



THE GALLOPING GAZETTE

OCT 88

CENTRAL VIRGINIA MUSTANG CLUB

ISSUE 30

PRESIDENT'S PERSPECTIVE OCTOBER, 1988

Here it is October already and the first thoughts of winter creep into our minds. But not till we have one last opportunity to show our cars. I am sure there will be a big turn out for the show at White Post, VA on the 14th, 15th, and 16th.

Everyone in attendance at the last picnic had a great time, especially since Bill Elliott won the race at Dover. We all want to thank Donna Seay for giving up her Sunday and arriving so early so the rest of us could have a place to have our picnic. Thank you Donna.

We need to know who is interested in being an officer and/or a member of the Board of Directors. Please call me at work, 379-0379 or at home, 276-3129. The officers up for re-election are: President, 1st Vice President, 2nd Vice President, Secretary, and Treasurer. There are six positions for the Board of Directors (1986-1988) that will be available. These positions will be elected in November, and will take office on January 1, 1989.

Carolyn Timms needs articles for the newsletter. If she can't get enough articles, she is going to only publish the newsletter every other month. So, if you all want to continue receiving a monthly newsletter, then you need to contribute either an article, a story, or a help tip. Let's all try a little harder.

We all had a very enjoyable Sunday at the new Richmond International Raceway. Davey Allison won from the pole with Dale Earnhardt second, and Terry Labonte third, followed by four Ford Thunderbirds. It was a good day for Ford fans. February should be just as exciting with the new '89 'Birds.

We had some pictures from Richmond Dragway at the last meeting. Mike Walker has his car ready to go at it again. Waiting to hear from you Mike.

On September 21, 1988 we had a ceremony to present our check of \$750.00 to a representative of Freedom House. Thomas Victory and myself had our cars and the Club banner to help mark the occasion.

I know that nobody wants to think about it, but membership dues will be due on January 3, 1989. I am reminding everyone now so it won't be a surprise in January.

Till next month. . .

Terry Wagner, President

MEMBERSHIP DRIVE

We gained fourteen new members as a result of the membership drive and two new members at the car show. I would like to welcome the new members and ask that you get involved with the Club. We have a lot of activities during the year and always in need of participation from Club members.

The result of the drive is as follows:

1st Place · *Tina Fritz*

2nd Place · *Carolyn Timms*

3rd Place · *Kenny Fischer*

Thanks to everyone who participated in our Membership Drive. Your efforts are appreciated.

Mike Timms,
Membership Chairman

**PLEASE JOIN US
WEDNESDAY,
OCTOBER 5TH
FOR OUR NEXT
MEETING AT
RICHMOND FORD
4600 W. BROAD
STREET
AT 7:30 P.M.**

CVMC CLUB OFFICERS

		HOME	WORK
PRESIDENT:	Terry Wagner	276-3129	379-0379
1ST V. P.:	Kenny Fischer	743-1490	794-0500
2ND V. P.:	Mike Timms	744-2501	275-4501
SECRETARY:	Brenda Jones	740-2096	353-3919
TREASURER:	Barbara Evans	769-2653	257-4584
NAT'L. DIR.:	Al Azzarone	359-3473	649-0566

1987 - 1989 DIRECTORS

Monte Evans	730-2864	Carroll Lipscombe	329-5901
Nellie Fischer	743-1490	Rick Nocht	741-1209
Leroy Lilly	748-9259	Mike Walker	320-6152

1986 - 1988 DIRECTORS

Carl Evans	769-2653	Bill Thompson	346-0799
Judy Evans	730-2864	Carolyn Timms	744-2501
Tina Fritz	755-7590	Butch Williamson	271-0788

WHO TO SEE FOR WHAT

Archives	Bill Hall	270-6718
Awards & Trophies		
Car Shows	Kenny Fischer	743-1490
Club Merchandise	Nellie Fischer	743-1490
Cruises	Warren Wright	271-4096
Membership	Mike Timms	744-2501
Nascar Events	Monte Evans	730-2864
Newsletter	Carolyn Timms	744-2501
Parades	Carroll Lipscombe	329-5901
Picnics	Donna Seay	739-4800
Program Speakers	Monte Evans	730-2864
Publicity	Tina Fritz	755-7590
Refreshments/Door Prizes	Darrell Andrews	751-0211
Scrapbook	Bonnie Fischer/Betty Wilson	
Sponsors	Holly Womack	379-0379

FOR COPIES of the By-Laws, Minutes, Newsletters, Greeting Cards, or any other Club documentation - its available from Secretary, Brenda Jones at any meeting or call 740-2096 evenings.

