

THE GALLOPING GAZETTE

FEBRUARY 1996

CENTRAL VIRGINIA MUSTANG CLUB

ISSUE 112

President's Perspective

Welcome Members,

I am ready for spring to come. I enjoy driving and showing off my pony. The car show season is coming up pretty soon. The first show will be the Asphalt Angels show at The Show Place.

We have moved the Clubs Hot line, do to changes in the club. So we have a new phone number it is 743-9444 please make a note of it.

I am planning a Board of Directors meeting Feb 10 at my house, 4 pm . If the weather is permitting.

Everyone has heard me said I have been trying to get a tour through the Ford Truck Plant in Norfolk last year, I was unable because of the new style truck. Just the other day the Plant Manager came to see me and we discuss it again. He said starting in March they will working every other Saturday. He told me we could get in on a Saturday for a tour. So everyone please be patience.

See you all Wednesday night,

Kenny Fischer, President

Gas and Water Don't Mix

By Pat Goss

Does your fuel tank have water in it? Most, do, but not from anything that happened at your local service station. For years it's been a commonly held belief that water gets into fuel tanks at service stations. Although it's possible it definitely isn't typical. When someone does get water from a service station the quantities are usually large causing the car to quit in a block or two and not restart until the tank is drained. Nope, the real trouble develops very slowly and eventually leads to big repair bills and serious inconvenience.

Few people ever ponder what happens each time they fill their fuel tank. Off comes the fuel fill cap and in goes outside air. Outside air always contains moisture but it's really bad on hot, humid summer days. Moisture from the outside air can condense inside the tank and accumulate over time. Add to this the moisture laden air entering the tank as it breathes and you could have a lot of water in your tank.

Nobody thinks about water in their fuel tank until something horrendous happens. Horrendous could come in the form of clogged fuel injectors, a failed fuel pump or even a frozen fuel line on a cold morning. These are all common problems and except for frozen fuel lines, seldom associated with water in the tank.

Never fear though, prevention is easy. Use fuel system drier (often called dry gas or gas line anti freeze) which prevents moisture accumulation. It's available everywhere under a variety of brand names but, not all are created equal!!

These products are made of alcohol, some Methyl alcohol and some from Isopropyl. You want one derived from Isopropyl alcohol which unfortunately is much harder to find. It's critical to shop till you find it as there's a huge difference in the way the two alcohols deal with water and gasoline.

Continued on p. 4

Happy Birthday to You,
Happy Birthday to You, Happy Birthday dear;
Don Lane ..15, Todd Evan ..17, Caroline Holtzman ..18,
Tom Simmons ..24, and Rick Nocht ..28
Happy Birthday to You!

Coming Events

February

7 - Club Meeting at Richmond Ford at 7:30pm
16-18 - Asphalt Angels Rods And Customs Show
at The Show Place

March

6 - Club Meeting at Richmond Ford at 7:30pm
17 - St. Patrick's Day Parade

Deadline for Next Issue : February 22, 1996

CENTRAL VIRGINIA MUSTANG CLUB
JANUARY 3, 1996

The January meeting of the Central Virginia Mustang Club was held on Wednesday, January 3, 1996, at Richmond Ford. President Kenny Fischer called the meeting to order at 7:55 pm. Welcome greetings were extended to all those present, and especially to the new member/guest present: Ervin Ashburn who owns a '66 coupe. He found out about CVMC up at Old Dominion Mustang in Ashland. Birthday wishes were sent to members who were born in January.

Treasurer George Cosier reported a beginning balance of \$1153.26 minus \$22.55 (phone) minus \$25.00 (Maymont Foundation donation) minus \$283.40 (trophy shields for officers) for a final balance of \$993.26. At this same time last year the treasury stood at only \$480.76. Second Vice-President Terry Wagner reported that of the 86 members in 1995, only 28 have paid dues for 1996. National Director Paul Oliver renewed the discussion started in October for a club donation to the Mustang museum being planned in Michigan. He would like for CVMC to make a \$500.00 donation and be one of the first clubs to set a precedent. The matter will be discussed at the up-coming Board of Directors meeting.

Kenny announced the first car show of the season. The Asphalt Angels 34th Annual Festival of Rods and Customs will be held at The Showplace February 16-18. The deadline for club displays is January 15. Anyone interested in participating should contact Kenny during the break. Nellie has the usual merchandise and request for news or stories for the newsletter.

Director Carroll Lipscombe has received information about this year's St. Patrick's Day Parade, which actually falls on March 17. The theme will be "Irish and the Arts", the registration fee is \$30.00 per 4 cars, and we must describe our proposed decorations on the application. See Carroll during the break concerning participation as the application must be returned as soon as possible due to limiting the number of units this year.

