



## *The Galloping Gazette*

*The Official Newsletter Of The  
Central Virginia Mustang Club  
December 2008 Issue 264*

### *CVMC News*



*Merry Christmas  
Happy Hanukkah  
And A Very  
Happy New Year!*



### *2008 Ashland Christmas Parade*

We had a fantastic turnout for the 2008 Ashland Christmas Parade. We had 28 Mustangs, 2 Cougars and 1 late 40's Ford Pickup Truck to represent the Central Virginia Mustang Club.



The weather was bright and sunny but it was cooler than it was late year. We had a great assortment of Mustangs; all the generations were represented except for the Mustang II. We need to work on that one!

The Ashland Christmas Parade is the largest Christmas Parade that CVMC participates in so it was great to see the membership come out for this parade. Did any of you get to see yourself on TV?



Of course Ashland had a lot of spectators as they always do! What would a Christmas Parade be without the kids?



Thanks to everyone who came out to support CVMC at the Ashland Christmas Parade, you did a great job! Let's have the same kind of turnout for the Mechanicsville and Chester Christmas Parades!

**Article & Photos By: Tony Hall**



## ***2008 Mechanicsville Christmas Parade***

**December 7, 2008  
3:00 PM**

Come and join CVMC for the 2008 Mechanicsville Christmas Parade. The parade will begin on Sunday December 7, 2008 at 3:00 PM. We are unit 34 of about 107. We need to meet at the Mechanicsville Elementary School on Atlee Road no later than 2:00 pm. Let's see if we can out do the Ashland Parade!

Be sure to contact Llew Stakes for more information.

Llew Stakes  
Phone: 804-262-5789  
E-mail: [afancycat@comcast.net](mailto:afancycat@comcast.net)



## ***2008 Chester Kiwanis Christmas Parade***

**December 14, 2008  
2:00 PM**

Come join thousands who watch and participate in the annual Chester Kiwanis Christmas Parade. The parade will begin on Sunday December 14, 2008 at 2:00 PM. Spectators should arrive early as roads in the area will be blocked for the parade at 1:45 PM until the parade is over. The route will be the same as last year; it will begin at the Chester YMCA and will end at the Chester Village Green. The theme for this year's parade will be "Up on the Hometown". Let's see if we can out do the Ashland Parade!

Be sure to contact Llew Stakes for more information.

Llew Stakes  
Phone: 804-262-5789  
E-mail: [afancycat@comcast.net](mailto:afancycat@comcast.net)

## ***CVMC Christmas Party December 20, 2008***

Date: December 20th, 2008  
Time: 7:30 p.m.  
Place: Hill City Chop House

To the membership of the Central Virginia Mustang Club. This is the time to sign up for the best Christmas party of the year if you haven't already let us know. We have 8 spots left. The place is the Hill City

Chop House in Virginia Center Commons. The time is 7:30 p.m. The cost is \$26.00 per couple. You are reminded to bring a new unwrapped toy to the dinner for the Toys for Tots. Dessert will be provided. Come one come all because we have a great time and you will get the opportunity to see our President in his Christmas finery. Ron Martin is accepting the payments and will be glad to take your cash or checks at the next meeting which is December 3<sup>rd</sup>.

Brenda Jones  
Email: [JonesAuto1951@comcast.net](mailto:JonesAuto1951@comcast.net)  
Cell: (804) 387-1837  
Home: (804) 740-2096

Please bring an unwrapped toy for the Toys for Tots. Dessert will be provided.

### **Charitable Giving Results For CVMC 2008**

The following charities were chosen by the membership as the top 5 organizations they would like the club to contribute to. The Board of Directors will decide the amount we will contribute to each group.

Children Hospital  
Meals on Wheels  
American Cancer Society  
American Parkinson Disease Association  
Wounded Warrior Project

I appreciate you participation in this project.

**Gordon Martin  
President**

### **2008 Director Elections**

CVMC Director Ballot 2009-2010

Please select 6 names.

Carroll Lipscombe	Tony Hall
Rusty Wiseman	Richard Jones
Steve Coleman	Mike Noble
Militza Simac	Raymond Louth
David Lythgoe	

Ballots will be available at the December 3<sup>rd</sup> meeting. Or may be sent no later than December 20, 2008 too:

Gordon Martin  
10775 Ashcake Station Place  
Mechanicsville, VA 23116  
[nativeborn@comcast.net](mailto:nativeborn@comcast.net)

I want to thank each and every member that was willing to step up and be a nominee for this club leadership position. It is a big job keeping me straight.

Thank you,  
**Gordon Martin  
President**

### **2009 CVMC Membership Dues**

It is that time of year to remind everyone in CVMC that 2009 dues are due by Jan.1, 2009. Dues are \$25.00 and may be mailed to CVMC PO Box 35-474 Richmond, VA 23235-0474 or (and the choice we like) come to our next meeting and join in the fun and pay them then. We meet the first Wednesday of the month at the Science Museum of Virginia 2500 West Broad St.

Benefits of membership are numerous. At the meetings you can enjoy fun filled entertainment with Gordon's jokes, some very good company (people who like mustangs and other Fords), receive pertinent up to date information and have a good old time. There are opportunities to show off your cars at parades and cruise-ins to appreciative audiences.

