

30 in 305



THE MCA-EDITION PROTOTYPE!

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Ford Motor Company

At the LA Auto Show on December 2, 2009, Ford revealed the Prototype of the MCA Edition Mustang. This is a first for the Mustang Club of America as the club has never had its own Limited Edition Mustang. The V-6, equipped with the Performance Package, was presented as a convertible. The MCA Edition is available in both body-styles, coupe and convertible, and will be offered in 8 Ford colors for 2011. Sporting a billet grille complete with fog lamps, the appearance portion of the Performance Package also includes special 18-inch dark stainless aluminum wheels, auto headlamps, body-colored mirrors, black out deck, spoiler, and a unique

tape stripe. When Ford finalizes the MCA Edition, we will show it to you. We're expecting MCA-specific badging and/or striping. At the reveal, the V-6 had an MCA decal on the driver's side of the windshield.

The news about the performance rating of this V-6 Mustang was widely touted through all media outlets, especially the web. Rated at 305hp with a record-setting 30mpg fuel efficiency, this is one fun package. The Performance Package includes a beefier suspension, and additional braking and body stiffening upgrades to enhance handling. The better weight distribution on the 2010 and 2011 Mustangs already provides greater response on the road. And, for 2011, the curb weight is down to less than 3,500 lbs. A six-speed will be available, which is not surprising. It will certainly assist with the mileage figures.

At the show, Ford displayed a Glassback

V-6 on its side without a hood, which gave great views of the engine compartment and undercarriage. Mustang's engineers designed an underbody aerodynamic shield, which will assist in increased efficiency and improved airflow.

The 3.7L V-6 operates with four valves per cylinder. The 305 hp motor generates 280 lb-ft torque to the rear wheels, much more than prior V-6 Mustangs, in spite of the lower displacement.

Ford explains, "The high output is due largely to Ti-VCT, which allows variable control of valve operation across the rev range. The variable cams operate on a Direct Acting Mechanical Bucket valvetrain using polished buckets to reduce friction. The end result is as much as a 3% improvement in fuel economy and a 10% improvement in power output versus traditional engines without these advanced features.

"Performance was the mantra for every aspect of engine design. A cold-air induction system and dual exhaust give the 3.7 its free-breathing style with a 7000 rpm redline and near-instantaneous response to throttle inputs. A diecast aluminum deep-sump oil pan provides 10,000 mile oil change intervals, saving drivers money on maintenance and resulting in less waste in oil disposal.

"Engineers also worked to ensure aggressive, high-performance sounds come from the new engine, from intake to exhaust. Not only does the retuned air intake system minimize losses, it also provides the driver with a satisfying intake rush on hard acceleration. The all-new dual exhaust system is mellow at idle but opens up with a howl at full-tilt."

Mustang Chief Nameplate Engineer David Pericak said, "This car marks a new type of Mustang. We're using a high-performance quad-cam V-6 with all the bells and whistles in a car that's become legendary for its handling and roadholding; it's really going to get a lot of new sports coupe fans excited about Mustang, some for the first time ever."

Job 1 is scheduled to begin in March 2010. Orders should begin to be handled by dealers in January.

The rumor mill has been busy with news about the Mustang GT for 2011. With this V-6 that Ford produced, there is no doubt the GT introduction at the Detroit Auto Show in January will bring even bigger smiles to the faces of Mustang enthusiasts worldwide. **MT**



30 305

MPG **HP**

► Twin independent
cams for improved
performance and
reduced emissions

► 305 Horsepower
for Best-in-Class V-6
power



► Cold Air Induction
delivers more power
from every stroke

► Variable cam timing
for optimal combustion

MCA Edition Prototype

➤ Increased stabilizer bar diameters deliver enhanced control

➤ Modified strut and shock tuning for better response and control

➤ Under body aerodynamic shield improves airflow to increase efficiency

➤ Aerodynamic rear wheel tire spats decrease drag for better economy

➤ Changed new lower control arm for improved tracking

➤ Available 3.31 rear axle delivers more power to the rear wheels

➤ Stiffened stabilizer bar bushings to increase responsiveness

➤ Electronic power assist steering provides driver selected effort settings

➤ Aluminum deep sump oil pan for extended oil change intervals

➤ Larger brakes deliver sure stopping power and enhanced confidence

➤ 6-speed manual or automatic transmissions improve performance and economy

➤ 30 mpg highway mileage estimated with new 6-speed automatic transmission

➤ Dual exhaust improves performance and delivers a distinctive growl

➤ Standard limited slip differential for improved traction

➤ Modified spring rates improve ride handling

