



The Galloping Gazette

*The Official Newsletter Of The
Central Virginia Mustang Club
January 2009 Issue 265*



*2009
Happy New Year
CVMC News*

Not everything went smoothly; we did have a minor problem. For once it wasn't Llew who had the problem it was our fearless leader Gordon who needed a jump! How about that turnaround! A 1st Generation Mustang jumping a 4th Generation Mustang!



2008 Mechanicsville Christmas Parade

It was December 7th, and it sure felt like winter. Sorry Al Gore you were not going to find any Global Warming in Mechanicsville on this day! Even though it was very cold and windy it was bright and sunny and we had a great turnout. We had 18 Mustangs and 2 Cougars show up.

As always we had a fantastic time at the Mechanicsville Christmas Parade. I think the crowds were a little smaller this year but that was probably because of the cold.



We at CVMC would like to congratulate Mechanicsville for putting on a great Christmas Parade and we look forward to next year's parade!
Article & Photos By Tony Hall



Chester had a great crowd as they do every year and we at CVMC congratulate them on another successful Christmas Parade!
Article & Photos By Tony Hall



**2008 Chester
 Kiwanis Christmas
 Parade**

CVMC was proud to attend the 2008 Chester Christmas Parade. The weather was great, not too cold and it was sunny.

A Word From Llew!

Ashland: 31 vehicles, a all time high, nice cool weather, nice parade.
 Mechanicsville: 20 vehicles on a very cold day & a very slow parade.
 Chester: 22 vehicles on a cool day & a nice fast moving parade.
 We turned down a couple of parades because of the distance & the fact that they were at night.
 Happy New Year!
Llew Stakes



We had 20 Mustangs and 2 Cougars make it to the parade this year. CVMC would like to thank everyone who made it to the event.



**CVMC Christmas Party
 December 20, 2008**

CVMC had our Annual Christmas Party at Hill City Chop

House on Saturday, December 20th.
We had a great turnout. I believe we
50 CVMC members at the party.



We were honored to have Rae Newsome and his mother Amy join us for our Christmas Party. It is always a joy and a pleasure to see Rae. We hope he had a good time and we look forward to the next time he joins us at one of our events.

CVMC collected a lot of toys for the "Toys-For-Tots" campaign sponsored by the United States Marine Corp.

The food was fantastic and it looked like everyone had a great time. We at CVMC hope everyone had a Merry Christmas, Happy Hanukah & a Happy New Year!

Article & Photos By Tony Hall

2008 Director Elections

CVMC New Directors for 2009-2010. The following are the results of our recent elections for CVMC Directors. I want to thank everyone that stepped up and was willing to add their name to the ballot. The names below will serve a two year term with the exception of Steve Coleman. Steve will be filling a vacant position from last year. He will only serve a one year term to complete the vacant spot. Congratulations to the following.

Mike Noble, Tony Hall, Rusty Wiseman, Militza Simac, Richard Jones, David Lythgoe, Steve Coleman (1year term)

Thanks again to all,
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 December Monthly Meeting Minutes **By Renee Bennett**

President Gordon called the meeting at 7:40pm.

New Members and Guest there were none at this meeting. Old Members New News: Ray and his mom said thank you so much for the class ring we bought for him.

President Gordon Thanked Betty for making the cookies they were good.

Ron Martin gave the Treasures Report President Gordon asked for a motion to accept it and it was given.

President Gordon let everyone know it was time to renew their membership.

The club has decided to make a \$200.00 Donation to the Cancer Society.

President Gordon said it was time to elect new directors.

Llew Stakes Talked about the upcoming parades.

In the Ashland Parade there was a record turn out for our club we had 31 mustangs there thanks guys for showing the club support. Chester Dec 14th 2008, be there at 1pm we will be number 32# meet at the funeral home.

President Gordon told jokes and he talked about the Christmas Party on Dec 20th, at the Chop House at 7:30 PM.

George Bobrovsky talked about the Spring Car Show it will be on April 25th, he will be in charge of the show again this year thanks again George.