Karen Lane thanked everyone for all the help with the Holiday Party. A good time and good food was had by everyone who attended. Brenda Jones introduced the doorprizes and refreshments. Monte Evans had trivia questions. Kenny reminded members to check the bulletin board for items of interest for sale. Bonnie Fischer would like any new photographs any one has for the scrapbook. First Vice-President Don Lane would like for the judges to review the MCA rules over the coming months. In the event we would ever host a MCA event the judges would be supplied by MCA, but we need to be prepared.

Kenny presented the trophy shields to those members who were not present or had left the Holiday Party before the presentation. National Director Paul Oliver. Director and Chairman of Parades and Cruises Carroll Lipscombe. Director Mark McChesney. Director David Lythgoe. Director Tom Barnett. Most Active New Members Paul & Susan Morris.

The CVMC show will be held September 14, 1996. at Willow Lawn.

There will be a Board of Directors meeting on Sunday, January 14, 1996, at the Fischer's house at 4:00 pm. The main topic of discussion will be the activities calendar for the first half of 1996.

Technical questions: Susan Morris inquired where would be the best place to start looking for tires for her '94 Mustang? She was referred to Mike Timms and to Larry Greene Tire and Muffler on Midlothian Turnpike.

Adjourned 8:58 pm.

The Tach Cluster

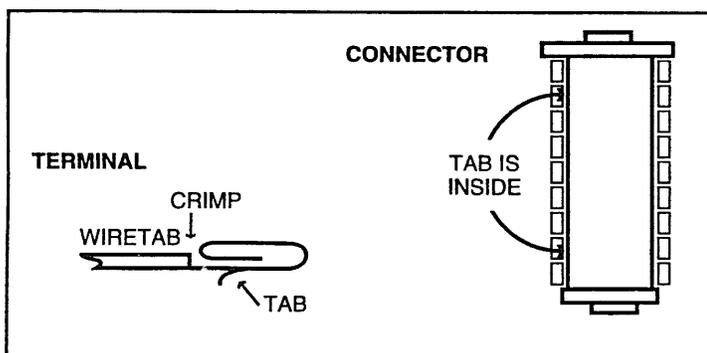
by Erich Bozzer

How Many times have you seen a Tach Instrument Cluster at a swap meet and thought that it would be nice to replace your base instrument cluster? You look further and find out that in order to perform this change you also need the unique wire harness that goes with it. Then you learn that the wire harness is either missing or too expensive. Anyway, do you really want to tear your whole dash out to replace the wiring? Good news, now you can modify your existing base wiring to be used with the Tach Cluster.

As you know, when the Tach was put into the right center pod of the cluster it forced the temperature and fuel gauges to move to the two outer pods. Ford replaced the charge and oil pressure gauges with warning lights. All these changes can be summed up into 4 categories: 1) Pin-out changes in the connector on the back of the cluster, 2) Oil pressure indication, 3) Charge indication and 4) The tach connection.

Lets start with the charge indication. The amp gauge is basically a worthless instrument. How many times has it actually told you that your charging system was bad? The warning light is not much better because by design it can only tell you when the voltage regulator is not working. It does not indicate complete charging system performance. Also, to switch over to the warning light is a major rework of the dash wire harness as well as replacement of the short alternator harness. This information leads me to suggest that the charge indicator in the cluster can be deleted. An add-on voltage gauge put in a hidden place is not only the easiest thing to do, it is also the best charge system indicator. So, what we will do is: not use the amp gauge wires at the back of the cluster, add an aftermarket voltage gauge (if desired), and leave the rest of the charge system untouched. If you're interested in all the details to wire in the warning light, write to us at the Registry. If there is enough response, a future article will come.

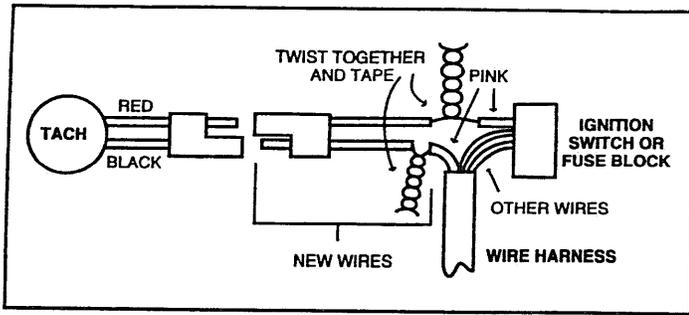
Now to the fun part. Just follow the step by step procedure in proper order to install your new in-dash tachometer. Please read it through first so you get the big picture before you start.



