



The Galloping Gazette

***The Official Newsletter Of The
Central Virginia Mustang Club
November 2008 Issue 263***

CVMC News



2008 King & Queen Community Pride Parade

We had 6 Mustangs descend on the King & Queen County Courthouse on route 14, 3 from West Point & 3 from St. Stephens Church for an arrival time of 8:A.M. Needless to say 3 of us were about 1 hour late. The parade started at 10:00 A.M. & was about a mile in length. This was a small town rural parade & was a nice event. After the parade we went to the Aylett drive in for some good food & then we headed back to Richmond, Mechanicsville, Charlottesville or where ever was home.

Article By: Llew Stakes
Photos By: Tony Hall



2008 Ashland Christmas Parade

**November 23, 2008
1:00 PM**

The 39th Annual Ashland / Hanover Olde Time Holiday Parade is on November 23 at 2:30 P.M. in Ashland. We should plan on meeting at the Southern States store at 120 Hanover Ave. at about 1:00 to 1:30 P.M. so we can go to the line up spot together. This is a BIG parade in a small town so let's have BIG turnout for this event!

Article By: Llew Stakes
Photos By: Tony Hall



**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 Housetop".

Be sure to contact Llew Stakes for more information.

Llew Stakes
Phone: 804-262-5789
E-mail: afancycat@comcast.net

Parades!!!

I have three more parades upcoming.

1. The Ashland Christmas parade on Nov. 23, at 2:30 p.m.
2. The Mechanicsville Christmas parade on Dec. 7, at 3:00 p.m.
3. The Chester Kiwanis Christmas Parade on Dec. 14, at 2:00 p.m.

For more information contact...

Parades:
Llew Stakes
Phone: 804-262-5789
E-mail: afancycat@comcast.net

Come on out and join the fun with your fellow CVMC members!

**CVMC Christmas Party
December 20, 2008**

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

We are limited to 50 people. Price of meal will follow later. The menu will be the same as last year. Please send acceptances to...

Brenda Jones
Email: 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.

**Potential Charitable
Organizations For CVMC
2008 Giving**

In response to the Board's previous request, the CVMC membership has proposed names of charitable organizations that you would like to see the Club make contributions to by the end of 2008. Below is a list of all the names you - the membership - submitted.

We are now accepting one ballot per CVMC paid member listing your favorite **five** organizations. You may do so by circling your choices, signing, and submitting this form at the next membership meeting on November 5 or by snail-mail or email **no later than November 15** to:

Gordon Martin
10775 Ashcake Station Place
Mechanicsville, VA 23116
nativeborn@comcast.net

1. *Free Spirit Equine Rescue, Powhatan, Va. Provides care and rehabilitation to abused, neglected and unwanted horses within the local area.*
2. *Southside Child Development Center, Greater Richmond Area. Provides an essential service to families often described as "the working poor" which desperately need safe, quality care and education for their children.*
3. *Big Brothers and Sisters, Richmond Chapter.*
4. *American Cancer Society.*
5. *Children's Hospital, Richmond.*
6. *American Parkinson Disease Association, Richmond Chapter. Parkinson's disease affects over 1.5 million people in the U. S. and is a progressive disease that affects the central nervous system.*
7. *U. S. Equine Rescue League, Richmond Chapter.*
8. *Wounded Warrior Project, Jacksonville, Fl. Works to raise awareness and enlist the public's aid for the needs of severely injured service men and women, to help them aid and assist each other, and to provide unique, direct programs and services to meet their needs.*
9. *Meals on Wheels, Richmond Chapter. A service that provides and delivers nutritious meals along with a bit of human contact and warmth to homebound men and women in the greater Richmond area.*

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 Member's Signature

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!

**“45th Mustang
Anniversary Celebration”
April 16th to the 19th, 2009**

!UPDATE!

There will be a meeting for all CVMC members who are going to the "45th Anniversary of the Mustang" on November 10, 2008, at 7:00 p.m., at Shoneys located at Virginia Center Commons Mall. If you plan to attend this event please try to make this meeting!

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

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

Those of you who went to the 40th 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 October Monthly
Meeting Minutes**

By Renee Bennett

President Gordon called the meeting at 7:40pm.

There were no guests at this meeting.

New Members: Brent Terrell and he has a 2008 Mustang California Special. Ron Lyles has a 2006 GT welcome to the club.

There was no Treasures Report at this time.

Gordon thanked everyone for working on the show thanks for everyone's hard work on it.

Dave Dickey talked about the show and it went smoothly and he also talked about the MCA and if any one wants to be a member please see him.

