

DRIVING IMPRESSIONS

WE DRIVE THE MCA EDITION V-6 MUSTANG



Text by Mary Jean Wesche
Photos by Mary Jean Wesche and courtesy of Ford Motor Company

For all of the skeptics who think that a V-6 is less than stellar for a Mustang power plant, and I know there are many, be on notice—the 2011 V-6 is fast! Faster than any V-6 you could possibly imagine. And, the new MCA Edition Mustang is a surprise in every way! When can you ever say you remember seeing a from-the-factory V-6 Mustang with 300-plus horsepower?

Nearly every day since mid 1998, I had been driving a 1996 4.6L. The new 2011 V-6 puts that Mustang GT to shame in many ways. I've owned many Mustangs in my lifetime, and driven more than I ever deserved to drive. This V-6 sits somewhere near the top of the list of favorites.



Driving the MCA Edition was a real treat. When I arrived at the Long Lead in California, Dave Pericak, Chief Engineer for the Mustang, couldn't wait to show me under the hood, which has a beefy strut tower brace, and the new wheels for this package.

We began this event with a Power Point and live demonstration with several versions of the Mustangs available. We were then paired with another journalist, and I was fortunate to have been partnered with Lauren Fix, former racer, renowned author of several automotive-related books, and a frequent guest on major network shows discussing anything and everything automotive. The best test of all is when we were able to get behind the wheel and actually drive the 2011 V-6 Mustang through the streets and up the mountains in California. All I can say is, driving uphill in third gear, stomping on the gas, and having the V-6 respond well spoke volumes to the power of this car. The handling is outstanding. The only things I could find to complain (and they're a stretch) is that the seat cannot be lowered more, and I never found out if the steering wheel is telescopic. I was too busy enjoying the power of the Mustang—bad for an editor, but a true delight for a driver.

Ford provided several scenarios to test the Mustang, one was an opportunity to test the maneuverability of the Mustang by parallel parking it and a mini-autocross to compare driving a Camaro and the Mustang. Hands down, it was the Mustang all the way! Then came the experiment with loading luggage in the trunks of both cars. The Mustang easily won that contest.

My best experiences in testing out a new car do not come on a race track. I prefer to put it through its paces on the street. Let's face it, how often are you going to buy a new car then head straight to the drag strip or road course? I know that's a loaded question, but personally I wanted to put the car through daily driving conditions. That's exactly what we did. The MCA Edition breaks ground in so many ways. It's a first for our club, and it's also one fantastic automobile to be driving on a daily basis. Even fully loaded, the cost is reasonable and I can only imagine that insurance and fuel would be cost effective as well.

I'm curious to see who in the MCA will be the first to take delivery of an MCA Edition! When the smile subsides and you can tear yourself away from the driver's seat, drop me an email with a photo at editor@mustang.org! **MT**



THE MCA EDITION - PACKAGE 203A

- The MCA Edition - Package 203A, features:
- 6-gauge cluster with MyColor™
- Ambient Lighting
- Unique Dark Stainless Steel billet grille with the Tri-Bar Pony badge
- Front lower-mounted fog lamps
- Side stripes
- Rear decklid spoiler
- Custom decklid tape applique between the tail lamps
- 18-inch sterling gray metallic painted aluminum wheels
- Automatic headlamps
- Premium carpeted front floor mats with an embroidered Pony logo
- Base MSRP \$22,145
- MCA Edition Base MSRP \$25,845
- Convertible add \$5,000

AVAILABLE OPTIONS

- Glass roof - \$1,995
- Tape Stripe Delete - \$0
- 3.31 Limited Slip Rear \$395
- HID Headlamps \$525
- Security Package \$395
- 18-inch polished aluminum wheels \$495
- 18-inch chrome-clad aluminum wheels \$1,848.57
- Also available are tires, center caps and tire pressure monitoring system (TPMS), requires Pirelli tires and TPMS.
- Interior comfort package \$595:
- Electronic package \$2,340
- Rear Camera: \$385
- SYNC, Satellite Radio and SHAKER 500 audio are all standard with the MCA package.



MUSTANG GT

- 5.0L 4V Ti-VCT V-8
- 18-inch wide-spoke painted aluminum wheels
- 6-speed manual - Base MSRP \$29,645
- 6-speed automatic - Base MSRP \$30,640
- Convertible, add \$5,000 to above

PREMIUM GT

- 5.0L 4V Ti-VCT V-8
- Shaker 500 Audio
- Voice Activated SYNC
- Ambient Lighting
- 6-speed manual - Base MSRP \$32,845
- 6-speed automatic - Base MSRP \$33,840
- Convertible, add \$5,000

GT Spec 401A \$395

- Premium GT plus
- Charcoal Black Interior
- Color-accented seats
- Door trim with bright Pony badge
- Dark aluminum instrument panel