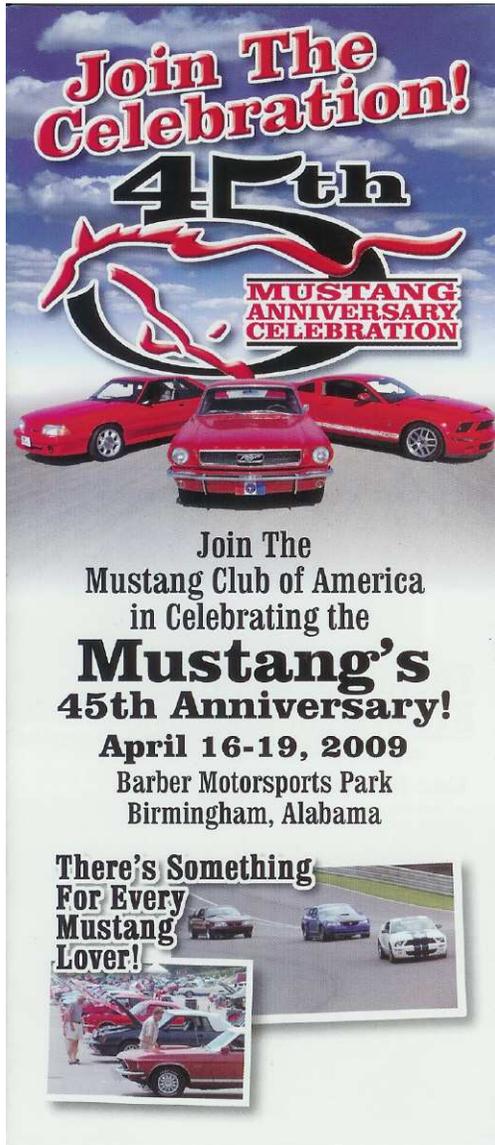
There are our 2 shows that the club sponsors. We encourage our members to Attend our interesting judging clinics that provide tips on judging and car detailing by knowing what to look for and where to look. The fall show lets you put that knowledge to use by assisting in the putting on of the show and by judging the show cars in various classes.

Remember, maintain your membership in good standing--renew today!

**Article By: Larry Noble  
Vice President CVMC**

***CVMC November Monthly  
Meeting Minutes  
By Renee Bennett***

November's Monthly Meeting minutes will be in next month's Newsletter.



**Join The  
Mustang Club of America  
in Celebrating the  
Mustang's  
45th Anniversary!**  
**April 16-19, 2009**  
Barber Motorsports Park  
Birmingham, Alabama

**There's Something  
For Every  
Mustang  
Lover!**

***“45<sup>th</sup> Mustang  
Anniversary Celebration”  
April 16<sup>th</sup> to the 19<sup>th</sup>, 2009***

***Update #2***

We had a meeting on November 10<sup>th</sup> at Shoney's, at Virginia center Commons to discuss the trip to the 45<sup>th</sup> Mustang Anniversary Celebration.

We set a route and time for departure on April 15, 2009. You can see the time and route in the CVMC Forums (Click Here- → [CVMC Forums - 45th Mustang Anniversary](#) ).

We will have our next meeting on March 16, 2009, at 7:00pm at the Shoney's located at Virginia Center Commons Mall.

Be sure to check our post in the CVMC Forums for further updates on the road trip to the 45<sup>th</sup> Mustang Anniversary!

-----  
This will be the show to go to. If you have never been to a Mustang Anniversary Celebration then you are missing out. If you never go to another MCA Event this is one you need to attend.

This is the first time MCA has required everyone registering for the show to be an MCA Member. Be sure to contact Dave Dickey about becoming or renewing as a MCA Member.

As this Celebration approaches we will have more on this Show in the pages of the Galloping Gazette and in the Forums Section of our website. [www.centralvamustang.com](http://www.centralvamustang.com)

I now have the flier scanned and posted in the CVMC Forums on our website.

CVMC has a block of 12 rooms set aside under the name of Central Virginia Mustang Club. For more information you will need to contact Rusty Wiseman...

Rusty Wiseman  
Phone: 804-357-6196  
E-mail: [1hotlx@centralvamustang.com](mailto:1hotlx@centralvamustang.com)

Those of you who went to the 40<sup>th</sup> Anniversary Show know how much fun this event is!

This show may sell out very fast. Be sure to register **NOW** if you want to go!!!

**Article by Tony Hall**

## ***CVMC Website "IMPORTANT"***

Hey fellow CVMC Members! I want to talk to you about the CVMC website (click here----->[CVMC Website](#)). By this time next year CVMC will have a totally new look to our website.

We will be improving the features we already have and coming up with new features for your enjoyment. We will be talking about those features more in the future.

For example we have a totally New Look to the CVMC Forums. You can check them out by...

Clicking Here-----> [CVMC Forums](#)

...In this part of the website you find information about Club Events, Car Shows, Parades, Cruise Ins, Tech Information about 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> Generation Mustangs, What's New in the Automotive World, News about New Ford Autos and Trucks, Ford Racing and just plain ole information about whatever is on your mind.

This is a great way to share information among CVMC members. You can also post about your projects and also upload pictures about your Mustangs, Events, etc.

We know that quite a few of you already come to the website on a regular basis but there are way too many of you who have internet access but do not come to the website. We ask that you get into a habit of coming to the website on a regular basis.

We know that some of you are not familiar with posting on the internet and may feel unsure of yourself. Let me assure you it is a very easy thing to do and Rusty and I are more than willing to help you out anytime we can. If you become unsure of what you're doing just give one of us a call and we will be more than happy to help you out. If we cannot help you at that moment we will be more than happy to set up a time where we can walk you through the

process of registering and then posting in the Forums. A little side note about registering. When you register either Rusty or I have to approve you via e-mail so it may take a few hours then you can post to your little hearts delight.

**Rusty Wiseman**

**Phone: 804-357-6196**

**E-mail:**

[1hotlx@centralvamustang.com](mailto:1hotlx@centralvamustang.com)

**Tony Hall**

**Phone: 804-337-4807**

**E-mail:**

[95SVTCobraVA@comcast.net](mailto:95SVTCobraVA@comcast.net)

The mass e-mails that I have sent out in the past will come to an end as far as I am concerned so PLEASE be sure to check the CVMC website on a regular basis for the latest on CVMC Events! See you there!