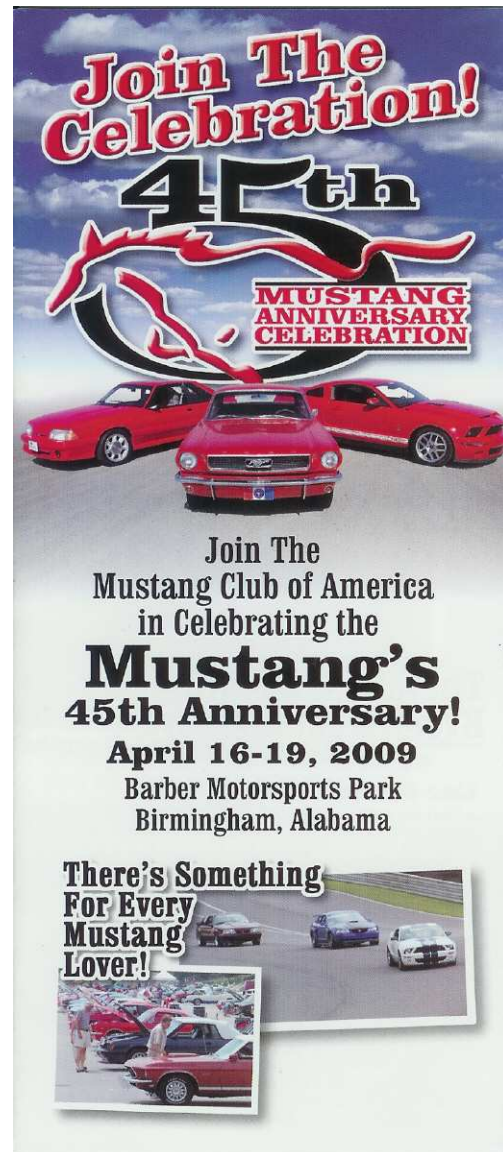
President Gordon let us know that there will be a Board Meeting on Jan 12, 2009, at Shoney's located at Virginia Center Commons at 7pm.

President Gordon called for a break at 8:15pm. Meeting started back at 8:30pm.

President Gordon called the meeting over at 8:45pm.

Congratulations to all the door prizes and 50/50 drawing.

Happy Birthday to all of our members for the month of December!



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 #2

We had a meeting on November 10th at Shoney's, at Virginia center Commons to discuss the trip to the 45th 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 45th 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 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 Website ***"IMPORTANT"***

Hey fellow CVMC Members! I want to talk to you about the CVMC website (click here----->[CVMC Website](http://www.centralvamustang.com)). 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](http://www.centralvamustang.com)
...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.

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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



2010 FORD SHELBY GT500 PACKS MORE POWERFUL PUNCH

Ford's Special Vehicle Team (SVT) delivers a more powerful 2010 Shelby GT500 increased to 540 horsepower, torque increased to 510 foot-pounds, downforce increased and drag reduced. New gearbox enhancements, plus a standard 3.55:1 rear axle ratio, mean the 2010 Shelby GT500 will deliver improved acceleration performance, while providing better highway fuel efficiency. Aggressive new exterior design features new functional details, such as the hood extractor to remove heat from the engine and "Gurney Flap" spoiler to tune rear downforce; world-class materials and craftsmanship create the most unique GT500 interior yet.

2010 Shelby GT500 will be in dealer showrooms in the Spring of 2009!

DEARBORN, Mich., Jan. 1, 2009
– The new 2010 Ford Shelby GT500 delivers the most power and refinement ever for a Ford SVT-tuned performance Mustang – and a few surprises, too.

"The 2010 Shelby GT500 demonstrates Ford's continuing commitment to high-performance vehicles," said Derrick Kuzak, Ford

group vice president, Global Product Development. "In addition to the numerous performance and refinement improvements inside and out, the 2010 Shelby GT500 is an estimated 2 miles per gallon more fuel efficient on the highway."

"We're proud of the many enhancements that were developed jointly by the Ford and Shelby Automobiles team last year that we've now incorporated into the new 2010 Shelby GT500," said Carroll Shelby, founder of Shelby Automobiles.

"Building on what we learned to create the Shelby GT500KR, this new car offers a great combination of power, handling and braking. It is truly a special car that is a great deal of fun to drive."

Ford's Special Vehicle Team used the gains made on the 40th anniversary edition Shelby GT500KR "King of the Road" Mustangs as the performance starting point and built from there. The design team, with a nod to the original Shelby Cobras from the 1960s, takes those design cues even further with nuanced improvements in both the coupe and convertible, each of which boasts a more-refined interior.

