



The Galloping Gazette

*The Official Newsletter Of The
Central Virginia Mustang Club
July 2009 Issue 271*

CVMC News



3rd Annual Richmond Ford Cruise In June 13, 2009

The 3rd Annual Richmond Ford Cruise In was a HUGE success! The weather was great except for a couple of sprinkles.





all kinds participate in the 3rd Annual Richmond Ford Cruise In!



*CVMC would like to thank Ron Kody and all of the staff at Richmond Ford for hosting such a great event!
Article & Photos by Tony Hall*

There were Model A's, Street Rods, Fairlanes, Galaxies, Cougars, Mavericks & Mustangs! Boy, were there Mustangs! We had every generation from 1964½ to the brand new 2010 Mustang. Ford Motor Company sent one of the new 2010 Ford Taurus's for everyone to see.



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Richmond Ford supplied a HUGE tent for people to get out of the sun and eat their Hot Dogs, Chips & Water furnished by Richmond Ford! There was a fun station for the kids and K95 was broadcasting live from Richmond Ford.

Through out the day Richmond Ford must have had over 170 Ford's of



***Performance Autosport
 Open House
 July 11, 2009***

Mark LaMaskin will be hosting another fantastic Performance Autosport Open House on July 11, 2009.



Weather you're a Mustang enthusiast or a high performance maniac or BOTH, this is the place to be.

Mark and the staff always puts on a great event and is a must see!
Hope to see you there!

Article & Photos by Tony Hall

CVMC Judging Clinic July 8, 2009

The judging clinic for Saturday, 27 June was cancelled. Our September (25th Anniversary) show is now back to a one day show. Our last one day show had over 200 cars. Our judges were rushed and became tired because of the limited number of judges and high number of cars. The result was the awards began somewhere around 5 PM because of mistakes that were made in several areas. We do need more club

members to become judges. Our judging is based mainly on cleanliness and condition of the cars. Really anyone can judge these cars. You need to become familiar with the judging sheet and what is considered cleanliness and condition. That is what the judging clinic will show you. It is real easy, fun and can be very rewarding. It can be very educational, especially if you are looking to buy a Mustang or have one restored. You will begin to see what a quality Mustang looks like and learn what to look for when you are looking at a Mustang you may be interested in buying.

Since there has been discussion about holding a judging clinic during the week, let's try it. On Wednesday, July 8, there will be a clinic at Dave Dickey's garage, 9062 Winter Spring Dr., Mechanicsville, telephone 730-1450; time 6:30 PM. Please bring your own chair. Pizza and drinks will be available.

Article by Dave Dickey



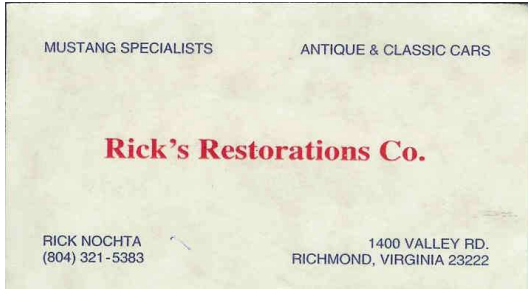
CVMC RIR Race Tickets September 12, 2009

**NASCAR RACE TICKETS
AVAILABLE.**



CVMC has **Tickets** to the Richmond Sprint Cup race on Saturday September 12, 2009. The tickets are in the Sprint stands on the front

stretch before the finish line. Section 'E' rows 19 and 20. These tickets are **"FANTASTIC SEATS"!!!** Some of the tickets are already gone so get your order in now before they are all gone. Contact Ron Martin at 804-347-8701 or E-mail at mustang93106@yahoo.com



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CVMC June Monthly Meeting Minutes
By Renee Bennett

President Gordon called the meeting at 7:45PM and thanked everyone who came out to the meeting in the bad weather.

New members: Don Costello who has a 1997 Cobra and a Tommy Wilson who has a 2003 Mach 1 welcome to our club.

Old member's new news: George Bobrovsky has lost his father we are thinking about you and your family god blesses you.

President Gordon gave an update on Ray Newsome and he is doing ok nothing really has changed.

Ron from Richmond Ford talked about the Cruise In at Richmond Ford on June 13th 2009 from 9-2 and there will be things this year for the kids please all come out and enjoy the day. He did say that Jack Roush would be at Richmond Ford in Sept date to be announced.

Llew Stakes talked about the parades and we had at Bon Air 7 cars, Kenbridge 15 cars, Memorial Day

Parade in Washington Dc we had 8 cars and Kathy escorted Tom Feller from the Baseball Hall of Fame in the parade the crowd was bigger this year.

Dave Dickey talked about the MCA our club got for the 3rd year in a row we got the President Award great job! on July 4th 2009 this will be only one MCA National on the east coast in Raleigh NC

President Gordon told jokes Fall Show is Sept.19th 2009 from 8-5 at Virginia Center Commons Mall.

President Gordon: let everyone know that the next board meeting will be June 15th at 7pm Shoneys at Virginia Center Commons Mall.

Break at 8:20pm

Meeting called back at 8:30pm. Door Prizes were drawn and the 50/50 as well.

Happy Birthday to everyone in June and to all the great dads Happy Father's Day!



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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.
Tony Hall
95SVTCobraVA@comcast.net



If you would like to advertise your Mustang or Ford related items "For Sale" or "Wanted" be sure to write them like you would see them in a newspaper and send your classifieds to...

