

OUTLAW IN DEADWOOD

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Driving Classic Design Concept's 2015 Outlaw Mustang to Sturgis

IN THE CLASSIC WESTERN MOVIE, THERE IS A SCENE WHERE THE OUTLAW RIDES INTO TOWN AND THE TOWNSFOLK TURN THEIR GAZE TOWARD THE OUTLAW IN ANTICIPATION OF A GUNFIGHT.

This was the reaction while

driving the Outlaw from Classic Design Concepts. Every time we pulled into a parking lot or drove down a city street, the Outlaw commanded attention.

When the CDC crew heard we were heading to

the Sturgis Mustang Rally, they asked if we would like to take their Outlaw Mustang on a road trip. Did we really need to answer that question? When they handed us the keys, we were told, "Drive it like you



It's hard to look at the Outlaw from this view without salivating. The "Hi-Ho Silver" 20x10 forged Outlaw wheels make the Outlaw look ready for whatever you throw at it.

TEXT AND PHOTOS BY KYLE CARAWAY

stole it!"

The downside—at least at first—was that our ride, Outlaw number 004, was missing four cylinders. Being old-fashioned American V-8 fans, we would have preferred the Coyote 5.0-liter to the EcoBoost. Our disappointment was soon

proven a false pretense as the Outlaw EcoBoost comes with a 93 octane tune from Livernois Motorsports, which takes the EcoBoost four-cylinder from 310 horsepower and 320 lb. ft. of torque to 366 and 407, respectively, pretty close to the Coyote 5.0-liter output.

CDC's Outlaw package for the 2015 Mustang gives one of the best looking Mustangs ever a more aggressive front fascia with a chin spoiler along with upper and lower replacement grilles (see Mustang Driver, July/August 2015 issue). New rockers are designed to channel air



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to the rear brakes and help frame the 20x10 forged Outlaw wheels. The Outlaw package has the typical well-done CDC fit and finish that is executed to an OEM standard. Our only complaint about the Outlaw is the amount of time we spent talking about the car when we stopped for gas or to grab a bite on our way to Sturgis.

On our journey from St. Louis, we ran into the typical late-summer downpours and not-so-well-maintained Interstate

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highways, but the Outlaw never complained or gave us a white knuckle ride. The little EcoBoost was as happy at 80 miles-per-hour as any Coyote we have driven. With plenty of power on tap, the negotiation of traffic through Rapid City meant that we didn't have to downshift very often, just lay into the throttle to let the horsepower and torque do its work.

Travelling on the interstate wasn't our only driving experience in the Outlaw. Once in Sturgis, we entered the autocross along with the Poker Runs and cruise events in the Black Hills around Deadwood and Mount Rushmore.

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- SERIALIZED DASH PLATE
- REAR DECK LID EMBLEM
- SERIALIZED ILLUMINATED DOOR SILL PLATES
- LIVERNOIS 93 OCTANE TUNE

Thanks to Ford's premium leather interior, drivers and passengers alike are cradled in comfort and braced for adventure. Making the 13-hour drive to Sturgis was no problem.



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ABOVE Parking the Outlaw in the middle of the streets of Deadwood made it nearly impossible to get a photo. Would you like to guess how difficult it is to keep people away from this thing long enough to take a few shots? **BELOW** Ready for street, strip, or track, this Outlaw's EcoBoost four-cylinder pumps out an impressive 366hp. Combine this with Ford's paddle shifters and you've got enough fun to get you into a whole lot of trouble.

Kudos to Ford for building a great suspension for the 2015 Mustang. We pushed the Outlaw into the corners trying to find its weak spots. The road to Mount Rushmore is full of hairpin turns and switch backs, keeping you on the wheel, and Outlaw dominated everyone of

them. We tried hard to find the razor's edge in the Outlaw, but the car is very compliant and wonderful to drive; it responded with good feedback and never bit our hand.

A Mustang performance suspension designer from another company drove

the Outlaw on the autocross track and climbed out smiling, saying "That little car is a ton of fun!" Equipped from the factory with four different driving modes, there is a setting to please everyone. Without the weight of the Coyote V-8, I think it's safe to say that the



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LEFT Each Outlaw built receives a build number on a dash plate and illuminated door sill plates.

is the price. The Outlaw package installed on our test car was just an additional \$9,780 (installed) above the factory sticker price. Long known as a source of improvement and excitement in the Mustang world, CDC has found a way to give buyers style, performance, and package exclusivity at an affordable price.

Driving the Outlaw is like that mythical Hollywood western—people turn their gaze toward the Outlaw. Whether headed to the office on a Monday or out to the track on Saturday, this is a Mustang well-suited for every purpose. Whatever doubts we had in the beginning about an EcoBoost-equipped Outlaw being less fun than a Coyote V8 have been laid to rest. We are big fans of the EcoBoost and glad this movie ended with us riding into the sunset with our boots on.

EcoBoost-equipped Outlaw would rain down hard on V8 owners on autocross day. Lighter and quicker, this car is almost evil.

In the parking lot of a gas station in Sturgis, we were challenged to demonstrate whether the EcoBoost was up to a burn-out. Since CDC president George Huisman told us to enjoy the Outlaw and get the full experience, we gladly said, "Let's see what it will do!" We are happy to report that the Outlaw produced more smoke than a Jimmy Buffet concert. Lacking factory line-lock,

the burn-out was done the old-fashioned way—left foot on the brake and right on the gas. Remember folks, this is a four-cylinder Mustang—fun and great gas mileage too. Sign us up.

The Outlaw package is available in a variety of configurations with multiple options. Whether you have a GT or an EcoBoost, CDC has come up with a way to make your 2015 Mustang experience even better. Every Outlaw comes with a serialized dash plate and illuminated, serialized door sill plates. But the best part

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