



## Shelby GT

Text and Photos by Mary Jean Wesche

To be given a Shelby GT for a Press Vehicles for the Woodward Dream Cruise this past August was not what I expected. Mind you, I'm not complaining. In fact, I was delighted with the vehicle.

In a previous issue, I wrote my impression of driving a GT500. And, I'm sure my opinion was not a popular one. I was disappointed in that Shelby. And, I'm not going to reiterate my thoughts here. Just suffice it to say, this Shelby, although maybe not quite as high in horsepower, was by far one of the most fun Mustangs I've ever driven.

First, this Shelby is built as a GT at the Flat Rock Plant. Then, the car is drop shipped to Shelby's Las Vegas facility for upgrades. Well, when it leaves Las Vegas for Shelby dealerships, it leaves as a true Shelby.

The Shelby Automobiles website states "The Shelby GT was engineered for people that put performance first. Working with Ford Racing, we created this Shelby to be an everyday driver that's tuned for fun at the track. Those who value a well-balanced package will appreciate it. Those who don't will

be left behind staring at its tailpipes." That quote comes directly from Carroll Shelby.

I concur with him 100 percent! I was so pleased and had so much fun in this car. The shifter was a short-throw that really surprised me. It was precise and comfortable.

The aerodynamics of the GT include a unique front fascia with an aggressive lower air dam. The hood scoop is a knock off from the Shelby Cobra roadster. The side scoops are unique in themselves. They are positioned directly in front of the rear wheel arch. The GT has dual exhaust tips. And, the Shelby badging is on the trunk lid.

The power plant is upgraded with a Ford racing Power Upgrade Package. The output of the 4.6L V8 is increased to 319 HP and 330 lb/ft of torque. A high-flow exhaust accompanies an X-pipe crossover. This delivers a really throaty sound. The transmission is a five-speed manual as standard equipment. An automatic is optional, but you'd really be missing that Hurst short throw shifter.

The number of Shelby GTs that was built for 2007 was fewer than 6,000. The color choice was either Black or Performance White with Silver Stripes. Both are an outstanding vision. For 2008, Vista Blue with Silver Stripes has been added to the lineup. And a convertible has also been thrown into the mix just

to complicate your choice.

The handling of the GT is enhanced by a Ford Racing Handling Pack, which includes specially tuned dampers, a unique sway bar, and 3.55:1 gear ratio. The ride height was lowered to reduce body roll and a front strut-tower brace was added to give the chassis additional strength.

In 2008, 18-inch polished wheels with high performance BFGoodrich gForce tires (P235/50ZR18) will be added.

OK, enough of the really technical stuff. I just have to say that I thoroughly enjoyed this Shelby. To me, it was a true Shelby—one that was not mass-produced, but one that was hand-built by Shelby-trained technicians. It reminded me of the fun driving the Shelseys of the 1960s. There is an option to have a supercharger added to give more horsepower. And, I'm sure there are more Shelby goodies that are available as well.

Suffice it to say that if this car were available to drive daily, you would not hear one sound of disappointment in my voice. I can only imagine what the GT500KR and the SuperSnake will be like to drive as well.

Just goes to show that Shelby Automobiles has the same quality and same attention to detail as in the days of Shelby American.

The Shelby GT is a winner in my book.