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News From The Blue Oval



**READY FOR SUMMER:
MUSTANG CONVERTIBLE
GOOD FOR THE SOUL,
GLASS ROOF PROTECTS
FROM HARMFUL RAYS**

Panoramic glass used on the 2010 Ford Glass Roof Mustang filters almost all of the sun's harmful rays and reduces cool-down time and wind noise while offering a convertible-like driving experience. Scientific studies show increased exposure to sunshine or bright light – like that provided in the convertible and Glass Roof Mustang – is therapeutic because it regulates the body's mood-regulating hormone and circadian cycle of sleep and wakefulness; also triggers a natural remedy for "the blues" Panoramic sunroofs have doubled in popularity during the past five years; tilt/slide type sunroofs will remain dominant, followed by panoramic and spoiler types through 2011. The 2010 Mustang – including Glass Roof and convertible versions – builds on the safety success of the 2008 Mustang – the first sports car and first convertible to earn five-star ratings in U.S. government frontal crash, side impact and rollover tests

The 2010 Ford Glass Roof Mustang and Mustang GT convertible, which are arriving in dealerships now, offer consumers sun-soaked driving and top-rated safety heritage. Fans of open-air motoring have made the Mustang convertible a perennial bestseller. Those who love the sun but want to cut back on sunscreen use can choose the pony car with the panoramic glass roof, which filters nearly all of the sun's harmful rays.

The 2010 Mustang builds on the safety success of the 2008 Mustang, which became the first sports car and the first convertible to earn five-stars from the National Highway Traffic Safety Administration (NHTSA) for frontal crash, side impact and rollover tests.

The Mustang's considerable body stiffness contributes to its driving performance and has an added benefit in accident protection. While the coupe's body structure is 31 percent stiffer in torsional rigidity than its predecessor, the convertible's is more than twice as stiff – creating a "safety cage" that helps protect the cabin from

deformation and intrusion during an impact.

The front structure is designed to absorb and help dissipate it before it can reach the passenger compartment. The Mustang's front rails have an octagonal shape designed to spread forces evenly at the firewall and progressively deform for increased protection in offset frontal crashes.

Protective sun-drenched driving
The 2010 Ford Glass Roof Mustang offers consumers convertible-like driving without the need for sunscreen, because its factory-installed panoramic glass roof filters 90 percent of the sun's heat-generating infrared (IR) rays and 96 percent of burn-causing ultraviolet (UV) rays.

The UV-filtering capability of the new Mustang's fixed glass roof is comparable to sunscreen lotion with a sun protection factor (SPF) of approximately 50, which exceeds the dermatologist-recommended sunscreen strength of at least SPF-15.

The glass roof's ability to filter IR rays reduces heat load in the cabin so that occupants remain comfortable while enjoying the sun. The reflective glass also reduces energy used by the vehicle's air conditioner system while protecting the interior fabric from fading and deteriorating.

Sun-soaked cruising is the convertible and Glass Roof Mustang's top appeal factor. Scientific studies show that increased exposure to sunshine or bright light is therapeutic because it regulates the body's synthesis of melatonin, a mood-regulating hormone that modulates the circadian cycle of sleep and wakefulness. Sunshine also triggers the body's conversion to active vitamin D, considered to be an effective natural remedy for "the blues."

Health experts caution that cool breezes in convertibles can misleadingly mask the sun's harmful rays as occupants may not feel as hot as when they're stationary under the sun. Therefore, dermatologists recommend the use of sun-block lotion

or moisturizer with a sun protection factor (SPF) of 15 or higher prior for top-down drives.

Roof glass popularity rising
According to J.D. Power feature content research, 62 percent of buyers in the sports car segment wanted a sunroof/moon roof on their next vehicle. Since its introduction in 2008, the Glass Roof Mustang – which is available as a \$1,995 option on both the V-6 model and the GT – has accounted for 10 percent of all Mustang sales. The convertible accounts for 25 percent of Mustang sales, and sell most strongly in California, Florida, Texas and Georgia.

Mustang is just one Ford model that features ample sunlight and generous views. The 2010 Lincoln MKS and 2009 Ford Flex, Ford Edge and Lincoln MKX also offer sun-splashed driving enjoyment with an optional panoramic roof glass that is privacy tinted for the occupants' comfort and protection.

According to CSM Worldwide, over the last five years panoramic sunroofs have doubled in the popularity in North America. The installation of tilt/slide type sunroofs will remain dominant, followed by panoramic and spoiler types throughout 2011.

QUOTES:

"The Mustang's glass roof gives customers more of what they want, sunshine, while protecting against the sun's harmful rays. If an occupant wants less sun or additional privacy, a retractable mesh sun shade also comes standard." – Chester Walawender, Glass Technical Expert, Ford Product Development.



"I recommend light therapy – be it natural or artificial – to all of my patients, because it helps elevate mood and energy. Driving or riding in a convertible certainly is one way to enjoy the health benefits of sunshine."
- Dr. Douglas J. Arends, Psychiatrist, Royal Oak, Mich.

"The appeal and demand for sunroofs in the automotive industry continue to grow worldwide. Vehicle makers use sunroofs and other roof systems to help differentiate product offerings to customers." – Lilli Kuenstler, Market Analyst, North American Supply Chain and Technology Forecasts, CSM Worldwide.

"If you're going to spend time in a convertible, keep the sun-block on and keep some in the glove compartment. I recommend putting it on a half hour before going outdoors, putting enough of it on and repeating every two hours." – Dr. David V. Spurlin, Pinnacle Dermatology & Aesthetics in Birmingham, Mich.

Article & Photos by Ford Motor Company/ www.ford.com



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CHAMP'S DAUGHTER RUNNER-UP

6/14/2009
BY TEAM FORD RACING
CORRESPONDENT

Englishtown, N.J. — Ashley Force Hood's third straight final round proved to be anything but a charm Sunday at Old Bridge Township Raceway Park where the 26-year-old daughter of drag racing icon John Force settled for runner-up honors in the 40th annual United Association SuperNationals.

This time, the graduate of Cal State-Fullerton kept Funny Car nemesis Tony Pedregon honest before losing by a narrow .03 of a second. Last week, in the same situation at Joliet, Ill., her Castrol GTX Ford Mustang lost traction less than 300 feet past the starting line, giving Pedregon's Chevy a free ride to the winners' circle.

If there was an upside to the disappointment of losing in the final round for the fourth time in the last six races, it was Force Hood moved around season-long points leader Ron Capps into second place in Full Throttle points behind only Pedregon.

Force Hood will move to Summit Motorsports Park in Norwalk, Ohio, for the third annual Summit

Racing Equipment Nationals (June 26-28) trailing by one racing round (20 points) as the highest-placed Ford driver in the Full Throttle point standings.

