



# The Galloping Gazette

**The Official Newsletter Of The  
Central Virginia Mustang Club**

**February 2004**

**Issue 206**



## News From The Blue Oval

"Cars are built all over the world, but Mustang could come only from Ford. Like the F-150 is to Ford Trucks, Mustang is the soul of Ford Cars. A pure performer, it's the most affordable 300-horsepower car made and the best rear-drive performance car under \$20,000."

-Phil Martens  
Group Vice President  
North America Product Creation

## Ford Mustang Set to Capture American Hearts Again



Since its dramatic 1964 introduction, Ford Mustang has been the icon of American performance and style, capturing hearts worldwide. For 2005, Mustang combines an all-new, fully modern architecture with all the soul that makes a Mustang a Mustang bold style, a brawny engine and rear-wheel-drive excitement.

In short, every inch of Mustang is new yet it staunchly remains the genuine article "America's Car" for 40 years.

Based on an all-new, fully modern body structure and chassis system featuring advanced MacPherson struts and a three-link live axle with Panhard rod, Mustang boasts an overall ride sophistication unmatched by any of its ancestors. Its braking and handling are nothing short of world class.

It produces all the tire-smoking power the rear wheels and most drivers can handle, with a better-breathing 300-horsepower, 24-valve MOD V-8 or 200-horsepower SOHC V-6 engine.

With power comes responsibility, and the new Mustang takes occupant protection to a new level. A stout safety cage, Ford's Personal Safety System with passenger weight-sensing technology, available side air bags and a front structure designed for demanding offset impacts, provide drivers and passengers with the most comprehensive protection ever offered in a muscle car.

What's more, all this unrivaled driving excitement will continue to come at an attainable price. Mustang will remain the best performance car for under \$20,000, and the most affordable 300-horsepower car made today.

## Embodiment of American Muscle



Like wild horses on the open plain, Mustangs always have exuded a sense of pure power. The 2005 Ford Mustang offers a clean, contemporary design rooted in this unmistakable heritage. It is direct, straightforward, honest and above all authentically American.

The Mustang takes its design language from the concept car that stole hearts along the auto show circuit and signaled that America's only remaining muscle car would be introduced for 2005 with even more attitude.

"We weren't just redesigning a car, we were adding another chapter to an epic," said J Mays, Ford Motor Company group vice president, Design.

An all-new platform and clean-sheet design approach gave birth to a car that is modern, legendary and unmistakably Mustang.

The signature long hood and short rear deck capitalize on 40 years of history, as do classic design cues that have helped define Mustangs since the 1960s: C-scoops in the sides, three-element tail lamps and a galloping horse badge in the center of the grille. The Mustang's menacing shark-like nose imparts an attitude not seen since the 1967 model, while jeweled, round headlamps in trapezoidal housings are part of a striking new design flair.

"The new Mustang is pure American muscle," Mays said. "But, rest assured, we're not insisting on history at the expense of our future."

The 2005 Mustang has an aggressive rake that puts the car in motion even when it's standing still. The wheels were pushed to the corners of the body; better anchoring Mustang visually and physically to the road. The six-inch wheelbase gain over the 2004 model and increased interior compartment width provide more room for driver and passengers.

## Head-Turning on the Inside, Too



The cabin a beneficiary of Ford's tripled investment in interiors is every bit as breathtaking and genuine as the exterior. Three distinct design themes celebrate Mustang history with modern materials and features, including an available industry-first, color-configurable instrument panel for almost unlimited personalization.

"This is a \$30,000 interior in a \$20,000 car," said Larry Erickson, Mustang chief designer. "The functional, contemporary look of this interior and its precise execution set a new standard."

Available authentic aluminum panels spanning the dashboard are particularly eye-catching, as are prominent dual chrome-ringed gauges that cap an all-new technology. Thanks to the industry's first available color-configurable instrument cluster, Mustang owners can mix and match lighting at the touch of a button to create more than 125 different color backgrounds to suit their personality, mood, outfit or whim.

These modern touches mix with Mustang history and heritage. Chrome-ringed air vents are aligned vertically across the dash, precisely in line with the gauges, and the steering wheel has three spokes with a black center hub marked by the horse and tricolor bars logo, echoing the design of the 1967 Mustang.

The available Interior Color Accent Package charcoal with red leather seats, red door inserts and red floor mats is as much a jaw-dropper as the interior of the acclaimed concept vehicle that inspired it. The cabin's aluminum hardware accents add a look of technical precision.

Thanks to efficient packaging and the larger overall size of the new Mustang, taller drivers will feel more at home, and all four occupants enjoy more room. Overall, the new model offers the driver more headroom and shoulder room. Rear passengers also enjoy more legroom and shoulder room in their sculpted bucket seats.

More features are standard than ever before, including one-touch up/down power windows, power mirrors, keyless entry and power locks, a heated rear window and interval wipers. Audio systems range from the standard CD player on base models to the wild, chest-pounding 1,000-watt Shaker Audiophile system.

### More Power and Punch



Muscular new engines infuse Mustang with its legendary tire-smoking performance. The 4.6-liter all-aluminum V-8 has three-valve heads and cranks out 300 horsepower, while the new SOHC V-6 engine generates 202 horsepower from 4.0 liters. Five-speed transmissions manual and automatic put the power to the pavement.

The 2005 Mustang GT is the first mainstream production Mustang to break into the 300-horsepower arena, a place formerly occupied only by legendary Cobra and Boss models. The new level of performance on regular fuel is made possible by intelligent application of power train technology.