"Working together on the KR, the Ford and Shelby teams developed new systems to continually improve the iconic Mustang," stated Amy Boylan, president of Shelby Automobiles. "Those lessons learned are incorporated into the 2010 Shelby GT500. This approach will help maintain Mustang's leadership position at the front of the pack and make the ownership experience even more enjoyable."

"The muscle car segment is becoming even more competitive," said Jamal Hameedi, chief nameplate engineer for SVT. "We need to uphold the Mustang badge with honor, the Shelby badge with honor and most importantly the Ford badge with honor. The 2010 GT500 is the car that will do all of that."

More horsepower, more refinement, more functionality. The combination of added horsepower,

refinement and functionality makes the 2010 Shelby GT500 a unique high-performance car. The 2010 Shelby GT500 delivers more horsepower and more torque than the outgoing model, thanks in part to advancements pioneered on the GT500KR.

The 2010 Shelby GT500 is powered by a supercharged and intercooled 5.4-liter dual overhead cam V-8 engine expected to produce 540 horsepower and 510 foot-pounds of torque. The redline is 6,250 rpm. The car's aluminum power dome hood not only adds to the Shelby's appearance, it helps cool the engine through a hood extractor.

The Shelby's open-element air induction system features a conical air filter instead of a flat-panel closed system to reduce air restriction. This approach allows more air to be pumped through the engine, producing more power and increasing the engine's efficiency.

A cold-air intake feeds the coolest air possible directly into the air box, helping further increase horsepower. The intake necessitated moving the Cobra snake badge to the other side of the grille to enable maximum airflow.

The twin-disc clutch on the six-speed manual transmission has been significantly upgraded, improving drivability and NVH. The discs on the 2010 Shelby GT500 are larger – 250 mm in diameter compared with 215 mm in diameter on the outgoing model – and made of copper and fiberglass to make them more robust.

A unique component of the twin-disc system is the control of the intermediate disc. Rather than floating, it instead has six straps that control the engagement of the clutch, improving drivability.

The 2010 Shelby GT500 offers customers improved straight-line acceleration, plus fuel savings when cruising on the highway in the top gears. Gears 1-4 remain the same, but fifth gear changes from .80 to .74 while sixth gear goes from .63 to .50, meaning that the 2010 Shelby GT500 will turn lower engine RPMs in those

gears and deliver improved fuel efficiency. The new final drive ratio, from 3.31 to 3.55, enables the improved acceleration in lower gears while complementing the revised fifth and sixth gear ratios.

The Shelby's distinct sounds will be apparent as always, though with new refinements, thanks to the work of the Noise, Vibration and Harshness (NVH) team. A patented resonator placed between the air filter and engine throttle body helps keep unwanted noise in check.

"You still hear the supercharger but not so that it's intrusive," said Kerry Baldori, chief functional engineer for SVT. "It's the same with the exhaust. You want people to know you're driving something special, but you don't want an exhaust note that overpowers the whole interior.



"We spent a lot of time getting the right sound quality out of the exhaust so you get that nice, crisp Shelby sound outside and a pleasant sound inside the cabin. It's a nice balance; one isn't overpowering the other."

Driving dynamics also are improved, thanks to SVT's signature chassis tuning as well as new 19-inch Goodyear F1 Supercar tires and forged aluminum wheels on the 2010 Shelby GT500 coupe and 18s on the convertible.

Spring and dampers have been optimized for better roll control, giving customers more confidence when braking, accelerating or turning. The new chassis tuning takes its philosophy from the KR program, with a greater emphasis placed on primary body control.

The team also stiffened the steering shaft.

"All our changes were about making the car to respond as fast and as predictable as possible," Hameedi said. "The 2010 Shelby GT500 conveys an athletic, confident feel. The shifter, clutch pedal, brake-pedal efforts and overall steering efforts are easier now. We wanted to make sure we had a nice, crisp short-throw shifter that was easy to go from gear to gear."

The Goodyear F1 Supercar 19-inch tires have been upgraded, too. SVT members developed a "recipe" for the attributes and characteristics they wanted in the tire, which Goodyear's team of engineers, designers and manufacturers brought to life. The result is better grip, better handling and better NVH properties, leading to a better customer experience.

The wheels themselves complement the high-performance nature of the 2010 Shelby GT500. The 19-inch wheels are forged aluminum wheels milled on both sides. The extra machining process creates "blade" spokes with very thin, yet strong, cross-sections. The spokes have a specific curve from the rim to the hub, not only for strength, but also to accentuate the offset and width of the tires.