On a day when her sister Brittany reached the semifinals for the first time in the Top Alcohol Dragster division, Force Hood stopped her former driving instructor, Fast Jack Beckman in round one (evening their rivalry at 3-3), beat reigning series champion Cruz Pedregon in round two and outran Bob Tasca III in the semifinals to advance to the final round for the 10th time in 52 career starts.

"We had a good weekend [but] it is frustrating," Force Hood said. "You never want to lose on a hole shot. You never want to lose, period. For a driver, that is particularly hard to swallow. When your car stumbles a little or doesn't run as quick, you'll see my crew chiefs upset and I'm the one pepping them up.

"It works the same way for the driver. It is amazing how important the reaction times were in the pro finals [today]. My husband Dan told me that the Pro Stock Motorcycle and Pro Stock classes were won on hole shots and then Antron [Brown] red-lit in the Top Fuel final. This final round for the pros was all about the start and the first couple of feet."

Crew chief Dean Guido Antonelli, who was hand-picked by Force to manage his daughter's Funny Car career, was able to put the weekend's result in perspective.

"It's not about who wins the most races," said the former team leader on Force's car, "it is about who goes the most rounds. Krawiec [2008 Pro Stock Motorcycle champion Eddie Krawiec] proved that last year [when he won the championship without winning a race]. All we need to do is just keep going rounds and we will be fine."

Force Hood refused to blame a lengthy wait, the result of back-to-back incidents involving Top Alcohol Funny Cars that took out the catch

nets at the finish line, for interfering with her routine.

"There are so many little things that are different," she said. "It could be a different part of the day, how you are feeling or how you did the run before. I think all the runs before the final I was a little more nervous. If anything, I was calmer for the final because we did have so much time.

"There wasn't a big rush. Sometimes the rounds [in which] you are rushed you run right up there and you are wondering if we remembered everything, [but Sunday] we were able to take our time.

"We were hoping since last year we went to three finals in a row and won on our third attempt that we could do that again and have the third time be the charm," said the 2007 Rookie-of-the-Year. "I can't complain about getting to another final. It gives us that much more data and me [that much] more experience in the car. That will come in handy down the road."

The remaining drivers in the John Force Racing conglomerate exited early. The first to fall was Robert Top Gun Hight, whose recent resurgence suffered a setback when his Automobile Club of Southern California Ford Mustang shook and lost traction in the first round, allowing his boss, teammate and father-in-law to get the win.

"Robert's car has been running [well]," Force said. "I had the weak Ford today. I've been struggling [but], at the end of the day, I have a job to do for my sponsors just like everybody else. You don't want to race your teammates in the first round but we didn't do a good job in qualifying and then we got the rain [that washed out the last session].

"Ashley is at the top of the points, which is somewhere I'd like to be. She has a good race car. She's winning rounds. You have to earn the right to win [and] she's doing fine. It's all about getting experience. She hates thinking she let everybody down, but she isn't letting anybody down. She

was racing one of the best in Tony Pedregon."

Although he moved from ninth to eighth in points, Force lost in round two to Tasca, whose family name he carries on the front of his Castrol GTX High Mileage Ford as an acknowledgment of the assistance provided by the family patriarch, Bob Tasca Sr., in getting him together with Ford Motor Company, 12 years ago.

The team owner quickly was joined on the sidelines by Mike Neff who, just as Force Hood, was unable to overcome a starting line deficit and fell to Tim Wilkerson. That was after he had guided his Ford Drive One Mustang to quick time of the event (4.051 seconds) in a first round victory ahead of Jerry Toliver.

"The performance of the car is getting better every race," Neff said. "It's performing at the top of the pack. That's a good thing. We lost a close race to Tim Wilkerson, technically on a hole shot. [Crew chief John] Medlen and the boys are doing their job and I have to make sure I am doing my job.

"Part of the deal is getting the performance back to where it needed to be," said the 2008 NHRA Rookie-of-the-Year. "It's there now. I feel confident we will start moving up the points now. The pressure doesn't bother me. Even the inexperience doesn't bother me.

"I don't feel inexperienced any more. It's about performing at a high enough level to get the job done. The racing is so tight now you have to be on all the time. You can't afford to slip up even a little bit. It is a team effort here. We are all working together. That is also what makes Funny Car racing so exciting. It is the top category in drag racing, in my opinion. It's so close competitively. These races are being decided by a few thousandths of a second on a regular basis. That is just part of how intense it is."

FINAL WORD

Final round results from Sunday's 40th annual United

Association SuperNationals at Old Bridge Township Raceway Park:

FUNNY CAR – Tony Pedregon, Brownsburg, Ind., Chevrolet Impala, 4.246, 260.56 mph, def. Ashley Force Hood, Anaheim Hills, Calif., Castrol GTX Ford Mustang, 4.219, 272.72 mph.

TOP FUEL – Larry Dixon, Indianapolis, 4.553, 233.41 mph, def. Antron Brown, Pittsboro, Ind., foul.

PRO STOCK – Jeg Coughlin Jr., Delaware, Ohio, Chevrolet Cobalt, 6.598, 209.49 mph, def. Mike Edwards, Coweta, Okla., Pontiac GXP, 6.587, 209.82 mph.

PRO STOCK MOTORCYCLE – Craig Treble, Harvey, La., Suzuki, 6.955, 193.20 mph, def. Eddie Krawiec, Englishtown, N.Y., Harley-Davidson V-Rod, 6.906, 194.29 mph.

PRO MODIFIED – Raymond Commisso, Toronto, Ontario, Canada, versus Danny Rowe, Laguna Hills, Calif., 1967 Chevrolet Camaro, to be determined.

TOP ALCOHOL DRAGSTER – John Finke, Selkirk, N.Y., no time, def. Mike Kosky, Cuddy, Pa., broke.

TOP ALCOHOL FUNNY CAR – Frank Manzo, Morganville, N.J., 2008 Chevrolet Monte Carlo, 5.493, 263.20 mph, def. Jay Payne, Ontario, Calif., 2007 Ford Mustang, 5.667, 260.76 mph.