Sketch 1

- ✓ 1. Disconnect battery: wiring work here, be safe.
- ✓ 2. Remove dash pad.
- ✓ 3. Remove instrument cluster.
- ✓ 4. Rewire instrument cluster connector per this sequence. To remove the pins from the connector shell push in the tab on the metal terminal with a small jeweler type screw driver. (See sketch 1) Before reinstalling the terminals into the connector shell be sure to bend the tab back out so that it clicks when the terminal is fully pushed into the shell.
 1. Pull out pin 15 put into position 3
 2. Pull out pin 5 put into position 15
 3. Pull out pin 17 cut off 3 inches of wire with terminal attached. Tape the end of wire left in the harness. (To be used in step 5).
 4. Pull out pin 2—put into position 17
 5. Pull out pin 12 — Splice the 3 inches of wire with the terminal from 17 above onto this wire to form a Y connect. Put one into position 2. Put the other into position 5.
 6. Pull out pin 6 — Put into position 12
 7. Pull out pin 16 — Put into position 10
 8. Pull out pin 4 — Put into position 16
 9. Pull out pin 8 — Put into position 4
 10. Pull out pin 7 — Put into position 8
 11. Pull out pin 11 — Set aside, to be used in step 14
 12. Pull out pin 14 — Put into position 11
 13. Pull out pin 13 — Put into position 14
 14. Get pin from 11 — Put into position 13, this is the set aside pin.
- ✓ 5. Find the coil circuit wire in the dash harness. This is the soft, fat, pink wire that comes through the firewall at the upper center. Cut the wire at the fuse block on 70's or at the ignition switch on 69's. Splice a wire pigtail in at this point to connect with the Tach wire. (see sketch 2 on the next page). Cut as close to the fuse block or ignition switch as possible. This type of connector pigtail can be found at most Radio Shacks or car stereo stores.
- ✓ 6. In the engine compartment, replace the large bell type oil pressure sender with the smaller pressure switch.

(continued on the next page)



Sketch 2

- ✓ 7. Remove the 3 wire harness (coil, temp, & oil) which runs near the driver side valve cover and measure the resistance of the oil pressure wire (center pin). If it is original it should measure about 5 ohms. If it measures 0 ohms put it back on the car and go to the next step. If it measures 5 ohms, do one of the following two things:
 - 1) replace with another harness that measures 0 ohms.
 - 2) untape the wires and splice in a new wire to bypass the length of resistance wire (black) and then retape. It should now measure 0 ohms. Reinstall it in the car.

HA! HA! REPORT

TUESDAY, JANUARY 16, 1996

Cutlass Supreme holds top 3 most-stolen spots

DETROIT — For the fourth year in a row, the Oldsmobile Cutlass Supreme was the nation's most stolen car. In fact, Cutlasses were the top three last year, according to the annual study by CCC Information Services Inc. The 1986 Supreme was No. 1, the '87 model was second and the '84 was third. The top 10 also included the 1994 Toyota Camry, the 1987 Chevrolet Caprice and five Honda Accords. Cutlass Supreme has led the CCC most-stolen list for four years.

Personalize Mustang Mail Boxes
 Standard color Candy Apple Red
 \$110.00 Any other color \$120.00
 Contact Kenny Fischer 743-1490
 * * * * *

Wanted parts for a '66 Fastback GT
 Needed: 2 front fenders
 2 doors, and 1 trunk lid
 Call Tom Tignor at
 (w)527-4000 Ext. 8031 M-F 8-4pm
 or (H) 746-7933 after 5pm
 * * * * *

GAS AND WATER DON'T MIX
 4

- ✓ 8. Check the replacement Tach cluster flex circuit on the back to make sure there are no breaks. Repair as necessary. This is also a good time to do a general clean up of the whole cluster.
- ✓ 9. Install the Tach cluster in the dash.
- ✓ 10. Connect battery, start engine and test cluster.
- ✓ 11. Reinstall dash pad.
- ✓ 12. Install aftermarket voltage gauge per the manufactures instructions if desired.

And there you have it, your in-dash Tachometer!

When you use a product from Methyl alcohol it soaks up any water in your tank. Sounds good you say, but guess again. In order to protect your fuel system the water and alcohol have to get out of the tank in a harmless manner. With Methyl alcohol this doesn't always happen, it usually stays in the tank. Once the water and alcohol have combined the water won't freeze but because it stays in the tank extensive long-term damage can occur.

You may experience early failure of parts such as fuel gauge senders and fuel pumps not to mention shortened tank life. The water and alcohol sitting in the bottom of your tank may cause tank de-plating and corrosion of in-tank components.

As these parts corrode they often produce solid contaminants so small they could pass right through a car's fuel filter. Once through the filter they can devastate other expensive fuel system parts, like injectors.

Use Isopropyl alcohol dry gas and the entire scenario changes. Isopropyl combines with water the same as Methyl alcohol but it does much more. It causes the water, alcohol and gasoline to blend together into one liquid. The small amounts of water and alcohol are harmless burned in the combustion chambers with the gas eliminating fuel system damage.

