



The Galloping Gazette

*The Official Newsletter Of The
Central Virginia Mustang Club
March 2009 Issue 267*

CVMC News

ANNOUNCEMENT

CVMC IS LOOKING FOR A NEW HOME

This is true! CVMC is looking for a new home. The Science Museum of Virginia has changed their policy and will now have to charge for any non-profit clubs to meet and use their facilities.

CVMC has had the privilege of meeting at the SMV for the past 5 years. CVMC would like to thank the SMV for their kindness in letting us use their facilities!

Now the **IMPORTANT** job of finding a new home is up to every CVMC member **WITHOUT EXCEPTION!**

You need to find a place that can accommodate between 40 to 60 members and the parking to handle the same number on cars.

When you find a place you need to contact our president and inform of your findings. Here is his contact information...

President: Gordon Martin
Phone: 804-550-3196
E-mail: nativeborn@comcast.net

...in advance we the Officers & Directors of CVMC thank you for your help in finding a new home!

Article By: Tony Hall

LAST CALL!!!

Beginning in April if you are not a renewed member of CVMC you will no longer receive the Galloping Gazette! So be sure to sign up so you will not miss another exciting year as a member of CVMC!

Article By: Tony Hall

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 At The Virginia International Auto Show March 13th To The 15th, 2009

CVMC has again been invited back to the Motor Trend International Auto Show. The show director has requested CVMC to provide a history of Mustangs and they would like to have a sampling of all generations of Mustang. I have not been able to locate a suitable 2nd generation for this show. The deadline for volunteering your car will be at our monthly business meeting, 4 March.

There will be a volunteer sign up sheet on the table. Please give the committee all the information requested so the committee will be able to make necessary judgment for a good selection. Those Mustang owners chosen should be available to help man the display and answer the many questions that will be asked during the show.

Motor Trend Auto Show Move-in:

The Motor Trend Auto Show directors have told us the only time we can move in will be Thursday, 12 March, from 5 to 7 PM. All Mustangs being displayed must move in as a group at one time. Since the show start the next day there will be little time to clean the cars. In the past the fire marshal has said your gas tank can have only **1/4** of a tank of gas or less, **NO EXECPTIONS**. Those that have more will have to drive around to burn off the excess or withdraw from the show. Also you must have some type of large pan (cookie sheet) for under the engine compartment, you will need tools to remove both battery cables and your gas tank opening (cap) will be taped. Fire marshal personnel are very strict and will check all cars at various times before the show opens. Those Mustang owners chosen should be available to staff the display during the show hours.

The decision has been made to meet at the back of the Convention Center loading docks at 5 PM Thursday, March 12th. The Convention Center loading dock is located in the block of Leigh and Marshall, between 3rd and 5th Streets. The entrance is off Leigh Street between 3rd and 5th Streets. We will line the Mustangs according to the years, with the oldest in front and the newest at the rear. This way, when we enter the Center and get to our area, there should not be too much moving around.

Meeting at the Convention Center instead of the Science Museum will eliminate a convoy of Mustangs thru rush hour traffic. It should be easier for all participants, coming from

different directions to meet there as opposed to going to the Science Museum, then driving to the Center. **VIAS CVMC Coordinator: Dave Dickey**

**CVMC Adopt-A-Highway
March 21st, 2009**

There is an ADOPT-A-HIGHWAY pick up scheduled for Saturday March 21, 2009. ANYONE that is interested in helping clear our section of Otterdale Road please meet at the Ivymont Square Shopping Center in downtown Midlothian at 9:00am and we will distribute the supplies(signs, bags, pick up sticks, etc.). We will leave at 9:30am. After our pick up is complete we will meet back at the Pizza Hut in Downtown Midlothian for our regularly scheduled PIZZA PARTY compliments of THE CENTRAL VIRGINIA MUSTANG CLUB. COME ONE!!! COME ALL!!! The more the merrier. This is not like work. It is actually fun. HOPE TO SEE YOU THERE!!!!

**CVMC Adopt-A-Highway
Coordinator: KAREN & DON LANE**



**CVMC 4th Annual Spring
Car Show**

The Fourth Annual CVMC April Car show is right around the corner. Here's the run-down.

The show is open to all cars and trucks: Antiques, Modifieds, Street Rods, Classics, Restored, Trucks, General Motors, Mopars, Fords, American Motors and Imports from 1900 to 2009

Cost: \$20.00 Day of the Show

What kind of Awards:

- Best Of Show Trophy awarded for the Best Ford, GM, Mopar, Import and Truck
- Top 20 Trophy's for Cars 1900 to 1973
- Top 20 Trophy's for Cars 1974 to Present
- Dash Plaques to the first 100 Show Cars

Must be present to win!

The car show will be held on: Saturday, April 25, 2009, Rain or Shine at: Virginia Center Commons Mall, 10101 Brook Road (U.S. Route 1) Glen Allen, Virginia

Look forward to seeing last years show participants and vendors at the show! For additional information, contact:

**Spring Show Chairman
George Bobrovsky**
georgeb427@verizon.net



**CVMC RIR Race Tickets
May 2, 2009**

**NASCAR RACE TICKETS
AVAILABLE.**



CVMC has **3 Tickets Left** to the Richmond Sprint Cup race on Saturday May 2, 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

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

February Meeting Minutes

President Gordon called the meeting to order at 7:35pm.

New Members: Hector Carrion he has a 2007 mustang, Jay Parker has a 1967 convertible mustang, Cory Brown has a 1989 Mustang GT welcome to all of you.

President Gordon asked for the Treasures report to give a motion to approve it and it was given. Ron let everyone know he had 3 spring tickets left.

Spring Show: George talked about how it was coming along and it is if any one wants to help out could use you.

Dave Dickey talked about the MCA and our club got a 2nd Presidents award great job! If you want to join MCA please see Dave Dickey.

President Gordon spoke about the car show at the Richmond Convention center in March 2009 it will be the 13,14,15th we have been asked to display our cars again they are asking for the older ones and only 10-15 cars this time.

President Gordon got a nice card from the American Parkinson Association thanking us for the nice contribution we had sent them.

