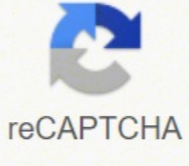




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2019 ford mustang gt350r horsepower

The track at the M1 Concourse in Pontiac, Michigan, is a challenging and tight road course. OK, shoehorning in a miniature Laguna Seca within the city limits of the Detroit suburb is an unrealistic expectation. But the M1's narrow width, sharp turns, ridiculously tight hairpin, and short, 1.5-mile layout seems ideally suited for something small and lightweight, like a Mazda MX-5 Miata or hot hatchback. Yet the M1 Concourse is where I'm getting my first stint behind the wheel of the 526-horsepower 2019 Ford Mustang Shelby GT350. It's the most track-focused 'Stang you can buy today. But is it too much to handle on a tight track like this? Watch this: 2019 Ford Mustang Shelby GT350 is a fiercer road course runner 05:52 Standout performanceOne of the GT350's key upgrades for 2019 is a new set of tires: Michelin Pilot Sport Cup 2 rubbers replace the old Pilot Super Sports. In addition to the extra grip afforded by these stickier shoes, side-to-side weight transfer and overall stability is improved thanks to recalibrated adaptive damper tuning, as well as stiffer front and rear springs, and a thicker rear antiroll bar. Hitting your desired turn-in, apex, and track-out points is easy thanks to the GT350's responsive and communicative steering, not to mention its remarkable chassis reflexes. Through M1's tight hairpin turn, a touch of understeer shows up, but it's easily corrected by dialing in more throttle to get the rear end to rotate. Down the half-mile straightaway, the GT350's 5.2-liter, naturally aspirated, flat-plane- crank V8 really gets to work, with 526 horsepower and 429 pound-feet of torque on tap. This is the same engine as last year's GT350, and it's absolutely brilliant, with strong, linear power delivery all the way up to the 8,250-rpm redline -- and a glorious accompanying soundtrack, to boot. The Tremec six-speed manual transmission offers precise action, combined with a nicely weighted, easy-to-work clutch pedal. Ford says the coupe's restyled front fascia and new rear spoiler offer big aerodynamic improvements, but I can't go fast enough on the M1 to really say I notice them. Closer to the Shelby's 180-mph top speed, however, I'm sure these tweaks are helpful. The sweeping-right Turn 6 requires a firm foot on the brake pedal, asking the six-piston front and four-piston rear Brembo calipers to slow matters, which they do quickly and steadily. Well-spaced pedals allow for heel-and-toe shifting, and combined with instant throttle response, downshifting before each turn is an absolute cinch. Suspension and tire upgrades make the Shelby GT350 a magician around a race track. What impresses me most about the GT350 is how forgiving it is right up to the limit. This is an incredibly approachable car, yet still sufficiently raw and oh-so fun. Whether you only have moderate track experience or you're a full-fledged track rat, you'll be able to drive the GT350 hard and have a blast while doing so. Of course, I wonder how the GT350 will hold up after longer track sessions. Will the nearly 3,800-pound curb weight wreak havoc on the brakes? How will those new tires hold up? M1 Concourse is a great place to experience the new Shelby briefly, but for a car designed for track use, I'll be interested to see how it handles a full day of fun. Enlarge Image It sounds great, but the flat-plane V8 is a thirsty, 526-horsepower devil. The GT350 isn't the proverbial one-trick pony. The Shelby is just fine for daily-driving duties, its Normal drive mode offering reasonable give from the adaptive dampers, lighter steering and less ferocity from the active exhaust. Yes, you can feel impacts from big bumps, but driving the Mustang GT350 around metro Detroit is far from jarring. A small issue is that the big, aggressive 295/35R19 front and 305/35R19 rear Michelin tires are prone to tramlining on rutted Michigan roads. The biggest deterrent to driving one of these every day is fuel economy; the EPA estimates the 2019 Shelby GT350 will return 14 miles per gallon in the city and 21 mpg highway. Those numbers are low enough to warrant a \$1,300 gas guzzler tax, too. Enlarge Image Supportive and comfy Recaro race seats come standard in the GT350. Simple and purposeful cabin Inside, the 2019 GT350 is pretty much the same as its predecessor. Outside of new aluminum dash trim and suede door panel inserts, you'll find familiar Mustang surroundings. Standard Recaro front race seats are comfy and hold passengers snugly in place, and the tight backseat is best used for only small children. Build quality is on par with the Chevrolet Camaros and Dodge Challengers of the world -- in other words, good but not great -- and the trunk offers respectable cargo-carrying ability, with 13.5 cubic feet of space on offer. On the tech front, the GT350 uses Ford's tried-and-true Sync 3 interface, housed on an 8-inch touchscreen. A nine-speaker audio system, satellite radio, Wi-Fi hotspot, and both Apple CarPlay and Android Auto come standard. Navigation with real-time traffic and a new 12-speaker B&O sound setup are optional. For safety, a rearview camera is standard, while available features are limited to blind-spot monitoring and rear cross-traffic alert. Enlarge Image The Mustang to get if you'll be heading to the track often. A pricey Mustang The 2019 Ford Mustang Shelby GT350 is on sale now with a base price of \$59,140, not including \$1,095 for destination or the \$1,300 gas guzzler tax. That puts it in an interesting spot. It's slightly more affordable than the 650-horsepower Chevy Camaro ZL1, which starts at \$62,000. But tack on the optional, \$7,500 11E Track Performance Package and the Camaro gets much more expensive. You get a lot more power, but you pay to get the Camaro's sharper reflexes. On the other hand, next to a \$69,150 BMW M4, the Shelby looks like a really good value -- especially for a coupe that feels so special driven hard on a track. If it's the best-handling Mustang you're after, the 2019 Shelby GT350 is definitely the one to