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## How much does a 1967 shelby gt500 cost

2dr Fastback8-cyl, 428cid/355hp 2x4bblHow do we calculate these prices?With an experienced team and a lot of data.Ford and Carroll Shelby already had a hit on their hands with the track-oriented GT350, and in 1967 they introduced a big-block variant of their potent Mustang collaboration—the GT500. That same year, production of the specialty Mustangs moved from Shelby American's California facility to Ionia, Michigan, where Ford could exercise more control, and where the cars would be built alongside "regular" Mustangs. Shelby thus had little to do with the development and production of the GT500. No matter, because despite comfort and convenience amenities Ford deemed necessary, the cars were serious performers. Powering the GT500 was a 428-cid "Police Interceptor" V-8. The engine appeared in other, larger Fords of the day, but with twin Holley four-barrel carburetors, it produced 360 hp. The fastback coupes were available with either four-speed manual or three-speed automatic transmissions. Outside, the GT500 featured a fiberglass nose and tail section, functional hood scoops, and four side air scoops. Inside, the GT500 featured trim borrowed from the Mustang GT, and included amenities like air conditioning, power steering, and a functional rear seat. Buyers responded, and the GT500 far outsold its small-block GT350 sibling. For 1968, Ford replaced the previous 428 with the Cobra Jet 428, which featured larger valve heads, an intake manifold borrowed from the race-ready 427, and ram air induction, all aimed at pushing horsepower toward 400. It powered the new GT500 KR (King of the Road), which was the fastest, most luxurious Mustang to date. A convertible version joined the ranks, as did a conventional coupe. All cars featured a padded rollbar, as well as interior upgrades such as woodgrain trim and unique gauges. Ford restyled the Mustang for 1969, and the GT500 along with it. Fastbacks were now dubbed SportsRoof models, and hoods contained a trio of NACA ducts and two rear-racing scoops. This was effectively the end of the GT500, though several 1969 models went unsold and were carried over and sold as 1970 models, with updated VINs for the model year.More 1967 Shelby GT500 valuesFind more valuesSearch for prices of other cars, trucks, vans and motorcyclesProtect your 1967 Shelby GT500 from the unexpected.Better coverage built for classics at a price you can afford. Online quotes are fast and easy.Your weekly dose of auction reports, market analysis, and more. The Ford Mustang was on a good roll in the muscle car market when the competition was pretty close back in the 60s. Updated December 2021: If you're interested in the classic Ford Mustang Shelby GT500, you'll be happy to know that we've updated this article with the most recent information we could find about this highly sought-after classic car. Ford's Shelby Mustang line was the higher-performing variant of that era. What used to be just a normal production for them became an instant classic sometime in the distant future. Soon, muscle car enthusiasts would prefer a certain Shelby model over newer and more modern Mustangs. The said model is the 1967 Shelby GT500, which is one of the most handsome and timeless muscle cars out there. How much is this classic American Muscle worth today? It's time we talk about the car that also earned the nickname "Eleanor." What's With The 1967 Shelby? Via Chrome Cars The Shelby Mustangs of the 60s were groundbreaking. The first generation design was timeless, and it seemed like the culmination of influence from other muscle cars. In terms of power and performance, the Shelby Mustang was also up there as the name itself has been associated with speed. The 1967 Shelby GT500 was its most popular model ever, and for good reason. The 1967 model was the first one built in the GT500 range. Its body looked exactly like the Mustang GT models of the same year, and the same could be said for what's under its hood. The 1967 GT500 ran on a Ford FE engine. It's a carb-type Police-Interceptor V8 engine with a displacement of 428 cu in (7.0-liters). Despite that, it was capable of producing 355 horsepower and 420 lb-ft of torque. There are only 2,048 GT500 models produced in 1967, making it one of the rarer classics. In fact, it was so rare that it was put on the pedestal in the 2000 film "Gone in Sixty Seconds." "Eleanor" In Gone In Sixty Seconds Via: August Luxury Motorcars The older Ford Mustang models were forever put in the list of coveted classics after making an appearance in Gone in Sixty Seconds. The film was already a remake of the 1974 film of the same name. In the original movie directed by H.B. Halicki, who also starred in it, Eleanor was a nearly stock 1971 Mustang "Sportsroof" that received a facelift update to resemble a 1973 model. While the 1974 movie certainly had the best chase scene, the remake featured a much cooler Eleanor. In the 2000 remake, Nicolas Cage plays the role of retired car thief Randall "Memphis" Raines who needed to steal 50 cars in one night in order to save his and his brother's life. Of all the classic and luxury cars that made an appearance in the film, the 