



## 2009 ROUSH MUSTANG RTC

by Mary Jean Wesche

If you read my editorial in the October 2008 issue, you probably know that I've been recuperating from knee replacement surgery. Well, for 10 days prior to that surgery, I had the privilege of driving a 2009 ROUSH RTC as my daily driver.

Most of you know by now that I've been a die-hard Saleen fan since the mid 1980's. In fact, I still own my original 1987 Saleen and don't plan to give it up anytime soon. That being said, we've been a Mustang family for years. And, my husband, Ken, and his family have



been a Ford family forever. His twin brother, Keith, drives a ROUSH 360R. When he bought it, his son owned its twin, the 001 ROUSH 360R.

I know I'll probably get hate mail for this one, but you should know by now that I usually speak my mind. Ever since I've heard the name Jack Roush, and worked SCCA and IMSA pro races and spent time around him and his crews, I've been a huge fan. However, the Roush Mustang has not been high on my list.

### Until Now!

When I got the phone call from

ROUSH Performance that I could drive this car for about 10 days, I decided that it would be dubbed "My Last Hurrah," knowing that driving a standard transmission would no be something I'd be doing for quite a while after knee surgery.

We were fortunate to see the unveiling of the ROUSH RTC Mustang at the Buckeye Nationals in Ohio this summer. The Mustang is anything but stealth. And, I'm not going to even comment on if it's flashy or not because my daily driver is a rolling billboard for Mustangs Across America, Budget Rent a Car, and *Mustang Monthly*.

When the engine of the RTC is cranked, all you can say is, "WOW! What is that?" It is equipped with a Roush exhaust that has a healthy and beefy tone.

You already probably have read the information about all that's available in this RTC in the August issue. If not, go get the magazine and read it! It's worth the effort!

I feel fortunate that I've driven some of the best Mustangs around. This is one Mustang that I seriously didn't want to give back. It was a true pleasure to drive. The clutch was easy, the handling was outstanding, and then again there's that throaty exhaust sound that doesn't drone inside the cabin, even at a good cruising speed. The gauges are so easy

to read, and the seats are some of the most comfortable I've experienced.

A supercharger is also not something that I've been a proponent of. I'd always preferred a Mustang with natural aspiration. However, this ROUSH-charger has changed my thinking in that direction as well. The power from this engine and the ROUSHcharger is nothing to sneeze at. I won't tell you how, when, and where I put it to a test. Suffice it to say the Mustang is FAST! It feels much faster than its 430hp rating. (Right, Sherry & Devin?) 'Nuff said, lest my husband tells on me!

The attached Trunk mounted tool kit came in handy one day at a gas station



when a fellow driver was trying to put air in his tires only to find out the air pressure hose didn't have a working gauge.

The one and only complaint I have about this car is the shifter arm. The RTC is equipped with a smooth short throw shifter. But, to me at least, the shifter arm is much too tall. It's a small complaint, and something that could be remedied to suit my fussiness. I'd also be sure to have Sirius Satellite Radio installed. I guess you can say I'm officially getting spoiled.

This is definitely one Roush Mustang I'd love to drive each and every day. Maybe I need to convince Bryan we need to have it as a company car, as he loved it too! **MT**