get. Originally published May 14, Technology Here's Why Lexus Built A Better Yoke Than Tesla Off-Road This 1980s Toyota Land Cruiser Costs \$135,000 Recall The Bentley Bentayga Is Hiding A Dangerous Secret Industry News Suzuki And Stellantis Offices Raided As Dieselgate 2.0 Starts Tuning The All-Electric Fiat 500e Gets Some Serious Attitude Auctions This Classic Nissan 300ZX Is A Better Buy Than A New Z If you're wanting to hit the open road in an American built automobile, but don't want to spend of ton of money for the experience, consider purchasing a used Ford Mustang. The Price of Buying New There's no American muscle car quite like the Ford Mustang, the nation's first and foremost authority on speed and style. When it was first introduced in the 1960s, the price tag was \$2,300. There have been over ten generations created since that very first one. Today, with more bells and whistles now available to consumers, the base price of a new Ford Mustang stands at around \$30,000. When you add in special option packages, the price of a new Mustang can easily top \$40,000. Buying a Used Mustang Whether you choose the coupe or the convertible version of the Ford Mustang, you are sure to make an entrance everywhere you go. When you purchase a used Ford Mustang, you are likely to get a great deal on a piece of Americana -- a fast and stylish muscle car. Some consumers like the look of the classic, unadorned shape of the original model, while others prefer the body modifications found in later generations of Mustangs. These buyers want to buy used in order to ride in the vehicles from earlier times in America. Other buyers love the latest models, but don't want to spend the money of buying new. A Brief History of the Ford Mustang Nearly 10 million Mustangs have been sold since the line debuted at the New York World's Fair in 1964. The Mustang was aimed at younger buyers and was marketed as being priced under \$2,500 and weighing less than 2,500 pounds. This didn't make for a very exciting tag line, but the new sports car was an enormous hit, selling 22,000 units on its opening day. Even more surprising was that fact that one million cars were sold in the Mustang's first two years on the market. How Much Does a Used Mustang Cost? There are many factors that go into the price of a used Mustang, such as the year of the car, the condition that it's in and the number of miles on it. The Kelly Blue Book, which you can find online or as a hard copy, is a great reference to see what's a fair price for the vehicle you're looking to purchase. Final Thoughts The Ford Mustang is undoubtedly a great American car. It has a style and cache not seen in any other brand of automobile. Purchasing a used Mustang allows you to hearken back to days gone by or to get a great deal on the new models of this generation. MORE FROM QUESTIONSANSWERED.NET 79 Out of 100 For more than 50 years, the Ford Mustang has been a hit with automobile enthusiasts and collectors who appreciate the car's distinctive style. If you're thinking of buying a classic Ford Mustang, it helps to understand how the car evolved over time and what makes old Ford Mustangs stand out. Restored vs. Project Car One of the first decisions you have to make before buying a classic Mustang is whether you want a restored or project car. A restored car is a good option if you want a vehicle you can drive immediately or if you don't have the time or skill to restore it yourself. You'll pay more for the vehicle, especially if it's been restored to match the original factory specifications. Project cars are fun for people who enjoy working on cars and want to see the transformation from start to finish. Not only does the project give you a chance to put your mechanical skills to use, but it also gives you complete control over the restoration process. You won't find any surprises hiding under a shiny paint job. Body Styles Since its debut, the Ford Mustang has been a two-door car with a sporty design. Depending on the model year, the car is available in coupe, convertible and fastback styles. Coupes tend to cost less than convertibles and fastbacks, making them a good option if you're looking for a budget-friendly model. Fastbacks and convertibles tend to be the more popular models. Generations The shape, size and style of the Mustang has changed over time, and each generation has its own set of fans. First-generation Mustangs, produced from 1964 to 1973, remain some of the more popular models with collectors. Although often considered the less popular models, second-generation Mustangs have a distinctive design and ushered in the Cobra model. Known as the Fox Body era, the third generation Mustang ran from 1983 to 1994. Cars and parts from this generation are relatively easy to find and are affordable compared to first-generation models, making them a good car for beginning collectors. Ford restyled the Mustang in 1994 and introduced the fourth generation of the car. The fifth generation debuted in 2005, and the sixth generation appeared in 2013. Special Edition Mustangs Ford produced several special edition Mustangs, beginning with the 1965 Indianapolis 500 Pace Car model. What makes the special edition cars different from the showroom models varies, but it can include a different paint job, engine, interior or trim package. Some of the best-known and valuable special edition models include the Mach 1 produced from 1969 to 1971, the California Special, the Boss 302, Cobra Mustangs and Shelby Mustangs. Be prepared to pay more for these models. Ford Mustang Buying Tips When shopping for a Ford Mustang, look for one with good "bones." The body should be straight with panels that line up. Check under the car for signs of previous accidents. Wrinkled floor panels and seams in the frame indicate severe damage that can make the car unsafe to drive. Avoid cars with visible rust and filler in the quarter panels or doors. Spend some time looking at Mustangs in different stages of restoration to develop your understanding of how they're built. MORE FROM QUESTIONSANSWERED.NET

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