President Gordon called break at 8:05 pm.

President Gordon called meeting back at 8:15pm.

Parades Llew said there are no upcoming parades yet.

President Gordon spoke of he got a e-mail from Kings Dominion saying there will be a Cruz In there on

May 23rd 2009 a special parking for us and there will be a reduce rate that day for us the cars will be roped off and this will be from 6-8pm.

President Gordon adjourned the meeting at 8:35pm.

February Director's Meeting Minutes

President Gordon called the board meeting to order at 7:15 pm He spoke with Joe Showalter from the convention center and they want 10-15 cars the cars will be inside and they are putting us next to the ford display. There will be security there as well.

Gordon got a e-mail from the Science Museum and they want us to pay now our meeting days will be 2nd Tuesday or Wed of every month there will be no more after hours Security starting in March 2009. We will still have April on our regular night we are looking for a new place to have our meetings and Tony Hall suggested Richmond Ford they have a big meeting room. Gordon said we will not take the room downstairs if we have to pay cause you can't hear very good in that room.

Every one will be checking on other places to see if there is a cheaper rate or no charge at all and we need a room that fits up to 60 people.

President Gordon said we will have another board meeting on March 23rd 2009 7pm at the Shoney's Virginia Center Commons Mall.

January Meeting Minutes

President Gordon called the meeting at 7:30 pm.

New Members and Guest: Michelle Jordan 94 Cobra and 08 GT Welcome.

Old Members New News: George Godsey going to be a grand father again Congratulations!

Treasures Report was given by Ron Martin: President Gordon asked for a motion and it was given.

President Gordon spoke about the Christmas dinner and it was great Ray Newsome was there and he was so happy to there and is so happy for

all the things that the club has done for him and his family God Bless you Ray.

George talked about the Merchandise we have that everyone can buy some nice stuff so support the club and be proud to wear it.

President Gordon told jokes. President Gordon talked about the elections:

Directors 2009-2010

1. Caroll Lipscombe life time
2. Larry Noble
3. Tony Hall
5. Rusty Wiseman
6. Militza Simic
7. Steve Coleman 2009
8. Richard Jones

Dave Dickey talked about the MCA Feb Cruz is cancelled he told everyone who is a member of the MCA needs to get their number verified if you want to be come a MCA Member please see him. Dave told us we received the 2nd President's award.

GREAT JOB!

Parades: Llew spoke about the parades in Dec and they went great thanks to every one who joined us on those days. Bon Air parade is in the spring more information to follow.

George B: Gave a update on the Spring Show April 25th 2009 and it's all coming together if you would like to help set up see him.

Happy Birthday to all in January! President Gordon adjourned the meeting at 8:20pm.

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.

Rusty Wiseman
Phone: 804-357-6196
E-mail:
1hotlx@centralvamustang.com

Tony Hall
Phone: 804-337-4807

E-mail:

95SVTCobraVA@comcast.net

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

Article By Tony Hall

**Thanks For Contributing
To The Galloping Gazette**

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

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

Be sure to send your articles to me Tony Hall at 95SVTCobraVA@comcast.net



2005 Mustang GT Convertible

This Windveil Blue car has been garaged since new. Mileage is 40k, and everything is in top working order. The parchment interior GT has all available options for 2005, including the Shaker 1000 Audio System, Styling bar, 3M clear front bra and Convertible Boot cover. \$19000.00 or best offer. Please call 1-804-658-0560 or email dudajack@comcast.net for more details.

1966 Ford Mustang

For Sale: \$23,500, white exterior with power white top. New authentic green and white interior. 289 V-8, 4 speed on the floor. Engine completely gone over (have receipts). Original Engine and Body in Excellent Condition.

Curt Williams, Ashland, VA
PH: 804-798-8856
Cell: 804-306-5776

**1994 Rio Red Indy Pace Car Cobra
Convertible**

\$18,000, 36,000 original miles, Call Bob or Jean Elliott (Roanoke)
(540) 977-0276 Home
(540) 525-1745 Cell for Jean

1993 SVT Mustang Cobra – Red

\$15,000, 78,000 original miles, Call Bob or Jean Elliott (Roanoke)
(540) 977-0276 Home
(540) 525-1745 Cell for Jean



**News From The
Blue Oval**



**NEW 2010 FORD MUSTANG
IS FAST, FUN And
AFFORDABLE**

**PRICE STARTS UNDER \$21,000
WITH UNSURPASSED 26 MPG**

The 2010 Ford Mustang features a more sculptured muscular exterior, an upgraded world-class interior, a host of must-have technologies and unsurpassed fuel economy of 26 mpg on the highway, all for the best value at a starting price of \$20,995.

The Mustang offers the broadest range of available power in its segment from the 210-horsepower 4.0-liter V-6 to the GT featuring a 4.6-liter V-8, delivering 315 horsepower, up to the Shelby GT500's 5.4-liter supercharged V-8 pumping out 540 horsepower.

Mustang and Shelby GT500 are available as a coupe or convertible. An optional factory-installed glass roof is offered on the V-6 and GT premium models

DEARBORN, Mich., Feb. 19, 2009 – The fast, fun and affordable legacy that has defined America's favorite muscle car for nearly a half century lives on in the new 2010 Ford Mustang, which incorporates an expert blend of design leadership, performance and technology at an exceptional value.

"More than 9 million customers have made Mustang one of the world's most beloved automotive and cultural icons," said Ken Czubay, Ford's vice president of U.S. Sales and Marketing. "Making sure this modern legend lives up to their expectations has been our driving force to create the best Mustang ever. Not only is this the best Mustang ever, it's also the best bang for the buck for our customers."

Available this spring, the new Mustang features a new exterior and interior design, upgraded materials and a long list of must-have technologies and standard safety equipment – such as Ford's AdvanceTrac® Electronic Stability Control system, all-speed traction control, anti-lock brakes and front and side air bags – for an affordable starting price of \$20,995 (excluding destination and delivery) for the V-6

coupe and \$25,995 for the convertible. The V-8 powered GT coupe base price is \$27,995; the GT convertible starts at \$32,995. The Shelby GT500 Coupe has a MSRP of \$46,325, while the GT500 Convertible starts at \$51,225.