Parades: Llew talked about the up coming parades: King & Queen County October 18th 2008 meet at 7am next to the WAWA Airport Drive. November 23rd 2008 Ashland it starts at 2:30 be there between 12:30-1pm DECEMBER 7th 2008 Mechanicsville meet at the elementary School parade starts at 3pm.

Board Meeting is October 14th 7pm at the Shoney's in Virginia Center Commons Mall.

Dave Dickey brought Carroll a Birthday Cake and we all sang Happy Birthday to him Happy Birthday Carroll you look great!

President Gordon called for a break at 8pm.

President Gordon called for a break at 8:15pm.

I told every one about the Teddy Bear Run on Nov. 1st 2008 at the Colonial Heights Harley Davidson registration is at 9:30 am till 12:30 Parade starts at 1pm.

President Gordon adjourned the meeting at 8:40 pm.



Mustang Mike's Operator Guilty Of Embezzling & Larceny

**By BILL MCKELWAY
TIMES-DISPATCH STAFF WRITER**

For every car lover who ever fretted over what goes on behind closed body-shop doors, the courtroom equivalent of a horror flick played out in Henrico County yesterday.

What went into Mustang Mike's, a Sandston body shop, sometimes didn't emerge for years, customers testified. And what did emerge was

often in pieces or rendered worse than the already disabled relics that were supposed to be restored there.

Mustang Mike was Michael A. Watson, 51, a 25-year veteran of car-repair work, who was found guilty by the judge of multiple embezzlement and grand larceny charges in connection with his repair and restoration work.

He faces up to 20 years in prison on each of six felony convictions when he is sentenced Dec. 12. He faces additional jail time for failing to register his business and pay state taxes.

"I guess it all started going bad in '04," Wilson said in response to his lawyer Peter Baruch's first question: "When did it all start going downhill, Mike?"

Wilson testified he is addicted to pain medication. In recent years, he has undergone hip-replacement surgery and has broken his forearm and collarbone. He has seen his help leave and his business closed by a landlord.

Watson said he has no idea what happened to thousands of dollars in replacement parts customers paid him for restoring decades-old Mustangs, a Camaro and a Thunderbird convertible.

"I really couldn't give you no dates," Wilson said, when asked when he had ordered a new top that disappeared for the 1965 T-bird.

When he was locked out of his 4,800-square-foot shop last year, account records, car parts and even cars themselves disappeared, he said.

But under questioning from Deputy Commonwealth's Attorney Michael V. Gerrard and Circuit Judge L.A. Harris Jr., Watson acknowledged using customers' payments to pay other bills.

A parade of witnesses yielded detailed notes and receipts and said they forked over thousands of dollars to him, sometimes after he came knocking on their doors at home.

Steve Hodges testified he drove his 1969 Chevrolet Camaro to

Watson's former location in Ashland nine years ago.

Last year, after paying more than \$10,000, Hodges got a call from a garage he'd never heard of.

"They told me if I still wanted to get my car, I better come and get it," said Hodges, who found the vehicle stripped of parts and inoperable.

Gerrard said after court that Watson's victims worked to obtain civil judgments against him and then banded together to press for criminal charges.

For some, there was a happy, though costly, ending.

Deane Cheatham Jr., 78, testified he lost thousands to Watson in costs to restore a 1965 Ford Mustang only to find "very little" work had been done on it over the course of a year.

But after court yesterday, Cheatham said the sparkling baby-blue convertible, refurbished by another body shop for \$20,000, was the ride in the homecoming parade Friday at Hanover High School for 14-year-old Auguste Rohle.

She was named princess of the freshman class at halftime.

"It's a beautiful thing to see," Cheatham said, referring to the car. Contact Bill McKelway at (804) 649-6601 or

bmckelway@timesdispatch.com

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 1st, 2nd, 3rd, 4th, and 5th 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

Tony Hall

Phone: 804-337-4807

E-mail:

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



News From The Blue Oval



TEXARKANA TEXAS TRAFFIC ENFORCEMENT

These Mustangs were actually stock GT's which were purchased off

of lots. The only enhancement made has been to replace the alternators in the vehicles in order to run all of the extra equipment.



Each car is equipped with radar, radio, laptop and video. The lettering was made by Whatley Signs off of I-30 and Teeco Safety installed all of the equipment.



FORD, ROUSH FENWAY GOING FORWARD

Dearborn, Mich. — Ford Racing and Roush Fenway Racing announced today that they have agreed in principle to a multi-year contract. Brian Wolfe, director, Ford Racing Technology, along with Jack Roush, owner of Roush Fenway Racing, and Geoff Smith, president of Roush Fenway Racing, answered questions about the deal during a teleconference earlier today.