THE GALLOPING GAZETTE is published monthly by the Central Virginia Mustang Club, Inc. a non-profit organization promoting the safe and enjoyable use of our vehicles and to preserve and authentically maintain Mustangs. Submit materials to:

Carolyn Timms
Editor

The Galloping Gazette
Central Va. Mustang Club
P. O. Box 35474
Richmond, VA 23235-0474

CLASSIFIED ADS: We invite CVMC members to contribute personal advertisements free of charge in our Club's newsletter. Classified rates for professional service, parts, dealers, etc. will be at a cost of \$5 per classified ad; rates subject to change. Submitted material will not be returned. All ads published as space permits and edited at the discretion of this publication.

THE GALLOPING GAZETTE will not answer inquiries about these ads and assumes no responsibility for their content. We regret any errors and will make corrections at your request. Ads must reach us 10 days prior to next meeting date, should be typed or printed on 8-1/2 x 11 paper, one ad category per sheet please! Include name and telephone number. Ads for cars, parts and parts wanted must be resubmitted each issue. Your help is greatly appreciated.

ADVERTISING: Commercial/Professional display advertising is also welcome. Rates are \$50/Full Page, \$30/Half Page, \$17/Quarter Page, \$10/small display advertisement.



Dale Dawson	02
James Miller	04
Douglas Miller	05
Jim Gatewood	09
Mickey Gillespie	12
Brian Kaufman	13
Douglas Smith	15
Sal LaPaglia	15
Betty Wilson	17
Neal DeWitt	17
David Nelson	18
Mark Spangler	18
B. W. Mattox	19
Robert Crosby	20
Steven Rogers	22
Eugene Harris	26
Malcolm Pulley	29
William Anderson	31
Wayne Epps	31

CLASSIFIEDS

MUSTANG PARTS!!! for those who care enough to have the very best. N.O.S. 65/66 LH convertible top moulding, 65/67 & 68 fog lights, 69/70 Shelby fender emblems, 69/70 390 fender emblems, 67/68 clock, 67/69 turn signal lever w/speed control, 67 black steering wheel, 428 aluminum valve covers, rev. limiters for Boss 302, 351, 429, 429 CJ & SCJ, chrome bezel for 69/70 shifter boot, 67/68 vinyl top moldings, Boss 302 oil pan, 289 hi po LH exhaust manifold, 289 dual point distributor and 65/66 Foxcraft fender skirts. Call Bill Jarvis 262-2137.

SPONSORS SPOTLIGHT

Pay for your membership when you present your Club card to these businesses and receive 10 to 45% discounts.

DICK STRAUSS FORD
Midlothian Turnpike
794-0500

THE FORD STORE, INC.
Ford Performance Parts
50-70's
Ashland, VA
798-9300

HERALD SALES COMPANY
Kar Kraft & Mirror Glaze
Products
Near the Diamond
358-4995

MUSTANG BILL'S
3 miles W of Short Pump
on Rt. 250
270-6555 or 270-4485

**NAPA/GENUINE AUTO
PARTS**
All Richmond locations
(Reference Cash Acct #1918)

RAY BROYHILL FORD
Hopewell, VA
1-748-4405

**RICHMOND MOTOR
COMPANY**
4600 West Broad Street
254-9254

RICK'S RESTORATIONS
Near Byrd Airport
222-8481

**SEREDNI TIRE & AUTO
CENTERS**
Northside/266-4955
Southside/232-4515
Mechanicsville/730-1440

**SUPPORT YOUR
LOCAL SPONSORS**

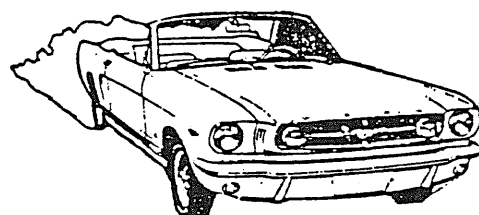
EVENTS

OCT 5
**CENTRAL VIRGINIA
MUSTANG CLUB**
regular Club meeting at
7:30 p.m.
Richmond Ford
4600 W. Broad Street.