GT Spec 402A \$1,995

- Premium GT plus
- Unique chrome billet grille
- Side scoops
- Unique leather seats with Carbon inserts
- Unique door panel carbon inserts (package not available in Kona Blue or Sterling Gray Metallic)

BREMBO BRAKE PACKAGE \$1,695

OTHER AVAILABLE OPTIONS

- Glass roof \$1,995
- Tape Stripe Delete
- 3.55 Rear Axle Ratio \$395
- HID Headlamps \$525
- Security Package \$395
- Premier Interior Trim with Color accent \$300
- Comfort Package \$595
- Electronics package \$2,340
- Rearview camera \$240
- Shaker 1000 Audio System \$1,295
- Side scoops \$112
- Hood scoop \$365
- Quarter Window Louvers \$112
- Pedestal Decklid Spoiler \$335
- GT Decklid Trim Panel \$225
- Side Window Deflectors \$59
- Wheel Lock Kit \$43
- Illuminated Front Door Sill \$207
- 18-inch 5-spoke chrome wheels \$1,848.57
- Satin Black or White Hood & Side stripes \$395



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3.7 V-6 SPECIFICATIONS

BODY

- Unitized welded steel body
- Aluminum hood
- Final Assembly in Flat Rock, MI
- Curb weight:
Manual: 3,453 (est.)
Automatic: 3,473 (est.)
- Wheelbase: 107.1
- Seating Capacity: 4

POWERTRAIN / CHASSIS

- Engine: 3.7L V-6
- Manufactured in Cleveland, Ohio
- Aluminum block and head
- DOHC 4 valves per cylinder, twin independent variable camshaft timing
- Horsepower: 305 @ 6,500 rpm
- Torque: 280 ft-lb. @ 4,250 rpm
- 82 Horsepower per liter
- Recommend fuel: Unleaded 87 octane
- 16 gallon fuel capacity
- Sequential multi-port fuel delivery
- Fuel Economy:
• 6-speed automatic: 19 / 31 mpg
• 6-speed manual: 19 / 29 mpg

DRIVETRAIN

- Rear-wheel drive
- 6-speed manual transmission
- 6-speed automatic transmission
- 2.73 or 3.31 final drive ratio

SUSPENSION / BRAKES

Suspension

- Front: Reverse-L independent MacPherson strut, 34.0 mm tubular stabilizer bar
- Rear: 3-link solid (limited slip) axle with coil springs and Panhard rod and 22.0 mm solid stabilizer bar

Brakes

- Type: Four-wheel power disc brakes with 4-sensor, 4 channel anti-lock braking system (ABS)
- Front: 316 (12.4-in.) x 30-mm vented disc, twin-piston 43-mm floating aluminum calipers
- Rear: 300 (11.8-in.) x 19-mm vented disc, single-piston 43-mm floating iron calipers

STEERING

- Type: Rack-and-pinion with electric power assist
- Ratio: 15.7:1
- Turning circle curb to curb: 33.8 ft.

5.0 GT V-8 SPECIFICATIONS

BODY

- Unitized welded steel body
- Aluminum hood
- Final Assembly in Flat Rock, MI
- Curb weight:
Manual: 3,605 (est.)
Automatic: 3,653 (est.)
- Wheelbase: 107.1
- Seating Capacity: 4

POWERTRAIN / CHASSIS

- Engine: 5.0L 4V Ti-VCT V-8
- Manufactured in Windsor, Ontario
- Aluminum block and head
- DOHC 4 valves per cylinder, variable intake, variable camshaft timing
- Horsepower: 412 @ 6,500 rpm
- Torque: 390 ft-lb. @ 4,250 rpm
- 82.4 Horsepower per liter
- Recommend fuel: Unleaded 91 octane
- 16 gallon fuel capacity
- Sequential mechanical returnless
- Fuel Economy:
• 6-speed automatic: 18 / 25 mpg
• 6-speed manual: 17 / 26 mpg

DRIVETRAIN

- Rear-wheel drive
- 6-speed manual transmission
- 6-speed automatic transmission
- 3.15 or 3.31 final drive ratio

SUSPENSION / BRAKES

Suspension

- Front: Reverse-L independent MacPherson strut, 34.6 mm tubular stabilizer bar
- Rear: 3-link solid (limited slip) axle with coil springs and Panhard rod and 24.0 mm solid stabilizer bar

Brakes

- Type: Four-wheel power disc brakes with 4-sensor, 4 channel anti-lock braking system (ABS)
- Front: 336 (13.2-in.) x 36-mm vented disc, twin-piston 43-mm floating aluminum calipers
- Rear: 300 (11.8-in.) x 19-mm vented disc, single-piston 43-mm floating iron calipers

STEERING

- Type: Rack-and-pinion with electric power assist
- Ratio: 15.8:1
- Turning circle curb to curb: 36.7 ft.