COMPETITION, SUPER STOCK, STOCK, SUPER COMP, SUPER GAS, SUPER STREET – To be completed Monday.

TO THE POINTS

Unofficial pro points following Sunday's 40th annual United Association SuperNationals at Old Bridge Township Raceway Park:

FUNNY CAR – 1. Tony Pedregon, Q Racing Chevrolet, 818; 2. Ashley Force Hood, Castrol GTX Ford Mustang, 798; 3. Ron Capps, NAPA Dodge Charger, 792; 4. Del Worsham, Al-Anabi Toyota Solara, 695; 5. Jack Beckman, Valvoline/MTS Dodge Charger, 615; 6. Tim Wilkerson, Levi, Ray and Shoup Ford Mustang, 626; 7. Bob Tasca III, Motorcraft/Quick Lane Ford Mustang, 587; 8. John Force, Castrol GTX High Mileage Ford

Mustang, 558; 9. Matt Hagan, Shelor Motor Mile Dodge Charger, 545; 10. Cruz Pedregon, Advance Toyota Solara, 546; 11. Mike Neff, Ford Drive One Ford Mustang, 537; 12. Robert Hight, Auto Club of Southern California Ford Mustang, 465.

TOP FUEL – 1. Antron Brown, Matco Tools dragster, 864; 2. Tony Schumacher, U.S. Army dragster, 830; 3. Larry Dixon, Al-Anabi dragster, 767; 4. Brandon Bernstein, Budweiser dragster, 754; 5. Cory McClenathan, Fram dragster, 651; 6. Morgan Lucas, Geico Insurance dragster, 631; 7. Shawn Langdon, Lucas Oil dragster, 630; 8. Spencer Massey, US Smokeless Tobacco dragster, 592; 9. Doug Kalitta, Kalitta Racing dragster, 507; 10. Clay Millican, Nitrofish dragster, 450.

PRO STOCK – 1. Jeg Coughlin Jr., Jeg's Chevrolet Cobalt, 1018; 2. Mike Edwards, Young Life/Penhall Pontiac GTO, 909; 3. Greg Anderson, Summit Racing Pontiac GXP, 803; 4. Jason Line, Summit Racing Pontiac GXP, 780; 5. Allen Johnson, Team Mopar Dodge Stratus, 681; 6. Greg Stanfield, Attitude Apparel Pontiac GXP, 588; 7. Kurt Johnson, ACDelco Chevrolet Cobalt, 552; 8. Ron Krisher, Valvoline Chevrolet Cobalt, 521; 9. Rickie Jones, Quarter-Max/RJ Race Cars Dodge Stratus, 452; 10. Warren Johnson, K&N Filters Pontiac GXP, 438.

PRO STOCK MOTORCYCLE – 1. Eddie Krawiec, Englishtown, N.J., Harley-Davidson V-Rod, 528; 2. Matt Smith, King, N.C., Suzuki, 452; 3. Andrew Hines, Brownsburg, Ind., Harley-Davidson V-Rod, 436; 4. Craig Treble, Harvey, La., Suzuki, 427; 5. Douglas Horne, Aberdeen, Md., Buell, 401; 6. Hector Arana, Milltown, Ind., Buell, 357; 7. Matt Guidera, Loomis, Calif., Buell, 337; 8. Steve Johnson, Birmingham, Ala., Suzuki, 274; 9. Shawn Gann, Stoneville, N.C., Buell, 273; 10. Karen Stoffer, Smith, Nev., Suzuki, 265.

HERE WE GO ROUND-BY-ROUND

Round-by-round results from Sunday's 40th annual United

Association SuperNationals at Old Bridge Township Raceway Park: FUNNY CAR

First round – 1. Ashley Force Hood, Anaheim Hills, Calif., Castrol GTX Ford Mustang, 4.067, 309.84 mph, def. 16. Jack Beckman, North Hills, Calif., Dodge Charger, 4.124, 302.82 mph; 2. Mike Neff, Fishers, Ind., Ford Drive One Ford Mustang, 4.051, 308.92 mph, def. 15. Jerry Toliver, Temecula, Calif., Chevrolet Monte Carlo, 4.213, 303.43 mph; 3. Tony Pedregon, Brownsburg, Ind., Chevrolet Impala, 4.074, 301.81 mph, def. 14. Cory Lee, Oceanside, Calif., Dodge Charger, broke; 13. John Force, Yorba Linda, Calif., Castrol GTX High Mileage Ford Mustang, 4.659, 285.29 mph, def. 4. Robert Hight, Yorba Linda, Calif., Automobile Club of Southern California Ford Mustang, 7.554, 64.67 mph; 5. Bob Tasca III, Cranston, R.I., Quick Lane Ford Mustang GT, 4.108, 301.47 mph, def. 12. Jeff Arend, San Dimas, Calif., Toyota Solara, 4.143, 302.55 mph; 6. Del Worsham, Chino Hills, Calif., Toyota Solara, 4.378, 245.05 mph, def. 11. Matt Hagan, Christiansburg, Va., Dodge Charger, 4.852, 175.55 mph; 7. Tim Wilkerson, Springfield, Ill., Levi, Ray and Shoup Ford Mustang, 4.085, 301.60 mph, def. 10. Ron Capps, Carlsbad, Calif., Dodge Charger, 4.138, 298.34 mph; 9. Cruz Pedregon, Brownsburg, Ind., Toyota Solara, 4.679, 275.34 mph, def. 8. Jim Head, Columbus, Ohio, Toyota Solara, 13.136, 71.81 mph.

Second round – Tasca, 4.166, 294.56 mph, def. J. Force, 4.259, 270.75 mph; A. Force Hood, 4.140, 305.15 mph, def. C. Pedregon, 5.684, 132.21 mph; Wilkerson, 4.196, 300.00 mph, def. Neff, 4.167, 294.88 mph; T. Pedregon, 4.132, 301.60 mph, def. Worsham, 4.284, 269.62 mph.