OCT 8
**OFFICIAL CLUB CRUISE
NIGHT**
at Bill's BBQ across from
the Ashe Ctr. on
Boulevard at I-95. Bring
lawn chairs 8 p.m. - until.

OCT 8 & 9
**FALL FORD
SPECTACULAR**
'75-'80 Dragway
Monrovia, MD
For more information call:
(301)865-5102
(Track phone)

OCT 14, 15, 16
WHITE POST CELEBRATES
at White Post, VA.



**RICK'S
RESTORATIONS**
Partial and Complete
Restorations
Parts & Rust Repair
**CHECK OUR LOW
PRICES ON PARTS**
3712 Charles City
Circle Rd.
Richmond, VA 23231
(Near Byrd Airport)
(804) 222-8481

MINUTES OF SEPTEMBER 7, 1988

Minutes of Central Virginia Mustang Club held at Richmond Ford on Wednesday, September 7, 1988.

President, Terry Wagner called the meeting to order at 7:30 p.m.

Barbara Evans gave the Treasurer's report. As of September 1st, we have \$2,020.06 in the treasury. Barbara said the expenses and income from the car show were still coming in, but it looked like we were going to net \$700.00.

Mike Timms, Membership Chairman said we have 94 members, to date.

Carroll Lipscombe, Parade Chairman said no parades were lined up. Bill Tally Ford is having an opening day show. He would like 3 or 4 classic Mustangs there. This will be in October. Carroll thanked everyone who helped with the car show.

Monte Evans, Chairman Programs & NASCAR said Bill Jarvis is going to speak and we are going to see a 30 minute video on the Mustang. They are still working on the new Richmond International Raceway.

Carolyn Timms, Newsletter Editor asked about going back to publishing the newsletter every other month instead of monthly because she is not getting enough material to print every month.

Darrell Andrews, Refreshments & Door Prizes said we have a crystal dish for the ladies, 4 mugs, and a Ford hat for door prizes, and we also have a booby prize.

Donna Seay, Picnic Chairman said the picnic is Sunday, September 18th at Rockwood Park. We have hot dogs and everyone should bring a covered dish and their drinks. Questions were asked about a Christmas party.

Bonnie Fischer said we had a few items to add to our Club scrapbook.

Judy Evans had checked Regency and found that we could only meet every other month. We decided to stay here at Richmond Ford.

Old Business - Regency (taken care of).

New Business - All kinds of information on upcoming shows; Hampton, Gloucester. Tuckahoe Jaycees are going to have a road rally September 10. Will start at Sanderson Hyundai and end at Innsbrook with a party afterwards. All participants will get a T-shirt.

We were also invited to the Labor Day parade at Mineral but we missed that date. White Post is still on for October 15, 16, & 17.

New members - Kevin Keene, '86 Mustang GT.

Door Prize winners - Brenda Jones, mugs; Llew Stakes, Butterfly dish; Kevin Keene, Ford hat; Judy Evans, booby prize (a bag of Chevrolet items).

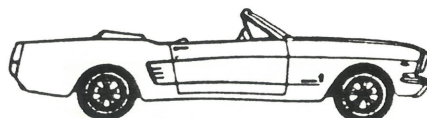
Membership Drive winners: 1st place, Tina Fritz \$100; 2nd place, Carolyn Timms \$50; 3rd place, Kenny Fischer a Club T-shirt.

Bill Jarvis spoke about the car show. Bill said a couple from Washington were very impressed with our show. He also said that the bigger car shows don't go off as well as ours have in the past.

Monte Evans showed the Mustang video.

Terry Wagner adjourned the meeting at 9:10 p.m.

Respectfully submitted,
Brenda Jones



AUTO AFFAIRS: WHAT DRIVES MEN TO THEM

Why do cars get men's motors' running? For starters, they help fulfill many a guy's competitive drive both in the showroom, when he's haggling over sticker price, and on the road, when he's beating another car around the bend. The fact that cars are a well-established success symbol offers the opportunity for some financial one-upmanship as well.

What's more, cars' powerful motors tend to reinforce a man's own physical power, which, in turn, makes some guys feel sexier, more masculine. "This may be a holdover from the evolutionary past when 'success' with women was based primarily on physical strength," according to Ladd Wheeler, Ph.D., professor of psychology, University of Rochester, New York.

