

# In the driver's seat of the new Ford Mustang Convertible

 By [Naresh Maharaj](#)

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*'Tang' you very much!* That's what I said when I was recently handed the keys to a gleaming new Ford Mustang 2.3l turbo-charged 10 speed auto.

"Take it for a road trip" I was told. And that's exactly what I did as I put the 'Tang' through its paces on the highways and byways. And who would not want to get acquainted with an iconic vehicle like the Mustang, even though it's not a V8 version?

## Stunning good looks

If looks could kill, then the Ford Mustang would win the category - hands down! It shows a lot of 'robust' character just parked. This car turns heads wherever you go.



Image by Naresh Maharaj

The new Ford Mustang brings a sleeker, more aggressive design along with enhanced performance and more engaging driving dynamics to one of the world's most legendary automotive nameplates. Four models are available in the new range, with the option of Fastback and Convertible body styles and a choice of the powerful 5.0 V8 engine or the more economical 2.3 Eco Boost – both of which are mated to Ford's impressive new 10-speed automatic transmission.

## About the 2.3l Eco Boost

I often get asked how the 2.3l engines feels compared to the 5l. Obviously the 5l is packed with power to the hilt. But having driven the 2.3l Eco Boost edition in mostly Sports Mode, I was reasonably impressed with the power output, delivering 213kW and 441Nm.

The standard level of specification across the new Mustang range is appreciably high, in keeping with its status as a flag-bearer for the Ford brand.

LED technology is used for headlamps, daytime running lights, fog lights and distinctive rear tri-bar tail lights, giving the Mustang one of the most distinctive appearances on the road, with auto high-beam functionality improving visibility at night while avoiding blinding oncoming motorists. The 2.3 Eco Boost Mustang is equipped with 19-inch low-gloss Ebony Black-painted aluminium wheels and 255/40 R19 tyres all round, matched to dual round exhaust pipes. The iconic Mustang logo takes pride of place on the boot lid.



Image by Naresh Maharaj

## Added tech and comfortable interior

Dual-zone automatic climate control is standard, along with Ford's award-winning Sync 3 infotainment system with Navigation, which incorporates the large eight-inch touchscreen with Bluetooth and voice control, two smart charging USB ports, Apple Car Play and Android Auto compatibility and a punchy B&O premium 10-speaker sound system.

The cabin environment has been taken further upmarket compared to the previous model, incorporating new soft-touch finishes, high-grade leather and premium quality materials. Entry is by means of keyless Passive Entry and Passive Start (PEPS), and the car is brought to life by pressing the new aluminium start button.



Image by Naresh Maharaj

Creative touches abound including the Mustang puddle lamps, illuminated door scuff plates, theatre-style dimming and a variety of ambient lighting colour options available to drivers to suit their mood. The new 12-inch LCD instrument cluster integrates all of the primary dials, trip computer, Track Apps and Drive Modes functions, and can be fully customised to match the driver's preferences.

Partial leather is used for the new upmarket and sporty seat trim designs, with both front seats offering six-way power adjustment, plus heating and cooling operations for optimal comfort.



Image by Naresh Maharaj

## My thoughts?

The ride was ever so smooth and on a long road trip. The average consumption was around 8.5l per 100km. Now that's not bad at all.

Urban driving in Sports mode was more heavier on consumption and quite understandable so. The auto gearbox slips into lower gears very quickly and before you can say 'Jack Robinson', you are already in sixth or seventh gear.

The engine is completely relaxed when the gearbox is in tenth gear and in ultimate cruising mode. It's more than comfortable on the road.

The edition I drove had a black material soft top. At speeds of around 120kmph, the cabin was sealed completely from outside air-wind noise and that was a big plus for me. Perhaps the most appealing aspect was that this is the very iconic muscle car that motor aficionados desire. That over 3000 of these sleek and aesthetically cars have been sold in South Africa is another testimony.

The cost is a tad high (R901,600) but then again price really does not come into play when you talking of a legendary vehicle. Changing up or down on the paddle-shifters when in Sports mode was really enjoyable from a control point of view.

## ABOUT NARESH MAHARAJ

Naresh Maharaj is a petrol head who loves cars and writing about them. He is also a Member of the SA Guild of Motoring Journalists. Naresh is also an international sports correspondent and an acclaimed corporate MC and voice-over artist. Naresh is a sports/news producer for community radio stations and also an award-winning sports journalist. Contact Naresh on [nmaharaj321@gmail.com](mailto:nmaharaj321@gmail.com)

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