Contenders Chevy Camaro and Dodge Challenger sport base sticker prices ranging from \$1,000 to \$2,600 more than Mustang.

Unparalleled Design

The new exterior of the Mustang delivers more muscular, athletic styling, with new sheet metal except for the roof, including a refined powerdome hood, new front fenders, a sweeping beltline and a new decklid design. Other exterior notables include new grille and fascia differentiation between the V-6 and GT models, new front and rear fascias, higher wheel arches and new LED sequential taillights.

Mustang's interior is in a class all by itself, from the new one-piece soft touch instrument panel, chrome encircled gauges and a center console design that pampers the shifter for that perfect feel and level of control. Subtle or high-profile, all interior elements are defined by precise ergonomic accuracy and a faithful devotion to craftsmanship that even the most discerning performance car enthusiast will appreciate.

"Attention to detail is the bedrock of the new interior and what sets Mustang miles apart from the competition," said Mustang Design Manager Gary Morales.

Industry Leading Technologies Mustang further distinguishes itself from the pack with an all-inclusive list of standard and optional industry-leading technologies and safety features, including:

Ford SYNC® with 911 Assist™, Vehicle Health Report (VHR), and new Traffic, Directions, and Information services.

Voice-activated Navigation with SIRIUS® Travel Link™.

Next-generation ambient interior lighting.

Reverse Camera System.
SOS Post Crash Alert System.
Mustang comes standard with Ford's AdvanceTrac® Electronic Stability Control system, which complements the car's standard all-speed traction control and anti-lock braking system. A Sport Mode, available on the GT Premium and Shelby GT500, incorporates a unique calibration of the new AdvanceTrac system, letting the driver enjoy a wider range of Mustang's performance capabilities.



Options Galore

Mustang is America's best-selling convertible, thanks to features like a three-layer weatherproof power top. Mustang V-6 and GT models are available with convertible tops for an additional \$5,000.

For a no-matter-the-weather "open" experience, Mustang also offers a factory-installed glass roof option for \$1,995 on the V-6 and GT models.

The fixed glass roof is made of two layers of tinted privacy glass with a layer of transparent vinyl in between, which reduces vehicle cool-down time as well as infrared energy and ultraviolet (UV) rays. The roof, for example, filters 90 percent of the sun's heat-generating infrared rays and 96 percent of burn-causing UV rays. A thick polyvinyl butyral layer further filters UV rays and helps muffle wind and traffic noise by as much as five decibels. For added privacy and protection, a manually retractable mesh sun shade comes standard.

Mustang also offers a wide selection of personalization options from the factory as warranty-friendly

Genuine Ford Accessories, from exterior stripes to interior appearance features, wheel selections, communication and entertainment systems and more.

Plus, Mustang enthusiasts can now add Performance Packs available from Ford Racing, including a Power Upgrade Pack, Handling Pack, or SuperPack – all under warranty when installed by a Ford dealer.



Fuel Facts

The 2010 Mustang is jam-packed with unprecedented content, yet it weighs approximately 300 pounds less than the competing Camaro and Challenger. This leaner curb weight gives Mustang a competitive leg up in agility and contributes significantly to Mustang's unsurpassed 26 mpg.

Mustang's available engines, including the GT's beefy 4.6-liter V-8, also are designed to use regular 87-octane fuel, allowing customers to save even more money at the pump, without sacrificing performance. Both Camaro and Challenger recommend premium grade gasoline.

Mustang also makes fill-ups more hassle-free with its standard Easy Fuel™ Capless Fuel Fuller system, a segment exclusive.

The Shelby GT500

For Mustang lovers who prefer the highest performance, the 2010 Shelby GT500 offers a 5.4-liter supercharged four-valve V-8 engine that pumps out 540 horsepower and 510 ft.-lbs. of torque. Thanks in part to a cold-air intake system, lower-restriction exhaust, new engine

calibration and revised gearing, the 2010 Shelby GT500 delivers more power while also increasing fuel efficiency. The GT500 improves its fuel economy by 2 mpg on the highway for a rating of 14 mpg in city driving and 22 mpg on the highway. Power is sent to the ground through a short-shift six-speed manual transmission with a limited-slip 3.55 rear axle gear ratio.

New suspension tuning and aerodynamic improvements give the 2010 Shelby GT500 sharper handling, improved body control and better overall vehicle dynamics while still maintaining a good ride and handling balance. Forged and machined 19-inch alloy wheels wrapped in Goodyear F1 Supercar tires, combined with the revised suspension, gives the car a high level of grip.

New standard features for the 2010 Shelby GT500 include high-end items such as Alcantara® on the heavily bolstered sport seats, steering wheel, shift boot and hand brake; leather stripes stitched into the seats that coordinate with the exterior stripe color; Q-ball shift knob and aluminum interior trim that enhances the Shelby GT500 driving environment.

Both the 2010 Mustang and Shelby GT500 arrive in dealerships this spring.

Article & Photos by Ford Motor Company

www.ford.com



Matt Kenseth Wins the Daytona 500

MATT KENSETH – No. 17 DeWalt Ford Fusion (finished 1st) – VICTORY LANE INTERVIEWS: "It's gonna be really wet out here because I'm crying like a baby, but I've just got to thank my team and thank the Lord for giving me this opportunity first of all. I've had a lot of great opportunities in my life – from my family getting me in racing and really DeWalt, Ford, Carhartt, USG Sheetrock, R&L Carriers, all the sponsors that we have that have stuck by us and made this happen in an up and down economy. Man, I don't know. Winning the Daytona 500 is definitely a dream moment. It's just an unbelievable feeling."

WHAT DOES THIS WIN MEAN TO YOU? "After last year, winning a race means a lot to me. I'm really proud of these guys. It's Drew's first race as a Cup crew chief, that's pretty cool, and Chip for sticking in here with us and really going through the deal and trying to make the team stronger – putting egos aside and making the

team as strong as we can – and these guys have been fired up and working hard. It's just unbelievable."

