

One-machine comparo

MIDDLE OF THE MUSTANG MACH-E MATRIX - BY JOE SAGE

It may seem counterintuitive, as fast as things are moving in the world of EVs, but here we are in late 2023 with a 2022 model. Demand for the Mustang Mach-E is so strong, they sent a new one to a customer rather than to us. That's the smarter move, and nothing has fundamentally changed, anyway—except pricing, which has now *dropped* dramatically, by anywhere from \$600 to \$5,900, for 2023 over 2022 (see chart).

Keys to this one are its 91-kWh Extended Range (ER) battery and rear-drive. Standard battery range of 247 miles is bumped up to 306 with the ER. And lighter RWD is more range-efficient than eAWD,

where standard range is 224 and ER is 290 miles.

The 290-hp rear-driver forgoes the 346 horses of dual-motor eAWD, and its zero-to-60 time becomes 6.1 seconds, slower than either the two-motor eAWD's 5.2 (or 4.8) seconds or the lower-horsepower RWD Standard Range at 5.8 seconds.

Those are for our Premium trim—the only level offering all four battery and drive variables—but numbers vary among trims, too, with comparisons and tradeoffs galore. Peak power ranges from 266 to 480 hp, torque from 317 to 634 lb-ft, zero-to-60 times from 6.1 seconds down to 3.5, and range from 224 to 312 miles—but best-of-each stats rarely go

hand-in-hand. New base prices range from about \$46k-70k. It does get quite complex. If you're planning to actively shop Mach-E, hang on to our chart.

As for our version driven here—with the slowest zero-to-60 spec, the best range and mid-range price—it's a great drive. We have driven many variations, yet never any two back-to-back. But this layout corners well in town, as you would expect from a good rear-driver, so well in fact that it made us wonder whether you'd even need all-wheel-drive in this, although this is of course inseparable from the question of more horsepower.

This ride is nice and solid, firm but not harsh even on routine speed bumps, and braking is superb, with no dramatic oddities sometimes found with regenerative systems.

Giving it a good blast up a freeway ramp in the quiet hours, our Mach-E was a rocket. And again, this is the one with the slowest zero-to-60, which just shows the state of EVs overall, with even the "slowest" beating top gasoline performance numbers of not long ago. In fact, despite people's apparent ability to adapt readily to just about anything, it's fair to guess that a great many might be happiest with this notably quick "slow" version—there's really only just so much you can do in the

real world, shy of boasting about bragworthy but arguably borderline-ludicrous specs.

In addition to extensive driving around town and on the freeways, we took a long mountain and desert drive, as well, and as our long logbook notes suggest at one point, the driving experience is essentially flawless.

One note on features: door handles and locks are unconventional in that you touch one place to lock and another to unlock. Once you're attuned to this, you wonder why it would be any other way, as it usually is. No more wondering "did that lock? I don't know; click it again?"

As for this sample's Extended Range, our actual readouts matched the promised specifications pretty much exactly, even in triple-digit temperatures, and recharging seemed anecdotally quite quick.

Predictable were a handful of comments on our social media saying #notastang. We've owned gasoline Mustangs ourselves and understand this. But if the world truly goes all-EV, at least the name will survive. (Some even say it looks like an SUV, to which we envision Ford product planners having a chuckle as they said, "then, hold on to our hats and watch this" as they developed the Mach-E Rally at right.) So does it feel like a Mustang? Or an EV? Or both? It would be interesting to draw a Venn diagram from a broad survey on this, to see how much overlap there actually is. But one phenomenon of note: when sharing the road with Mustang's long-standing segment competitors, we found they react to this exactly as they do to any Mustang—and many regret it. Thus we conclude you will not regret, but rather embrace the electric 'Stang. ■

SPECIFICATIONS (2022-2023)

ASSEMBLY	.....Cuautitlán, Mexico
MOTOR	.....primary electric motor (rear) only
BATTERY	.....Extended Range (ER) 91 kWh, 376 Li-ion cells, 8-yr 100,000-mi warranty
HP/TORQUE	.....peak 290 hp / 317 lb-ft
TRANSMISSION / DRIVETRAIN	.....single speed / RWD
DRIVETRAIN	.....RWD
0-TO-60 MPH	.....(ER, RWD) 6.1 sec
SUSPENSION	.....F: indep MacPherson strut, hollow stblzr bar; R: indep multilink, hollow stblzr bar
STEERING	.....elec assist
BRAKES	.....F: 362mm vented, 4-piston fixed; R: 316mm solid, 1-piston sliding
WHEELS / TIRES	.....19-in machined-face alum w high gloss black-painted pockets / 225/55R19 a/s BSW
LENGTH / WHEELBASE	.....185.6 / 117.5 in
RISE HEIGHT	.....5.8 in
TURNING CIRCLE	.....38.1 ft
HEADROOM (F/R)	.....(glass pano rf) 40.4 / 39.3 in
LEGROOM (F/R)	.....43.3 / 38.1 in
CARGO CAPACITY +FRUNK	.....29.7 / 59.7 / +4.7 cu.ft
WEIGHT	.....4647 lb
RANGE	.....(std 247) ext range RWD 306 miles
MPGe	.....105/92/99 (city/hwy/comb)
BASE PRICE	.....*(2022) \$54,975
EQUIP GRP 300A	91 kWh Extended Range battery..... *8600
DESTINATION CHARGE	.....1300
TOTAL	.....*(2022) \$64,875

*Prices have been significantly REDUCED; see chart.

2024 MACH-E RALLY

First Mustang for pavement or dirt

In case the lineup wasn't complex enough already, meet the Mustang Mach-E Rally, a tuned version of the Mach-E GT with two-motor 480-hp 650-lbft (or more) powertrain, suspension raised 20mm, specially tuned springs and MagneRide shocks, 385mm front rotors with red Brembo calipers, gloss white 19-inch rally alloys and 235/55 R19 Michelin CrossClimate2 tires for more sidewall and loose-surface grip, under-side shielding for motors, protective film on doors and fenders, available mud flaps, and a recovery point built into the front with a hook included.

Its 91 kWh extended range battery targets 250 miles of range and 10-80 percent DC Fast Charge in ±36.5 minutes.

Mach-E Rally was developed on an



Here's one more comparative to remember, this time between EV Mustangs and one particular gasoline model: Mustang Mach-E is hyphenated, while Mustang Mach 1 is not.

all-new course at Ford's Michigan Proving Ground in 500-mile rally-cross durability tests, producing a new RallySport Drive Mode for yaw in off-road slides, linear throttle response for better control, and more aggressive damping for loose corners. This mode and these tires also improve performance in snow and other slick on-road conditions.

Styling points include a Focus RS-inspired rear spoiler, new front splitter, black painted steel roof, front fascia with built-in rally fog lights, racing stripes and contrasting accents including upper and lower body moldings.

Target starting price is about \$65,000, with orders in early 2024 and deliveries beginning shortly afterward. ■