Because of its all-aluminum construction, Mustang's MOD V-8 a member of Ford's modular engine family weighs 75 pounds less than a comparable cast-iron design and stokes up 40 more horsepower than the 2004 engine. That's over 50 percent more power than delivered by the fiery, small-block 289-cubic-inch V-8 found under the hood of the classic 1964 model.

Electronic throttle control, faster engine management controls and the new three-valve cylinder heads with variable camshaft timing all contribute to this impressive output.

The three-valve heads with VCT allowed engine designers to use a higher compression ratio with regular 87-octane gasoline to maximize the energy used by every drop of fuel. Intake runners with active charge motion control valves also shape each combustion event for strong, low-end torque and maximum high-rpm power.

### New SOHC V-6 Engine: Even More Output

A new 4.0-liter, 60-degree, single-overhead-cam engine powers the 2005 Mustang V-6, replacing the 3.8-liter 90-degree pushrod engine in the 2004 model. It's inherently smoother and more compact, provides more power and torque and incorporates many of the advanced technologies used on the V-8.

The 200-horsepower, 235 foot- pound engine gains of 7 horsepower and 10 foot-pounds features low-profile heads, a composite intake manifold and a sound quality tuned to match Mustang's powerful image.

## The Right Gear: Smoother-Shifting Transmissions

Mustang's manual and automatic transmissions are also upgraded for improved performance.

For the first time, Mustang is available with a five-speed automatic transmission. The 5R55S automatic provides a unique combination of off-the-line jump and remarkably good highway fuel economy. A powerful new transmission control computer can communicate with the engine electronics 10 times faster than before and precisely controls shift duration and timing.

For those who prefer to compute their own shift points, five-speed manual transmissions are standard. The V-8 powered GT is equipped with a rugged Tremec 3650 gearbox, while V-6 cars get a Tremec T-5 manual. Both benefit from improved shift quality and efficiency. The shift linkage provides quick gear engagement and a solid feel.

## A Chassis Born to Run



The purpose-built, muscle-car chassis is new from the ground up, with a state-of-the-art front suspension and precise, three-link rear axle with Panhard rod. Combined with direct, accurate steering and powerful disc brakes, Mustang now has what it takes to catapult the American muscle-car driving experience to the next level.

Track time at drag strips and on road courses was a critical part of development, as chassis engineers pushed prototypes to the limit in search of the perfect power-and-handling blend.

"We spent countless hours refining this car on development drives and at the track," said Mark Rushbrook, vehicle dynamics supervisor. "The car has been to the Nelson Ledges road course in Ohio several times for 24-hour runs and has spent months on our own straight-aways and handling courses at our proving grounds in Arizona, Michigan and Florida."

By the time testing is completed, prototypes of the new Mustang will have logged nearly 1 million miles on streets and highways and tracks throughout the United States, Canada and Sweden in all types of weather.

## Strutting an Advanced Front Suspension



The MacPherson-strut front suspension's reverse "L" lower control arms are the product of a groundbreaking manufacturing technology used to produce steel control arms that actually weigh less than some comparable cast-aluminum designs. MacPherson struts originally developed in the 1940s by Earl S. MacPherson, a Ford engineer are widely renowned for their ability to deliver both comfort and control with reduced weight.

A firm bushing is positioned at the point where the shorter forward leg of the L-arm connects to the chassis to control lateral or side-to-side motion and quicken steering response. The longitudinal fore-and-aft movements are directed through a softer, compliant bushing at the longer, rear L-arm leg, which damps road shocks. This isolation is a direct benefit of the reverse "L" configuration of the control arms.

### Still Rock Solid Rear Axle with New Three-Link Suspension



Mustang's characteristic solid-rear axle has evolved continuously over the past 40 years, and the new model takes the car's signature design into a new dimension.

"We talked to a lot of Mustang owners as we were developing this program," said Hau Thai-Tang, chief engineer. "They are a very passionate group, and a lot of them told us very strongly that the all-new Mustang had to have a solid rear axle."

The solid rear axle offers several advantages that play to Mustang's strengths. It is robust, maintains constant track, toe-in and camber relative to the road surface, and it keeps body roll well under control.

For 2005, Mustang's rear suspension has a new three-link architecture with a Panhard rod that provides precise control of the rear axle. A central torque control arm is fastened to the upper front end of the differential, while trailing arms are located near each end of the axle.

The lightweight, tubular Panhard rod is parallel to the axle and attached at one end to the body and at the other to the axle. It stabilizes the rear axle side-to-side as the wheels move through jounce and rebound. It also firmly controls the axle during hard cornering. The shocks are located on the outside of the rear structural rails,

near the wheels, reducing the lever effect of the axle and allowing more precise, slightly softer tuning of the shock valves.

## Mustang Sound Character: The Strong, Silent Type

Mustang is faster, more agile and better looking than ever but it's much quieter and refined for 2005. In the design process, a quiet cabin where unwanted road and wind noise is supplanted by the signature growl of a Mustang engine was a top priority.

The result is a car that delivers the performance Mustang buyers demand, along with a more civilized environment that makes for a pleasant driving experience, whether on long trips or in more routine travel about town.