The 2010 Shelby GT500 features AdvanceTrac, Ford's stability control system with several options for performance. The default "on" mode accommodates every-day driving, and a Sport mode delivers for those wanting to put the Shelby GT500 through its paces on the track. The system also can be turned completely off, although the anti-lock brake system and other active safety systems remain in place. Standard safety equipment includes: dual stage front air bags, side-impact air bags and Ford's Personal Safety System.

Numerous aerodynamic upgrades, including a redesigned splitter, were made to the front end of the 2010 Shelby GT500.

"We worked hard to get as much downforce with as little drag as

possible," Baldori said. "We worked to seal off the air that comes in the front so it can't go underneath the car. We spent a lot of time sealing components such as the radiator and intercooler to get rid of all the leak paths.

"The result of this evolution of aerodynamics is we've increased downforce, reduced drag and improved the overall efficiency of the 2010 Shelby GT500."

Directing the air so it's used most efficiently was a painstaking process that ultimately will be rewarding to customers. The design of the front fascia and the car's "flush" hood helps focus air flow. The top grille focuses air into the radiator, with a rubber flap inside the engine compartment helping to seal the system. The lower grille helps cool the intercooler. SVT engineers also went as far to block off specific diamonds in the front of the 2010 Shelby GT500's distinctive grille to help maintain the correct cooling and aerodynamic balance.

A meaner, reskinned snake ready to take to the streets. The 2010 Shelby GT500 is the most-robust design and most-distinctive model of the new 2010 Mustang lineup. "The design we chose was a 'flush' hood where the fascia defines the entire front of the vehicle," Hameedi said. "That's very hard to execute from an engineering standpoint, but it really sets the Shelby off as very, very different from the base Mustang."

"This epitomizes the ultimate Mustang," added George Saridakis, Exterior Design manager of the Mustang and Shelby GT500. "It's all about power and expressing power."

Saridakis said his team took a cue from the Shelby AC Cobra 427 with respect to the front grilles, which are gaping and appear ready to swallow the road.

Another obvious difference for the Shelby is the addition of racing stripes, which also will now be available on the convertible. "Racing stripes made their mark on 1960s-era Ford performance vehicles," Hameedi notes. "That's something we feel is a

key part of the Shelby performance DNA – maybe more so than some of our competition."

Rounding out the Shelby's exterior modifications are the unique signature coiled Cobra badges on the front grille and front fenders, a more aggressive front splitter and lower-drag rear spoiler, which added to improved aerodynamic features, round out the exterior modifications. "We wanted the spoiler raked back aggressively to minimize drag, but we also have an integrated Gurney Flap that provides the downforce," Saridakis said.

What's inside counts with the 2010 Shelby GT500. The base 2010 Mustang received a powerful new interior design. For the GT500, the interior design team members challenged themselves to raise the bar even higher to create the ultimate Shelby Mustang interior.

Using genuine materials such as real leather in all seats, real aluminum on the instrument panel and Alcantara inserts on the seats and steering wheel gave the appearance a precisely crafted, jewel-like yet functional feel. "You'll definitely know you're in a Shelby," said Douglas Gaffka, Chief Designer, Shelby GT500.

The genuine aluminum finish panels have a unique-to-GT500 three-dimensional dimpled texture pattern inspired by racing clutch plates, braided hoses and cross-drilled racing brake rotors. The pattern has been painstakingly tuned to compensate for the compound curvature of the instrument panels. In addition, the "GT500" logo has been discretely engraved into the aluminum in front of the passenger as a nod to classic Shelby Mustangs of the 1960s.

This unique aluminum finish panel is fully encapsulated by an exquisite soft seamless TPO (Thermoplastic Olefin) instrument panel with a shape that resonates with Mustang's powerful heritage. The center stack flows into the console and features a sub-flush shifter trim ring, flush cup holder door and lockable console stowage featuring the word

"SHELBY" engraved in its Satin Liquid Chrome release button.

All 2010 Mustangs and Shelbys feature bright 360-degree rings surrounding the gauge cluster, uninterrupted by the steering column. These rings will come in chrome for the Mustang and a Satin Liquid Chrome finish for the GT500. This finish is featured throughout the interior. An intricate cobra is etched into the center of the aluminum steering wheel badge. The Shelby Cobra appears at startup on the navigation screen, and the familiar red "SVT" logo utilizes new ambient lighting to illuminate the door scuffplate.

