



> Both the Mustang and Camaro run identical Bridgestone RE-11 305/30-19 tires front and rear on Forgeline 19x10.5 wheels. Special offsets were devised to fit the rubber inside the fenders and square the track widths, but you'll need to contact the Forgeline people for those specs. That's hard-won intellectual property in their book.



> The Camaro's LS3 engine sports a P-15C-1 ProCharger blower and Stage II intercooler system. On the Dynojet chassis dyno, it makes 556 hp and 481 lb-ft at the wheels. Pedders USA continues to work on managing the brute's air inlet temperatures.



> The Mustang 4.6L V-8 employs Saleen's well-developed, OE-style supercharger and air/water intercooler. This setup produced 449 hp and 419 lb-ft on the chassis dyno. A special Saleen strut brace is required to clear the blower assembly.



> Lap and segment times, speeds, and other info was gathered using Race Technology DL1 data loggers. These gadgets get better all the time.



> The Saleen Mustang is equipped with Pedders USA's tasty coilover units with fully adjustable spring seats and dampers. The brakes are six-piston Saleen units, which according to John Buttermore, provide better feel at the limit than the Camaro's stoppers.

"Although the dyno sheets don't tell the same story, the Saleen puts more power to the ground."
—John Buttermore, driver/development engineer

they'll make it on the track." Heat is the natural enemy of boost, and it's apparent that the Saleen's charge cooler is more effective than the Camaro's ProCharger kit. The Pedders crew has been working on the Camaro's air temperature issues, but they're not quite there yet. For now, the Mustang shows a clear edge in speed and acceleration in the on-track data, despite the dyno numbers.

There's one more equalizer at work here: tires. The Camaro and Mustang run on identical Bridgestone RE-11 305/30-19 rubber front and rear. On a road course with production cars, tires might be the single greatest variable. But if two cars are on the same rubber and exploit their available grip equally, their lateral and longitudinal acceleration numbers will tend to be similar as well, naturally. So here are the numbers. Peak deceleration: 1.17 g for the Camaro, 1.25 g for the Mustang. Left/right lateral acceleration: 1.28 g for the Camaro, 1.25 g for the Mustang. Top speed at Gingerman: 110.7 mph for the Camaro, 112.9 mph for the Mustang. Lap times: 1:33.64 for the Camaro, 1:33.90 for the Mustang, a difference of only 0.26 second.

Not that the two cars drive identically on the track: According to Buttermore, they're very different animals. The modified Camaro is more forgiving overall and better at putting the power down off the corners. Meanwhile, the Mustang is honed to a keener edge: Midcorner rotation is quick and sharp, but the pilot needs to be right on top of it—Buttermore calls it a driver's car. "Both the Camaro and Saleen have very high levels of steady-state grip with the Camaro's limit slightly higher," Buttermore says. "The feedback on turn-in is better in the Camaro. As the Saleen gains roll, its suspension does not have linear behavior and is less predictable." A good part of the difference in ride and roll behavior surely comes down to the Mustang's live axle out back. Its control window is naturally

narrower than that of the Camaro's fully independent rear.

What are they like on the track? To give you an idea, both these cars can turn and stop far better than their factory seats and shoulder harnesses allow. At the absolute limit, you're mainly trying to hang on. Many enthusiasts neither need nor want these extreme capabilities; they want a solid-handling car that's satisfying to drive every day. For them, Pedders USA President Peter Basica has identified the modifications he calls the "low-hanging fruit." These changes represent the most cost-effective improvements with minimal compromises. According to Pedders USA, the most dramatic upgrades for these cars don't include the usual superstiff springs, bars, and shocks. Unless ultimate lap times are important, you might choose to bypass that pain in the backside.

As step one for the Mustang, Pedders USA recommends its triangulated front under-chassis brace, which ties together the front subframe, body, and front sway bar D-mounts. "It's like night and day," Basica says. "The difference in driving feel is shocking." From there, Pedders suggests its center and rear chassis braces, which stiffen the unibody further. Additionally, the rear chassis brace allows the Panhard bar to work properly with less binding and bending. "Instantly, you'll think you're in a much more expensive car," Basica says. "This is just my personal preference in the feel I want in a car, but I think the Mustang should have come this way from the factory."