## Brakes and Traction Systems For Control Freaks

The standard four-wheel disc brakes have the biggest rotors and stiffest calipers ever fitted to a mainstream Mustang. Twin-piston aluminum calipers clamp down on 12.4-inch ventilated front brake discs on GT models an increase of more than 15 percent in rotor size. The V-6 Mustangs get 11.4-inch ventilated rotors that also are 30 mm thick.

In the rear, the brake rotors are 11.8 inches in diameter more than 12 percent larger than on the 2004 model. Rear rotors are vented on the GT and solid on the V-6. A new four-channel antilock braking system is available for a greater degree of brake control.

Bundled as an option with ABS, an all-speed intelligent traction control system uses electronic sensors to constantly monitor road conditions and feed the information to a dedicated control computer capable of determining within milliseconds whether the vehicle is on dry pavement or negotiating a slippery surface. On those occasions when traction control isn't desired like a smoky burnout at the drag strip drivers can deactivate the system with a button conveniently located on the instrument panel's center stack, just to the right of the gauges.

## Stronger, Safer, More Secure

Mustang's agility helps drivers avoid accidents like no muscle car in history. Responsive, precise controls, coupled with high levels of overall grip and the strongest brakes ever fitted to a Mustang, give the driver the controllability that can turn an impending collision into just a close shave.

If a collision is unavoidable, a stout safety cage, Ford's Personal Safety System restraints suite and available side air bags with head and chest coverage give occupants the best possible protection.

The Ford Motor Company Personal Safety System, one of the industry's most comprehensive safety technology packages, is standard. The system is designed to provide increased protection in many types of frontal crashes by analyzing crash factors and determining the proper response within milliseconds. It uses dual-stage driver and front-passenger air bags capable of deploying at full or partial power safety belt pretensioners and energy management retractors.

Standard occupant classification sensing builds on the strength of the Personal Safety System to tailor deployment of the front-passenger air bag. If the passenger seat sensor detects no weight or very little weight, like a newspaper or a jacket the passenger air bag is automatically switched off. If more weight is on the seat, like a small child, the air bag remains deactivated and an instrument panel light alerts the driver with the message "PASSENGER AIR BAG OFF." Of course, children are safest when properly restrained in the rear seat. If an adult is seated properly in the passenger seat, the air bag automatically switches on, ready to inflate within milliseconds if needed.

An optional active anti-theft package offers customers a new level of security for their Mustang. The feature is aimed directly at combating wildly high performance-car insurance premiums. The package includes: a) an inclination-sensing module to guard against tow-away thefts. b) Interior motion sensor to detect "smash-and-grab" break-ins. c) Separate alarm sounder instead of vehicle horn to thwart thieves trying to disable the horn. High-capacity, 60-ampere-hour battery capable of sounding the alarm longer.

Article & Photos courtesy of Ford Motor Company.

## CVMC News

**Membership Dues!** This is a reminder that you're **Membership Dues** were due January 1, 2004. Please submit your Dues as soon as possible. 2004 promises to be a Very Big year for CVMC and we want you with us every step of the way. Membership Dues are \$25.00 per year.

So far CVMC has 75 members signed up for 2004.

If you have any questions please call or e-mail...

Karen Lane

Phone: 1-800-379-5353

E-mail: [Layoak@aol.com](mailto:Layoak@aol.com)

or

George Bobrovsky

Phone: 804-355-4180

E-mail: [georgeb@globalweb.net](mailto:georgeb@globalweb.net)

Thanks for being part of CVMC! We at CVMC hope you will be with us for many years. **By Tony Hall**

**CVMC At G-Force Karts!** CVMC Speed Racers were at it again on January 18<sup>th</sup>. We had a great session not a lot of **Beatin** and **Bangin** this time. Well, George Godsey and Ted Roberson kept playing tag. The last time I saw them they were sideways.

All said we had a blast as usual. So with out further to do here are the times.

BLT = Best Lap Time

ALT = Average Lap Time

Tony Hall: BLT - 0:25.444; ALT - 0:26.929

George Godsey: BLT - 0:25.629; ALT - 0:27.226

Ted Roberson: BLT - 0:25.869; ALT - 0:27.277

Rusty Wiseman: 0:25.983; ALT - 0:27.807

Dave Dickey: N/A

Come on out folks and have a blast Go-Kart Racing. If you don't feel like racing come on out anyway and watch the excitement. Besides we usually go out to eat after the Racing.

The next foray into G-Force karts will be **February 22<sup>nd</sup>**. We will do the usual. Meet at Willow Lawn at 2:00pm or you can meet us at G-Force Karts at 2:30pm.

Till Next Time!

"Here's Tire Smoke In Your Eye"

**By Tony Hall**

**CVMC Director's Meeting!** The Director's meeting held January 11, 2004, covered many subjects. One of the first subjects dealt with what to do if a Director resigns. "A motion was made to take the next candidate who got the most votes for Director on the list of candidates from the last election. If there is no one available the President will then appoint a person to be a Director for the remainder of the term that has been vacated."

What caused this to happen is a director resigned just before the last election. Prior to the resignation we were electing 4 Directors. When the resignation occurred just before the election I decided (right or wrong) that we could solve this problem by taking the top 5 candidates instead of the top 4 candidates. Problem solved right? Not exactly, the Director that resigned had a year left in their term which through the split in Director Terms out

of kilter, that problem was solved by Jimmy Clements volunteering to serve only 1 year instead of 2 years so, now the split in Director Terms are now in order.

The revision to the By-Laws underlined above will be discussed and a final wording voted on at the February Meeting.

We also decided to buy a couple more tables and some chairs for the Show and other uses.