**Article By Tony Hall**

## ***Thanks For Contributing To The Galloping Gazette***

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 CVMC, 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... Club Functions; Car Shows that you attended; Parades; Restoration Projects; Modification's; 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 me Tony Hall at [95SVTCobraVA@comcast.net](mailto:95SVTCobraVA@comcast.net)



## **News From The Blue Oval**



### **LEANER, MEANER 2010 FORD MUSTANG MODERNIZED, WITH MORE REFINEMENT, NEW LOOK INSIDE, OUT**

*New muscular, sculptured exterior design is a modern evolution of Mustang heritage.*

*Powerful new interior design features world-class craftsmanship, upgraded materials and new technology.*

*Performance improvements – larger wheels, retuned suspension and increased horsepower – developed from engineering experience on the race track and from special editions including the Mustang Bullitt.*

*LOS ANGELES, Nov. 18, 2008 – Muscle goes modern for 2010 as the Ford Mustang – America’s favorite muscle car for 45 years straight – hits the streets with a new exterior design; new world-class interior featuring well-crafted materials and updated technology; and a V-8 with even more horsepower and an even throatier signature Mustang exhaust sound.*

*Combine those elements with the new Mustang’s improved handling characteristics, more standard safety and technology features and its already-strong safety and quality performance and reputation, and it’s easy to see how the muscle car known around the world delivers on the promise of fast, fun and affordable performance for a whole new era.*

*“More than 9 million customers have made Mustang one of the world’s most beloved automotive and cultural icons,” said Mark Fields, Ford’s president of The Americas. “Making sure this modern legend lives up to their expectations has been a driving force for the team, which went to great lengths – gathering customer input everywhere from race tracks to Main Streets in cities throughout the U.S. – working to create the best Mustang ever.”*

*For 2010, the team delivered. “The new Mustang marks new levels of both power and refinement,” said Paul Randle, Mustang chief engineer.*

*“We’ve designed and engineered this to be the next classic Mustang that everyone talks about for years and years.”*

*In true Mustang tradition, there is a “steed for every need.” At launch, customers can choose from a V-6 or V-8 with their choice of coupe, convertible or innovative glass roof, plus several new options and features delivering the opportunity for customers to personalize their cleaner, meaner-looking Mustangs.*

*“The best Mustangs have always been the ones that connect young America with the spirit of the times – and the 2010 does exactly that,” said J Mays, Ford’s group vice president of Design. “The new Mustang is close to the magnetic center of the original, fully loaded with the swagger you’d expect, but with modern refinement and attention to detail like you’ve never seen in a muscle car.”*

*It starts with the more aggressive grille, punctuated with the first new Mustang emblem since the car’s introduction in 1964. Both the V-6 and GT have brand-new sculptured*

front-end designs unique to each model. The headlamps and turn indicators, now integrated into one unit, are modern interpretations inspired by the 1970 Mustang. On the V-6, the fog lamps are located on the lower fascia, while on the GT, the fog lamps are again located in the upper grille – but are smaller than the outgoing model, similar to the original lamps of the 1967-68 models that inspired them.

"We understand Mustang's heritage and iconic status it has in the world and as a symbol of Americana," said Peter Horbury, executive director of Design, The Americas. "We wanted to create a face that is more muscular but unquestionably, unequivocally Mustang and carry that spirit through to the entire car."

The exterior sheet metal, except for the fast-back roofline, is all new for 2010. At the front, the new headlamps, lower fascias, fenders and grille are capped by a powerdome hood that adds to the muscular appearance while functionally allowing for enhanced air cooling of the engine. Mustang's washer-fluid nozzles are tucked into the cowl, while the antenna has been moved to the rear, both of which create a cleaner appearance while also reducing wind noise.

Front rear fenders feature taut, sculptured wheel flares, like a tight skin stretched over the wheels. A classic spear character line on the doors leads to a modern indication of "hip" rear fenders. "It helps give the car aggressive, forward direction, like it's ready to jump," said Doug Gaffka, Mustang chief designer.

The rear end design features aggressively angled rear corners, a sculptured decklid and prominent rear badge. A rear-view camera incorporated into the spoiler is available on some models.

A notable new tail lamp design features three LED bulbs firing sequentially from the inside for turn indication. The sequential bulbs were a distinct Mustang feature in the '60s and comeback to the 2010 for the first

time since then. Locating the reverse lamps vertically creates a modern version of the Ford classic three-lens taillamp.

The best of new, heritage Cleverly combining modern technology with Mustang heritage is a signature of the 2010 model, in terms of both design and engineering.

"All of the Bullitt elements are the base foundation of the GT," said Randle, noting engine and chassis improvements. "We also applied some improvements gained from Mustang racing. We're learning constantly and always giving that to the customer on the base car."

The wheel-and-tire combinations are 1 inch bigger across the board, ranging from 17 to 19 inches, which helps improve handling and braking. The shocks have been retuned on all models as well.



"We adjusted the springs, stabilizer bars and shocks to better balance the ride, steering and handling for all models, which results in a more engaging driving experience," adds Mustang Vehicle Engineering manager Tom Barnes. "The 2010 Mustangs feel more controlled for steering and handling, yet retain a good ride balance."

The 2010 Mustang 4.6-liter V-8 benefits from innovations from the popular Bullitt model. Power has increased to 315 horsepower.

"It runs on regular gasoline, but if you put in premium it has adaptive calibration that will give you even better mid-range torque," Barnes said, adding that Easy Fuel™, Ford's

*innovative capless fuel system, is standard on all models.*

*"It's an upgrade to the most-robust, most-accessorized engine in the marketplace today," Randle added. "No one has the reliability, no one has the upgraded options. This is a fantastic engine, proven on the race track, the drag strip and on the highway."*

*AdvanceTrac™ Electronic Stability Control (ESC) is now standard and complements Mustang's all-speed traction control and anti-lock braking system (ABS).*

*"It gives a driver a little more confidence that in any type of condition the car will maintain what they want it to do," Barnes said. "The 2010 Mustang improves ride quality and maintains world-class steering and handling."*

*In addition to all of the design and driving dynamics improvements, the 2010 Ford Mustang is engineered to maintain its top government safety ratings. Standard safety equipment includes: dual stage front driver and passenger air bags; front seat-mounted side air bags; and, Ford's Personal Safety System.*



*Interior leads in design, materials, content and comfort*

*Like the exterior, the interior design is all new with world-class materials and execution.*