Semifinals – A. Force Hood, 4.153, 303.91 mph, def. Tasca, 4.271, 294.88 mph; T. Pedregon, 4.132, 295.98 mph, def. Wilkerson, 4.186, 290.26 mph.

FINAL – Tony Pedregon, Brownsburg, Ind., Chevrolet Impala, 4.246, 260.56 mph, def. Ashley Force Hood, Anaheim

Hills, Calif., Castrol GTX Ford Mustang, 4.219, 272.72 mph.

TOP FUEL

First round – 1. Tony Schumacher, Long Grove, Ill., 3.816, 313.88 mph, bye; 2. Larry Dixon, Indianapolis, 3.823, 316.60 mph, def. 15. Rit Pustari, Norwalk, Conn., 7.597, 77.35 mph; 3. Cory McClenathan, Brownsburg, Ind., 3.837, 312.35 mph, def. 14. Steve Chrisman, Anaheim, Calif., 4.115, 286.01 mph; 4. Morgan Lucas, Brownsburg, Ind., 3.881, 309.84 mph, def. 13. Terry Haddock, Woodinville, Wash., 4.265, 236.05 mph; 5. Antron Brown, Pittsboro, Ind., 3.850, 314.53 mph, def. 12. Joe Hartley, Portland, Ore., 10.006, 86.23 mph; 7. Brandon Bernstein, Brownsburg, Ind., 3.865, 307.65 mph, def. 10. Spencer Massey, Fort Worth, Texas, 3.983, 290.69 mph; 6. Shawn Langdon, Brownsburg, Ind., 3.844, 311.77 mph, def. 11. Terry McMillen, Elkhart, Ind., 3.891, 308.99 mph; 8. Clay Millican, Drummonds, Tenn., 3.907, 309.27 mph, def. 9. Doug Kalitta, Ann Arbor, Mich., 3.924, 307.72 mph.

Second round – Brown, 4.373, 229.20 mph, def. Lucas, 4.589, 272.56 mph; Langdon, 3.894, 308.78 mph, def. McClenathan, 3.881, 311.77 mph; Dixon, 3.851, 310.91 mph, def. Bernstein, 3.900, 310.05 mph; Schumacher, 3.896, 307.02 mph, def. Millican, 4.269, 243.68 mph.

Semifinals – Brown, 3.878, 311.20 mph, def. Schumacher, 3.905, 296.89 mph; Dixon, 3.883, 310.34 mph, def. Langdon, 5.944, 115.17 mph.

FINAL – Larry Dixon, Indianapolis, 4.553, 233.41 mph, def. Antron Brown, Pittsboro, Ind., foul.

PRO STOCK

First round – Second round – Coughlin, 6.608, 209.17 mph, def. Krisher, 6.772, 208.26 mph; Anderson, 6.603, 208.68 mph, def. W. Johnson, 6.608, 209.26 mph; A. Johnson, 6.601, 209.17 mph, def. K. Johnson, 6.622, 208.97 mph; Edwards, 6.572, 209.69 mph, def. Stanfield, 6.613, 209.10 mph. Semifinals – Coughlin, 6.626, 209.26 mph, def. A. Johnson, 7.547, 127.13

mph; Edwards, 6.573, 209.95 mph, def. Anderson, 6.614, 209.69 mph. FINAL – Jeg Coughlin Jr., Delaware, Ohio, Chevrolet Cobalt, 6.598, 209.49 mph, def. Mike Edwards, Coweta, Okla., Pontiac GXP, 6.587, 209.82 mph.

PRO STOCK MOTORCYCLE

First round – 16. Bailey Whitaker, Miami, Fla., Buell, 7.157, 183.34 mph, def. 1. Hector Arana, Milltown, Ind., Buell, 6.960, 190.03 mph; 2. Matt Guidera, Loomis, Calif., Buell, 6.916, 188.23 mph, def. 15. Joe DeSantis, Rootstown, Ohio, Suzuki, foul; 3. Craig Treble, Harvey, La., Suzuki, 6.938, 192.47 mph, def. 14. Mike Berry, Littleton, Colo., Buell, 7.104, 183.44 mph; 4. Eddie Krawiec, Englishtown, N.J., Harley-Davidson V-Rod, 6.921, 191.84 mph, def. 13. Wesley Wells, Greenwood, Ind., Suzuki, 7.145, 184.60 mph; 5. Andrew Hines, Brownsburg, Ind., Harley-Davidson V-Rod, 6.926, 189.90 mph, def. 12. Junior Pippin, Conyers, Ga., Buell, 7.046, 184.22 mph; 6. Karen Stoffer, Smith, Nev., Suzuki, 6.983, 186.85 mph, def. 11. Shawn Gann, Stoneville, N.C., Buell, 7.043, 184.12 mph; 10. Matt Smith, King, N.C., Suzuki, 6.907, 192.55 mph, def. 7. Michael Phillips, Baton Rouge, La., Suzuki, 7.025, 191.78 mph; 9. Douglas Horne, Aberdeen, Md., Buell, 7.026, 186.41 mph, def. 8. Steve Johnson, Birmingham, Ala., Suzuki, 7.050, 189.79 mph.

Second round – Treble, 6.970, 191.65 mph, def. Stoffer, 7.055, 184.93 mph; Whitaker, 7.187, 182.53 mph, def. Horne, foul; Krawiec, 6.994, 188.96 mph, def. Hines, 7.051, 183.94 mph; Smith, 6.952, 188.46 mph, def. Guidera, 6.948, 186.54 mph.

Semifinals – Krawiec, 6.954, 291.40 mph, def. Whitaker, 7.193, 182.03 mph; Treble, 6.961, 191.81 mph, def. Smith, 6.904, 191.87 mph.

FINAL – Craig Treble, Harvey, La., Suzuki, 6.955, 193.20 mph, def. Eddie Krawiec, Englishtown, N.Y., Harley-Davidson V-Rod, 6.906, 194.29 mph.

