



May 2012

April has speed by and was a busy month for the club. The AGM was held on 15th at Duncan and Lisa's home in Katikati. Tauranga and Rotorua cars meet at Baypark for a drive around the Mount thru Tauranga and out to Katikati. There was a great turnout of cars and it was an awesome autumn day. After the meeting we had a fabulous shared lunch. I've attached a copy of the AGM minutes for your information. The only change to office was Bev Thomas is now the club secretary. Just a reminder that subs are now due they are still \$35.00. Bank account number 02-0372-0186053-00 please put your name in as a reference.



The next weekend was the last Hamilton 400 and 5 convertibles were lucky enough to do the last drivers parade. It was a lovely sunny day and I'm sure all the drivers really enjoyed their two laps around the course.

The 29 April was our turn to host the annual ANZAC run. The day was a little overcast but Gillian and I and Vicki and Lisa drove up to Paeroa to meet the cars from the Auckland and Waikato clubs. After a cup of coffee the cars arrived and we set off for Waihi Beach to meet the BOP cars. It was a great sight to see about 52 cars parked up at the Waihi Beach hall. After a bit of time to look at the cars and catch up with people from other clubs, we headed out to the rear of the hall for a couple of games. There were horse shoes and nuts in a tin. All clubs supplied 10 people to join teams which were then mixed up. All teams got a go at both games. After that all clubs had to put up a team together to compete in the inter club challenge. one team for each game. The overall winner, by 1 point, was Waikato. Congratulations to them. After a lunch supplied by the local school as a fundraiser, and a bit more chatting, we headed out for a drive to ANZAC Bay at Bowentown. On the way home some people stopped at Brownies Cafe, a great way to unwind after a busy day.



May 12	20th Sports Museum - Hamilton	Debra/Graham
Jun 12	17th Drift Kartz 24 th Bay Rodders swap meet - Spring Street	Grant
Jul 12	22nd TBA	
	29th Hamilton All Ford Day	WMOC/Committee

May's club run has had to be reorganised as the venue we were going to is unavailable. We are trying to find an alternative as will let you know as soon as it's organised.

We are interested in getting numbers for the National Convention which is being held in Wellington this year hosted by the Manawatu club. It runs from Friday 19 October to Monday 22 October. Once we have an idea of how many are interested we will have a get together to share our experiences and we will book accommodation so we can get rooms together. The accommodation has just gone on the NZ Mustang website, it's \$135.70 per night (Usually \$160). If you haven't had a look at the website it's www.nzmustang.com. We pay to have a page so please make the most of it.

Grant will need returns/numbers for Drift Karts by the 10th June. It will run the same format as last year (groups of 5 or less, 20 practise laps & 15 lap race each group, then final 15 lap race for top finishers) is \$35pp. At the next committee meeting we will set an amount for the club to subsidise so we can confirm the cost to members. More information after that meeting.

Bay Rodders want numbers for reserved club parking to them by 17th June.

Check out this Globe and Mail article "Ford Mustang: There's more power in this pony" about the 2013 Mustang.

http://www.theglobeandmail.com/globe-drive/new-cars/reviews/ford-mustang-theres-more-power-in-this-pony/article2398444/?service=email&utm_source=Shared+Article+Sent+to+User&utm_medium=E-mail%3A+Newsletters+%2F+E-Blasts+%2F+etc.&utm_content=2398444&utm_campaign=Shared+Web+Article+Links

Does anyone have a 69/70 factory steering wheel and/or 15" Magnums for sale for Graeme Snell –contact Grant at grantr@iso.co.nz for his contact details.

950 bhp Shelby 1000 to be unveiled in New York



The Shelby 1000 is the most powerful Shelby modification to date (Photo: Shelby American)

If you've ever wondered what it would be like to drive an American muscle car with enough horsepower to move a small continent, then Shelby American may have the answer. At the New York International Auto Show on April 5th, Carroll Shelby and his team will present their most powerful car to date - the 952 bhp Shelby 1000. And if that's not enough grunt, there's a track version with over 1,100 bhp. Not a bad way to celebrate 50 years since the unveiling of the first Shelby Cobra.



The Shelby 1000 is Ford Mustang conversion based on a 2012 Ford Shelby GT500. At 950 bhp, it has 200 horses more than the next most-powerful Shelby in the stable - the GT500 Super Snake. This was achieved by taking the 550 bhp Ford Shelby GT500's 5.4 liter V8 and stripping it right down to the basic block. It was then rebuilt with new rods, cranks and pistons, the heads flowed, the cooling and exhausts upgraded and the fuel lines enlarged to feed the thirsty engine, which is fitted with a choice of a Kenne Bell 3.6-litre or Whipple 4.0-litre supercharger. Hooked to this is a new solid aluminum drive shaft connected to a new nine-inch rear end. The suspension has been treated with new struts, sway bars and bushings and overall handling and stopping capabilities improved by splitting six pistons in front and four pistons in the rear. Finally it was, according to Shelby American, "sprinkled it with a little Shelby magic."

Magic, perhaps, but some of it is digital. Thanks to the number of computers that modern cars now use, Shelby's team were able to not just tune the car's engine, they could tune each individual piston. This is important not only because it allows Shelby to get the most out of the Shelby 1000, but with so much power on tap, it was vital to keep it under proper control. This was illustrated on the test track when a computer glitch sent the car into reverse at a speed of 148 mph.

Despite all this raw power and cutting edge engineering, the Shelby 1000 is deceptive. From the outside, it looks like a Ford Mustang with a bit of aerodynamic tweaking and this is just the way Shelby American want it - stealth is the style. I suppose that means that the idea is to leave people goggle-eyed when the stoplight turns green.

Carroll Shelby has been building high-performance parts and modifying cars since 1962 and his wins on racetracks around the world have made him his own one-man car genre.

"Carroll Shelby is a visionary who has pushed the boundaries of performance his entire life," says John Luft, president of Shelby American. "He challenged the Shelby American team to develop the Shelby 1000 and wanted to unveil this amazing new Shelby at the New York Auto Show celebrating 50 years since he unveiled the very first Shelby Cobra that changed the face of high performance. We will have that very car, Cobra #1 (CSX2000) along with Shelby 1000 on display in our Shelby American booth in New York."

The performance figures for the Shelby 1000 are still under wraps, but it seems certain that it will be in the "goes like a stabbed rat" category. However, this doesn't come cheap. The price tag for the Shelby 1000 is US\$149,995 and you need to bring your own 2012 Ford Shelby GT500 that lists for \$48,810, so you're looking at a total of \$200,000.

You also have to get in fast because only 100 are going to be built. Shelby American will be accepting orders after the unveiling on April 5, 2012.

The unveiling is also the company's first real chance to wipe out the memory of recent embarrassing publicity after it was discovered that some images (apparently released in error) showing the Shelby 1000 raising its front wheels off the tarmac were doctored.

If you would like to read other articles check out - <http://www.gizmag.com/shelby-1000-950bhp/21963/pictures>.

A big thanks to Mike and Jacinta for supplying the laptop to the club at such a great price. This is the first newsletter sent out on it.

Any queries please contact me bopmustangclub@gmail.com.