BRIAN WOLFE, DIRECTOR, FORD RACING TECHNOLOGY ON FORD'S NEWLY ANNOUNCED MULTI-YEAR AGREEMENT WITH ROUSH FENWAY RACING. "First, thank you, everybody, for calling in today. Really,

what we formally want to announce is that it's my pleasure that we've reached an agreement in principle with Roush Fenway Racing, which will continue our partnership, which has been going for about 20 years now in NASCAR, and obviously, with Jack, we've been partners on many programs before that, and Jack's with Ford and racing Fords, in one form or another, over 40 years. He's a super partner, a strong competitor, and has really taken us where we want to be. Also, at Ford, being committed to success, the marketplace and on the race track, there's no question that the economic conditions of the country and the auto industry, is making us look long and hard at basically all of our commitments. However, with NASCAR and the marketing platform that we have there, we really believe, from all of our indicators, that we still receive a return on investment. So, we continue to be in the sport for the foreseeable future. And we couldn't be more tickled that we have Jack as a partner with that—and the whole Roush Fenway operation."

JACK ROUSH, OWNER, ROUSH FENWAY RACING. "It was something we obviously had a small amount of anxiety over with the challenge that the car companies are having and the broader economy has to look at the affiliation that we've had with NASCAR and the partnership that we've had with Ford for really the better part of 40 years in racing, and longer than that in business, there was some anxiety on my part to see if the challenge would be met with the opportunity that was there for both parties to get something worthwhile from the arrangement going forward. The NASCAR racing and the brand loyalty that the fans have and the way the sanctioning body has been run, it's the second-most significant sporting series in the country, so it's important to our marketplace, it's important to our products, it's important to our manufacturers, and to have that importance be able to compete with the limited dollars that get spent for advertising for the interest to bring

attention to the products to the consumers is really great. Ford's participation in racing—not only NASCAR racing but all forms of racing that I'm aware of that they choose to be engaged in—it's just vital. I know the NASCAR racing with the race engineering support, the computer programs, the data base, the judgment that their engineers have based on experience, not only with racing but the real-time things going on. The automobile industry is absolutely essential. You could not compete with a NASCAR team without an affiliation like we enjoy with Ford and by the partnership we enjoy with Ford going forward. So we've got so much energy and so much momentum that it's a great honor to be able to think positively about that going forward. We're still able to maintain the balance in our program. I look at the arrangement as certainly more than three years where there are some options going further out. It's a long-term commitment that Ford has made to continue the partnership that we've had and it's just a wonderful thing to have as a basis for our program going forward."

GEOFF SMITH, PRESIDENT, ROUSH FENWAY RACING. "As Jack said, we're delighted that Ford, in these difficult times, has maintained this significant presence to support NASCAR, which is an indication of how important NASCAR is to Ford Motor Company, and likewise with our other various primary sponsors, we're really in great shape for the next several years."

BRIAN WOLFE CONTINUED WHAT CHANGES, IF ANY, DO YOU ANTICIPATE NEXT YEAR IN NATIONWIDE AND TRUCK SERIES PROGRAMS? IS FORD GOING TO BE GIVING THE SAME LEVEL OF SUPPORT TO THOSE SERIES AS IT HAS IN THE PAST? "First, our prime goal was really to protect our performance in Cup racing, and with that we have cut back our support for the supporting series. We have not pulled out of those series, for example, with truck we are basically going to continue with the

contingency program and continue our technical support to the teams racing Ford products. But as far as financial, we will not continue next year. And, also our Nationwide program has been scaled back as well, but we are continuing with technical support and the contingency programs as well."

*JACK ROUSH CONTINUED
WHAT ARE YOUR PLANS FOR THE TRUCK SERIES NEXT YEAR, INCLUDING ENGINE SUPPORT? "The Roush Yates engines are partnered with Ford to provide engines, not only for the Sprint Cup Series but the Craftsman Truck Series and Nationwide Series as well. Ford's support for the engines—through the engine shop—for the development of the engines for the specific rules and I guess the other challenges that come from other manufacturers is the same that it has been. So for people that want to race Ford trucks and people that are able to and want to race Nationwide Fusions, there is no change. The support continues at the same level it's been at. We've got one sponsored entry—Con-way Trucking—for Colin Braun that we're gonna run for a championship in the Craftsman Truck Series next year, and we're open to accept interesting calls and proposals from other sponsors that would like to be involved with truck. It takes a different level of support from a sponsor without the manufacturer's involvement that's gonna be a challenge in this economy, but we are certainly not limiting our interest in trucks to one truck, even though we've scaled back to one truck that's sponsored adequately at this time for 2009. The Nationwide Series, Geoff Smith is on the line with us and he knows better than me, but it's either four or five Nationwide programs that we're gonna run. They won't be with drivers running for championships in all of them, we'll have multiple drivers in the cars, but it's at least four Nationwide cars that we've got sponsorship for and Ford is important to that. As I said about the Sprint Cup, Ford's involvement, not only with the engines, but with the support for the*