WHAT DID YOU THINK WHEN YOU WENT TO BED LAST NIGHT? "You just never know what's gonna happen. We've had some really fast cars on the speedways in the past and I've just never been able to figure out how to do the right thing and today we were able to make the right moves. We got some weather, but yet we did race 400-and-some miles and we were able to pull it off. I was pretty miserable some nights because we just couldn't make our car handle and this backup car is actually way better than the 500 car. I felt pretty good going into this morning, but I didn't dream we were gonna win."

YOU ARE A DAYTONA 500 WINNER. "That's unbelievable. I've just really got to thank my team first of all for all the work they did this week. I put them in a hole wrecking on Thursday and they did just a tremendous job and had a great pit stop when we really needed it. I mean, that was a killer pit stop and it gave us the track position to be in position to win this thing."

YOU SEEM TO HAVE A LOT OF EMOTION. "Yeah. Just to win a race after our year last year. I didn't know if I was ever gonna do that again and then to pull off the Daytona 500, it's just unbelievable. I'm just unbelievably thankful and humbled right now for all the opportunities I've had, really."

WHAT ABOUT THE PASS FOR THE LEAD? "I was a little nervous because it was Elliott and then Reed and Allmendinger and all the teammates lined up there and I was able to get outside Elliott a little bit, and our car was honestly a fair amount quicker than his and I was able to get a run on him and get by him."

WERE YOU RACING HARDER BECAUSE YOU KNEW THE RAIN WAS COMING? "Man, we raced hard all day. Thanks to all the fans that came out to watch us. It's a great pleasure to race in front of the greatest race fans in the

world. We just raced hard the whole time. You knew it was down to crunch time, but to be honest with you, you're almost a little more careful with your moves with the rain coming, so I didn't want to make the wrong move and get hung out and finish in the back, either. So I felt like I had a good enough run there and Dale Jr. and Ryan Newman and a couple of those lapped cars were real fast when they were on the bottom, so I felt pretty good about getting down in front of them."

BRIAN WOLFE, Director, Ford North America Motorsports – THIS IS YOUR FIRST DAYTONA 500. YOUR THOUGHTS ON THE WIN. "It's awesome. Just to be here in the first race to be in position for a victory, that's just incredible. It was great preparation by the teams to be ready and having the cars in the prime position, and then a little bit of Lady Luck on our side and it all came home. I couldn't be happier for everybody."

THIS IS ALSO THE FIRST DAYTONA 500 WIN FOR MATT KENSETH AND JACK ROUSH. "Exactly. This is always a tough race just because of the venue itself. But, again, it just goes to show you Jack's tenacity to be ready. And Matt, he's an awesome driver, and he waited for the right opportunity to take the lead and as luck would have it, Mother Nature was on our side a little bit, too."

WINNER'S PRESS CONFERENCE

DREW BLICKENSDEFER, Crew Chief – No. 17 DeWalt Ford Fusion – "It hasn't sunk in yet. It's pretty surreal to have the chance of being associated with a team like the 17. When I worked at Roush Fenway before on the Cup side, you kind of looked over at them as the model team in the series. They were just about to win the championship, so that was a team you wanted to be involved with, and then getting to work with Matt on the Nationwide side, and then be able to come back to him and lead the team is pretty amazing."

CAN YOU TALK ABOUT HOW YOU FINISHED LAST YEAR AND

WINNING THIS RACE? "Honestly, I haven't thought about it. You get swept up into this windstorm of going to a different shop, even though I'm at Roush Fenway still and doing the COT thing has kind of consumed me since the season ended at Homestead, so I haven't thought about that too much. I'm very fortunate, obviously, to be at Roush Fenway and have two drivers like Carl Edwards and now Matt Kenseth. I know I'm blessed with that, so I'm thinking about that, but the success last year is kind of over with, especially since we only finished second in the points and it's on to this year."

DID YOU THINK YOU HAD A CHANCE YESTERDAY AFTER PRACTICE? "I really did. I think the two runs we made in practice yesterday, I know we put more laps on our car than anybody else. It was fast. He made comments afterwards that it was as fast as certain cars that are your benchmark when you're at a plate race, so I thought if we ended up in the right line at the right time and everything goes well, this car is capable of winning. I know he is. The pit crew is, so I really thought we had a chance. If you would have seen me the previous 10 days, it wouldn't have been that smile. It was a rough week-and-a-half leading up to yesterday when we got this backup out and we got to put laps on it."



ANY THOUGHTS TO RETIRING? "That's what I told them out there. I said, 'It can only go downhill from here.' I was fortunate enough when I went with Carl last year we won our first race at Milwaukee – first race out – and I knew the next week at New

Hampshire it was gonna be downhill. So I'm thinking if we don't win the first practice at California, it's a failure. But seriously, Matt and I have similar personalities where you're a perfectionist. I thought yesterday our car was good, but not great. It can always get better. I thought today our car was good, but not great. So I am looking forward to California, actually, now that you say that."

YOU KNEW RAIN WAS COMING. DID YOU HAVE TO CALM HIM DOWN? "I think he realized – he got a little excited himself. As soon as we took the lead from nowhere I heard a Matt Kenseth kind of scream that said, 'Rain, rain, rain, rain.' It's very uncharacteristic of him, so then when the caution came out he said, 'What's it look like? How is the radar?' I said, 'It's here. It's gonna be here. It's gonna rain for a couple of hours. We're gonna be OK.' And he said, 'Let's just stay calm here.' And I think that was him catching himself thinking, 'OK, this could be a good thing here.' But he's so calm and cool and kind of ice cold that you usually don't have to say anything to Matt to calm him down."

DID YOU LOSE THE PRIMARY IN THE 150? "Yeah. We lost a car in the Bud Shootout and then we lost another car in the 150. Our car in the 150 actually seemed to have really good speed. It might have been a blessing in disguise. It didn't seem to handle too good in the 150 or in practice before that, but, yes, we lost a car Thursday."