For more information on the Director's Meeting please see the minutes below.

**By Tony Hall**



**42<sup>nd</sup> Annual Asphalt Angels Rod & Custom Car Show!** Will be held February 13<sup>th</sup> to the 15<sup>th</sup> at The Show Place, on Mechanicville Turnpike. CVMC will be participating as a club at the show. So, far CVMC has 12 Members signed up for the show. They are...

Steve Coleman-1999 35<sup>th</sup> Anniversary Mustang GT Coupe; Rusty Wiseman-2003 Mustang Mach 1; Ben & Cynthia Brown-2001 Mustang Bullitt; Billy McDaniel-1970 Mustang Mach 1; Ed Adams-1969 Mustang Mach 1; Mike Cutright-1982 Mustang GT; Carroll Lipscombe-1964 ½ Mustang Convertible; Mike Noble-1999 Mustang GT Convertible; Kathy McWilliams-1969 Mustang Convertible; Gordon Martin-1995 Mustang GT Convertible; Ted Roberson-2003 Mustang GT; Bob Rigsby-1998 Mustang

Those of you listed above, please try to be at the February Monthly Meeting so you will know when to meet so you can all setup at the same time. Billy McDaniel is in charge of Show Set Up for Asphalt Angels.

CVMC participates in this show every year and it is an excellent show so long as the weather cooperates (Big Grin). Hope to see you at the show!

**By Tony Hall**



**Virginia Motor Trend International Auto Show!** This show is shaping up very nicely. We have 17 Mustangs Lined up for the show. We may be able to have 20 Mustangs total. We will know more, as the show gets closer. The Mustangs we have lined up for the show are as follows...

Steve Coleman - 1999 Black 35<sup>th</sup> Anniversary Mustang GT Coupe; George Bobrovsky - 1989 Black Mustang GT Convertible; Dave Dickey - 1967 Aqua Mustang Sprint Coupe; Richard Jones - 1964 ½ Red Mustang Convertible; Llew Stakes - 1969 Green Mustang Convertible; Rusty Wiseman - 2003 Blue Mustang Mach 1; Ben & Cynthia Brown -

2001 Blue Mustang Bullitt; Billy McDaniel - 1970 Yellow Mustang Mach 1; Carroll Lipscombe - 1964 ½ Blue Mustang Convertible; Tony Hall - 1995 Red Mustang SVT Cobra; Don Smith - 1970 Blue Mustang Boss 302; Thomas Victory - 1984 Black Mustang SVO Hatchback; Kendall Turner - 1985 Red Mustang Saleen Hatchback; Mike Rowe - 1999 Red Mustang SVT Cobra Convertible; Lane Ramsey - 1969 Blue Mustang Shelby GT-350 Fastback; Lee Hardy-1993 Mustang SVT Cobra; Jim Myracle - 1968 Mustang Shelby GT500KR

CVMC is listed as one of the Feature Attractions at the Virginia International Auto Show. Be sure to check out their website by clicking the logo above.

This is an excellent line up for the show. Like last year this is a great opportunity to let people know about CVMC and to recruit members.

There will be a lot more on this show in the March Newsletter.

**By Tony Hall**

**40<sup>th</sup> Anniversary Update!** I want to try and get everyone together to talk about the trip sometime in March and then at the beginning of April. Most likely this can happen after the Monthly meetings. If you are interested please let me know. You can email me at [1hot1x@centralvamustang.com](mailto:1hot1x@centralvamustang.com) or call me at 804-357-6196.

Be sure to check back next month, Same Mustang Time, Same Mustang Channel!!

**By Rusty Wiseman**



**MCA's 2004 Pony Drive III!** CVMC hopes to have some really big news on this Huge MCA Event in the March Newsletter. So stay tuned.

In the mean time check out " The Great American Pony Drive II" website. You can either click the logo above or the link below. Be sure to sign up for the Pony Drive while your checking out their website.

[www.ponydrive.us/index2](http://www.ponydrive.us/index2)

**By Tony Hall**

**Thanks!** I would like to take a minute to thank everyone who has contributed to the Galloping Gazette and let everyone know that if you have an article that you wrote on anything Mustang and or Ford related please send it to me to be used in the newsletter.

Ideas for articles are but not limited to the following... Car Shows that you attended; Parades; Restoration Projects; Unique Mustang's and or Ford's; Unique people connected with Mustang's and or Ford's; etc... Please include any pictures.

Be sure to send your articles to Tony Hall at 7702 Hudson Drive Richmond, Va. 23229. Or hand them to me at the next club meeting. You can also e-mail them to me at [svt95cobrava@aol.com](mailto:svt95cobrava@aol.com)



## News From MCA

By Paul Oliver

The annual meeting was full of memorable events as you all can imagine.

Bill Johnson, President of MCA opened the meeting with a brief call to all MCA members to eagerly participate in MCA activities and to support the hobby. He noted that it was important for club directors and officers to attend our BI-monthly meetings and ensure that a quorum is present. Many members travel great distances at their own expense, sometimes over a thousand dollars in airfare alone, only to get to the meeting and discover that there is no quorum present.

Beverly Bragg read roll call and recognized the newly elected National Directors.

Arley Whitsell read the Treasurers report and reviewed the proposed budget for 2004. He noted that MCA is a \$500,000 organization with over 10,000 members nationwide. We have over \$165,558.00 in resources according to our Consolidated Statement.