PRO MODIFIED

First round – 1. Raymond Commisso, Toronto, Ontario, Canada., 1968

Chevrolet Camaro, 5.896, 245.36 mph, def. 16. David Hance, Inwood, N.Y., 1957 Chevrolet Bel Air, foul; 2. Joe Baker, Milton, Fla., 1968 Chevrolet Camaro, 6.027, 242.19 mph, def. 15. Frank Patille, Landerberg, Pa., 1957 Buick, foul; 3. Danny Rowe, Laguna Hills, Calif., 1967 Chevrolet Camaro, 5.952, 244.16 mph, def. 14. Vinny Budano, Hicksville, N.Y., 1968 Chevrolet Camaro, no time; 4. Tommy Gray, Baltimore, Md., 1968 Chevrolet Camaro, 5.882, 243.94 mph, def. 13. Brad Personett, Orlando, Fla., 1968 Chevrolet Camaro, 5.9859, 251.34 mph; 12. Burton Auxier, Dixie, West Va., 1967 Chevrolet Camaro, 6.001, 237.75 mph, def. 5. Jay Payne, Ontario, Calif., 1968 Chevrolet Camaro, 5.961, 241.32 mph; 11. Tim Tindle, Santa Rosa Beach, Fla., 1967 Shelby Mustang GT, 6.049, 236.84 mph, def. 6. Roger Burgess, Duluth, Ga., 1968 Chevrolet Camaro, 6.042, 242.28 mph; 7. Rickie Smith, King, N.C., 1968 Chevrolet Camaro, 5.980, 236.42 mph, def. 10. Melanie Troxel, Avon, Ind., 1963 Chevrolet Corvette, 13.472, 59.71 mph; 9. Mike Knowles, Grand Junction, Colo., 1963 Chevrolet Corvette, 5.933, 242.55 mph, def. 8. Mike Castellana, Westbury, N.Y., 1968 Pontiac Firebird, 5.942, 237.21 mph. Second round – R. Smith, 5.978, 235.27 mph, def. Baker; 6.065, 242.76 mph; Rowe, 5.926, 240.07 mph, def. 5.996, 233.28 mph; Commisso, 5.894, 244.83 mph, def. Knowles, 5.929, 242.80 mph; Gray, 5.917, 243.37 mph, def. Auxier, broke.

Semifinals – Rowe, 5.923, 243.15 mph, def. Smith, 6.303, 193.71 mph; Commisso, 5.881, 245.49 mph, def. Gray, 18.975, 40.76 mph.

FINAL – Danny Rowe, Laguna Hills, Calif., 1967 Chevrolet Camaro, versus Raymond Commisso, Torono, Ontario, Canada.

TOP ALCOHOL DRAGSTER

First round – 1. Brittany Force, Yorba Linda, Calif., 5.375, 267.48 mph, def. 16. Dan Mercier, Montreal, Quebec, Canada, 5.886, 239.61 mph; 2. Robin Samsel, Marion, Ind., 5.390, 258.12 mph, def. 15. Bruce Horner,

Bergenfield, N.J., 5.685, 238.38 mph; 3. Mike Kosky, Cuddy, Pa., 5.563, 203.25 mph, def. 14. Diana Harker, Gainesville, Ga., 5.577, 247.66 mph; 4. Arthur Gallant, Boxboro, Mass., 5.345, 254.86 mph, def. 13. Tom Pickett, Salem, N.H., 5.970, 194.91 mph; 5. John Finke, Selkirk, N.Y., 5.342, 270.92 mph, def. 12. Ken Winward, Wilmington, Del., 5.639, 222.95 mph; 11. Richard Bourke, Old Tappan, N.J., 5.596, 259.66 mph, def. 6. Courtney Force, Yorba Linda, Calif., 5.734, 255.05 mph; 7. Bill Evans, Miramar, Fla., 5.436, 261.12 mph, def. 10. Gene Arrigoni, Yorktown Heights, N.Y., 5.488, 257.73 mph; 8. Rich McPhillips, Phoenixville, Pa., 5.591, 234.86 mph, def. 9. Darren Nicholson, Mission Viejo, Calif., 13.943, 44.28 mph.

Second round – Kosky, 5.376, 260.86 mph, def. Bourke, 5.492, 268.71 mph; Evans, 5.540, 258.52 mph, def. Samsel, foul; B. Force, 5.320, 267.69 mph, def. McPhillips, 5.569, 258.12 mph; 5.305, 269.46 mph, Finke, def. Gallant, 5.383, 272.28 mph.

Semifinals – Finke, 5.444, 265.59 mph, def. B. Force, 5.560, 259.56 mph; Kosky, 5.676, 191.76 mph, def. Evans, broke.

FINAL – John Finke, Selkirk, N.Y., no time, def. Mike Kosky, Cuddy, Pa., broke.

Article & Photo Courtesy of FORD Racing

www.fordracing.com

Mustang Monthly



1968 Ford Mustang Hardtop - Young Boy's Dream

*When Eric English Was Growing Up,
This Was His Teenage Fantasy
By Jim Smart
Photography by Tom Rounds*

Eric English smiles when he speaks of his first Mustang: "It was 1967 when my parents gave me a Mustang pedal car for Christmas. It was my first Mustang, so to speak." In addition to the pedal car variety, the Mustang Eric remembers being fond of as a youth was the Wimbledon White '68 1/2 Cobra Jet hardtop. "My history with this particular Mustang dates back to the early '70s when, as a grade-school boy, I would frequently see it parked at a local grocery store..." says Eric. He liked the hood scoop, the masculine profile, and the power.

When Eric was cruising around in his first car, a well-worn '68 Mustang hardtop, he read all the Mustang literature he could get his hands on, including Mustang Monthly. At the time, he read that the 428 Cobra Jet engine was available only in fastbacks. Based on what we know today, this simply isn't true. During the early '80s, Eric wondered about the white hardtop with the hood scoop. He would soon learn that the experts who wrote the books were wrong.