Finally, men tend to have more thrill-seeking fantasies (vs. women's "softer" romantic ones). And taking to the road is a great way to shift into a dangerous James Bondish daydream behind the safety of seat belts.

OLD DOMINION MUSTANG

PARTS & ACCESSORIES

798-3348

509 S. WASHINGTON HWY.
ASHLAND

OPEN:
M-F 10-6 SAT 10-3

LOCATED ON RT. 1
5 MIN N OF I-295

MUSTANG DAY - RICHMOND DRAGWAY

Another Mustang Day at the Richmond Dragway has come and gone. As a newcomer to the drag scene, I was in awe of the display of power that these cars showed. I quickly learned the basic rules of drag racing and by the eliminations was calling who I thought would win each run.

Club member, Mike Timms, insisted that he wanted to try dragging once and only once so that he could say he had done it. Needless to say, Mike found his way back on the track for a second run. Later, when questioned about his performance, he insisted that he simply cruised the quarter mile strip in order to make his fun last longer. Even though Mike's car did not break track records it was one of the nicest contenders for best looking Mustang.

Ranked right up there with the Timms' Mustang, was Betty Wilson's '73 Mach I, driven by her son Steve. Members tried to encourage Betty to try out the strip herself, but she decided that she'd leave the driving to Steve. Her car did give the Timms' car stiff competition for best looking Mustang, but as luck would have it a Sandston man won this category. Of course all the members present agreed that there was no favoritism even though the Dragway is located in Sandston.

Larry Strum ran his late model Mustang a couple of times down the strip and added to the short list of Club members participating in the day's events.

Some members may have questions concerning Michael Walker's performance. Michael did not disappoint us. He managed to beat his time from last year on his first and only run. He made one run early in the day and then his '67 decided that it did not want to start. Maybe next time Michael.

Many Club members dotted the stands all day long. The day was long and hot but not without rewards. Since the drags had been called off the week before, the

Dragway combined two weeks of events into one day. Not only were we able to watch the Mustangs run, but we were entertained by the jet funny cars. Unfortunately, one of the two cars on display had problems the entire evening and could never reach his full potential on the strip. The other car, however, put on a display that none of us are likely to forget anytime soon. With flames shooting out the back this car reached 248 miles per hour on his last run. The power was incredible and the sound was deafening as the jet engine kicked into full gear and the car became a dot in the distance.

All in all the day was exciting and with the exception of a few disappointments, it was worth staying at the strip from 4:00 until 11:30. For those members who were unable to attend you missed a good show. Try to make it next year, and try out your car on the strip.

Submitted By: Holly Womack



ADDRESS CHANGE

Koni America is now:

**ITT Part Supply
Division
Koni America
8085 Production
Avenue
Florence, KY
41042-3046
(606) 727-5030**

WHAT IS A MUSTANGER?

He howls when his wife "unbalances" the budget at the shopping mall but will spend his last dime on that much needed part.

He claims it's too hot to cut the grass but will linger for hours in the 100 degree July sun to look at the Mustangs in a show.

He'll put off fixing the leaking kitchen faucet but will whistle a tune while overhauling his Mustang's carburetor.

He'll squeeze the family car between two "totals" in a parking lot to save a few steps but parks his Mustang 1-1/2 miles away at the end of the parking lot where you have to catch a bus.

His shoes are scuffed and muddy but he'll spend 16 hours cleaning the Mustang for a show.

He yells at the kids for leaving a room messy but the basement looks like a bomb went off in a Ford warehouse.

He can't find a matching pair of socks but can paw through 10,000 mixed nuts and bolts and find the exact one he needs.

He complains if he has to make a 1/2 mile trip to the store for bread or milk but will drive 286 miles in one day to a Mustang flea market.

He doesn't have time to look up a number in the phone book but will search through 324 issues of Mustang Monthly to find a certain article.

He can't figure out his tax forms or remember all the deductions but can recite the entire Mustang shop manual and recall 14 digit part numbers.

Does this sound like someone you know?

This article was taken from the Quarter Horse newsletter. I thought you would get a kick out of it.