aero programs and the chassis dynamics programs and the other things that figure into the technical side is absolutely vital, and I think Ford stands ready to help not only the Roush Fenway teams, but the other teams that would race Ford products as they have in the past with that technical support. So we've got balance in our program. We're still in a position to race the trucks and support NASCAR with a Craftsman Truck. We're in a position to bring in entry-level mechanics and drivers and engineers and technicians of all technical persuasion. We're able to bring them in and advance them through the organization as we have in the past, so, for the most part, our program still has balance and it's still intact for all the things that make it competitive."

HOW HAVE YOU BEEN ABLE TO STILL KEEP ALL OF THESE SPONSORS IN SUCH TOUGH ECONOMIC TIMES? "We've had, I think a fairly efficient and stringent operation in the best of times and one of the things that we've been able to do is to leverage the relationships that we've had through Roush Industries. We've been able, with the recent affiliation with John Henry and the Fenway Sports Group, to leverage that relationship to further some sponsor development. The thing that would have been a disaster in this economic circumstance is if Ford had decided that its priorities had changed so that it didn't want to continue the partnership going forward, we would have had a big problem making the change to a different manufacturer affiliation or carried on without a manufacturer affiliation. The viability of our racing program would have been very much in doubt without being underwritten by John Henry's interest back east or my other interests in Michigan. I don't know if I've answered your question, but, right now, all of our Nationwide programs are fully funded. Our Truck program is fully funded. We've got one more year running five Sprint Cup teams. They're all fully funded with sponsorship and I think that's a testament to the fact

that over the period of time we've given our sponsors good value, good return for what they've done and how strong NASCAR is in the eyes of the consumer and how well that's recognized by the people who need to compete for the support of interest of consumers."

BRIAN WOLFE CONTINUED ARE YOU COMFORTABLE WITH THE NUMBER OF TEAMS THAT YOU HAVE IN THE CUP SERIES? AND, CAN YOU TALK ABOUT THE WOOD BROTHERS AND WHETHER YOU'VE INCREASED YOUR SUPPORT AT ALL TO THAT TEAM, AND WHAT ARE YOUR PLANS TO HELP GET THAT TEAM BACK ON TRACK? "The other two teams, the Yates team, obviously, we're very pleased with them and their continued support. As you know, Doug and his father have been racing for us since the '80s, and we are pleased with that effort. And then the Wood Brothers, specifically, as you know, they have an enormous history with Ford as well, and we have been trying to assist the Wood Brothers and their team with technical support, which I think is showing later in the season—I think you've seen them a bit better. So, we're happy with the teams we have, and I expect all of our teams will be competitive. And, again, those are the icing on the cake because—I've said this many times—I really believe that from, I call it the 'super powers' in NASCAR, that the Roush Fenway operation is the best, period, bar none. So when you have the other teams like the Wood Brothers and the Yates teams, that just gives us a very, very strong lineup in the field, I believe."

CAN YOU PUT A PERCENTAGE OUR DOLLAR AMOUNT ON HOW MUCH YOU ARE CUTTING BACK IN THE TRUCK AND NATIONWIDE SERIES?

"I really can't put an exact figure on that. I can just continue to say that our main focus has been, from a financial perspective, to make sure Cup is healthy and we believe that we've done that, and we will continue, as Jack really articulated very well, the support that we'll supply from the

technical perspective and engine perspective for Nationwide and also for people running Truck as well."

HOW ABOUT A PERCENTAGE OF HOW MUCH THAT REPRESENTED OF YOUR TOTAL RACING PROGRAM?

"I really can't, I'm sorry."

