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**The Benchmark Of Excellence – The 2007 Shelby Mustang Cobra Gt500**

**By Pat Stevens**

The most exciting high performance American sports car in history is returning in a new form. After a 40-year absence, Carroll Shelby and the Ford Special Vehicle Team (SVT) have joined forces once again. The ultimate goal was to produce an undisputed reincarnation of the classic and most sought after Shelby Mustangs from the Sixties. The achieved goal far surpassed any expectations, including Shelby's. Combining the awesome tradition of past Shelby Cobras with modern aerodynamics and performance, this beauty can be touted as no less than an instant performance classic. As anyone who knows Mustangs will tell you, anything with Shelby's name on it requires a look under the hood and a quick check on the performance statistics. As a living legend in racing circles, Shelby knows more than anyone about big-block performance and eye-catching, heart-racing design: Not only was he the designer of the original Mustang Shelby GT500 classic, he was also the senior advisor on the special team that developed the 550 horsepower Ford GT.

The 2007 Shelby Mustang delivers over 450 horsepower, some, including Shelby himself, say as much as 475 horsepower. With a cast iron block, supercharged at 8.5 pounds per square inch of boost, the 2007 Shelby is the most stalwart production Mustang ever built. In comparison with the wildly popular 1967 Shelby GT500, the 2007 version produces nearly 100 more horsepower with nearly 100 less cubic inches. Besides delivering extraordinary power, it produces more than twice the fuel economy and 300 times less emissions. Four valves per cylinder and a double overhead cam means optimum efficiency in air and fuel ignition. The electronic fuel injection system is a top quality returnless and sequential force feeder. The cast-aluminum intake manifold compliments the equilibrium of the air/fuel system with an air-to-water inter-cooler. Just as the original Shelby GT500 was the next level up to big-block power from the GT350, the new Shelby Cobra GT500 is a giant leap up from the 4.6-liter engine used in the previous generation Cobras. Ford's 5.4-liter "MOD" (short for modular) V-8 delivers unrivaled and exceptional power. The 32-valve engine and screw-type supercharger delivers the ultimate in performance driving experience.

This super-car is standard equipped with a six-speed performance gearbox that helps deliver an evenly distributed torque curve and optimum power via precise gearing ratio. The heavy-duty transmission is more than adequate to handle the enormous power transfer to the rubber on the road. It has been tested and proven in track competition as well as day-to-day street driving. In the 2005 Mustang

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FR500C, this racing chassis and suspension rose to the occasion by clinching the Grand-Am Cup series. Needless to say, this makes the 2007 Mustang Shelby Cobra GT500 the best handling high performance vehicle on the road today.

The upgraded chassis and suspension features improvements in many components including shocks, stabilizer bars and spring rates. The independent front suspension boasts genuine MacPherson struts and reverse type lower control arms. It also boasts large 34–mm tubular stabilizers. The three–link solid axle rear suspension is equipped with a Panhard rod for precise rear axle action with coil springs and a 24–mm solid stabilizer bar. The brakes are some of the largest ever designed for a performance vehicle. They feature four wheel power discs: Brembo 14–inch vented, crossed drilled with four–piston calipers up front and thirteen inch vented, crossed drilled with two piston calipers on the back wheels. This combination has set itself apart from the rest of the field as great power requires great control. The 2007 Shelby Cobra features very large wheels: 19 by 9 1/2 inch machined aluminum, which accommodate P255/45R19 racing performance tires.

The Cobra emblems and LeMans racing stripes are Shelby's signature touches. The gauge face arrangement, console layout and the rest of the interior design creates waves of nostalgia that sweep over the driver. Again, tradition meets modern technology as the light–emitting diode (LED) instrument panel can be adjusted through the MyColor™ color–configurable instrument panel to create more than 125 unique color options for personalized gauges. The tachometer stands out as at least as important as the speedometer. All in all, the design creates a very strong connection with the performance enthusiast whatever age they may be.

Early forecasts of the demand for the 2007 Shelby Mustangs are astonishing. A high profile production car of this pedigree should undoubtedly be priced far out of the reach of most enthusiasts. Thankfully, this is not the case. The MSRP is predicted to be under \$40,000. One of the best ways to make sure you will be driving a new Cobra is to plan early. Find out which dealers will be offering Shelby's new creation, and when it will happen. I can guarantee you the showrooms will be packed wall–to–wall for this one.

The best way to plan for the unveiling is to get on the Internet and visit car finder services (

<http://www.carfinderservice.com/model/2007–Ford–Shelby–Cobra>

) These kinds of services can

absolutely guarantee you will get your Shelby Mustang at the most rock bottom pricing possible. You can input a description of what you are looking for with your zip code. A trusted in–network dealer will then contact you personally to talk about your request and how to fulfill it. They can also answer any questions you might have. If it is not available locally, you will receive a call offering you information on where the vehicle matching your request is available.

The 2007 Shelby Mustang GT500 is here. It has made a dramatic and grand entrance into the American performance vehicle scene and it arrives with the earmark of royalty and dominance which is rightfully its place. The bar has been set very high with this one. It is, indeed, the new benchmark of

excellence.

By Pat Stevens sponsored by

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a Shelby Mustang:

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## **The Story Of The Ford Mustang**

**By Gabriel Adams**

The Ford Mustang is one of the best known and easily recognized vehicles on the road today. Who doesn't recognize the sporty chrome pony emblazoned on the shiny paint of a Ford Mustang?

But I bet many of you don't know the history of the Mustang. Well jump in your time capsule and join me for a ride back to the year 1964. To be more specific, March 9, 1964.

That was the day that the first Ford Mustang rolled off the assembly line - it was a white convertible with a red interior. It created a sensation all across the nation. As a matter of fact, within 18 months, Ford sold over 1 million Mustangs!

Just months after its introduction, Ford began introducing changes for the '65 Mustang, including a bigger engine, reverse lights, and an AC alternator.

In the first two years of its existence, the Mustang broke sales records, wowed the public, and left competitors in the dust.

The next job for the Mustang was to take down the Chevrolet Corvette in the world of racing. That job was tackled by Carroll Shelby, the famous race car driver and designer. The result was the famous GT / Cobra series of cars.

In 1967, Ford introduced a newly redesigned Mustang, with a 335 HP engine, and other improvements, allowing it to continue its massive popularity.

Ford continued to make improvements and adjustments to the Mustang, and it remained highly popular, even when rising gas prices, rising insurance costs, emissions standards, etc caused muscle

cars some hard times in the early 70's. Several of the Mustangs competitors, such as the Barracuda, went out of production, but the Ford Mustang continued to sell.

The Ford Mustang almost died in the late 80's, though, due to slumping sales. But Mustang fans started writing Ford letters, and Ford decided to give the Mustang a redesign and another try. Sales went back up, and the Mustang continues to be a popular car to this day.

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