THE MUSTANG AND THE GOOSE

by Tina Fritz

The desire to someday own my ideal car makes it impossible for me to pickup a newspaper without glancing through the classifieds. Sometimes I even pickup the weekly local advertising paper to check out any unusual ads. Occasionally, it happens...SHAZAM! There it is. I was dazed - just what I've always dreamed of; just the right year, right engine, right body style. But alas, a long distance call and no price. My finger trembled as I pick up the phone to dial. Beads of perspiration formed on my brow. My voice quivered as I said "Hello, I'm calling about the Mustang you have advertised".

"Sure" he said, "You're my first caller, just placed the ad yesterday". I breathed a small sigh of relief. I've done it. Directions are secured and I have that extra stash of cash in my pocket for just such an occasion. I even got the seller to give me that enviable "Right of First Refusal".

Now it's time to dig out those funny little books with instructions on how much it will cost for the privilege to take home that dream body, always with minimal rust and dings; and, yes of course, that dream engine usually with no less than 178,922 miles (showing).

I must make arrangements quickly, someone else could be after that same 20-year-old dream car. Calm myself. Gather my thoughts. Time to stare at the ceiling all night and imagine cruising along in the deal of the century.

Bright-eyed and bushy tailed, I filled up the six-pack cooler, fixed some sandwiches and hit the road on another pursuit of a wild aquatic fowl (wild goose chase). The first stop is my local pony guru friend who's always ready for an adventure. He never has any money, but he's got a pickup with a trailer hitch.

The journey is never ending, all the great conversation in the world couldn't keep my mind off the gleaming vision that I've conjured

up in my head about this glorious find. The directions were scribbled in pencil on a napkin from the kitchen. It's nearly impossible to decipher the scratchings and reach the destination without turning around ten or twenty times to find the road that you "just can't miss".

Can this be the place? It looks like the weed covered boon docks of the rustwrench. Alas, don't judge a book by its cover. Give the place a chance, I kept telling myself. One of those buildings might just contain a diamond in the rough.

I cautiously walk up to the door, keeping one eye on that big hairy creature peering out from under the bushes. I can tell he's ready to spring up and eat you alive if you make one false move. Just as I reached for the doorbell, a tall, greasy uniform clad mechanic-type appeared at the side of the building and called me by name.

"Why, yes, I did come to see your car. Where is it?" I replied.

My buddy and I followed the gentleman through a maze of broken down automobiles, as we peeked into sheds full of rusted car parts and tools finally to a fenced area with dozens of old classics.

I could hardly believe my eyes...every year, make, model and color (those that aren't brown with rust or grey with primer). I thought I had died and gone to heaven.

"Yes siree! This here's a classic. After the little fender bender, I had it towed to Al's Body Shop and Garden Center. It must have sat all summer long until ol' Al sold out of his fertilizer and fall grass seed, then he fixed 'er up just like new."

"This is the car that was advertised as 70% restored? I inquired, I couldn't believe I had driven half way around the state for this opportunity. "Like New" to this fellow meant body panels with waves of putty and primer that was starting to flake off over rusty spots.

I felt real foolish ousting my buddy out of bed so early on a weekend for such a disappointing trip.

Since we were already there, we might as well look the car over for any redeeming qualities. The car was full of mildew and the nesting remains of wasps, spiders, and field mice. Instead of '66, it had a '65 speedometer. The bench seat was interesting, but it didn't quite let the doors close properly and was probably out of a later model car. Color wise, we were able to identify at least four lovely shades of blue.

Upon further inquiry about the little fender bender, I found out that the front end had been completely demolished. This was a different engine, fenders and God knows what else was wrong with the car. He assured me that this engine was completely rebuilt and a real strong performer. All it needed was a good battery, a carburetor and some gasoline. All the gas had run out of it when the car rolled over in the ditch after the accident.

My mind was made up to try and get out of this one without any comments about the car. What could I say? This car was a mess, and the man selling it thought he was selling a gem. He went on and on about how Mustangs were real collector's items and this was one of the very first one's made, a real rare piece.

"So what do you think, isn't it in beautiful condition? Just right to fix and start driv'n" he said proudly.

Was this guy an idiot or did he think I was? My response was that I would have to think about it and get back to him. Were the truth spoken about this classic car I would have embarrassed myself and encouraged an argument with him.

On the way out of this rural area we spotted the taillights of a Mustang peeking out of a barn that we had missed on the way down. The cows in the nearby pasture scattered as the brakes

Part V: Acquiring that Special Car

screached, and we backed up to pull into the driveway. It was a modest white house with a late model car to the side and what appeared to be a horse barn out back.