JACK ROUSH, Car Owner – No. 17 DeWalt Ford Fusion – "I'm just pleased to be here with Chip Bolin and with Drew. I don't know if Drew deserves this (joking). I had to wait over 20 years and this is Drew's first race as a crew chief. Chris Andrews gave us a great engineering package behind the cars. Robbie Reiser, of course, managed everything in the shop and managed Drew and sometimes managed me to my dismay, so there are a lot of good people that formed the organization that helped make this possible. Of course, Matt is at the center of it. Matt

Kenseth is as good at this business as anybody has been and on days when he can't do what he needs to it's because I haven't given him the tools. Last year I let him down by not being able to do for him what I needed to. Matt should have won last year. We made some changes. We're a promote-from-within company and we moved Robbie Reiser off his program and we didn't manage to get the organization of his team exactly right, and you only have to be off a little bit in this business. If you're off just a hair, you just can't quite get it done and that was the year we had with Matt last year. Matt did everything he needed to do, but we just didn't quite get it right for him. But over the winter Drew came on board and Chip stepped into the role of being the senior engineer for not only this team but for the entire group as far as team engineers are concerned and, boy, they got the magic back. They had the speed in the car. They had depth in the organization. We took one of the cars that had some damage and I thought we might see it again. I need to count my fingers after I shake hands with these guys after a meeting because generally there's an extra car or some extra piece of hardware attached to one of them that I wind up losing track of, but, anyway, we had a lot of depth. We had great cars. The Ford Fusion did a super job and Matt deserved to win. Like I said, it was my fault that he didn't win last year, but he's gonna win a lot this year and a championship, I hope."

MATT KENSETH – No. 17 DeWalt Ford Fusion – "Thanks, first of all. To be honest, it really hasn't sunk in. I woke up this morning not really thinking I was gonna win the Daytona 500, especially when you come to a speedway. It's really more about the team than it is about the driver. It's always about the team, but, really, they make the cars go fast and I wasn't happy with my 500 car and it ended up getting wrecked in the 150s anyway, and as soon as we unloaded this car it drove much, much better. I kept complaining about it and they

kept adjusting on it all night and did the right stuff at the end, so it was pretty unbelievable to sit here and be able to actually be in the Daytona 500, much less win one. It's just a dream come true."

DO YOU EXPECT TO SEE RAIN TIRES AND WIPERS NEXT YEAR? "That's pretty funny. There have been a couple of occasions where we've had maybe not the best car but close to the best car at a few races that got shortened by rain that we didn't win, and we certainly lost some on fuel mileage. I don't think we've ever won one on fuel mileage as far as the 17 goes, so I'll take it. I'm not gonna think any less of the victory. A lot of these races get won and lost like this. We still raced 400 miles almost and we were in the right place at the right time and we had our car as fast as we needed to be. It was really a team effort. Without that last really good pit stop, we would have been in the wreck. Actually, Kyle was right in front of me and got in the wreck and Carl was right behind me and got in the wreck, so if the pit stop was faster or slower, we would have got in the wreck, so they did their job and got us up there when we needed the track position and after that wreck, I felt we were the fastest car up in the lead group."

YOU WERE EMOTIONAL. "I actually am a pretty emotional guy, you guys just don't always see it. It's kind of funny. Yesterday I was sitting in the motorhome telling Katie, and it wasn't like a feel sorry for myself or pity party or anything like that, but I was just telling her, it was like, 'Man, I'm really getting fed up with not winning and with not being a contender.' It was actually starting to weigh on me more than I thought and we really struggled all week until yesterday. We finally got the car to handle good and it's not like I had a bad feeling about today, but we haven't been a serious contender for the championship for a few years. We've been able to win a race here or there, but we didn't win any last year and just to be able to put it together

and actually win the Daytona 500. I don't feel like I'm the best, really, at plate racing and I feel like a lot of times I make mistakes, which is really frustrating. I don't get my car in the right place at the right time and to be able to put it all together and win the race is pretty overwhelming."

YOU STAYED IN THE CAR ON PIT ROAD. WHAT WERE YOU THINKING? *"That's how I am. I hang out in my car with a cover over it. I sit in the back pew at church. It's just me. Seriously, I just wanted to wait until it was either over or we were gonna go race again. I was just waiting for that. I didn't want to let my emotions get too high one way or the other and I just kind of wanted to wait until it was over and go from there. I was just hoping it would keep raining."*

DID YOU HAVE AN IDEA THAT COULD BE THE PASS FOR THE WIN? WHEN KEVIN HARVICK PUSHED YOU PAST ELLIOTT SADLER, WITH WORD OF RAIN COMING, DID YOU HAVE AN IDEA RIGHT THEN THAT THAT COULD BE THE PASS FOR THE WIN? *"Yeah, I mean, I really had it in my mind that that last restart when we were behind Elliott that if I got around him and could hold it a little bit – I didn't think we were going to pit again. I thought the rain was coming, Drew said it was coming, you could see the sky getting darker and it was sprinkling for a while – actually when I got around Elliott and I was able to get in a position where he couldn't block it, and he just kind of stayed in his lane and I got pretty good momentum and Kevin saw that I had momentum and hung a left and went behind, and when I cleared him there actually was big rain drops all the way through one and two and I knew that it was getting pretty close. Then they had that accident where they threw the yellow, so you didn't know if it was going to be the pass, but I knew it had the potential to be."*

YOU WON THE DAYTONA 500 AND YOU WON A CHAMPIONSHIP. IS THERE A COMPARISON? *"Winning a championship, I think, is probably the biggest accomplishment you can have in this sport. It's a long season, nine*

months, 36 races, on all kinds of different sizes and shapes of race tracks, and you've got to race and think about it and work at it for a long, long time, where this is one race, but yet this is the biggest stock-car race we have anywhere, and to be able to win this race and put our names in history as Daytona 500 winners is also pretty awesome."