The new editor for Mustang Times, Josh Bolger, was introduced and we should expect to see his first issue mailed to us in March 2004. He has several Mustangs and is a collector and has a deep interest in being an automotive writer.

Jim Silverman, one of our two Head Judges, went over rule changes and classes for 2004. He will specialize in 2nd, 3rd, and 4th generation judging while Bob Perkins will specialize in 1<sup>st</sup> generation judging. He also is working on the Pony Drive coming up this spring with Chuck Micele, Membership chairman.

Austin Craig reviewed our advertising and promotional efforts as we move forward towards our 40<sup>th</sup> Celebration in Nashville.

Three new clubs were admitted for Regional Status and several others are being considered.

The newly finished judging rulebooks for 2nd, 3rd and 4th generation are available on the website for downloading. First generation rewrite will be available next month on the website. Pre-printed versions are available at a nominal charge.

Membership goals for this year are an additional 2,500 members...so get out there and promote some new faces into MCA.

Last, but not least, we talked about the 40th Anniversary Celebration in Nashville, TN. Several events have been added. There will be a "Heritage Room" at the show site. This will have limited hours of operation but will feature on site visits by Joe Oros, Don Frye and Gayle Haldeman for you to get autographs from and have your picture taken with. On Thursday there will be a vintage "Burn Out" competition at the racetrack. There are some surprise visitors coming too. Thursday night there will be an evening cruise into downtown Nashville starting at the Opryland Hotel. There will be a vintage car race and a celebrity race starring Steve Saleen, Tim Allan, Steve Ray, and featuring the 95 Cobra. Trams will be running all day long to get people from the parking lots to the track. Saturday evening is the boat dinner and cruise with Phil Martins from Ford, this event is already sold out. Sunday from 10AM to Noon will be the awards followed by a Charley Daniel's concert at 1PM at the track.

The MCA annual dinner was at the Westin Hotel on Saturday night and was a very nice event with a lot of very nice Mustang people and was a fitting way to end up the long days activities.

## The 20<sup>th</sup> Annual Mustang & Ford Show Update

By Rusty Wiseman & Dave Dickey

Tune in next month for the latest on our show in September.

## CVMC Humor



## Dave's Mustang Trivia

By David Lythgoe

1. How many engines were offered for the Mustang in 1970?
2. What were the two new options offered for the 1991 Mustang?

## Rick's Tip's

By Rick Nochta

### Getting An Old Mustang Running (Part II)

So far we discussed making sure the engine was free. We then replaced the necessary electrical parts to get the car running; i.e. plugs, plug wires, distributor cap, rotor, points, condenser. The Ford coils have always lasted for years so if you have an original Ford coil it will probably be ok.

The temporary gas tank that was installed can now be removed and a new tank, sending unit and a rubber fuel liner can now be installed. It is best to replace the metal fuel lines but if you decide not to then run lacquer thinner through the metal lines to clean out the rust and dried gas. A clear fuel line just before the pump will allow you to monitor fuel line contamination as the car is running. These filters can be taken apart cleaned and put back on the car.

Do not worry if the water pump begins to leak, make noise or both because these will generally go bad if the car has set for a couple of years.

It is best to check the transmission and the rear end fluids before driving. You are now ready to try to go down the road.

One last item that will need replacing is probably the carburetor. Run the car slow at first until you feel confident at getting up to speed. Also stay within a block from home so if something goes wrong you can walk back to the house.

With both MCA and SAAC judging experience I can probably help with difficult questions on that special car. I can be reached at 321-5383 during the day.

Happy Cruisin!!!

Rick



## News From The CCCCVa

By Fred Fann

Senator Quayle has sponsored SB 204 as promised. This bill if it becomes law would allow hobbyists to keep parts and project cars as long as they are out of ordinary view. I have agreed to speak when this bill comes in front of the committee. If you would like to speak or lend moral support please contact me at 804-590-9583. This is the third try for this measure and we are hopeful it will pass this session. Senator Norment has introduced a measure that would increase fines on inoperative vehicles. You may recall that two sessions ago Norment was busted for DUI on the way to the Assembly. He was the sponsor of a DUI bill at that time.

Speaking of DUI the Assembly is full of DUI bills. The publicity of an increase in the number of drunk driving deaths has caused the Assembly members to try and close every single loophole in the DUI laws. There are also some strange ways to combat DUI. Two bills would make 2nd time offenders place red and white or red and yellow plates on their cars. One of the sponsors of the plate bill is Delegate Bland. His wife is currently jailed for shooting their daughter in the shoulder and stabbing another relative at their home, which is not in the district, he serves. There are several bills that would allow the police to take your car if you get a third DUI. And of course there is a bill for a special MADD license plate. Next year watch for the death penalty for DUI.

If you read any big city newspaper in the state you will get an idea of what laws are going to be introduced. A couple of vans overturned killing some people so now we have bills that would require 6 month inspections and require special licenses for those who drive the vans. A man got out of being convicted for driving a moped with a suspended license so that loop hole is being covered by bills making a moped count as a motorcycle. After the hurricane people didn't know what to do at intersections where traffic lights weren't working. Several bills have been introduced to handle that problem. A bill would provide a fine of up to \$500 for a sound system that can be heard from 50 feet. There are some primary seat belt bills due to the feds threatening to cut funding. There's a bill to ban nitrous in street cars (too many bad movies). There's a bill to stop recording mileage in cars over 10 years of age on titles so that odometers can be rolled back. And of course there are bills to put photo red programs at every intersection so that localities can start collecting money.