Eric took a closer look at the white hardtop shown here, with its hood scoop, '69 Mustang wheel covers, and the VIN-8F01R173082. He struck up a conversation with its owner, a woman who lived nearby. She mentioned its racing history with a Walnut Creek, California, Ford dealer where she and her husband bought the car in 1969. Shortly after purchasing the car, she and her husband moved to the Seattle area where Eric lives today. When Eric discovered the Mustang, it was powered by a 289 engine-not the original and certainly correct 428 Cobra Jet. The 428 was ditched for the 289 in the pursuit of fuel economy. And one other thing-the car was not for sale. Despite the absence of the original CJ mill, Eric watched over the R-Code hardtop for the next eight years.



You can imagine Eric's shock when he discovered the car was for sale after the couple learned it needed a lot of expensive suspension work. Eric nearly lost out on the opportunity to buy the car when the local Ford dealer's service department was working up the estimate. The service manager knew what the car was and was determined to buy it. Through a generous twist of fate, the service manager was busy when the woman arrived to pick up the Mustang. A preoccupied service manager missed out on the opportunity of a lifetime; Eric was there with the cash and enthusiasm.

Eric understood the significance of the Cobra Jet hardtop. Based on

conversations he had with the Walnut Creek, California, Ford dealer service technician who remembered the Mustang from 1968, Eric learned the race driver was Wayne Torkelson, a Ford service technician and well-known drag racer. Rett-White Ford, as it was known in 1968, was well connected with Ford Motor Company-thank goodness. The connection enabled the dealership to acquire the groovy iron to race and win with, which bolstered Ford's reputation regionally. All it took was a phone call to acquire a '6811/42 Cobra Jet hardtop for drag racing. Campaigning a CJ hardtop would certainly get the dealership needed attention.

When the car was delivered to Rett-White, it had the mandated GT Equipment Group, but was void of GT C-stripes-a stripe delete, if you will. The radio also was deleted. The car was originally a dollar car-sold to Wayne for just \$1 to campaign and use as he so desired. Rett-White pulled the factory CJ engine and installed a race-prepared Cobra Jet, C6, ladder bars, manual front drum brakes for reduced rolling resistance, a racy paint scheme, and more. The result was a nasty hardtop capable of quarter-mile times in the 11s-not bad.

Wayne soon moved on to other types of race cars, leaving the Cobra Jet hardtop behind. The car was stripped of its racing graphics, repainted, outfitted with a 289 V-8, and sold off Rett-White Ford's used car lot. Eric hit pay dirt when he contacted Wayne Torkelson, who still had the original 428 Cobra Jet engine in his California garage. Because this hardtop has a unique racing history, Eric elected not to restore the car to stock. Instead, he wanted the car to remain in its as-raced condition of 1968, but with a twist. He installed Weld Pro Stars on all fours, abandoned the loud and obnoxious graphics, went heater and radio delete, and laid down the hoodstripe.



Randy Sargent of Sargent's Auto Rebuild in Duvall, Washington, applied the glistening Wimbledon White. Bliss Performance in Spanaway, Washington, built the brute Cobra Jet mill inside-a matching number block, we might add. Inside the CJ are forged 0.030-inch over TRW pistons, stainless steel valves, hardened exhaust valve seats, roller rockers, chrome-moly rocker shafts, a Crane solid lifter camshaft, a 427 Sidewinder intake manifold, 735-cfm Holley from The Carb Shop, Mallory Unilite ignition, Milodon 9-quart-deep sump oil pan, and Hooker Super Comp headers.

Eric's goal is to do some nostalgia drag racing to show today's enthusiasts what real cubic inches are all about. We're convinced he'll succeed.

Article & Photos Courtesy of Mustang Monthly
www.mustangmonthly.com



The only MCA National show on the East coast is this weekend at the N.C. State Fairgrounds and only a few hours away. A number of CVMC members will be traveling to this show. If you have not attended one of these shows, you are really missing a unbelievable show. Many of the best and beautiful Mustangs in this part of the country will be there. There is a

link to the show in the Forums section on our Website.

There has not been a Board of Directors meeting since January 2009. The official list of awarded shows for 2010 has not been published

If you would like to join this world wide Mustang organization, receive a great magazine, and help our club see me during the break. In the June issue of Mustang Times were articles and pictures on the 45th Mustang Anniversary. In the May issue there was an excellent article on the types, sizing situation, CFM calculation, and carburetor specifics of Boss carburetor.

Local MCA Regional shows; cruise-ins in the Richmond metro region is 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



News From The Car Club Council

CCCCV President
Fred Fann

Just as expected the Cash for Clunkers program has passed both houses of Congress. It awaits the signature of President Obama to

become law. It will run from July 1 to November 1; however the Transportation Department will have 30 days to set regulations for it. These regulations will determine how dealers dispose of the "clunker" traded in on the new vehicle. The clunker will have to be owned by the same person for a year before it is traded. The new vehicle cannot exceed \$45,000 in price and must get better mileage than the vehicle traded in. Discounts of \$3500 to \$4500 on the new vehicle are determined by the difference in combined EPA mileage and some other factors. The "clunker" cannot be older than the 1985 year model because that is when the EPA began mileage ratings.

It is possible to own a vehicle that qualifies for this program that is worth more than \$4500. In fact surveys have shown that few people will take advantage of the program. If you are driving a vehicle worth only \$1500 the odds are you are not in a position to have the cash or credit to buy a new vehicle. And many people may wish to keep their older car because of lower property taxes and other reasons. Dealers and automakers are the ones this program may help.

The clunkers turned in are supposed to be crushed, shredded or somehow disposed of but I suspect that any junkyards that get the older vehicles will want to sell off valuable parts before the vehicle is crushed and sold as scrap.

Cap and trade - as this is being written the cap and trade bill has barely passed the House and is headed for the Senate. Cap and trade is aimed at reducing carbon dioxide and other greenhouse gases to combat climate change.

The "cap" means that companies are limited to the amount of greenhouse (carbon dioxide) gases it emits. This cap would be lowered over time to reduce more of the gases similar to what the EPA has done with ozone standards.

The "trade" is when a company emits less than its cap and can sell extra permits to other companies that are having trouble meeting their caps. The federal government could auction these permits and make money on them. This profit could be used to develop other "green" energies or for any other purpose determined by the government.

