

**MOTOR TREND** [subscribe now](#)  
 MT Classic | Mobile | Newsletter | MT Radio

[Search MOTOR TREND](#)

HOME | NEW CARS | USED CARS | ROAD TESTS | AUTO SHOWS | NEWS | FUTURE | VIDEOS | FEATURES | BLOGS | FORUMS | WOT | SUBSCRIBE

## The Bullitt and The Boss: Two more new Ford Mustangs for 2007

From the January, 2007 issue of Motor Trend

The [Mustang](#) continues to be one of the few bright spots in [Ford's](#) product range, and Dearborn intends to make the most of the reborn ponycar's popularity. The recently announced 325-horsepower Shelby GT will be joined by two more Mustang variants in 2007-an all-new Bullitt and the long-rumored Boss.

The new Bullitt will be the best interpretation up to this time of the iconic 1968 390 GT driven by Steve McQueen in the movie that still sets enthusiasts' pulses racing for its real-world chase sequence through the streets of San Francisco.



Insiders who've seen styling mockups report the 2007 Bullitt features a plain grille without galloping pony badge or spotlights and a black-painted panel between the taillights, just like McQueen's '68. Naturally, the car will be available in Highland Green.

More significant, though, will be the new Boss, which will introduce Ford's all-new 5.0-liter Hurricane V-8.

Due late in the year, the limited-edition Boss will get a tuned 425- to 435-horsepower version of the Hurricane, a stripped-down interior (though air-conditioning will be available), and less sound deadening.

The idea is to replicate the original Boss Mustang's race-special feel. Only 1000 cars will be built.

Slightly detuned from Boss spec, the Hurricane will become the regular GT's engine in 2008, when the Mustang will get a major face-lift. Insiders report every exterior panel is to be changed and updated, with the base cars getting a more aggressive look similar to that of the current [Shelby GT500](#). The GT500, meantime, will become even more extreme looking.

An all-new Mustang is due 2010, a year after the new [Chevrolet Camaro](#) and [Dodge Challenger](#) launch.

### Why Mustang is making life tough for Chevy and Dodge

The Mustang is cheap to build. And that's causing major headaches for planners at [Chevrolet](#) and Dodge as they work on their own, more sophisticated, musclecars.

Whispers out of Auburn Hills hint DaimlerChrysler couldn't figure out how to price a V-6 [Challenger](#) within \$5000 of a base Mustang and now won't even bother offering an entry-level model. The problem is the Challenger's platform, which will underpin the next-gen [Chrysler 300](#) and [Dodge Charger](#), features a more expensive independent rear-suspension setup.

Dodge marketers figure the Challenger will appeal most to baby boomers who have the money to splash on a well-specified V-8, anyway. But this also limits the car's potential sale and makes the already wafer-thin profit margins even thinner.

[Search MOTOR TREND](#)

[Home](#) | [New Cars](#) | [Used Cars](#) | [Car Reviews](#) | [Auto Shows](#) | [Future Cars](#) | [Car Prices](#) | [Car Pictures](#) | [Auto Rebates](#) | [Site Map](#)

**SOURCE INTERLINK MEDIA** © 2010 MotorTrend Magazine, Source Interlink Media  
 All rights reserved. WEB-044

[Dealer](#) | [Car Dealers](#) | [Car Insurance](#) | [Used Car Dealers](#) | [MT Classic](#) | [Subscribe](#) | [Give a Gift](#) | [Subscriber Services](#)  
[Español](#) | [RSS](#) | [Partners](#) | [Licensing](#) | [Reprints](#) | [User Submitted Content](#) | [Privacy Policy](#) | [Terms of Use](#) | [Contact Us](#)