By using Isopropyl based dry gas once every month, twelve months a year the ravages caused by water in your tank will be avoided. For the frugal at heart no, you can't use Isopropyl rubbing alcohol, it's already water saturated and won't help your car a bit.

PROUD SPONSOR'S

Present your Club membership card to these businesses and receive 10 to 45% discounts.

- DICK STRUSS FORD
Midlothian Trnprk, 794-0500
HERALD SALES CO.
Kar Kraft & Mirror Glaze Products
near the Diamond, 358-4995
FIRST CLASS TOWING
Lloyd Liggan, 746-1871
\$27.50 Fee for up to 12 miles
NAPA GENUINE AUTO PARTS
All Richmond location
(Reference Cash Acct.*1918)
RAY BROYHILL FORD
Hopewell, Va. 1- 743-4405
RICHMOND MOTOR COMPANY
4600 W Broad St. 254-9254
RICK'S RESTORATIONS
near the Airport, 222-8481
SEREDNI TIRE & AUTO PARTS
Northside 266-4955
Southside 232-4515
Mechanicsville 730-1440
ADVANCED MOBILE GLASS
226-1296
WEAVER TRANSMISSIONS
2406 Mechanicsville Pike, 643-2398
DAVE'S UPHOLSTERY & TOP SHOP
5702 Mechanicsville Pike, 746-7879
MIDAS MUFFLER & BRAKE SHOP
3700 Hull Street Road
C.P.'S MUFFLERS
3320 Mechanicsville Trnprk.
804-321-7397
DOCKSIDE MOBILE MARINE INC.
Hanover Ind. Air Park 752-2054
COMPETITION ENGINE SERVICE
Hanover Ind. Air Park 798-1675
AIR CONDITIONING SERVICE
All types A/C's & Heating
Mike O'Connor 739-8239
Kevin Kean 271-0771
CAPITAL WINDSHIELD REPAIR
Steve Fine
Rich. (804) 750-2864
LAY OAK
Don Lane (804)748-0723
W.B. and Son's
AUTO CARE - DETAIL
(804) 278-5223
THE DETAIL SHOP AT
AUTO ADVANTAGE OF RICHMOND, INC
4218 West Broad St.
Richmond, VA. 23230
Gary Sager (804) 354-0980
GLEN ALLEN TOWING & RECOVERY
(804)266-5783 Richmond VA
(804)798-0454 Ashland VA

CVMC CLUB OFFICERS

	Home	Work
President .. Kenny Fischer	743-1490	794-0500
1st V.P. Don Lane	748-6889	748-0723
2nd V.P. ... Terry Wagner	276-3129	378-5253
Secretary..... Debbie Shaver	768-1209	
Treasurer.... George Cosier	271-2139	
Nat'l Director.. Paul Oliver	744-8016	

1996-97 Directors

Carroll Lipscombe	329-5901
David Lythgoe	781-0105
Don Smith	790-1211
Lonnie Tucker	746-2598

1995-96 Directors

Richard Jones	740-2096
Mark McChesney	458-4674
Tom Barnett	360-2349

WHO TO SEE FOR WHAT

Awards & Trophies	Kenny Fischer	743-1490
Car Shows	" "	" "
Charitable Organizations	Brenda Jones	740-2096
Club Merchandise	Nellie Fischer	743-1490
Membership	Terry Wagner	276-3129
NASCAR/Motorsports	Marty Belt	556-3848
Newsletter	Nellie Fischer	743-1490
Parades/ Cruises	Carroll Lipscombe	329-5901
Judging	Don Lane	748-6889
Picnics/Partys	Karen Lane	748-6889
Program Speakers	Don Lane	748-6889
Publicity		
Refreshments/Door Prizes	Brenda Jones	740-2096
Scrapbook	Bonnie Fischer	276-3384
Sponsors		
Trivia	Monte Evans	730-2864

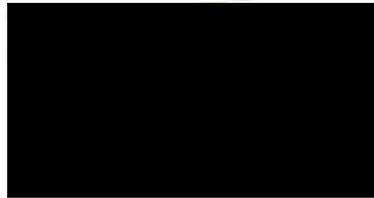
TECHNICAL ADVISORS

If you have any technical questions regarding Mustangs, you can call one of the following members for help. They will try to answer any questions you might have.

Sonny Coble	282-4932
Kenny Fischer	743-1490
Bill Jarvis	262-2137
Carroll Lipscombe	329-5901
Rick Nochta	222-8481
Richard Jones	740-2096
Bill Braughton	749-3673

Central Virginia Mustang Club, Inc.

P. O. Box 35-474
Richmond, VA 23235-0474



Please join us
Wednesday, February 7th
for our next meeting at
Richmond Ford
4600 W. Broad Street
at 7:30 p.m.

Our speaker for Wednesday night will be Richard Jones.
- Bring us up to date about airbags.