"When customers drive this car, they're not only going to be impressed by the performance and the Shelby heritage, but they're going to see all these carefully designed details and know they've bought a well-crafted car," Saridakis said.

Even the classic white shift knob – an icon of Shelby Mustang DNA from years past – received special attention. First, it had to be the traditional white. It also had to be specific to the Shelby. The answer was to combine the racing-stripes theme with the traditional "H" pattern found on shifters to create a one-of-a-kind knob. Like the exterior, the racing stripes wrap from end to end, encircling the knob.

Wide suite of standard features on the 2010 Shelby GT500. The 2010 Shelby GT500 includes several Ford innovations and industry-exclusive standard features, including:

SYNC: The voice-activated hands-free in-car communication and entertainment system developed by Ford and Microsoft. The system fully integrates most Bluetooth-enabled mobile phones and digital media players, providing customers hands-free cell phone and music selection capabilities – plus new 911 Assist and Vehicle Health Report provided with no monthly fees. 911 Assist: When a phone is properly paired, turned on and connected to SYNC, the system is ready to assist in placing a call directly

to a local 911 emergency operator in the event of an air bag-deploying accident. The key advantage of SYNC 911 Assist is speed, as calls are placed directly to local 911 operators. Vehicle Health Report (VHR): SYNC gathers relevant information from the major vehicle control modules and packages diagnostic data into a usable format in a matter of minutes. That data packet is sent to Ford via an 800-number automatically dialed using the customer's paired and operable mobile phone. Ambient Lighting System with MyColor™ allows drivers to customize the interior lighting of the vehicle to suit their mood. The enhanced MyColor system features seven base colors – ice blue, purple, blue, orange, red, white and green. Customers also can create 125 custom colors by mixing the red-green-blue palette.



Available options:

Voice-Activated Navigation with SIRIUS Travel Link™ is an industry-leading technology that will provide users with a unique, information-rich in-car experience. The suite of data services includes up-to-the-minute real-time traffic data with accident and incident information for 78 markets, coast-to-coast weather data including current conditions and five-day forecasts and fuel price information for more than 120,000 gas stations. SIRIUS Travel Link also offers sports scores and schedules and a listing of more than 4,500 movie theaters with movie times, theater addresses, movie synopses and more. This combination of outstanding performance coupled with a fresh, exciting, well-crafted interior intensely

focused on improving the entire experience will make the 2010 Shelby GT500 even more sought after, and a fitting addition to a long and proud history.

The 2010 Shelby GT500 will be in dealer showrooms in spring. The cars will be built at the Auto Alliance International Plant in Flat Rock, Mich.

Article & Photos by Ford Motor Company



**CADDELL JOINS JIM CLICK
RACING
12/23/2008**

**FR500S CHAMP LOOKING
FORWARD TO MOVE UP TO
FR500C**

Tooele, Utah — The 2008 Ford Racing Mustang Challenge Champion Andrew Caddell will make his Grand-Am Koni Sports Car Challenge debut in the season-opening Fresh from Florida 200 at Daytona International Speedway on Jan. 23 as part of his championship earnings package. Ford Racing has confirmed Caddell to co-drive with fellow Mustang Challenge racer and Koni veteran Jim Click in a Hypersport-prepared Jim Click Racing Ford Mustang FR500C.

"We are really excited to see our first Champion get this opportunity to race in the next step in the Ford

Mustang competition ladder," said Mustang Challenge Series Director Lynda Randall. "He had an amazing season with us and he's going to be a great ambassador for the series. That he's sharing a car with another one of our drivers in Jim [Click] makes it all the better and we can't wait to see how they do together."

The Ford Mustang FR500C that competes in the GS class of the Koni Sports Car Challenge features the 5.0-liter Cammer engine and represents the next step up in the Ford Mustang racing ladder from the FR500S utilized in Mustang Challenge competition.

The FR500C has a strong record of success on the 3.56-mile oval-based road course, having won in its debut Koni appearance at the track in 2005. The Ford Mustang went on to help David Empringham and his Multimatic team win the '05 Grand-Am Cup (now Koni Sports Car Challenge) Driver, Team and Manufacturer Championships. Showing that it has both speed and staying power, the FR500C once again locked up the trio of championships in 2008 as Hypersport drivers Joe Foster and Scott Maxwell scored the championship laurels for Ford.