JACK ROUSH CONTINUED WHAT WOULD IT MEAN IF GREG BIFFLE COULD RALLY AND BEAT JIMMIE JOHNSON FOR THIS YEAR'S CUP TITLE? "First of all, I hope it's a matter of time until we're able to achieve that third ring in the triple crown for Greg. He's at the top of his game. His cars are competitive. The crew chief is able. They've got good chemistry. The team is strong behind him and the support organization in the shop is doing its part as well, and we expect to be able to continue that with Greg for the foreseeable future, so if he could beat Jimmie this year, that would be wonderful. That would be one more thing that I'm sure that he could realize in his career and I could realize in mine for him and with him to be able to achieve that and, like I said, I think it's only a matter of time until we're able to pull that off. As far as Jimmie Johnson's position, he's got to have a DNF or have a run of crashes here that's gonna cause him to give up more than 150 points for us to have a chance to really have a shot at it. We expect that Greg is gonna be really good at Phoenix and at Texas and Atlanta and Homestead. Those are all real strong races for him, but we don't expect to be able to best Jimmie Johnson by 40 points per race on the race track, nor to be able to offset the advantage that he's had. The wreck just crippled us at Talladega and, past that, Jimmie's done an awesome job. He's won, what, three races here so far, but the portion of the races that we've had so far in the Chase has been to Jimmie Johnson's strength. Not that he's weak in the races that are left, but the races that remain play into Greg and, for that matter, Matt Kenseth's and Carl Edwards' strength as well. We've just got to see what happens. Who would have thought that as we started this Chase that two

races into it Kyle Busch would have been out of it, so there are twice as many races left—through really no inaction or no mistake that Kyle made. We've been beset by a crash, by Jimmie having a great run at it early on, and by Carl Edwards having two ignition boxes that failed simultaneously at Charlotte. It's unfortunate to have those things happen, but you get a run like Matt Kenseth had in 2003, where you didn't break an engine all year and you didn't have a crash all year, heck, he didn't even have a flat tire all year. If Jimmie Johnson has a run like that through the Chase, he will be and should be the champion this year and it will be great for him to have won three championships, although I'll do my very best with my guys to frustrate that."

SO DO YOUR EARLIER COMMENTS ABOUT NATIONWIDE MEAN CARL AND DAVID RAGAN WILL NOT COMPETE FOR THE CHAMPIONSHIP NEXT YEAR? "Carl is gonna run for a Nationwide championship. David, in terms of looking at his program and his third year in Sprint Cup and what the benefit is to his Sprint Cup effort from the information or the experience coming off his Nationwide car, we think that there won't be as much benefit given the fact that the cars are so much different, and it's such a challenge for the races where you don't have coincident races between Nationwide and Cup. It's really hard for the driver to make the best effort that he can at either, so we think that with as close as David has come to the Chase this year, that to have him focus on the Sprint Cup effort for the Chase next year, is probably the best allocation of his time. And Carl, like Jack here, Carl is just a racing dog. If there's time and energy available to go run for a championship in a series, he's gonna do it—at least with the mindset he has today and we're anxious to support that. Clint Bowyer is doing a great job over there and has got a big head start on us—a big lead on us here—but Carl is anxious to go

win another Nationwide Series and would very much like to win a championship in both Nationwide and Cup in the same year, so we'll try that again next year if it doesn't work out this year."

WHAT ARE YOUR THOUGHTS ON THE ZMAX DRAGWAY IN CHARLOTTE AND WOULD YOU CONSIDER A DRAG TEAM AT SOME POINT? "My daughter and my son-in-law and one of my friends is still involved in drag racing, so we've still got our hand in even though we're not in Funny Car or Top Fuel. To have Bruton Smith build a drag strip close to his NASCAR track and Dirt Track, and for him to come back and build a world-class drag strip is just a wonderful thing. It's a compliment to drag racing. It certainly elevates all the interests that are in that industry—the sponsors, the track owners, the various vendors. He's brought an amount of energy to it that will make it more relevant and it's in the eyes of the American enthusiast. More drag strips being built at or near a facility that has a NASCAR track will have the same effect. You can look at Kansas. To have a drag strip close to the track at Kansas would be wonderful. They've got one close to the track at Chicago. There is one close to Bristol, so it's not a new thing, but it certainly is a tried and proven promotional benefit to have the synergism of the various tracks together."

WHAT ABOUT ERIK DARNELL'S STATUS WITH YOUR ORGANIZATION? YOU SAID COLIN BRAUN WAS THE ONLY FULL-SPONSORED TRUCK NEXT YEAR. "Erik is gonna have an involvement with us next year in the Nationwide Series. If a sponsor came and very much wanted to have Erik back in the Truck Series, we would certainly think about that. If Erik is going to advance, my understanding of his career goal wasn't that he wanted to be a Craftsman Truck driver for his career. He's looking to advance into Nationwide and into Sprint Cup and we've got an opportunity, although he's not running for a championship, he'll get a significant number of races

in a Nationwide Fusion next year. We would look, I think, with greater interest in having a full program for Ricky Stenhouse or one or two other drivers that we haven't really had a chance to audition yet in the Truck Series. That's typically where, if we were able to orchestrate as we'd like, where we'd like to start them. So Erik would not be the first choice to put back in a full-time truck if another sponsor came, but if the sponsor was insistent on Erik, that would certainly be OK."