There is good news: HB 608 provides for the registration of antique trailers in the same manner presently provided for the registration of antique motor vehicles. The bill also authorizes towing of trailers by antique motor vehicles. SB 259 Single license plates. Provides for use of single license plates on the rears of motor vehicles that have been modified or redesigned by hobbyists for recreational use and are included in public displays or shows at least twice per year. That's the one plate bill a lot of hobbyists would like to see.

As I write this all of these bills are in committee. I will have a full report at the council meeting on February 23rd. You can track legislation by going to the [www.vaacc.org](http://www.vaacc.org) website and clicking "Legislation" button and then clicking "The Latest News on Legislation" link.

## Central Virginia Mustang Club

Minutes of Director's Meeting, January 11, 2004

By Brenda Jones

Tony called the meeting to order at 3:20 p.m. CVMC Officers & Directors in attendance were: Tony Hall, George Bobrovsky, Brenda Jones, Karen Lane, Paul Oliver, Don Lane, Jimmy Clements, Carroll Lipscombe, Rusty Wiseman, Dave Dickey. Committee Chairpersons and Interested Members, Llew Stakes, Richard Jones, Amy Blumenthal, Pam Dosier, Mike Noble, Larry Noble, Judy Dickey, Kathy Morton & Gordon Martin.

Tony started the meeting by saying that Tyler Owen had resigned as a director for the club. Tyler only had 1 year and everyone else that was elected have a two-year term. We may have to make a change in the bylaws to cover this in the future. Jimmy Clements has agreed to take over Tyler's term. Jimmy ran this time but was not elected. He will finish out Tyler's term and may be elected in the fall for a full term. Tony suggested separating the officers and directors when it comes time for elections. Dave Dickey suggested keeping the continuity of the elections. Tony read the bylaws as it now reads pertaining to the directors.

We need to add to the bylaws an amendment to cover the resignation of a director in midterm. It was decided to go down the list from the previous election and take the next person that was on the list but who did not get elected. Paul Oliver made a motion to take the next candidate who got the most votes for Director on the list of candidates from the last election. If there is no one available the President will then appoint a person to be a director for the remainder of the term that has been vacated. Amy Blumenthal seconded the motion.

Tony then set up the director's meetings for the rest of 2004. They are May 2<sup>nd</sup>, July 18<sup>th</sup> and October 10<sup>th</sup> to review the show.

Membership - Tony suggested that Karen Lane and George Bobrovsky do a membership drive at the Asphalt Angels Show, The Virginia International Car Show, and our show. Other times would be at the Ford Fun Weekend at Virginia Motorsports Park and at cruises through the year.

Tony would like for all the new director's to have business cards.

It was suggested that instead of giving new members a tiepin to give a name tag instead. The cost of the nametag is \$6.00. Tony suggested that Karen and George to come up with some new ideas for a new member packet. There were several suggestions made for members who renew. We could give a pin with the number of years in club (5, 10, 15 etc.); patches were another suggestion (cost would have to be found out).

Tony suggested recognizing the people who have been a member of the club since it was founded. We are approaching 20 years. A lifetime membership was suggested. Carroll made a motion that for the members who have been members for 20 years and those who reach this goal, to be given a lifetime membership upon their anniversary of 20 years. Karen seconded the motion.

Tony said before we make any major purchases, we would need major sponsors for the show. We are going to need signs for the Pony Drive to guide the people coming into town to a gathering place and then to guide them back to the interstates. Tony suggested that the club be on the lookout for a trailer that we can store our club items that will be needing to be hauled to our show and to cruises and other shows. The trailer will need to have a side door as well as an entry in the rear. Don Lane has agreed to look into getting a trailer and finding out the cost, insurance etc. We are going to look at the insurance that we have to see if it will cover the trailer while it is parked at different members houses. Larry Noble brought up the fact that Lowe's has tables that fold in half. This makes them only 3 ft wide. We also need more chairs. We are looking into the stacking chairs.

David Lythgoe will be supplying a table for the Asphalt Angels show for the flyers and membership applications. Tony said we would need people to man our booth at the International Show for the duration of the show. We have 17 cars signed up.

Pony Drive II - We hope to be able to secure the Science Museum for the cars. We are going to try to get Richmond Ford to sponsor the drive. We are working with Famous Dave's to cater the event. We may be able to do a car display to give back to Famous Dave's or possibly give them a vendor space at our show.

Tony asked the ones in attendance for ideas of things that we would like the club to do. We came up with the following suggestions: Pony Drive Dash Plaques; Guest speakers each quarter; Bowling - dates to follow; trip to Luray Caverns; Display at Main Street Station; Picnic at a Public Park; Trip to Alexandria to see Tucker Automobiles (3) There is also a museum upstairs. This would be by appointment only.

Dave Dickey brought up the possibility of having the front and rear pages of our program done in color this year. This could be used as an incentive for the dealers to help sponsor the show- we would put their logos in color on the front page. George Jorgenson may be helping Jim Myracle with the marketing end of the show.

Llew has gotten prices on antenna flags and signs for the cars. He is still checking these out since the ones he has already gotten seem to be a little high. Tony said if anyone has any ideas for cruises to give Mike Cole a call.

Tony adjourned the meeting at 5:05 p.m.