A fellow appeared on the porch as we got out of the car. "I saw the back of your Mustang and wondered if you might consider selling it?" I asked.

The guy kind of laughed and said, "You know you are not the first one to stop and ask me that. The car belonged to my brother and my dad just can't seem to part with it since my brother never came back from Vietnam".

I asked if it would be okay if we just took a look at it, and the guy said he'd be glad to show it to us. As the big garage door was slid aside my heart skipped a beat. It was a dusty, but well kept Shelby. He raised the hood and as far as we could tell it was entirely stock.

I tried real hard to keep my cool and began grilling him about the car's history. All he knew was that it had low mileage but his dad had turned down quite a bit of money for the car. As I looked around, I could translate what he was saying. The car was probably driven extremely hard for a short period of time by a youngster who wanted to show-off before going into the service. From the looks of the other half of the garage, the father knew what he had and its value. The father's hobby was rebuilding engines. This was probably a hopeless situation, but I asked if I could talk to his father and try to strike a deal.

The old man was very nice and looked familiar to me. He was quite the bargainer and kept saying, "make me an offer, I don't know what it's worth". With nothing to lose, I pulled out a wad of cash and offered him every penny I had. The guy said it wasn't quite enough and wanted two thousand more.

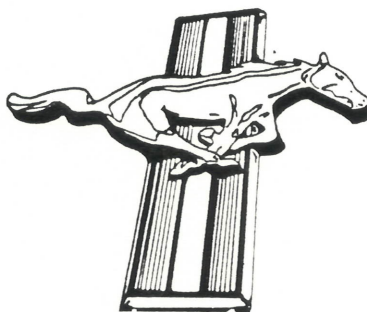
I was crushed. All my cash, all my reserves and all my credit card limits would be stretched and

I just couldn't make it. Before leaving, I took my buddy aside and asked if he were interested. He wanted to know if I wanted to borrow the money from him which I considered very carefully. Borrowing two thousand dollars on top of all the other debt would have really been too much to handle. When I declined, he asked if I was absolutely sure. As much as I hated to walk away from this deal I had to.

When we returned to thank the man and his son for seeing the car, my buddy asked if they had any other parts or Mustangs. They got into some more conversation about the car and my buddy pulled out the exact amount the man asked for all in large bills. He counted out the specified amount and handed it to the father.

However, the man never took his hands out of his pockets. "What's the matter?" said my buddy, "this is how much you said you wanted". The man looked him straight in the eye and said "I really didn't think you boys looked like you would be able to afford my price, I really don't want to sell the car".

It was obvious that the situation was not going to improve so we left in short order. I'm not discouraged though. One day that car is going to be exactly what was advertised and I'm going to have the money. Hundreds of leads must be chased before the elusive golden goose lays her egg in your lap.



PART V: ACQUIRING THAT SPECIAL CAR

It is said by many that anything can be purchased, i.e. that everything has a price. Previous articles will hopefully keep a person out of trouble. Remember that knowledge on a particular car is the key to correctly purchase the car.

With knowledge one can talk price correctly. Not insulting or trying to intimidate to get the price down but rather discussing what is wrong with the car and what price is will take to correct the problem(s). Also, if the owner realizes you know as much or more as he does about the car the better your chances of getting it at a good price. Beware though, a buyer will up the price if he wants it bad enough. Take heed not to purchase the car too suddenly. Look it over real good.

If the car's condition and price are acceptable, make an offer lower than the asking price. If a "no sale" is expressed, ask the owner at what price he would consider selling the car. You might be surprised. At least you tried. I would like to point out that any asking price is negotiable if the owner truly wants to sell.

Once the price is agreed on, pay for the car right then. Do not give the owner the chance to decide he does not want to sell. Put the cash in his hand. The owner still has the option to hand it back, but once the deal is struck don't hesitate. Buy the car and leave with it if possible.

If you do not have cash leave a large deposit. A couple of hundred dollars is best. Beware though, a deposit is not refundable. If the owner changes his mind and returns the deposit, the purchase of the car has pretty much fallen through. If he doesn't the car is beginning to change hands.

If you have any questions, please feel free to call me at 222-8481 during the day.

Happy Crusin...Rick



MUSTANG CLUB
P. O. Box 35474
Richmond, VA 23235-0474



E3