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(Your Say)

LETTER OF THE MONTH



The Times They Are A-Changin'

I was impressed reading about *MT's* opinion of the 2013 Dodge Dart's styling being "more upscale than all the Japanese competition, about on par with Hyundai and Kia." It's amazing how "on par with Hyundai and Kia" has gone from an insult to a compliment!

Brian Mihalcin
North Canton, Ohio

Write us at:

831 S. Douglas St.

El Segundo, CA 90245

e-mail us online at

motortrend.com

or send an e-mail direct to

motortrend@motortrend.com

Letter of the Month

Pretty amazing, right? Years of hard work by the Korean automakers have paid huge dividends in status and styling. Now you can be a style benchmark with the Jawbone ERA hands-free device, and, like Hyundai and Kia, the packaging is pretty cool, too.

Who's the Boss

Your March comparison between the Camaro ZL1 and the Mustang Laguna Seca ("Live and Independent") refers to the Mustang as the "last of the old guard." Given how close the Mustang came to equaling the Camaro's performance at a base price that's nearly \$8000 lower and an EPA highway rating that's about 42 percent higher, it appears this Mustang isn't quite ready to be turned out to pasture.

John Duryee
Cranford, New Jersey

You are probably going to get lots of letters from the Fordophiles on the ZL1 versus Boss 302 Laguna Seca comparison, but I can't imagine any one of them in defense of that paint job on the Mustang. I got to hand it to Ford for innovation, though: There are many ways to make red and black look good, and they went way outside that box for this car. It's a good thing the Camaro was consistently in front—that way, the driver would never have to look at the Mustang.

Eric Bleak
Camas, Washington

As the owner of a 2005 Lotus Elise with exactly zero electronic driving aides, I think you may be missing the point of the Boss 302 Mustang in your article pitting it against the new Camaro ZL1. Sure, we're all glad that a company that lost its way with lousy products for decades is making advances in electronic wizardry taken from their other brands and putting it to use in a musclecar, but what the Mustang does right is keep the pure sports car formula going.

In an age when you can't buy a Ferrari with a third pedal and you can't fully defeat the traction control on most cars, it's refreshing that Ford still offers a true driving experience. No independent rear end, computer-controlled suspension, forced-injection engine, or automatically filtering steering needed. You may call it "a generation behind," but I call it pure. I sincerely hope that Ford doesn't try to please the masses to "keep up" with Chevrolet and add electronic nannies to this track-oriented Mustang, but rather that it stays to the true form of what a sports car should be: a mechanical connection between the driver and the road. Ford deserves a lot of credit here.

Will Spencer
Westminster, Maryland

Why didn't you take the top Mustang, the 650-horsepower GT500, against the topline Camaro? Were you too afraid that the results would lose you the GM loyalists? The GT500 would kick the Scumaro's tail every time and on any track. Why not be fair about the comparison?