The Caddell-Click pairing will see the two take on one of the largest fields in racing as the three-hour enduro combines both GS and ST class runners as two Mustang Challenge competitors become Koni teammates.

"I really think Andrew is one of the best up and coming racers in this country," said Click, who brings his Ford passion right to his own garage with a new Mustang GT500 KR. "It's great that Ford Racing has asked me to be a part of this as his co-driver. I don't think Andrew will have any problem making the move to the FR500S.

This young man just so smooth and so good, he can drive anything. He did a great job this year taking the Championship, and so long as I can keep the car out of trouble and turn it over to him on the lead lap, we should be in great shape at Daytona."

Caddell has been keeping busy

in the offseason and has a keen eye towards making a big impression in January. "I've been running Daytona on a simulator and I don't think that learning the track will be too big a deal," said Caddell. "It looks like a pretty straightforward place. The main thing will just be transitioning and learning a new car. Even though the FR500S and the FR500C are both Ford Mustangs, they are quite different when it comes to power, handling, and set-ups. So I'm going to have to learn as quickly as I can what the car likes and how I can get the most out of it." That his new co-driver is a familiar face is a comforting fact for Caddell as he takes on this new challenge.

"I know Jim from racing him in the Mustang Challenge cars so I'm looking forward to having him as my teammate," said Caddell. "I really hope I can do something like we did last year where we only had the budget to do so much racing, but we made a good impression and we got to keep racing. So that's the biggest goal for the Daytona race is to do well enough to attract some interest in me. Winning the Mustang Challenge championship was a big addition to my resume, and I just want to keep building on that."

**Contributed by Ford Racing
Mustang Challenge News Bureau**



1969 Ford Mustang Mach 1 - Something Different

Alan And Donna Rye Went For The Color

By Rob Reaser
Photography by Rob Reaser

There's a considerable distance between a ready-to-restore Mustang and one that can be generously referred to as a "rolling shell." Thus, it's difficult to imagine someone setting out to buy the former then ultimately settling on the latter. But that's exactly what happened when Alan and Donna Rye of Bartlett, Tennessee, embarked on a journey to find an R-code Pony three years ago. The couple was looking for a 428 CJ Ram Air Mustang when they stumbled across a "ready-to-restore" model in northern Indiana. Once they saw the disaster, they quickly checked that car off of their "possibles" list. On the way home a frustrated Alan picked up a copy of Ford Trader and discovered a "'69 R-code rolling shell" for sale by Semo Mustang.

"Because I had done business with Jeff in the past," says Alan, "we were somewhat familiar with each other. I told him where we were and Jeff said he would wait for us to get

there. Four and a half hours later, we arrived. On that Saturday evening Jeff took us to a shed, and in the far back under lots of dirt, dust, and old parts was a dark blue, bent up, and stripped-of-everything-that-was-of-value R-code.

"After finally getting the car out of the shed, needless to say, Donna was shaking her head. To my surprise, the serial number on the door plate revealed color code E5-C (Aztec Aqua with a blacked-out hood), not the Winter Blue that Jeff had told us. Jeff nor I had ever heard of, let alone seen, a '69 Mach 1 this color.

"I like to have something different, and I hit the jackpot because Aztec Aqua is definitely different!"

As a "rolling shell," veteran Mustangers can understand the challenge facing Alan and Donna in bringing this big-block Pony back from the brink. Sand-blasting, acid-dipping, cutting, welding, and a whole lot of scraped knuckles were just part of the process, as was swap-meet scrounging and numerous calls to parts suppliers. "Everything on this car is new or restored," says Alan. "The project started out as a resto-mod. I revived the Cobra Jet to see some quarter-mile action. The engine was balanced and blueprinted; ARP rod bolts were installed; and the heads were ported, polished, and fitted with stainless steel valves, bronze guides, and hardened seats. A 292 Lunati Cam was added for a little more zest, and I installed the correct Holley carburetor, exhaust manifolds, distributor, and smog equipment."

Alan also beefed up the driveline to help the Mach 1 survive aggressive straight-line sprints. The C-6 tranny was treated to a bit of TCI revamping, including a 2600 stall TCI converter. In back, Alan maintained the correct 3.50:1 nodular carrier but added a 31-spline Detroit Locker. Finally, a set of Dual Flowmaster mufflers, specially-made 15x7 and 15x10 Styled Steel wheels (boasting 235/60 and 295/50 radial T/As) rounded out the upgrades.