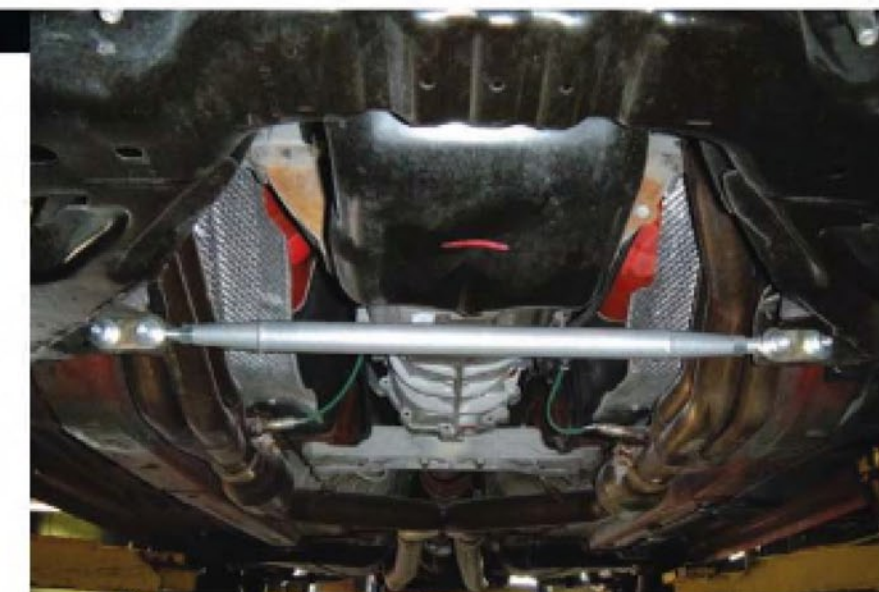
In Basica's view, the fifth-gen Camaro's unit structure doesn't require any stiffening. For a painless improvement in driving feel, he recommends Pedders USA's rear subframe inserts. These urethane pieces fit inside and fill the voids of the gigantic factory bushings, keeping the rear subframe square with the floorpan under cornering and acceleration loads. For further improvement, Pedders offers similar urethane inserts for the front radius rod bushings, along



> The Camaro was faster in the portions of the track where midcorner speeds and turning/braking combinations are important, namely Turns 5, 8, and 9 at Gingerman, allowing it to squeak out a tiny edge in total lap times over the Saleen, which was quicker over the rest of the segments.



> The Camaro also runs Pedders adjustable coilovers on the front, with Cadillac CTS-V brakes swapped in. The Caddy front brake interchange is a relatively simple upgrade for the fifth-gen Camaro.



> The Pedders midchassis reinforcement for the Mustang was designed for ultimate strength. "I told them I wanted to be able to adjust the front wheel camber with this bar," says President Pete Basica, only half joking.

PEDDERS/SALEEN S281 MUSTANG COMPONENT LIST

American Racing headers
Bridgestone RE-11 305/30-19 tires front and rear
Ford Racing differential cover
Forgeline Racing Wheels 19x10.5 front and rear
Saleen 15-inch six-piston front brakes
Saleen adjustable Panhard bar (06-1304-B19537A)
Saleen adjustable pinion bush (06-1305-B19536A)
Saleen adjustable rear control arms (06-1304-B19542A)
Saleen antilift/dive and caster kit (06-1305-B19533A)
Saleen Borla exhaust system
Saleen carbon-ceramic track-only brake pads
Saleen front control arm bushes (06-1304-B19543A)
Saleen front single chassis brace (06-1305-B19541A)
Saleen front triangulated chassis brace (06-1305-B19539A)
Saleen insulated cold-air intake
Saleen rear chassis brace (06-1305-B19540A)
Saleen SR racing wheels by Forgeline; 19x10.5 front and rear with special offsets
Saleen supercharger compatible strut tower bar (CS6TB)
Saleen sway bars with adjustable supercar endlinks and adjustable front bar (06-1303-B19530A)
Saleen Track coilovers with camber plates (162052)



> Shown here is the Camaro's left rear corner with Pedders spring, shock, and fat antiroll bar. The big red doughnut at upper left is the Pedders subframe bushing insert.