BRIAN WOLFE CONTINUED IS YOUR TOTAL COMMITMENT FOR NEXT YEAR EQUAL, MORE OR LESS THAN WHAT YOUR COMMITMENT WAS THIS PAST YEAR? IN OTHER WORDS, ARE YOU TAKING MONEY THAT YOU WOULD'VE SPENT SUPPORTING NATIONWIDE AND TRUCK TEAMS, AND PUTTING IT TO THE CUP TEAMS? "The total support next year is reduced from what it was this year. And some of it has been deflected to Cup, and some of it is part of overall reduction to meet our budget."

IS THAT PART OF AN OVERALL COMPANYWIDE PROGRAM CUT? "Most business models, it's pretty classic, marketing is kind of a percentage of revenue. So, if revenue is off, it affects a lot of folks in a lot of different aspects of the company."

TRUCK SALES ARE DOWN—IS THAT KIND OF WHAT YOU'RE LOOKING AT IN TERMS OF ROI ON RUNNING TRUCKS IN THE TRUCK SERIES AT THIS POINT? AND, BEYOND ROUSH FENWAY, WHAT OTHER TRUCK PROGRAMS COULD BE AFFECTED? "It doesn't relate only to truck sales, it's basically—we believe the NASCAR marketing platform that is really good for all vehicle sales. Again, a lot of the folks that do go to NASCAR events are more classical truck buyers than other items. But, really, our goal was to protect and have a healthy Cup team. So, again, as you're looking at the money you had to spend, we had to understand where that should go. That was the decision criteria, and basically all the truck teams will have the same types of things we mentioned. Really,

it will continue with our technical support for both chassis work and aero work, our support of the Roush Yates motor programs, from a technical aspect, we'll continue with contingency monies, but as far as an absolute cash supplement, that will be consistent for everybody."

JACK ROUSH CONTINUED WITH MONEY GETTING THIN EVERYWHERE, ARE YOU CONCERNED ABOUT DEVELOPING YOUNG DRIVERS? "I am a little bit, but I believe that the economic pressure that we've got and the anxiety over the price of a barrel of oil and what's gonna happen in the next term of the next president, and the effort that's being made to help Wall Street and the mortgage industry, I think there's gonna be an improvement in the overall sense of what Americans think about our economy and that that's gonna create an opportunity for Ford not only to come back and be more tangible in their support for teams and for rookie programs in the Truck Series. But right now we've got Colin Braun and Ricky Stenhouse that are in the pipeline and they're great talents. We can take a break here for a year or two and not feel like we've got to be developing a rookie driver every year with the kind of intensity and regularity that we have in the recent past, but we're certainly not gonna stop looking at talented people that are coming and it may be that they'll have to spend more time running Legends cars or running the weekend racing series, where Colin and Ricky Stenhouse and, for that matter, Kyle Busch and David Ragan were able to step up when they were 19 or 20 years old. They may have to wait, given the bump we're going through with the economy, they may have to wait until they're 21 or 22. Greg Biffle, when he came to our program, was 28 years old. Carl Edwards, when he came to our program, was 26 years old. Mark Martin was 28. Jeff Burton was 28. So the guys that are having a chance to get into the programs when they're late teens or early 20s have got a huge advantage in their careers in

terms of the times left, and for that to move up for a year or two, I think is of no great consequence to the really talented and able people, which will eventually find their way in, nor to the quality of the racing we see."



1970 Ford Mustang Boss 302 - Boss Lady

In a man's world, Michelle Holstein broke the rules to build a leading-edge Boss 302

All contributors: Jim Smart

Mustang Monthly Editor Donald Farr couldn't help but notice Michelle Holstein while she was getting a Bud Moore autograph during the 2005 Carlisle All-Ford Nationals. While Bud was signing, she said she had a question for the Trans-Am Boss 302 builder. She wanted to know which induction system was better, the Autolite inline four-barrel or Moore's legendary mini-plenum. Michelle had located one of each at the huge Carlisle swap meet and was determined to take one home for her street '70 Boss 302. While other autograph seekers waited in line, Moore put down his pen and took the time to explain why he thought the mini-plenum was a much better design than the Autolite. Within half an hour,

Michelle was back at the autograph table with an original mini-plenum for Bud to sign.

People ask Michelle why she owns a high-performance Mustang like the '70 Boss 302. It isn't just her gender that baffles most people. It's also her age: 26. "My answer is always the same. I have always loved musclecars, and my favorite musclecars are Boss 302 Mustangs," she told us.