JACK ROUSH CONTINUED – *"I tend to get all tore up for the bad things that happen – you know, Jamie McMurray got caught in one of the early wrecks and had a great car, Carl Edwards got caught in a wreck and damaged his car. So I was really agonizing over those missed opportunities rather than starting to count my chickens for the fact that Matt was in the catbird seat and had a chance to do it. I hadn't done the math, I knew that NASCAR was willing to keep this thing going until midnight. I hadn't thought about that fact that it was going to take three hours, as I was told later, to get the track dry from where it was. You look at three hours to get it dry and you've got three hours of predictable rain coming, and it's seven o'clock, the math really tells you that you're finished. So, I was not focused on that. I was thinking that if it did get started, Matt would have to hang on and that was going to be a challenge that David would be coming, he had a good car, David Ragan would be coming, had a good car. So I was thinking about what if it came back and helping myself to try to get ready emotionally for what that was going to mean more than I was to really anticipate the rain-shortened race at something like 7 p.m. when they finally called. We've been here for more than 20 years, trying to do this thing, and I got so conditioned for being frustrated through it that I was almost not believing that it happened. I'll be black and blue for the next few days just from pinching myself to make sure that I'm not dreaming."*

IT TOOK YOU LONG A TIME TO WIN THE FIRST FEW CUP CHAMPIONSHIPS, AND A WHILE FOR THIS WIN. WHEN DOES IT SET IN?

ARE YOU ABLE TO APPRECIATE IT NOW? AT THE END OF THE SEASON? "I've never been through an enshrinement, they're going to enshrine the car, I guess, tomorrow morning or later tonight or something, and when all the team gets around the car and we incarcerate the car for a year over at the museum, I'm sure that will set in at that time. It'll be a big deal. We've had other cars in there. We had Paul Newman's Nobody's Fool Mustang, which was the 10th 24-hour race we won here. It's not in there now, but it was in there for a period of time. That really kind of put an exclamation mark at the end of our road racing. We were able to celebrate that victory with Paul and to have the car under glass for a period. So, to have this DeWalt Ford Fusion in Daytona USA for a year is going to be a big deal. Plus, we've got to put it behind us because we've got some unfinished business on the west coast that we've got to deal with the next couple of weeks."

MATT KENSETH CONTINUED – DID YOU EVER DREAM OF WINNING THE 500 AS A KID? "No, not back then. My uncles raced and my cousin raced and my dad started racing a little bit later in life when I was 13, I guess, or something like that, and I always enjoyed it and everything, but yet when you grow up in Wisconsin, Daytona seems like a long, long, long ways away. All of the races weren't really televised back then. I used to watch Daytona all the time and watch what was then the Busch Clash and watch the Daytona when there was usually still snow up there. I remember watching that and it seemed a long ways away, and I was always fascinated with cars and engines and speed and competition and all that, but really didn't think I'd ever get a chance to do this for a living. Until about an hour ago, I really never thought I'd win the Daytona 500, either."

A LOT WAS MADE ABOUT YOU, HARVICK AND GORDON NOT WINNING LAST YEAR. WHAT DOES THAT SAY ABOUT THE CHAMPIONS WINNING

AND COMING BACK? "That's pretty cool. I hope it keeps happening. I thought about us not winning and that was disappointing, but it's really hard. It's really competitive and everything's got to go right to be able to win these races. You get people like Carl that win nine and as many as I don't know how many Kyle won and Jimmie, but when you get those guys that won over half the races between those three, it's really hard. Everything's got to go right. You've just got to have everything line up for you. It's pretty cool to be able to win this race, but it doesn't make or break your season always. We know there's a lot of work to do coming up, so we're really gonna enjoy it this week, but yet I think we're already also looking ahead to California and Vegas and Atlanta – the tracks we know we've got to perform at all year to be a serious contender."

HOW HARD WAS IT FOR YOU WITH THE RAIN COMING TO MAKE THE CALLS? "For me, it's different than any other race, except for Talladega, because if you're at Pocono or wherever, if you've got the fastest car, you're just gonna go ahead and pass that car in front of you, where here, with the way the draft works and all that, you really had to think about making sure you were doing the right thing. There were a few times tonight where I didn't do the right thing and everybody stacked up another line and took the momentum and shuffled you back 10 spots, so the last thing I wanted to do was be running second and go for the lead and make the wrong move and not have the proper momentum and not have anybody go with you and finish 10th or something like that. It was something to think about a little bit. I knew I wanted to get the lead, but I knew when I made the move I needed to make sure I had enough momentum where I was gonna get all the way to the lead."

DREW BLICKENSDEFER CONTINUED – "Our decision was fairly easy. We were put in a place where we felt like we were fast up there. We hadn't even gone a third of our fuel run yet. The fortunate thing I have is

Chip Bolin has sat on the box for the 17 for probably close to 300 Cup races. He's been through all of it with Robbie and he did it himself last year, so we're bouncing ideas off each other the whole time and talking about 'what if' things, so it was fairly easy. I think the way this track is, if we were gonna come get tires, we were gonna wait until we could make it on fuel anyway the way everything played out, so it wasn't a very tough decision whether to come or to stay."

MATT KENSETH CONTINUED - YOU ARE A BLUE-COLLAR DRIVER. DOES THAT FEEL GOOD CONSIDERING WHAT'S GOING ON TODAY? "I think everybody is kind of tired of watching the grim news that there's been pretty much all winter. If you're a sports fan - whether it's football or racing or whatever it is - when that starts it kind of gives you something else to think about and something else to do. It's easy to take stuff for granted when everything is going good all the time, but I thought it was a great race today. The stands were really, really full. I know everybody has been trying to help out to make it not just a more enjoyable experience for the fans and better racing and all that kind of stuff, but to also make it more affordable. It feels really good to get the win and I'm glad we started the season off on a high note like that."

YOU WAITED FOR 17 MINUTES IN YOUR CAR FOR YOUR 17TH WIN ON THE ANNIVERSARY OF DARRELL WALTRIP'S WIN IN THE 17? "I'm glad all the numbers lined up for us. I don't know if I believe in all that, but I'm glad they all lined up. It makes a good storyline and Drew is known for being the luckiest guy around, so I'm happy to have him on the box, too."