*The powerful new one-piece instrument panel design is crafted in seamless soft-touch TPO (Thermoplastic Olefin) skin fully encompassing available genuine aluminum-finish panels. Mustang's chromed-ringed gauges and dual-vane air register vents are precisely crafted and positioned.*

*"That's the difference between good enough and exceptional," said Gary Morales, Interior Design manager. "We wouldn't accept anything less than leadership design and world-class craftsmanship."*

*The instrument panel and console flow as one shape, another strong connection to Mustang heritage. The seats and arm rests have softer materials with high-quality stitching.*

*The new center stack design adds the latest version of Ford SYNC™, with new features 911 Assist and Vehicle Health Report. Drivers also can customize their ambient and instrument lighting through the My Color™ system, which features 125 color options.*

*"The centerstack is quite progressive. The electronic finish panel containing the audio and climate control buttons and knobs are integrated into the finish panel," said Kim Zielinski, Mustang Instrument Panel engineer, 2010 Mustang. "I believe the customers will really like the new look."*

*In addition to the improvements in technology and comfort, drivers will notice a quieter ride. "It's much more vault-like," Barnes said. "But we maintained the signature Mustang sound."*

*The upgraded instrument panel along with new sound deadeners added to select areas helped improve interior quietness, especially at high speeds or on rough roads. All the better to hear that famous Mustang roar.*

*With a completely redone exterior that echoes the classic Mustang designs of the past, an interior featuring world-class materials, numerous technology upgrades and an improved driving experience, the 2010 Mustang is poised to become the latest classic in the proud line of Ford's iconic American muscle car.*

*"The 2010 Mustang is drop-dead gorgeous," Randle said. "This car marks the best efforts of 45 years of passion and enthusiasm among the best designers, engineers and*

manufacturing experts in the business, and we can't wait for everyone to see it and start driving it."

The 2010 Mustang will be built at the Auto Alliance International Plant in Flat Rock, Mich.

**Article & Photos By Ford Motor Company**

Get more information on the 2010 Mustang by visiting the CVMC Forums!

(Click Here -> [2010 Mustang](#) )



## **FORD GT CLOSE TO EUROPEAN GT3 TITLE**

11/30/2008

Geneva — The final round of the European Federation Internationale de L'Automobile GT 3 Championship is scheduled for this weekend in the United Arab Emirates, and being held on the 5,3 km long Dubai Autodrome.

A final, which most probably will result in a first crown for the Matech GT Racing team, presently they are some 26 points ahead of the closest rivals. In the drivers' championship, with 10 points being awarded to the winners in each 60 minutes heat, everything remains wide open, notwithstanding the difficult task ahead for Thomas Mutsch and Ian Khan (8 points behind), Bradley Ellis

(9 points) and Alex Mortimer (11 points).

"This first title clinched by the team would really give me great pleasure," Martin Bartek, the man in charge of the Swiss Matech GT Racing team commented.

"For us this would represent a double reward, namely as the manufacturer of this superb Ford GT, but also for the team entering these three cars. Having said that I'm not entirely satisfied with the manner in which this 2008 season progressed, rather irregular for our cars. After several victories at the beginning of the competition, we had some heavy handicaps inflicted upon us, which were pretty damaging, and whereby we lost out on numerous podium places. However let's not spoil our pleasure; Matech GT Racing is a young team which has grown up very quickly, taking on this huge challenge by building, developing and entering a racing car with an important potential."

When one mentions the end of a season one automatically thinks about the next campaign. In this light Matech GT Racing will once again be present in 2009 at the international Grand Touring competitions; however it is still too early to fully reveal the future programme.

"We are presently in the planning stage to develop a GT1, but this might well be a bit tight for 2009," Martin Bartek continued.

"The actual economic climate and the present perception of the automotive world do not speak favourably for such initiatives. However one thing, which is for sure is the fact that a Ford GT1 will race in 2010. As for the coming year we might well be entering two Ford GTs in FIA GT3, as compared to the three this season. However here again this remains a conditional possibility. We are going to take things one by one, finish off this 2008 sporting season, then draw up the balance sheet and consider 2009."

First and foremost the Matech GT Racing team will ensure that it

clinches the teams' title from the first race in Dubai.

**Contributed by Matech GT Racing News Bureau**



**1964 Ford Mustang -  
Henry's K  
Art Cairo Invested In A  
Special Restoration For  
Henry Ford II's Special  
1964 Mustang**

Writer: Jim Smart

Photographer: Chris Richardson

The ordinary classified ad in the Detroit newspaper read, "1965 Mustang once owned by the Ford family." At under \$1,000, the asking price was a deal, even by 1974 standards, so Art Cairo went to take a look at the Hi-Po hardtop, which was worse for wear with its original-but-faded black finish. Art also noticed some unusual components. For example, the roof was leather instead of the usual textured vinyl, and the wheel-lip moldings were die-cast metal instead of the anodized aluminum found on production Mustangs. The Mustang also had leaded seams at the door jams and trunk opening, along with GT foglights in the grille, exhaust trumpets, and Styled Steel wheels: items not offered to Mustang buyers

when the car was built in early 1964. What's more, it had an alternator charging system, something available only on Lincolns at the time.

Inside was a wealth of black leather upholstery instead of the usual vinyl, real teakwood where Mustangs never had it, chrome door strikers and latches, a factory reverb unit and rear speaker under the package shelf, and molded-leather door panels with pistol-grip door handles. When Art raised the hood, it had an insulation blanket, something never available on a Mustang. He also found front disc brakes, a Top Loader four-speed, and a 9-inch rearend with 3.50:1 gears.

It wasn't until Art spotted the 5F07K100148 vehicle identification number that he was hit by a flood of urgency to buy the car. Obviously, it was an early production '64 11/42 Mustang hardtop with the 289 High Performance engine and plenty of unusual features. In the glovebox, Art discovered a '65 Mustang owner's manual inscribed with Edsel B. Ford II's name and Grosse Pointe address. But oddly, the vehicle identification number listed in the manual didn't match the hardtop; 5F09K721789 indicated a '65 fastback.