When Michelle was growing up, she would often tell her father how badly she wanted a Boss 302. He advised her to start saving because even then they were way out of her reach financially. Michelle began moving toward her vision at the age of 15, working at a local hamburger stand and babysitting. When flipping burgers and taking care of children wasn't making the dream happen fast enough, Michelle started thinking about other, quicker ways to get there. A friend suggested starting with a '70 Mach 1 he had for sale and working her way toward a Boss 302. It was satisfying for a while, but her zest for the Mach didn't last. Her dad took the Mach 1, and Michelle continued toward her Boss dream.

Michelle eventually found a Medium Lime Metallic '70 Boss 302, completely disassembled and still in the hands of someone who had purchased the car from yet another person who had torn the car apart in 1986. It was the beginning of a lengthy ordeal for Michelle. The seller sat on the fence for two years before he would sell it to her. He would agree to sell, then change his mind. The original price was \$10,000. Then the guy changed his asking price to \$17,000, forcing Michelle to arrange a small loan to close the deal before he could change his mind again.

When Michelle picked up the car, much of it was in boxes. She hauled most of it to Ranger Performance, while the engine and transmission were knocked down at home for inspection and rebuilding. Michelle was 21 at the time.

Although she had achieved her dream, she wasn't out of the woods. Her many responsibilities included a waitressing gig at Denny's, clerical work at a veterinary clinic, and college. Nothing was easy, but all of it was worthwhile, as it enabled her to restore the car herself. Larry Binder, a close friend and engineer, helped Michelle build the engine, and she did much of the work herself so she could learn the fundamentals.

People find Michelle's story astonishing because it isn't that common. At car shows, most assume the Boss belongs to her boyfriend or father. Then Michelle tells her story and leaves them speechless. They ask questions, which Michelle answers with ease. The Bud Moore mini-plenum always gets them because you never see them on street Boss 302s.



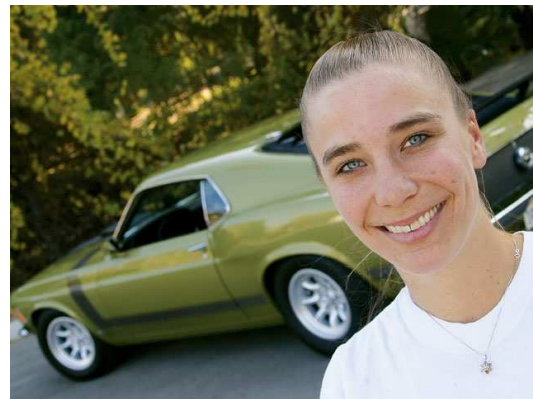
When building the Boss, Michelle did her homework. She didn't want the usual disadvantages of a Boss 302; poor low-end torque, hit-and-miss reliability, temperamental performance, noise, high fuel consumption, and a stiff ride. She wanted to build a high-functioning Boss 302 she could drive anywhere, opting for features like a Momo steering wheel, custom carpeting, and Dayton 235/60/15 tires on Minilite wheels. She lowered the body with lowering blocks and trimmed big-block coil springs. While she was at it, she removed the antenna and added a radio delete.

Another unusual touch is the Tremec T5 transmission behind the Boss 302 engine. Michelle tells us the

five-speed has made a big difference in fuel economy, something most Boss buffs don't worry about. In gears One through Four, it's a rocketship thanks to 3.89:1 gears in a 9-inch Traction-Lok with 31-spline axles. In Overdrive, it's a kitten with a soft purr.

One cool thing about Michelle's Boss is electric exhaust cut-outs, which enable her to startle others in traffic and at the cruises. She cracks the throttle and grabs everyone's attention, then quietly motors away with that classic Boss 302 burble at the tailpipes.

Ever-mindful of reliability and longevity, Michelle thoroughly investigated paint manufacturers, eventually choosing Glasurit. Gil Terrazas of Ranger Performance massaged the body, laid down the paint, and hand-rubbed the basecoat/clearcoat finish.



Michelle's Boss 302 isn't just another pretty face at a car show. It has never been trailered anywhere. Instead, it is driven and detailed to perfection once it arrives. The Boss has taken its share of Best of Show, Best Engine, and Best '70s awards. Michelle took it to the Monterey Pre-Historic Races (again, no trailer), driving hundreds of miles of California highway to Laguna Seca for a journey down the corkscrew and autographs from Carroll Shelby, Dan Gurney, George Follmer, and Parnelli Jones. Other trips have taken her to Button Willow in California's Central Valley and the Hot Rod Power Tour in the Midwest. Michelle's Boss 302 is so reliable that it can be driven

anywhere, then go racing when it arrives.