## Central Virginia Mustang Club

Minutes of Meeting, January 7, 2004

By Brenda Jones

Tony called the meeting to order at 7:30 p.m. He asked if we had any visitors. We had three visitors. They were: Graham Mostmiller with a 1993 Mustang Hatchback, Angela Lent with an 2004 Mustang GT and Gordon Martin with a 1995 Mustang GT Convertible.

Tony asked Karen for the Treasurer's report. We started the month with a balance of \$4434.92. We had income of \$1285.00 (race tickets, \$595.00, membership \$550.00, Christmas party \$140.00). We had expenses of \$1134.72 (Christmas party \$850.72, Tri Cities toy run \$100.00, Show shirts \$96.00, newsletter, \$39.00, P.O. Box \$34.00, reimburse K. Cronin \$15.00). We ended the month with a balance of \$4585.20.

Llew gave his report on the Mechanicsville Christmas Parade. We had 18 cars (same amount as the Ashland parade). We were supposed to be #26 in the lineup but we got confused in finding the lineup spot and ended up being near the end.

Tony told us about the North American International Car Show. Ford will be introducing 5 cars. The Ford F150 was named "Truck of the Year" for 2004.

We need cars to put on display for the show.

Dave Dickey and Rusty gave a report on our show. We have the flyers ready from Bob Overbey for proofing. Jim Myracle will be busy so he needs help for the show. We have a sign up sheet for the show.

Rusty gave the 40<sup>th</sup> Anniversary update. All of the rooms he had are gone, except for the expensive ones. He has 18 rooms booked.

Karen gave a report on the Christmas party. It was held at Howlett's Tavern. Everyone seemed to have a good time. The people who own Howlett's are members of the club. It did snow a little bit but didn't amount to anything. We had one club member to come from Northern Virginia. We had to beam him in by cell phone.

Tony and 5 other members went to the G-Force Go Karts last month. Nobody ran into the wall this time. The Jones' weren't there so that's why it was a clean race.

We are planning on a Director's meeting to be held on January 11, 2004 at Famous Dave's on Broad Street. The meeting will start at 3:00pm. All Directors and Officers as well as other members who wish to attend may come.

Tony said we have 7 people signed up for the Asphalt Angels show on the weekend of February 13-15.

Tony gave a list of other events that are coming up for the club.

1. Feb. 13-15 Asphalt Angels
2. March 5-7 Virginia International Auto Show
3. June 4 Pony Drive II

Tony needs pictures for the Asphalt Angels Show to be put with the applications. For the international show, they also need a picture of your car. The show will be held on March 5-7. The cars need to be in there on March 4th. The show will be held at the Convention Center.

Pony Drive II: This will be a big group of cars. They will be coming from Europe, Australia, South America, as well as from North America. There may be as many as 300-500 cars. They will be coming after the 40th anniversary in Tennessee. We will be planning events for the group.

Monty Evans (former member and President of the club) spoke to us. He had several items that he wanted to give to members with the particular mustangs in the articles. Most of them are 93-94 vintages. He had a 1994 poster as well as other items.

**BREAK**

We will be going back to *G-Force Go Karts* on January 18th. We will meet at Willow Lawn at 2:00pm. If you want to go directly to the *Go Karts*, we will meet at 2:30 p.m.

Paul Oliver is working with the VA Blood Services for the show.

Dave Dickey won the 50/50. The amount was \$35.50 this meeting.

We had 63 members in attendance. Karen said that we have 68 paid up members (new and renewals).

Tony adjourned the meeting at 8:30 p.m.

## New Member's

Gordon Martin, Angela Lent, Michael McKinney, Tanya Hickam, Graham Marsteller

**Welcome!** We at CVMC hope you will be a member for many years.

## Renewed Member's

Richard Dawson, Frances Brown, Larry Crow, Jorgen Jorgensen, Llew Stakes, Tom Tignor, Paul Oliver, Whit Whitney, Dickie Yates, Tim Posey, Dave Dickey, Ronald Martin, Bob Barns, Amy Bluementhal, Steven Gray, Bob Overbey, Nancy Overbey, Rusty Wiseman, Bill & Billie Jarvis, Linda & George Cosier, Don & Karen Lane, Alan Brough, Ed Carroll, Jimmy Clements, Tony Donatella, Jeff Greentree, Walter Harley, Herbert Hudson, Gary Lane, Billy & Kim McDaniel, Chris Smiley, Don Smith, Lee Hardy, David Koogler, Larry Boyd

Thanks everyone for joining and coming back for another great CVMC year!

## Dave's Mustang Trivia Answers

By David Lythgoe

1. Nine different engines.
  - a) T - 200 CI 6 Cyl. 120 HP
  - b) L - 250 CI 6 Cyl. 155 HP
  - c) F - 302 CI V8 220 HP
  - d) G - 302 CI V8 290 HP (BOSS)
  - e) H - 351 CI V8 250 HP
  - f) M - 351 CI V8 300 HP
  - g) Q - 428 CI V8 335 HP (CJ)
  - h) R - 428 CI V8 335 HP  
(CJ-R)
  - i) Z - 429 CI V8 375 HP (BOSS)

2. Floor Mats and a Cargo Tie Down Net.

## February's Birthday's

Looks like we have a bunch of birthday Guys & Gals!