1967 Shelby GT500, codenamed "Eleanor" was the most important one of them all. This car was nothing like the one used in the original movie, and some would say Eleanor was the best thing about the remake. Ever since then, classic muscle car collectors have desperately wanted to get their hands on a Shelby Mustang. They wanted to restore it as close to how Eleanor looked in the film. Cage also owns his own 1967 Shelby Mustang which was one of 11 models made specifically for the film. How Good Is The GT500? via Pinterest The Mustang is Ford's crowning glory as it is the longest line of vehicles that is still present today. The automaker partnered with Shelby American, Inc. to produce this high-performance Mustang. It means the car itself has race car driving legend Carroll Shelby's seal of approval. Shelby even went as far as saying that the GT500 was the first car he was really proud of. This coming from the man who built a Ford that managed to beat the Ferrari team at Le Mans. Speed and power are the Mustang's calling card, which is why its more popular models are what tuners like to use as a base. The Shelby models have become more coveted since it's specifically built for races. As for the 1967 Shelby GT500, it's arguably the most coveted of them all, especially the one-off 1967 Shelby GT500 Super Snake. How Much Is The 1967 Shelby GT500 Worth Today? Via notorious.com The price of the 1967 Shelby GT500 today depends on how it is restored. Another factor to consider is how special the actual unit itself is. For instance, one of the three main Shelbys used in Gone in 60 Seconds sold for \$1 million in 2013. On the other hand, a regular 1967 Shelby GT500 goes for around \$100,000 to \$200,000 depending on various factors, such as condition, mileage, and history. Back in 2017, one 1967 Shelby GT500 sold at the SEMA Show for \$219,000. However, it should be noted that this particular car packed 600 horsepower and was equipped with modern amenities, a so-called restomod. A rare find is the one and only Super Snake, which sold for \$2.2 million at the Mecum Auction in 2019. The car had undergone some light restoration work, the correct wiring and hoses for the engine were sourced, it received a period-correct fire extinguisher, Shelby 10-spoke wheels, and rather impressively, an original set of Goodyear Thunderbolt tires were fitted. The latest you can get your hands on is an all-carbon-fiber restomod sold by Shelby American, Inc. themselves. Under its hood is a Custom Dyno Tuned Coyote Gen 3 engine capable of 810 hp. If you're having a hard time getting your hands on one of the classic models, there's always the option of getting one of the newer Shelby GT500 models that have been in production since 2007. The Hidden Truth Behind The Chevrolet Chevelle SS 454 Jaime Luis Aldecoa (54 Articles Published) More From Jaime Luis Aldecoa Mecum Update 1/15/2019: This 1967 Shelby Mustang GT500 Super Snake ended up selling for a staggering \$2.2 million at Mecum's Kissimmee auction last weekend, doubling estimates and setting a record for most expensive Mustang ever sold at Auction. This new sale price is \$900,000 more than what it previously sold for in 2013. Our article of the car coming up for sale, originally published on December 11th, 2018, can be seen below. Shelby collectors: Brace yourself for this one. The only 1967 Shelby Mustang GT500 Super Snake ever built is coming up for sale next month at a Mecum auction. Equipped with a GT40-style high-output V8 engine, it's the crown jewel of Shelby's Mustang-based cars. You should buy it. Welcome to You Must Buy, our daily look at the cars you really should be buying instead of that boring commuter sedan.This one-off GT500 was built as part of a collaboration with Goodyear to help them promote a new line of economy "Thunderbolt" tires. Shelby's goal was to build a car that could outperform anything else while wearing these tires, so he had a GT500 built with a 427 cubic-inch racing V8 to the same specifications as the GT40 MkII raced at Le Mans, along with an upgraded transmission and rear end. He then had the car driven for 500 miles at an average speed of 142 mph as a test to see if the tires would hold up. The test was a complete success, with the Thunderbolt tires retaining 97 percent of their original tread, and the car topping speeds of 170 MPH. Originally, Shelby planned on building 50 examples of the GT500 Super Snake, but once Ford learned the price would be twice that of a normal GT500, the project was shelved. Richard Ellis, the current owner, performed a light restoration after he took ownership, sourcing the correct wiring and hoses for the engine, a period-correct fire extinguisher, Shelby 10-spoke wheels, and even an original set of Goodyear Thunderbolt economy tires.This Super Snake is coming up for auction in early January as part of Mecum's Kissimmee 2019 event, with a sale price estimate of \$1 million - \$1.2 million. That's a whole lot of money for a Mustang, but this one might just be worth it. This content is imported from (embed-name) . You may be able to find the same content in another format, or you may be able to find more information, at their web site. 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