ELLIOTT SADLER WAS KIND OF KICKING HIMSELF. DO YOU HAVE SOME PAIN FOR HIM AND WHERE WERE YOU IN THE BIG WRECK? "In the wreck, I don't know. The 18 got wiped out. I nosed into somebody a little bit, but I actually thought it would have bent the splitter or done something, but it didn't really do any

damage, so we were probably more lucky there than anything to be honest with you. We just kind of shot straight through it. The seas kind of parted and we came out. I've had that feeling a lot of times, where we've had fast cars and I haven't maybe done the right thing and finished. And then there are other times where your car is just not as fast to make the right moves. I haven't had the pleasure of saying a lot of times, but I don't think it's so much that Elliott didn't make any right moves, it's just our car was faster, I thought. We were able to get a pretty big run on him even without a lot of help and get underneath him. Those cars seemed like they all handled good all night, but they didn't have quite as much speed and for a short run like that on new tires, I felt as good as you can feel about trying to make a pass at a plate race."

IS IT THE NATURE OF PLATE RACING WHERE THINGS YOU DO TO HELP SOMEONE EVENTUALLY COMES BACK TO YOU DOWN THE ROAD? "You always hope so and there are a couple of things to keep in mind. The year that Kevin won it, we were I think eighth, ninth and tenth - Kevin and I and Burton - and we just lined up and started going with three or four to go. We didn't have anything to lose. You always try to make the right decisions and not hang somebody out that's been working with you. You try to help people or your teammates and do all that stuff the best you can, but at the end of the day you try to help people when you can help them and it doesn't hurt your effort. And you want to do what's gonna be best for your car. We had a big run and he could have went with Elliott, but we were probably both gonna clear Elliott and probably had the faster car, so I was glad it was Kevin. I remember when I gave him that huge shove on the backstretch and he was able to win the 500 and I actually pushed Dale Jarrett by Tony for his last win ever at Talladega, so I've been the pusher a few times and have been able to help a little bit, but I've never been lucky enough to have the shoe on the other foot and it really

felt good tonight to be in that position and for him to pull behind me and push me by him."

DO YOU MISS YOUR DAD WITH HIM NOT BEING ABLE TO BE A PART OF IT? "I haven't had a chance to talk to anybody yet, but, yeah, I wish my dad was here and I wish my son, Ross, was here and my sister. You always wish your buddies and your family and your friends are there when you have a big moment to share it with them. My dad never dreamed it would come to anything like this, either. We started it for something constructive for a father and son to do to keep me out of trouble and to find something that we hopefully would enjoy and be able to spend quality time together. That's really why we did it. We did it for fun. We didn't have a lot of money to build real fancy race cars and stuff. We just started racing Sportsman cars for the fun of it and from there I just kept getting very, very fortunate to meet the right people to get me a chance to drive their stuff that we could afford to build."

HOW WILL THIS PLAY BACK IN CAMBRIDGE, WISCONSIN, AND WHAT DID ALAN KULWICKI, ALSO FROM WISCONSIN, MEAN TO YOU?

"Everything has been pretty quiet in the offseason, it's been pretty quiet in Cambridge, like everywhere else, so I hope everybody's fired up back there and celebrating and having a good time. I never really knew Alan, I never really got to meet Alan. Obviously what he did was pretty spectacular. I don't know in this day and age if anybody could do that, but to be able to come down and do it the way he wanted to do it and win the championship was pretty cool when you knew that was the first Wisconsin guy, from the north, to come down and win a NASCAR championship, so that was pretty big for the state and something that I paid attention to."

WHEN YOU SURVIVED THAT WRECK AND THE 18 DIDN'T. WHEN YOU REALIZED THE 18 WAS OUT, DID YOU THINK IT COULD BE YOUR DAY? "You knew your chances were better. Whenever there's a wreck and you're

not in it, your odds are a little bit better of winning. Really, that's what it is at a plate race, that's the way I look at it. If you're at Michigan or something and you're running second all day to him, and he wrecks or blows up or something happens, then all of a sudden you kind of get a spring in your step - 'Man, we've been second-best to him all day and he's out, we're going to have a shot.' But at plate races it's not really like that because if you don't get in the right line or everybody lines up somewhere else or what have you, even if you have the right car, if you don't end up making the right move or people won't make it with you, you still won't win, so certainly I felt like our chances improved a little bit, but not as much as if we would've been at a standard race track."

WILD CELEBRATION TONIGHT IN THE R.V. LOT? "I'm going to paint it plaid, just like you said. I'm going to New York tomorrow night and paint the town plaid. Wasn't that your quote?"

YOU'VE GOT A LONG MEMORY. "Like an elephant. I don't know, I was just hearing about the schedule and it sounds like a pretty busy week, so I don't know if there will be a lot of celebrating this week. Probably most of it was in Victory Lane an hour or so ago. I'm looking forward to the week. It's not always my favorite thing to do but I'm looking forward to people calling the Daytona 500 champion. So, it's pretty awesome. I'm going to enjoy it the best I can and I'll find some time to celebrate when they find some time on our schedule for it."

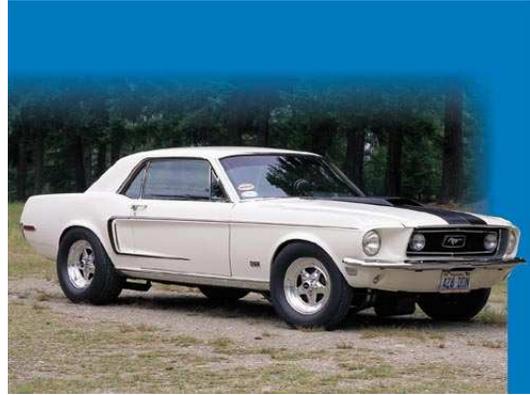
CAN YOU TALK ABOUT SOME OF THE CHANGES ON YOUR TEAM? "Mike Calinoff came back to spot - he was pretty much the original spotter with the 17 team and I have a certain comfort level with him doing that. And Drew came over, he was doing the Nationwide deal the last couple of years and he was doing Carl's deal last year. So, obviously we had a crew chief change. And, Chip stayed doing what he was doing, doing all the car

stuff, just didn't have to do all the crew chief duties to go along with it. For me, I've been very, very optimistic the last couple of months. I've been really fired up for the season to start, moreso for quite a while, for the last few years. I feel really good about it. I feel really good about our group. I feel good about our equipment. Carl and Greg won all those races last year and we know the cars are faster enough and the motors are good enough – we've just got to figure out to dot the I's and cross the T's."