February 2<sup>nd</sup> Daniel Harris; February 3<sup>rd</sup> Cindy Chandler; February 6<sup>th</sup> Kendall Alexander; February 7<sup>th</sup> Leslie Phaup;  
February 15<sup>th</sup> Don Lane; February 15<sup>th</sup> David Stankovic; February 17<sup>th</sup> Dave Dickey; February 17<sup>th</sup> Fenny Hanes;  
February 22<sup>nd</sup> Margie Koogler; February 26<sup>th</sup> Whit Whitney; February 26<sup>th</sup> Paul Rhodes; February 28<sup>th</sup> Alexandra  
Stankovic

Happy Birthday and Many Happy Returns!

# Upcoming Car Shows For February & March

## MCA Events

### March 5<sup>th</sup> And 6<sup>th</sup>

#### 10th Annual Coming Out of Winter Spring Fling, Pigeon Forge, Tennessee

The First Tennessee Regional Club will host the 10th Annual Coming Out of Winter Spring Fling at the Capri Motel in Pigeon Forge. (NOTE: THIS IS A SOCIAL EVENT AND NOT A CAR SHOW) For reservations, call Kim McCown at (800) 528-4555 or (865) 453-7147. You must mention the Mustang Club to receive the special rate of \$44.64 including tax for double occupancy. Continental Breakfast included. Reservations must be made by Feb. 5, 2004. All cancellations must be made by March 2, 2004 for a deposit refund. Come on out for a great weekend with a choice of excellent restaurants, entertainment, and shopping outlets. For further information Contact Margaret Davis at (423) 323-2262.

### March 27<sup>th</sup>

#### 18th Annual Cherry Blossom Festival Mustang & Classic Ford Show Macon, Georgia

Hosted by the Flag City Mustang Club at Central City Park. Music, Food, Door Prizes, Top-50 Popular Vote Awards. Visit our website at <http://pages.prodigy.net/cobrastang/flag.htm> and click on "Cherry Blossom Festival" for details and registration forms. For more information, contact Show Chairman Harris Yaughn at (478) 474-2718.

## Non-MCA Events

**February 13<sup>th</sup> to the 15<sup>th</sup> - 42<sup>nd</sup> Annual Asphalt Angels Car Show** - The Show Place, Richmond, VA Best Indoor Rod & Custom Show on East Coast Info: Brian 804-266-1483 or web site: [www.asphaltangels.net](http://www.asphaltangels.net)

**February 13<sup>th</sup> to the 14<sup>th</sup> - AACA 68<sup>th</sup> Annual Meeting** Philadelphia, Pa.

**February 28<sup>th</sup> - SCMC Spring Shootout** at Jackson, SC. The SCMC will be having it's Spring shootout at Carolina Dragway in Jackson, SC. Take your Mustang, SVT Cobra, or Ford and see what it will do against the clock. There will be trophies and more to be given away at the bracket racing ceremony. This event is open to all makes and models. For more information... <http://www.svtcobraclub.com/mainpage.html>

**March 5<sup>th</sup> to the 7<sup>th</sup> - Virginia International Auto Show** - The Greater Richmond Center, Richmond, VA By Motor Trend International - Info: 804-783-7300 or web site at [www.autoshowusa.com](http://www.autoshowusa.com)

**March 6<sup>th</sup> - Tidewater Region AACA Annual Swap Meet** - Khedive Temple Activity Center, 645 Woodlake Drive, Chesapeake, VA. For info call Neil Sugermeyer at 757-486-5456.

**March 13<sup>th</sup> - "RACE TO THE RESCUE!"** - Benefit Stephens City Fire & Rescue sponsored by CB's Deli, T & H Auto & the Winchester Speedway - pre-register at CB's Deli-\$5.00 or \$10.00 at the gate- free BBQ lunch for all registered cars (1 per car) - Auction, bake sale, kid's games, Virginia Lottery, raffles, 50/50, special guests, Music hosted by the Valley Cruisers. Open for race cars, antiques, muscle, classics, etc. - NO PETS PLEASE - NOT RESPONSIBLE FOR ACCIDENTS entry forms also available at: [www.winchestervaspeedway.com](http://www.winchestervaspeedway.com)

**March 13<sup>th</sup> to the 14<sup>th</sup> - SCMC on Track** in Kershaw, SC. Join the SCMC at it's second annual "SCMC on Track" driving school at Carolina Motorsports Park in Kershaw, SC. Drive your Cobra at speed in a safe controlled environment with "in car" instruction. For more information on this event contact John Pearson at [johnbasf@bellsouth.net](mailto:johnbasf@bellsouth.net) or Jeff Finkelstein at [flynfink@carolina.rr.com](mailto:flynfink@carolina.rr.com) this event is open to all makes and models.

**March 20<sup>th</sup> - Spring Run to Fred's Car Museum.** We will leave Chesterfield and drive to the museum in Appomattox, Virginia and arrive about 10 AM. The admission cost is \$5 per person. After touring the museum we

will eat at Appomattox Buffet. This is still in the planning stages - more details later. Email [Fred Fann](mailto:Fred Fann) if you are interested.

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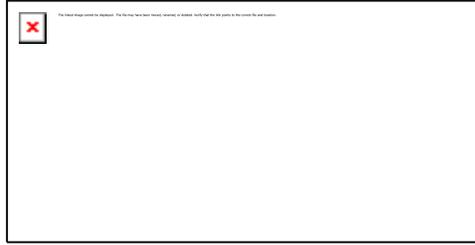
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## Next Meeting

Wednesday, February 3rd, 2004 at 7:30 PM  
At The Science Museum of VA,  
2500 West Broad Street .  
See Ya there!!