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Retro Remastered

Classic Muscle Car Blends Modern Tech, Old-School Thrills

By Derek Price CARGAZING.COM he 2024 Ford Mustang GT is a glorious anachronism, a tire-shredding, V8-powered throwback to a time when fuel economy and subtlety were afterthoughts.

But don't mistake this allnew pony car for a mere nostalgia act. With its fighter jet-inspired digital cockpit, advanced driver assists and customizable drive modes, this Mustang is equally at home in the modern era.

Slip behind the wheel and the GT's 5.0-liter Coyote V8 erupts to life with a seismic rumble that's equal parts threatening and intoxicating. It's a fitting overture for this 486-horsepower beast, which feels endlessly eager whether rocketing away from stoplights or painting black streaks exiting corners.

The six-speed manual transmission heightens the involvement, demanding a light touch to keep the rear tires planted. It's not for the faint of heart - an over-eager right foot will easily overwhelm the rear end but skilled drivers will relish walking the line between maximum thrust and a lurid powerslide.

Yet for all its unbridled aggression, the Mustang GT proves remarkably livable day-to-day. The adaptive



Chiseled bodywork and classic design cues like tri-bar taillights reinforce the 2024 Mustang GT's heritage.

suspension yields impressive compliance over rough pavement, while the quadtipped exhaust quiets to a distant burble at a cruise.

Inside, the leather-lined cabin cocoons occupants with unexpected refinement, though some cheaper plastics do lurk inside.

Technophiles will appreciate the Mustang's fighter jet-inspired digital cockpit, which features dual customizable displays and crisp 3D renderings of vehi-

cle data. Practically everything is adjustable through the massive touchscreen, a boon for personalizing the drive experience, but a few more hard buttons for basic functions would be welcome.

Options add up quickly on the GT, with my tester's sticker swelling past \$56,000 thanks to the Premium trim and desirable Performance Pack. That's a hefty sum for a car with obvious downsides like a cramped back

seat and limited outward visibility.

But parsing the Mustang GT through such a rational lens feels beside the point. This is a car that proudly puts raw driving thrills above all else, that unabashedly cranks up the volume in a world increasingly defined by soulless EVs and anodyne crossovers.

For Ford to not only keep the V8 Mustang alive but to comprehensively modernize it is something to be celebrated.

While competitors like the Dodge Challenger and Chevrolet Camaro have comparably retro appeal, neither offers quite the same mix of heritage, character and newly remastered tech.

In a rapidly changing world, it's possible this new-generation Mustang could be the last of the true muscle cars. If so, it's going out with a defiant and decidedly high-tech bang.

AT A GLANCE

What was tested?

2024 Ford Mustang **GT Coupe Premium** (\$46,980). Options: Equipment Group 401A (\$2,900), premium paint (\$495), GT performance package (\$4,995). Price as tested (including \$1,595 destination charge):

By The Numbers

Wheelbase: 107 in. Length: 189.4 in. Width: 81.9 in. Height: 55 in. Engine: 5.0-liter V8 (486 horsepower, 418 ft. lbs. Transmission: Six-speed Fuel economy: 15 city, 23 RATINGS Style: 10 Performance: 9 Price: 4 Handling: 5 Ride: 7 Comfort: 6 Quality: 7 Overall: 9 Why buy it? With its intoxicating V8, slick manual gearbox and surpris-

ingly livable demeanor, the 2024 Ford Mustang GT offers an unabashedly old-school driving experience enriched by welcome modern tech.

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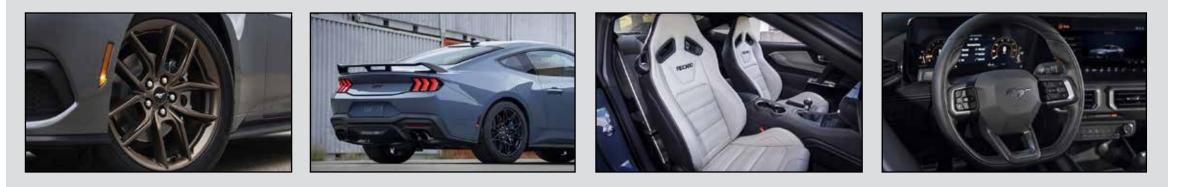
The 2024 Ford Mustang GT's fighter jet-inspired interior features large customizable displays and available full leather upholstery for a mix of modern convenience and surprising refinement.

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A CLOSER LOOK



AT A GLANCE FACTS, FIGURES AND RATINGS

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