The selling of the permits will give the government additional revenue but that money comes from somewhere and that somewhere is us. The additional costs in this program would be passed along to us as higher costs for electricity and other forms of energy. Everyone agrees that we will pay more because of this program. How much more we will pay is unknown. Similar programs are in Europe and it has been found that in Britain cap and trade averages \$1300 per year per family. This has led some to call this a tax. In a way it is a tax because the federal government is collecting money from the cap and trade program.

There are many unknowns in the cap and trade program. It is very much like the old clunker programs where vehicles were crushed for pollution credits in the 90s under the Clean Air Act. This did absolutely nothing to make the air cleaner. No one is sure of the results of a cap and trade program.

New Member's For 2009

Welcome! We at CVMC hope you will be a member for many years. CVMC has over 107 members signed up for 2009.

Renewed Member's For 2009

Thanks everyone for coming back for another great CVMC year! CVMC has over 107 members signed up so far for 2009.

Upcoming Car Shows

MCA Events

July 3rd to the 5th, 2009

American Stampede Raleigh, North Carolina

hosted by Heart of Carolina Mustang Club at NC State Fairgrounds. Event 8:00 am - 5:00 pm. Check-in 8:00 am - 5:00 pm. Registration fee varies (see flyer on website). Come celebrate 233 years of American freedom and 45 years of open road Mustang freedom! Independence Day is on Saturday in 2009 and the American Stampede National Mustang Show is the place to be. Lots of activities for the whole family! Visit our website often to keep up on everything being planned. For more information, call Edward (Chip) Hill 919.824.7227; email enhilljr@acm.org ; call Steve Fitzpatrick at 919.337.2816; email dsfitz@earthlink.net or visit <http://www.hcmcnationalshow.com>

August 29th, 2009

15th Annual Mustand and Ford-powered Car and Truck show Waynesboro, Virginia

Hosted by Valley Mustangs Unlimited at Constitution Park. Event hours are 9:00am - 3:00pm with check-in running 9:00am - 12:00 noon. Registration fee is \$20.00 (pre-registration \$15.00 before August 19, 2009). Show is open to all Mustangs 641/2 thru Present including Roush, Saleen, Steeda and Ford-powered cars and trucks. Awards presented in over 14 Classes with Mustangs being judged according to MCA abbreviated rules. Grab bags and Show shirts to first 50 entries and dash plaques for first 100. Door prizes awarded every 15 min. For more information, call Rusty Welch at 540-337-7055 or email rusty4@hotmail.com or call Mike O'Kelley at 540-943-8275 or email vasnakeman@gmail.com or visit the website at <http://valleymustangsunlimited.com>

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

July 4th, 2009

Huguenot Volunteer Fire Department

Is having an event on July 4th. We are going to have live bands, food, kid activities, antique fire trucks, and a large firework display! We would like to have you all come out - special vehicles and car clubs welcome. We are a non profit organization. This event is all for the community. Location is 2693 Rocky Oak Road Powhatan Va 23139 The event starts at 5:00pm and goes until 10:00pm with the fireworks starting at dark . If you have questions please contact James Sullivan FF, Huguenot Volunteer Fire Department, Jamessull@mindspring.com

July 11th, 2009

BBQ Cookout and Evening Cruise-In

5pm - 10pm at River City Diner - The Shoppes at Bellgrade - 11430 W. Huguenot Road - (804) 897- 9518. Sponsored by: 107.3 WBBT

July 12th, 2009

Cruise-In At Henry's Market

1901 Anderson Highway, Route 60, Powhatan - 3 miles west of 288 on Route 60 across from Luck Stone, Cruise is from 1 PM to 5 PM. Info Ellis 804-306-8407.

July 18th, 2009

Que and Cruz 09 Car and Truck Show

Beyond Wicked Customs and the Zion Cross Roads Volunteer Fire Company present Que and Cruz 09 Car and Truck Show. Location Small Country Campground, 4400 Byrd Mill Road, Louisa, Virginia. All proceeds directly benefit the Zion Cross Roads Volunteer Fire Company and the SC Children's Fund. Car show info:

ffmax25@aol.com. Websites www.smallcountry.com and www.queandcruz.com

July 18th, 2009

Best of Richmond Car Show

At 7912 W. Broad Street, Richmond. All the info is at this website www.rimsperformancemobileelectronics.com

August 8th, 2009

10th Annual MDA Car Show Celebration

Presented By MDA and Friends of "Jerry's Kids" at Richard Bland College located in Prince George County, VA. We look forward to all of our friends coming out to support this event to Benefit MDA. - Hardee's will be there with Good Food. "Elvis" will be returning, so be sure to bring your camera. Also, good music, lots of beautiful vehicles, door prizes, and live auction. Vendor space available. Over 100 awards like Trophies for Best of Show, Best Mopar, Best Ford, Best GM, Best Antique Restored, Best Bike, Best Race Car, and more. Also Top 25 Plaques for Pre 1955 and Top 25 for 1955-1972 and 1973 & Newer, Club Participation, Best Interior, Best Engine, & Best Paint. Special Drawings for Pre-registered & for Grand Prize. Dash plaques to 1st 200 registered. Register and Make your check to MDA. We also have a 350 Chevrolet Crate Engine donated by Strosnider Chevrolet of Hopewell, VA to be given away at the show. Raffle tickets will be available through Strosnider Chevrolet, Balch Automotive and Collision of Chester, VA, or any of our volunteers. For more info check us out on the web at: [10th Annual MDA Car Show](#) - Check it out for Special News Updates, Auction Items, and more... - or by contacting: John Ronkartz 804-520-4420 or Larry Allen 804-530-2855 or Wayne Balch 804-530-2225 or Email at Wayne Balch

August 8th, 2009

Live music with Don Wade

Singing Roy Orbison, Elvis, Jerry Lee and others and evening cruise-in 5pm - 10pm at River City Diner - The Shoppes at Bellgrade - 11430 W.

Huguenot Road - (804) 897- 9518.
Sponsored by: 107.3 WBBT

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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