Michelle is grateful to all who have helped her, especially Larry Binder Sr. and Jr. and the guys at Ranger Performance. These gentlemen put Michelle's needs, wants, and beliefs first, along with a few of their own ideas, to build what is undoubtedly one of the nicest Boss 302s we've ever seen.

Despite the obstacles, Michelle never lost sight of her vision, eventually succeeding in what is typically a man's world. She had the courage to break the rules and came out on the leading edge.

Article & Photos Courtesy of Mustang Monthly



Judi and I would like to wish all CVMC members a Happy Thanksgiving.

The Mustang will be 45 years old this coming April 16th 2009. There will be a huge celebration at Barber Motorsports Park outside Birmingham, Alabama the 16 to 19th.

- If you are thinking about attending this celebration and taking a car, it is limited to 250 judged Mustangs with a registration deadline of 31 January 2009. Participant award display is limited to 2,250 cars and the deadline is 31 March 2009.
- The Thursday night cruise to a fabulous block party in Birmingham is limited to 500 cars, so you must pre-register.
- The host hotel, Marriott Birmingham, is not taking any more reservations, so - - if you think you just might go, I would suggest you make reservations now or talk with Rusty Wiseman; 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 45th to volunteer a little of your time to help make the celebration a success.

As of the date this was written the official show schedule for 2009 has not been published.

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 car shows in the Richmond metro region are covered in the Galloping Gazette and on our website.

Dave Dickey

MCA Regional Director

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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

5th Generation: Tony Hall, Dave Dickey & David Lythgoe



November 2008 Car Hobbyist News From the Council

By Fred Fann

After a vote at the last meeting the delegates have decided to go for a one plate bill at the next General Assembly session. This would allow all cars and light trucks to display only one plate. The state would save money in these tough economic times by continuing to charge the same amount for registration but only issue one plate and one set of decals. In 2002 a study determined that just over \$2 million would be saved the first year. Today that amount would be higher because registration costs have increased and the numbers of registered vehicles have increased. I have contacted a member of the General Assembly who sponsored a bill for one plate in the past. I will let you know if he decides to sponsor this legislation.

In the past the State Police have been against this legislation because occasionally front license plates are caught on surveillance cameras. It has been suggested that the savings from converting to one plate be passed along to the State Police.

We also discussed some of the problems hobbyists have encountered at DMV customer service centers. I spoke with one of the DMV directors and have some answers.

One DMV customer service center (in Henrico) has been stating that vehicles over 20 years old cannot have titles marked "actual miles" even if the vehicle does have actual miles. The DMV director said there is no law

or rule that prevents any vehicle title from being marked actual miles if that is the vehicle's true mileage.

I know of two DMV customer service centers that have asked for bill of sale documents in addition to Virginia titles. Apparently the DMV clerk believed the sale price on the title was not right and asked for more documentation. The DMV rule is if you bring a Virginia title to be transferred and it has the sale price and both the seller and buyer have signed it; then the buyer will be charged tax on the sale price on the title. If you have been overcharged by DMV you have 3 years to fill out form SUT-2 to request a refund of your overpayment.

If you have an antique's original title and you would like to keep it the DMV rule is that the old title can be returned to you stamped with VOID on both sides. I have seen titles stamped like this by DMV and I have seen titles copied and given back to the owner and I have heard at least one customer service center that refused to do either.

I am going to pursue the use of "vintage plates" on the DMV website. I think there is some confusion by local taxing authorities as some interpret vintage plates as antique plates that have stickers and can be used on daily drivers. Therefore they believe they can tax these vehicles as personal property. Vehicles registered as antiques (with any type of antique plates) cannot be taxed as personal property under state law.

If you are having title transfer or license plate problems at a DMV customer service center I can provide phone numbers for DMV directors so that you can get correct answers. You can email me at fred@iloveoldcars.com

New Member's For 2008 & 2009

Susan Fox, Robert Lyles, Rick Marshall, Ralph Robbins, Benny Saunders, Jay Styles, Carey Wendrick, Mark Wilson,

Welcome! We at CVMC hope you will be a member for many years. CVMC has over 132 members signed up for 2008.

Renewed Member's For 2009

Don Smith, Lane Ramsey

Over 20 Years

Michael Walker, Rick Nocht, Rick Jones, Bill Jarvis, Walter Harley, Sonny Coble, David Lythgoe, Llew Stakes, Carroll Lipscombe, Brenda Jones,

Thanks everyone for coming back for another great CVMC year! CVMC has over 132 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](#)

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