Art bought the car anyway, not realizing its true significance. For years, he assumed the Raven Black Mustang had been owned by Edsel Ford, who would have been in high school at the time. It wasn't until 1983, during an interview with Edsel for Mustang Monthly, that Art learned the truth about his Mustang when Edsel revealed the hardtop had once belonged to his father, Henry Ford II (HFII). In the interview, Art showed the owner's manual to Edsel, who said he had indeed driven the Hi-Po fastback. Somehow the owner's manual for his fastback wound up in the glove compartment of his father's hardtop.

It is easy to assume that the Ford family owned their unusual, special-order Mustangs, but that's not the case. Both 5F07K100148 and 5F09K721789 belonged to Ford Motor Company and were built for Ford

family use. Afterwards, the cars were returned to Ford and sold.

Art's HFII hardtop was a preproduction unit, one of approximately 180 Mustangs assembled prior to the official March 9, 1964, start-up date at the Dearborn Assembly Plant. Research by Bob Fria, who owns 5F07U100002, has revealed that all preproduction units were actually Pilot Plant units bucked at Body & Assembly in Allen Park, not far from Dearborn. All were shipped to the Dearborn plant and assembled there.

Because it was going to Henry Ford II, 100148 received special attention due to requested equipment, such as the alternator charging system. That meant a one-off wiring harness unique to Mustangs. This was learned the hard way during the restoration. A conventional '65 wiring harness required modifications to work with the '6411/42 electrical components. A steel-plate scatter shield was also welded to the transmission tunnel to protect Mr. Ford from possible clutch/flywheel failure. The 289 High Performance engine was a one-off with experimental cylinder heads, undoubtedly hand-built for the earliest K-code Mustang unearthed to date. Even the steering gear was specific for unknown reasons.

When 100148 was completed at Dearborn, it was delivered to Ford Design for the kind of treatment you might expect for Henry Ford II. The conventional Mustang seats were clad in knitted-style leather with unique chrome and teakwood appointments. The instrument panel and glove compartment door were dressed with real teakwood. A custom-fabricated leather headliner was installed, and chrome door latches and strikers were added. A one-of-a-kind AM radio with die-cast chrome buttons was installed, along with reverb and a rear-seat speaker.

Ford Design also borrowed developmental parts for 100148, including the GT foglamps and exhaust trumpets (not available on the Mustang until a year later), die-cast wheel-lip moldings, and more. When

Art bought the car, it had '66 Styled Steel wheels, which he is convinced weren't there when the car was delivered to Mr. Ford. It remains unknown what the car had for rolling stock when it was new.

Through the years, Art has touched base with Ford employees who remember the hardtop. One Ford executive garage mechanic recalls Mr. Ford's concern over fuel economy. Granted, most people who ordered a 289 High Performance Mustang weren't concerned about fuel mileage, especially in the fuel-plentiful '60s. But nonetheless, fuel consumption concerned Mr. Ford. The mechanic, baffled about how to improve the car's mileage, decided to swap speedometer gears so the speedometer would read higher and Mr. Ford would drive slower. He never heard anymore from Mr. Ford.



When Art bought the car, he didn't take its history all that seriously. It was just an old Hi-Po Mustang, so he loaned it to his brother, who had a ball with the car until a valvetrain failure shut down the engine. Art performed a top-end overhaul and took the keys away from his brother. While he was at it, he performed a mild restoration and repainted the car, driving it on rare occasions.

For many years, 100148 was a best-kept secret in Detroit as it rarely saw the light of day. Because Art has worked in Vehicle Operations at Ford for many years, he has spent most of his life on the road, charged with new vehicle launches at Ford plants all over North America. This kept 100148 in

*storage and out of circulation for the better part of two decades.*

*In 2002, Art became concerned about the hardtop because it was beginning to suffer the effects of storage, dampness, salt spray, and inactivity. When Art asked us how he should approach 100148's restoration, we suggested a thorough inspection to determine the proper course of action. What Art found wasn't good. Rust, decay, and even mice had taken a toll. It was then that he began searching for someone who could perform a spot-on restoration. It was going to be expensive, more expensive than he ever imagined. It ultimately took the coordinated efforts of Mustang Monthly, National Parts Depot, Mustangs Plus, and the discovery of Rustbusters in Redford Township, Michigan.*

*When Rustbusters went to work on Art's HFII car, they did so with extraordinary care. There was the leather interior to consider, and there was also a leather top and headliner to think about. Rustbusters disassembled the car one piece at a time, taking notes and shooting pictures to make sure it was put back together properly.*



*As Rustbusters removed parts, the news went from bad to worse. Rust had overtaken the body, floors, frame-rails, wheelhouses, quarter-panels, inner fenders, doors, and cowl vent. Had this been a garden-variety six or small V-8 hardtop, we would have advised Art to cut his losses and part the car out. But that wasn't an option with a historic car like 100148. In this case, a special find became a*

*burden: a commitment to history Art would have to see through.*

*With parts assistance from National Parts Depot, Rustbusters replaced the damaged parts, obtaining a precision fit by setting the car up in a custom jig created especially for vintage Mustangs. Much time was spent massaging sheetmetal and achieving exceptional craftsmanship. Once the sheetmetal was welded in and ground smooth, Rustbusters laid down a self-etching primer/sealer along with professional-grade seam sealer to ward off corrosion. Art then had the car painted with Raven Black enamel, a vintage paint we weren't even sure you could buy anymore. Once painted, the body was color-sanded and hand-rubbed to simulate the original finish. The original wheel-lip moldings were too damaged to reuse.*

