

PATIENCE, PATIENCE

*MORE FUTURE CARS THAN NEW CARS,
BUT STILL WORTH MENTIONING.*

THE IRS THAT DOESN'T HATE YOU
Independent rear suspension on a Mustang, like it or not.

STYLING: LITTLE OLD, MUCH NEW
The retro thing has worked for a decade, but the Mustang needs more modern looks to appeal outside America. Still, expect most examples to end up here.



FLAT-CRANK FURY
The 2016 GT350 will have a naturally aspirated V-8 with a flat-plane crankshaft. Flat-crank V-8s don't give the typical Detroit burble, but they rev quickly. No complaints: Ferrari V-8s are flat-plane. Can't wait.

INSERT LAME VANILLA ICE REFERENCE HERE
There's a six and a four, both turbocharged. But the 5.0-liter V-8 lives on.

SVO, BACK IN SPIRIT
New 2.3-liter turbo four will be a power upgrade over the six. Neat, just not our bag.

RENT-A-RAGER
Base Mustangs remain powered by a low-tech but strong (300-plus hp) V-6.

2015 FORD MUSTANG OLD NAME, NEW HORSE.

APRIL 17, 2014, MARKS 50 YEARS to the day that the original Mustang sent a roaring stampede of new-car buyers to the world's Ford dealers. A million examples found homes in the first 18 months, and if you think the Blue Oval isn't going to try to relive that glory, you're crazy.

Enthusiasts generally refer to the original as the 1964-and-a-half Mustang, but Ford calls it an early 1965. Given that, bet on the new car receiving a 2015-model-year VIN, and the GT model getting a special 50th-anniversary option package. More important, the much-maligned solid rear axle exits the scene after 50 years of service, replaced by a multilink independent rear suspension. Maybe you love it, maybe you don't, but it's gone and not coming back.

Under the hood, there's a wealth of options. The volume-oriented base car uses a 300-plus-hp V-6. Next up is a 2.3-liter direct-injected turbo four, which will de-

cidely not be called the SVO. Expect around 350 hp, more torque than the V-6, and less weight. The delicious 5.0-liter Coyote V-8 will carry over, likely with a couple more ponies than the current GT's 420. It'll remain the burbling, snarling, hot mess of the Mustang lineup.

Both of these things are nice but not the coolest news. That honor goes to the 2016 Mustang GT350. According to our source at Ford (who insists he's not, in fact, smoking crack), the engine in that car will displace around 5.4 liters and be a naturally aspirated V-8 with a Ferrari-style flat-plane crankshaft. It'll rev to over 7000 rpm and produce close to 600 hp. This is so spectacular, we're at a loss for words.

In its first year, the original Mustang was the best-selling car on earth. The new one isn't likely to pull that off, but if our source is right, it'll be a huge step anyway. And a car the rest of the world yearns for.

TESLA MODEL X An all-electric, three-row, gullwing-doored crossover for 2014. We got a ride in an all-wheel-drive prototype a while back. Early verdict: The Porsche Cayenne Turbo S is in trouble.



SUBARU WRX AND STI
Terrible Choices Department: The WRX and STI, unveiled next spring, won't look like the concept, above. Which was awesome.

SO CLOSE, AND YET SO FAR
CARS WE LOVE, COMING TO AMERICA. JUST NOT QUITE HOW WE WANT.

MAZDA 6 DIESEL
The 6 is our favorite mid-size sedan. A diesel is on its way, and the rest of the world gets that car in wagon form. Affordable diesel wagons sell like crazy here. Why not this?

ALFA ROMEO 4C
The Alfa Romeo 4C is bringing back the brand to America. We'd be giddy, but the car will come only with a dual-clutch automatic. R-O-B-B-E-D.

MERCEDES-BENZ E63 AMG WAGON
No more grocery-getter burnouts: AMG's 577-hp wagon, formerly a rear-drive terror, will be sold only with all-wheel-drive. Europeans get to choose their drive wheels, we don't.