My first MCA National Car show was in March 2000. Besides becoming a new member of the Mustang Club of America, the event was a learning experience for me. I quickly realized that the visible modifications [wheels and tires] had to go in order to be able to compete in a concours class. Since then, we've won Gold in Concourse Trailered at Nationals events."

We concede that Alan and Donna's '69 Mach 1 stands on its own merits at the showfield. And the fact that the car sports the always-desirable 428 CJ Ram Air package provides added sparkle wherever it goes. But the honest fact is that it's the highly irregular Aztec Blue topcoat that makes this Pony something completely different.

The Ryes wouldn't have it any other way.

Article & Photos Courtesy of Mustang Monthly



Welcome to 2009!

The National Board of Directors (BOD) will meet January 11, 2009, in Dallas, Texas. All BOD meetings in 2009 will be held in Dallas, Texas. The agenda for this meeting is published in our forums section of our website.

The February Mustang Lovers cruise has been cancelled.

As part of our MCA club charter, we must send a copy of our roster to MCA Headquarters with members identified by their MCA number. There is a clip board on the table with an alphabetical list of CVMC members that are MCA members. Please check that list to make sure I have your correct MCA number and the expiration date is correct. If I have missed anyone, please fill in your information.

The official 2009 National show schedule follows:

- April 16 – 19 45th 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

The 45th Anniversary 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. If you think you might go, I suggest talking to Rusty Wiseman as he has a block of rooms already reserved. 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.

The 4th of July show at Raleigh, N.C. is only a few hours away and this should be the show that CVMC members should really consider attending. There will be top Mustangs, a few unique, from all over the East Coast at this show. A link to the show is in our Forums section. This show is limited to 350 cars. Because it is the only MCA National show on the East coast, this may be another sold out show. If there is enough interest, Tony & 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. You will

like this magazine. **If you would like to join MCA see me at the break.**

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

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



January 2009 Car Hobbyist News From the Council

By Fred Fann

Apparently any one plate bill in this state is radioactive. By that I mean no one will touch it. I spoke with a legislative aide at the Assembly asking why can't a one plate bill go anywhere in the General Assembly. The answer is the police are against it but also a female delegate speaks out against all the one plate bills. She shows up at the committee meeting where the bill is being discussed and tells her story of how someone was following her and she was able to call the police because she could see the front license plate. This "security" of having a front plate has killed attempts to save the state several millions of dollars.

Do I believe this tale? I'm not sure – I've heard a lot of stories told to get people to do what the story teller wants and some may even be true. I do know that I have a hard time reading a license plate of a car following me in my rear view. And at night it's impossible. Could the police have gotten her to tell her story? Maybe – but it doesn't matter because as long as this delegate shows up to tell her tale of horror her fellow delegates aren't going to pass a one plate bill of any kind.

I contacted DMV about the definition of vintage license plates. There is no definition of them in the Code of Virginia. The document I got from DMV states that DMV calls the year plates vintage plates to differentiate them from the black and white and yellow antique plates supplied by DMV. The problem is DMV does not differentiate between vintage plates registered to an antique and vintage plates with stickers registered to daily drivers. This has caused confusion that resulted in localities taxing antiques because the locality thinks that vintage plates are year plates with stickers on daily drivers. Could DMV call two different things two different names? I'm not sure.

President-elect Obama has a scrappage plan called "Cash for Clunkers". According to the plan people with cars 13 or more years old would get a cash trade-in value good toward the purchase of a newer vehicle that is supposed to be more fuel efficient and pollute less.

Here is a quote from the program: "The environmental benefits of such a program are pretty clear. According to the report, 75% of all automobile pollution is emitted by cars that are at least 13 years old even though they are only 25% of all the miles driven. Moving the majority of these vehicles off the road could reduce oil consumption and related pollution and carbon emissions by 33%"

And what is wrong with that statement? And what is this "report"? After some internet research I found

that same quote on a number of "green" websites. It took quite a hunt to find the original statement and the "report". Turns out the report was done by the California Air Resources Board in 2004. Here is the exact quote: "In 2010, about 30% of vehicles [being driven in California] will be at least 13 years old and older. Those vehicles account for 25% of miles driven by cars, but they account for 75% of the car pollution."

