

THE 2010 ROUSH 427R

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Honestly not having much seat time in a Roush Mustang prior to driving the Roush RTC last year, I could be considered a true "novice" in the world of Roush Mustangs. You all know that one of the perks of being *Mustang Times* editor is driving the latest offerings from Ford Motor Company, Shelby, Roush, Saleen, Steeda, etc....

When the e-mail came in saying a Roush 427R had my name all over it, I leaped at the chance.

I will admit that I am totally enthralled with the 2010 Mustang itself. It's fun to just imagine what people like Jack Roush could do to it to enhance the ride. There aren't many adjectives to describe the experience of finding out exactly what Roush built.

We all know whether or not we like the looks of the Roush. It's an eye-catcher for sure. Just walking around the Mustang speaks volumes. It's as though it's beckoning you to get in and drive. It's one of those cars that looks like it's flying down the road when it's just parked!

Personally, I've never been a fan of two-tone interiors, however the Red and Black interior in this particular Mustang grew on me. The red suede inserts on both the driver and passenger seats sport an embroidered Jack Roush signature. The seats are extremely comfortable. The performance pedal set includes a dead pedal, which I really enjoy utilizing. The manual transmission had a short-throw shifter with a que-ball shift knob. I know that the great folks at Roush shake their heads at this comment, but I think a short-throw shifter should have a short handle. For me, the shifter is too tall. But, then, that's just me and I've always been a little off! The 427R I drove for a week was equipped with SYNC and Sirius® satellite radio. The Vent Pod with the boost gauge is something you have to experience. It works well without interfering with the flow of the a/c. The door sill said Roush, and all in all, I really liked the interior.

The most important information I can give you is about what's under the hood. This is one fast Mustang. Its 435 horsepower with 400 lb-ft torque,

comes to life with a simple right-foot press on the pedal.

Under hood, the 4.6L Powertrain System includes a ROUSHcharger®, intake manifold, intercooler, radiator, induction system, and a Roush-calibrated ECM. The intercooler reservoir has more than twice the volume of preceding models. The hoses on the 2010 427R have been upgraded to 100-percent molded rubber with abrasion resistance. Additionally, they have imprinted markings for clamp locations. For those MCA members who appreciate a true OEM appearance, this is a highlight. Roush even matched the Ford grain on the OEM radiator reservoir and duplicated it on the one used by its intercooler. And, the engine builder proudly places a plaque with his signature in the engine compartment.

The suspension in the 2010 427R is improved greatly. Driving the car daily was never a hassle. In fact, I hated to give the car back. The morning and evening drive home on some wonderful, winding roads was a true joy!

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The exterior appearance package has new components such as a front fascia and splitter, rear fascia, side splitters, and a three-piece rear wing. The rear fascia is a new one-piece design, which is injection-molded by Roush in a TPO plastic, black in color with decorative grain which should help reduce rock chips. This car was a bright red with an aggressive white stripe. It was not stealth at all.

The exhaust is a true roar. You can hear the 427R coming, and going. The sound is louder in the cabin than anything I've driven so far. But, it's a healthy, make-you-smile, roar!

All in all, I truly enjoyed my week-long test drive in the 2010 Roush 427R. To repeat one of my granddaughters' comment, "...this Mustang rocks!" **MT**