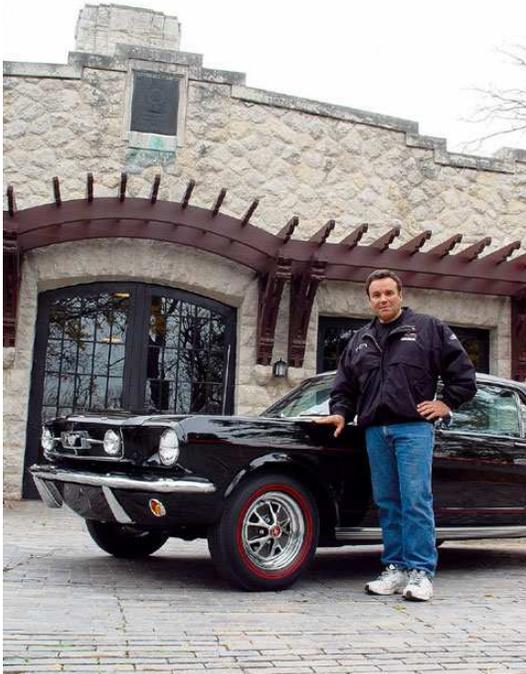
*Art struggled with which hood to use. When Art purchased the car, it had what enthusiasts call a "1965" hood, with the improved lip. Enthusiasts tend to embrace the theory that all '6411/42 Mustangs came with the unimproved hood with its sharp edges. But research has revealed that some '6411/42 Mustangs got the improved hood. When Art asked us which hood to use, we suggested he go with the hood that was on the car when it was purchased 32 years ago. Not a '6411/42 hood like you might expect, but a '65-style improved hood found on virtually all preproduction Mustang units (and Indy Pace Car hardtops) that have surfaced to date.*

*While Rustbusters was at work, Art was busy detailing the engine, transmission, and rearend. The original and undisturbed '63 vintage Hi-Po block was bored .030-inch oversize, with decks and line-bore checked for integrity. Remarkably, it was a virgin iron casting that didn't need any more than boring and honing. Photographer and Ford historian Chris Richardson discovered the experimental cylinder-head castings, which at a glance, looked like garden-variety Hi-Po heads. The*

engine was freshened to factory specifications with cast pistons, ductile-iron rings, oversize .010-inch bearings, and a Crane mechanical flat-tappet camshaft suited to a stock Hi-Po.

When Art inspected the narrow-bolt pattern Top Loader four-speed, it was like new inside, as was the 9-inch rearend. Both went back in the car the same as they came out: factory original except for new seals and gaskets.

Art's timing couldn't have been better. Rustbusters wrapped up the restoration just in time for Ford's 100th Anniversary, and Art rolled Henry's hardtop out for display in front of Ford World Headquarters, appropriately named the Henry Ford II World Center. In Ford's 100th year, Art had the good fortune of showing the completed restoration to Edsel Ford II, who was thrilled to see his father's Mustang for the first time in years. In August of that year, Art was invited to display his Mustang at Ford's exhibit at the Woodward Dream Cruise, drawing plenty of people who both remembered and admired what is undoubtedly one of the most significant Mustangs ever made.



5F07K100148: The Facts

- \* One-off Raven Black '65 Mustang hardtop built for Henry Ford II
- \* Preproduction unit bucked at Allen Park and assembled at Dearborn
- \* Earliest documented K-code 289 High Performance Mustang
- \* Show-car treatment with leaded seams
- \* DSO 89 - Transportation Services
- \* Date code of 05C, meaning preproduction unit
- \* All-leather interior
- \* Custom leather door panels, similar to Interior Dcor Group a year later
- \* Leather headliner and dashpad
- \* Teakwood appointments
- \* One-off AM radio with die-cast chrome buttons and knobs
- \* Factory reverb with rear-deck speaker
- \* GT foglamps and exhaust trumpets
- \* Die-cast wheel-lip moldings
- \* Chrome door latches and strikers
- \* Custom leather top
- \* Handcrafted by Ford Design
- \* Restored by Rustbusters and Art Cairo

**Article & Photos Courtesy of Mustang Monthly**

**MUSTANG**  
*Club*  
**OF AMERICA**

### **Our 24<sup>th</sup> Annual Mustang & Ford Show**

For those participants that entered our 24<sup>th</sup> Annual show and received an award plaque, the award plate with your name, class and sponsor were delivered in the middle of November. I have been and in the process of typing the letters and envelopes to get the awards to you. Some of you have already received the plate. I apologize for the delay and hope to have all of the plates in the mail around the beginning of December.

**Dave Dickey**  
**2008 Head Judge**  
**Show Co-Chairman**  
**Central Virginia Mustang Club**

Judi and I hope each of you and your families have a very **Merry Christmas** and a wonderful **New Year**.

The 2009 MCA election results for the Board of Directors and Officers has been published in the forums sections of our website.

The official 2009 National show schedule follows:

- April 16 – 19 45<sup>th</sup> Mustang Anniversary Celebration at Barber Motorsports Park, Birmingham, AL
- June 5 – 7 Race to Indy at O'Reilly Raceway Park, Indianapolis; IN
- July 3 – 5 American Stampede to N.C. State Fairgrounds, Raleigh; N.C.
- August 27 – 30 San Fernando Valley; CA

It is my understanding the Thursday night cruise to a fabulous block party in Birmingham is nearing or has reach the limit of 500 cars. The deadline for showing your car in the judged class is 31 January 2009. It is limited to 250 Mustangs. Participant award display is limited to 2,250 cars and the deadline is 31 March 2009. The host hotel, Marriott Birmingham, is not taking any more reservations. If you think you might go, I would suggest talking to Rusty Wiseman because there are other hotels in the area. You can always cancel before the actual celebration. **MCA membership is required to attend this celebration.** Posted in our forums website is a letter inviting anyone attending the 45<sup>th</sup> to volunteer a little of your time to help make the celebration a success.

The Raleigh show is only a few hours away and this should be the show that CVMC members should really consider attending. A link to this show is in our Forums section. This show is limited to 350 cars. Because it is the only National MCA

show on the East coast, this may be another sold out show. If there is enough interest, I will consider holding a detailing clinic for all those who are interested in showing their cars at this show.

Mustang Times magazine is a first-rate publication for the Mustang hobbyists, published by MCA and included with your MCA membership. It is full of advance information on next year's Mustang, pictures and stories on many special Mustangs, technical and "how to do" information for all Mustang projects in addition to many Mustang parts vendors. **If you would like to join MCA I will be available at most CVMC events.**

Local MCA Regional shows; cruise-in and upcoming holiday parades in the Richmond metro region are covered in the Galloping Gazette and on our website.