Of course this was just a guess made in 2004 about what may or may not happen only in California in 2010. There was no scientific study done of the vehicles and of course you can't predict in 2004 what will actually happen in 2010. So the "green people" are quoting this statement everywhere and it's just a guess made in a report to the California legislative Budget Conference Committee and then the greenies couldn't even quote it correctly – but a correct quote wouldn't suit their purpose. The Obama team and of course our friends in Congress are planning to use it to push a Cash for Clunkers program.

Here's a quote from another website on the program: "This is not the first time that such a program has been proposed, and so there are some criticisms of the programs. One criticism of a similar program came from economist Steve Levitt of the Freakonomics blog back in August. In his blog, Levitt had several problems with cash-for-clunkers programs:

- *** the programs are more likely to pull rusting, nearly undrivable hulks out of driveways than it is to pull gas guzzlers off the road;*
- *** they could lead to more old cars being driven instead of less as people drive just a few more years to earn the incentive;*
- *** the impact on new car purchases would be limited at best since people driving clunkers are more likely to purchase used cars;*
- *** and the redistribution benefits to clunker owners would, over the long run, end up helping all car owners instead."*

Can anyone in government see that cash-for-clunkers has been and will always be a failure? Apparently the government has to keep trying the same stuff that didn't work before over and over again.

An Update From The Council!

First Happy New Year and second you may have gotten some emails about the "cash for clunkers" that is being considered in Congress. I found out that this program was being considered a couple of weeks ago. Cash for clunkers is being considered as part of the economic stimulus package that will be crafted and debated in Congress. The stimulus package will be huge in both size and cost. The Democratic leadership in Congress is hoping to have the package ready and through Congress so that the new president can sign it into law during his first week in office.

While we have heard bits and pieces of the cash for clunkers program, we will have to wait to see what develops. I want everyone to know that this program will not take away your collector vehicle to be crushed and give you a check for a few hundred dollars – as one email I got stated.

The cash for clunkers program is aimed at getting older vehicles (13 or more years old) off the road to help clean the air and provide money to the poor people who drive the older vehicles. The owners of these older vehicles would get money or a voucher for a lot more than the vehicle is worth as an incentive. The "poor" people who get the money will hopefully spend it to boost the economy or will again hopefully use the money or voucher to purchase a newer and hopefully cleaner running vehicle.

Cash for clunker programs have been tried in a number of states and areas in Canada. They have been a failure. In fact there was a program in Virginia in the 90's and car hobbyists worked and got the law repealed. We were able to do that during the time that the state agencies

were trying to figure out how to implement the program. Try to imagine how to set up a federal program to buy older vehicles in all 50 states. Figure in the usual fraud that occurs with any government giveaway program and you can see just setting up and administering this program would be expensive and tedious.

Clunker programs bring in only damaged, rusty, barely running vehicles. Solid, good running and driving vehicles are not turned in as the owners of these vehicles value them higher than what the government will pay. Because vehicles that are seldom if ever driven are turned in there is no gain in air quality.

Some have even suggested that the government simply issue checks to the poor saving the costs of administering a clunker program. If the government wants to help out the Big Three automakers why not a big tax break for any American who buys a new vehicle from GM, Chrysler or Ford? I'm sure you can come up with many better ideas to help boost the economy.

My personal opinion is to oppose this program because it is a waste of taxpayer money that could be better spent elsewhere.

If you would like to voice your opinion on this cash for clunker program I suggest you contact your representatives in the House and US Senate. You can find your representative and how to contact him or her at this link

<https://writerep.house.gov/writerep/welcome.shtml>. You can find the contact information for your senators at this link:

http://www.senate.gov/general/contact_information/senators_cfm.cfm. An email from SEMA suggests you contact Speaker of the House Pelosi. I'm not sure how effective contacting her would be but if you wish to do so here is the link:

<http://speaker.house.gov/contact>. You can also contact the Obama – Biden transition team at this link to voice your opinion:

<http://change.gov/page/s/economy>.

I would suggest spending taxpayer money on something that works and not something that would be difficult to administer and has a record of failure.

I will keep you posted on the cash for clunkers program. Also the legislation being considered by the General Assembly will be posted on the <http://vaacc.org> website.

If you have any questions you may respond to this email or call me at 804-590-9583.

New Member's For 2009

Welcome! We at CVMC hope you will be a member for many years. CVMC has over 27 members signed up for 2009.

Renewed Member's For 2009

Thanks everyone for coming back for another great CVMC year! CVMC has over 27 members signed up so far for 2009.

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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