



The Ford Taurus SHO, a full-size sedan with a difference. Because, under that family car exterior beats the heart of a hotrod — a 3.5-litre twin turbocharged V6 making 365 hp. Add in top-of-the-line perks and luxuries and you have the ultimate flagship of Ford's full-size lineup.

Ford Taurus SHO-s its size and speed

By **ROB BEINTEMA**
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'Wow, that car is big.'

Yeah, it's big. And it's fast, too.

You can't blame people for missing the not so obvious.

All they see when they look at a Ford Taurus is a full-size family car, albeit a handsome and stylish one in latest generation livery, with modern lines and sleek styling.

But this particular version was the Taurus SHO, and beneath its understated Clark Kent-like exterior beats the heart of a hot rod.

There are two approaches to performance design.

There's the usual sports car way of doing things—big spoilers and wings, sharp angles, road-scraping skirts, flash and dash and plenty of design braggadocio to advertise the power and handling abilities of the car in question.

But the SHO takes the stealthier route of the 'sleeper' cars of the past, keeping to the shadows, innocuous and disguised in anonymity.

In the bad old days drivers would even etch their car exteriors with battery acid, adding surface rust and dents to further lull opponents into a false sense of security.

And most of those opponents would be left stunned at the start line with a surprised 'Oh!' on their lips, peering through the tire smoke as a rapidly vanishing old heap left them far behind.

We may frown on the street racing roots of this deceptive styling tradition but the SHO follows the same proven formula of dynamic power hidden within a discreet package.

The 2011 Taurus SHO harnesses a Super High Output (SHO) 3.5-litre twin-turbocharged EcoBoost V6 engine that makes a whopping 365 hp at 5,500 rpm and 350 lb/ft of torque peaking at 3,500 rpm. That's more than a 100 hp jump up from the normally-aspirated 263 hp 3.5-litre engine found in a regular Taurus, a difference that is palpable when you push the go-pedal and feel your eyeballs peel back.

This power option has been made possible by Ford's newfound love of an old favourite — turbocharging.

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