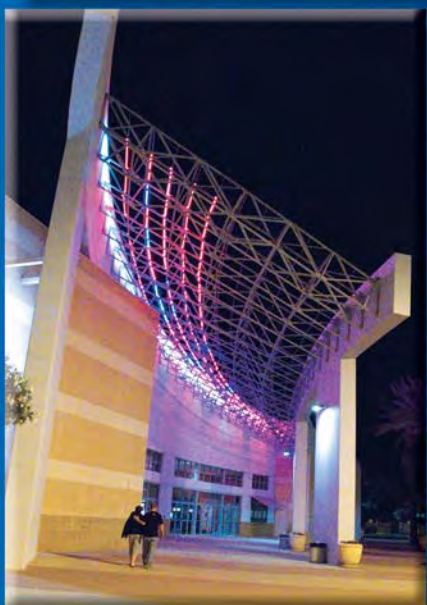
On the evening before the start of press days for the Los Angeles Auto Show, Ford introduced the new steed at the Santa Monica Airport.

And on the home front, as the Santa Monica event was broadcast live via satellite (this feed was later replayed on SPEED™) to eight or ten enthusiast cores around the nation, including to Arizona Mustang clubs and other invitees at the United Artists theater, at Scottsdale Pavilions on Indian Bend (the location of the well-known weekly car show each Saturday night).

We designated a team for each.

The Santa Monica event was a tour de force, despite two strikes in the form of [a] Detroit executives being grilled that week by Congress about their need for a cash infusion, which included pointed questions about why every car is not a Prius, and [b] smoke and traffic snarls from the worst wildfires the Los Angeles area has probably ever seen. But with two strikes, Ford hit a home run with the Mustang and with the event, which also featured a dozen or so top-tier Mustang race cars from over the years, amazingly located and transported to the site, accompanied by their legendary drivers, from Carroll Shelby to Arizona's own Lyn St. James.

Out of all the people in Santa Monica, all the camera angles, and all the theaters receiving feed, the Pavilions crowd was lucky enough to have one of their own, an otherwise-unidentified Jeff, appearing live in the center of the crowd shots, with cellphone in hand, paving the way for the clubs' own satellite remote cheers from here and waves from there, which was actually pretty cool, when you consider nobody else watching elsewhere had a clue. ■



ing the red-green-blue palette. The driver can individually set the instrument cluster gauge background, cluster "halo" lighting, ambient lights in the front and rear footwells, cup holders, doors and the "MUSTANG" logo in the aluminum door sills to different colors, or easily coordinate them all to the same.

Other tech features that let you know this isn't your father's nor your own old Mustang include SYNC, the voice-activated hands-free in-car communication/entertainment system from Ford and Microsoft; 911 Assist for immediate reporting of an air bag-deploying accident; Vehicle Health Report (VHR) diagnostics phoned direct to Ford; SIRIUS Travel Link™, with real-time traffic data, coast-to-coast weather and fuel prices at over 120,000 stations; Voice-Activated Navigation, with text-to-speech of street names and incoming text messages, a music jukebox for more than 150 hours of music, and even personal photos on the screen; Reverse Camera System, with the image displayed on the navigation screen or in the self-dimming rearview mirror if you don't have nav.

A new console includes trunk release, lockable stowage and covered cup holders. There are steering-mounted audio controls, dual electronic climate controls, outside temperature sensing, remote keyless entry and one-touch up-and-down windows. An EasyFuel™ Capless Fuel-Filler System helps reduce evaporative emissions; when fueling is completed, the system automatically seals shut.

In the category of little things mean a lot (or not), Ford has made a pretty big deal out of the enduring running horse being restyled. A paragraph or two of description are summed up with ears that are swept back a bit more, which looks fine; we're just glad the original essence is, in fact, intact.

One major styling detail that we think could take awhile to get used to (and we just might hope will be redesigned before then) is the rear taillight treatment, in which the lenses no longer lie flat, but bend and angle toward the rear quarter panels. On the plus side, though, they have a sequential turn-signal pattern to left or right, a feature seen on a few other Fords decades ago. You'll immediately recognize this when you see it.

We're glad to see an (unnamed) approximation of Acapulco Blue from the original '60s Mustangs, even moreso than the Lime Gold redux of the past few years. The highlight at the reveal was a new iteration of Grabber Blue from the '70s Boss and Mach I Mustangs. Not bad, but let's see if they can come up with reborn versions of Grabber Orange and Grabber Green, not to mention Calypso Coral.

Head to the dealer, get your hands on the new Mustang, take a look and take a spin. ■