**Dave Dickey**  
**MCA Regional Director**  
**Phone: 804-730-1450**  
**E-mail: [drdickey@maxinter.net](mailto:drdickey@maxinter.net)**

**CVMC - MCA Gold Card Judges**

1964½-1966: Don Lane  
1967-1968: Dave Dickey  
1965-1970 Shelby's: Rick Noctha

**CVMC – MCA Certified Judges**

1966: Karen Lane  
5<sup>th</sup> Generation: Tony Hall, Dave Dickey & David Lythgoe



**December 2008**  
**Car Hobbyist News From**  
**the Council**

**By Fred Fann**

Delegate Cole is still interested in carrying the one-plate bill legislation. I will be in touch with him

on the bill. The council delegates voted to pursue a one-plate bill at the October meeting.

In the last car hobbyist news I answered all the questions about DMV that were brought up at the October meeting except for one. Vintage plates are on the DMV website in several places. DMV and most of us believe the old plates with the year embossed on them are vintage plates. There are a couple of problems – some local officials confuse vintage and antique plates and there is no definition of vintage plates in the Code of Virginia. You can still use the old year plates on a daily driver if you register the plate with DMV and purchase the month and year stickers. Some local officials view all vintage plates as daily driver plates with stickers and will assess sticker (registration) fees and personal property tax. I think that DMV should clear up the issue with vintage plates. We will discuss this at the December council meeting.

Who would have thought we'd ever see gas prices this low again? Premium gas is under \$2 a gallon! The fact that prices are dropping indicates how serious the problems are with the economy. We are all looking forward to President-Elect Obama's economic team working on getting our economy on track again – just leave the gas prices where they are!

We've all heard about a possible bailout for the American automakers. All are facing possible bankruptcy. In fact there have been dealerships in our area that have either gone out of business or laid off employees. I know you have seen people on TV who want to change how the automakers build vehicles and these same people want to force the automakers to build the right kind of vehicles for the times. This shows how little they know about how cars and trucks are designed, built and brought to market. The real problem for the automakers is the legacy costs – union agreements on salary and benefits are killing the industry. The only real solution is a restructuring of these costs.

Be sure to send in your 2009 events so they can be posted on the council calendar. And of course have a Merry Christmas and a Happy 2009 – let's hope it's a better year than the last one.

### ***New Member's For 2008 & 2009***

Allen Young, Brett Terrell, Mike Cannon, Andrew Craig

**Welcome!** We at CVMC hope you will be a member for many years. CVMC has over 140 members signed up for 2008.

### ***Renewed Member's For 2009***

Gordon Martin, Ray & Judy Weidman, Paul Wright, Larry & Brenda Boyd

Thanks everyone for coming back for another great CVMC year! CVMC has over 140 members signed up so far for 2008.

### ***Upcoming Car Shows***

#### ***MCA Events***

For more information on other MCA Car Shows and Events please visit the Mustang Club of America's website at... [Mustang Club Of America](#)

#### ***Non-MCA Events***

For more information on other Area Car Shows and Events please visit the Car Club Council of Central Virginia website at... [Car Club Council of Central Virginia](#)

### ***Officers***

President: Gordon Martin  
Phone: 804-550-3196  
E-mail: [nativeborn@comcast.net](mailto:nativeborn@comcast.net)

Vice President: Larry Noble  
Phone: 804-784-2227  
E-mail: [lignoble@comcast.net](mailto:lignoble@comcast.net)

Secretary: Renee Bennett  
Phone: 804-744-2860  
E-mail: [lovemy03@msn.com](mailto:lovemy03@msn.com)

Treasurer: Ron Martin  
Phone: 804-789-8580  
E-mail: [cobratime67@comcast.net](mailto:cobratime67@comcast.net)

MCA National Director: Dave Dickey  
Phone: 804-730-1450  
E-mail: [drdickey@maxinter.net](mailto:drdickey@maxinter.net)

## **Directors**

### **2008**

Carroll Lipscombe  
Phone: 804-329-5901

David Lythgoe  
Phone: 804-909-0869

Rusty Wiseman  
Phone: 804-357-6196  
E-mail: [1hotlx@centralvamustang.com](mailto:1hotlx@centralvamustang.com)

Richard Jones  
Phone: 804-740-2096  
E-mail: [jonesauto1951@comcast.net](mailto:jonesauto1951@comcast.net)

Steve Coleman  
Phone: 804-737-8558  
E-mail: [scole10141@aol.com](mailto:scole10141@aol.com)

Tony Hall  
Phone: 804-337-4807  
E-mail: [95SVTCobraVA@comcast.net](mailto:95SVTCobraVA@comcast.net)

### **2009**

George Bobrovsky  
Phone: 804-794-0350  
E-mail: [georgeb427@verizon.net](mailto:georgeb427@verizon.net)

Sharon Burke  
Phone: 804-779-3400  
E-mail: [rumdancer@comcast.net](mailto:rumdancer@comcast.net)

Johnny McGrath  
Phone: 804-769-1238  
E-mail: [nanajoan06@msn.com](mailto:nanajoan06@msn.com)

Kathy McWilliams  
Phone: 804-746-9700  
E-mail: [kathymcw@yahoo.com](mailto:kathymcw@yahoo.com)

Llew Stakes  
Phone: 804-262-5789  
E-mail: [afancycat@comcast.net](mailto:afancycat@comcast.net)

## **Volunteers**

### **Newsletter Editor:**

Tony Hall  
Phone: 804-337-4807  
E-mail: [95SVTCobraVA@comcast.net](mailto:95SVTCobraVA@comcast.net)

### **Webmaster:**

Rusty Wiseman  
Phone: 804-357-6196  
E-mail: [1hotlx@centralvamustang.com](mailto:1hotlx@centralvamustang.com)

### **Club Merchandise:**

George Godsey  
Phone: 804-932-4534  
E-mail: [gggelimator@yahoo.com](mailto:gggelimator@yahoo.com)

### **Club & Show Promotions:**

Renee Bennett  
Home: 804-744-2860  
E-mail: [reenebennett7777@msn.com](mailto:reenebennett7777@msn.com)

### **Membership:**

Ron Martin  
Phone: 804-789-8580  
E-mail: [cobratime67@comcast.net](mailto:cobratime67@comcast.net)  
And  
Larry Noble  
Phone: 804-784-2227  
E-mail: [lignoble@quixnet.net](mailto:lignoble@quixnet.net)

### **Parades:**

Llew Stakes  
Phone: 804-262-5789  
E-mail: [afancycat@comcast.net](mailto:afancycat@comcast.net)

### **Cruises In's:**

Mike Cole  
Phone: 804-739-0950  
E-mail: [Mustangmlc99@aol.com](mailto:Mustangmlc99@aol.com)

### **Track Events:**

George Bobrovsky  
Phone: 804-794-0350  
E-mail: [georgeb427@verizon.net](mailto:georgeb427@verizon.net)

### **Spring Show Chairman:**

George Bobrovsky  
Phone: 804-794-0350  
E-mail: [georgeb@globalweb.net](mailto:georgeb@globalweb.net)

**Fall Show Chairman:**

Larry Noble  
Phone: 804-784-2227  
E-mail: [lignoble@comcast.net](mailto:lignoble@comcast.net)

**Judging:**

Dave Dickey  
Phone: 804-730-1450  
E-mail: [drdickey@maxinter.net](mailto:drdickey@maxinter.net)

**Monthly Door Prizes:**

Brenda Jones  
Phone: 804-740-2096  
E-mail: [jonesauto1951@comcast.net](mailto:jonesauto1951@comcast.net)

**Social Events:**

Vacant

**Technical Advisors**

**1<sup>st</sup> Generation Mustangs**

Sonny Coble  
Phone: 804-282-4932

Bill Jarvis  
Phone: 804-262-2137

Carroll Lipscombe  
Phone: 804-329-5901

Rick Nochta  
Phone: 804-321-5383

Richard Jones  
Phone: 804-740-2096  
E-mail: [jonesauto1951@aol.com](mailto:jonesauto1951@aol.com)

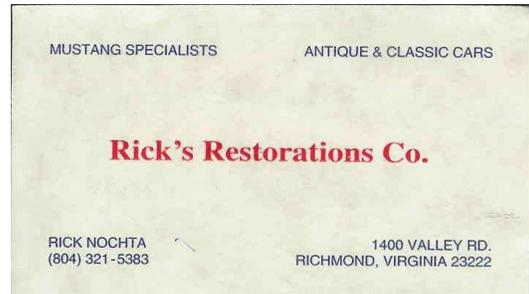
Dave Dickey  
Phone: 804-730-1450  
E-mail: [drdickey@maxinter.net](mailto:drdickey@maxinter.net)

**3<sup>rd</sup> Generation Mustangs**

George Bobrovsky  
Phone: 804-355-4180  
E-mail: [georgeb@globalweb.net](mailto:georgeb@globalweb.net)

**Club Sponsors**

**Present your club membership card at the following business to receive valuable discounts.**



Mustang Restoration, Part's, Appraisal's, MCA & SAAC Judging Experience.

Give Rick Nochta a call for all your Mustang needs!  
804-321-5383

Be sure to present you CVMC Membership Card for a 5% to 15% discount!



For all of your Hardwood Flooring needs give Don Lane a call at!  
1-800-379-5353 or  
804-748-0723

Be sure to present you CVMC Membership Card for a \$0.05 per Sq. Ft. discount!



Looking for a pristine Late Model Mustang or Saleen? Then give Mark a call!

Phone: 804-784-8851

E-mail:

[info@performanceautosport.com](mailto:info@performanceautosport.com)

[www.performanceautosport.com](http://www.performanceautosport.com)

Be sure to present you CVMC Membership Card for a club discount on their Dyno!

3 pull's for \$65.00



Richmond Ford

Phone: 804-358-5521

4600 West Broad St.

Richmond, Va. 23230

[www.richmondford.com](http://www.richmondford.com)

Be sure to present your CVMC Membership Card for a Club Discount on parts in their parts department.

**THURSTON**  
Sign & Graphics

Architectural Signage • Cast Bronze Plaques • ADA • Vinyl Graphics  
Magnetics • Routed • Banners • Vehicle & Window Lettering

**(804) 285-4617**

All Club Members Receive 10% Off!

**WAYNE THURSTON**  
President

Cell: 804 908-2100  
Fax: 804 285-4617

Auto Body Restoration  
Light Collision  
Fiberglass Repairs

Fine Automotive Painting

**Bob Dillon**  
email: [paintbydillon@aol.com](mailto:paintbydillon@aol.com)

10998 F. Richardson Rd  
Ashland, VA 23005  
804.752.0005

Harold Sales  
Kar Kraft & Mirror Glaze Products  
358-4995

First Class Towing  
Lloyd Liggan  
746-1771

NAPA Genuine Auto Parts  
Reference Cash Account #1918

Weaver Transmission  
2406 Mechanicsville Pike  
746-7879

Midas Muffler & Brake Shop  
3700 Hull Street Road

Dockside Mobile Marine  
Hanover Industrial Air Park  
752-2054

C.P.'s Mufflers  
3320 Mechanicsville Pike  
321-7397

Air Conditioning Services  
All types  
Mike O'Conner 743-8339  
Kevin Kean 271-0771

Capital Windshield Repair  
Richmond Steve Fine  
750-2864

W.B. & Son Auto Care & Detail  
278-5223

Detail Shop  
Gary Sager 354-0980

Jeffe Locke  
Professional Appraiser of Antique, Classic and  
Special Interest Vehicles. \$50 a car when in a  
group of four.  
757-421-9028

Batteries Plus  
10% discount to club members  
10070 Midlothian Turnpike  
560-4600

Truck Outfitters  
10% discount to club members  
2025 Boulevard  
Colonial Heights, VA.  
526-0453