YOU STARTED 39TH. BY LAP 30 YOU WERE IN THE TOP 10 AND BY LAP 40 YOU WERE THIRD. WHAT WAS GOING THROUGH YOUR MIND AT THAT TIME? "Starting in the back, unless there's a wreck, is not that big of a disadvantage at a plate race, the way the draft works and all that stuff. Actually, I hate to say it helped us, but we did get to work on the car a lot more. We were in a lot of dirty air, we were in traffic a lot, we did two pit stops by lap 25. So we got to put some tires on, look at some tires, we got to be in different situations, three-wide, bottom, middle top, and knew what the car was handling like. It probably helped us with our adjustments a little bit. If we started in the front and were just running around the bottom, leading, or something like that, we might not have known what we needed to adjust, so that helped us keep up with the adjustments a little bit better."

Article & Photo Courtesy of FORD Racing

www.fordracing.com



***Eric English's '68 Cobra
Jet Mustang
This Was His Teenage
Fantasy When He Was
Growing Up***

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 hoodcoop, '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 '68-1/2 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



Our 4th annual April car show should be published in the March issue of Mustang Times.

The application for the 2008 Presidents Award has been submitted and is on the table for you to view.

For those of you that subscribe to Mustang Monthly, in their March issue is 17 pages on the 45th Anniversary Celebration. There are many pictures and maps and the complete schedule of activities.

There will be no Grand National show in 2009, as the 45th celebration has taken its place.

- April 16 - 19, is the 45th Mustang Anniversary Celebration at Barber Motorsports Park, Birmingham, AL. Deadline to display your Mustang for a participant award is March 31. As of this date there are no rooms available at the host hotel, only a few rooms available at the Hilton

and Courtyard. You can talk with Rusty about the block of rooms already reserved. **MCA membership is required to attend this celebration.**

- 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. is only a few hours away and CVMC members should really consider attending. You will see some of the best Mustangs, from all over the East Coast. A link to this show is in our Forums section. Because it is the only MCA National show on the East coast and limited to 350 cars it is expected to be a sellout. At this time the host Hotel is overbooked, no rooms are available and they are not taking any reservations.

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



March 2009
Car Hobbyist News From
the Council

By Fred Fann

We were surprised to see HB 2570 introduced on January 30th by Delegate BaCote from the Newport News area. This bill would have changed the law on keeping inoperative vehicles on your own property. The current law states you can keep up to two vehicles if they are hidden from ordinary view of someone standing at street level. HB 2570 would have changed the law in Newport News to one vehicle.

Car hobbyists went to the General Assembly for three straight years and fought hard for the inop bill. Changing the law in one city from two to one vehicles was an attempt to get the foot in the door so that the law could be altered in later sessions.

What is strange about picking Newport News is the city, along with the Virginia Peninsula Car Club Council, has sponsored the Virginia Fall Classic for the last few years. Last year this event raised \$42,000 for the local children's hospital. In the last six years over \$180,000 was raised for the hospital. Why would anyone in Newport News city government want to take away the rights of those who are helping them so much?

The five car councils of the Virginia Association of Car Councils communicated this to the hobbyists of the state. Car hobbyists in the thousands contacted members of the Counties, Cities and Towns Committee in the House of Delegates. Due to all the phone calls and emails the bill was killed in committee.

A note on that – the bill was scheduled to be heard in sub-committee on February 4th but had to be changed to the full committee on the 6th because the sponsoring delegate's sister passed away. The bill had to be heard on the 6th because it was the last meeting of the committee before cross over day. You may have heard that the bill was advanced from the sub-committee to the full committee without a hearing – this is the reason.

The chairperson of the committee, Delegate Riley Ingram, sent emails to hobbyists saying he thinks the bill or a similar measure may be back next year. We will watch for it.

What is the argument for changing the law? People who want to change the current law are holding on to the tired argument that people living in two-story houses can look out a window and see a stored vehicle. There are certainly worse things to see in this world. And for all the good that car hobbyists do surely an old car under a tarp in someone's backyard can be tolerated. It is our property and we should have some property rights in these United States.

There were several emails sent out by SEMA on the stimulus bill and the possibility of a cash for clunkers program being in the bill. It was not but there is S. 247 which if passed will "accelerate motor fuel savings nationwide and provide incentives to registered owners of high fuel consumption automobiles to replace such automobiles with fuel efficient automobiles or public transportation."

This bill provides payment of up to \$4500 to someone with a pre-2004 vehicle that doesn't get at least 18 MPG. The money would be given as a voucher to buy a newer vehicle that gets better gas mileage.

Recall what happened when the Obama administration came out with the mortgage plan to help people keep from losing their homes. Many interpreted this as their tax dollars being used to bail people who bought more house than they could afford.

What do you think the reaction will be if people learn their neighbors could be getting vouchers to buy newer and better cars just because they happen to own an older vehicle?

I doubt this bill will pass. Programs that pay people a lot more for their vehicles than what those vehicles are worth have all been failures.

New Member's For 2009

Dwain Money Penny, Jeff Floyd

Welcome! We at CVMC hope you will be a member for many years. CVMC has over 76 members signed up for 2009.

Renewed Member's For 2009

Justin Hudson, George & Linda Cosier, Kathy McWilliams, Glen & Laurie Ford

Thanks everyone for coming back for another great CVMC year! CVMC has over 76 members signed up so far for 2009.

Upcoming Car Shows

MCA Events

April 19th, 2009
5th Annual Spring All Ford Car and Truck Show

Front Royal, Virginia

Hosted by Shenandoah Valley Mustang Club at Shenandoah Ford Dealership Lot. Event 9am - 3pm. Check-in 9am - 12 Noon. Registration \$15 day of show. Rain date Sunday, April 26. Show open to all Fords, Mustangs, antiques, classics, hot rods, and trucks? old and new. Free T-Shirts and dash plaques to first 100 entries. Top 40 trophies, Best of show car and Best of Show truck. Participant ballot voting. Door prizes, food, fun and music. For more information, call Tommy at 540.662.0584 after 6pm; email svmc1978@yahoo.com, or call Bob at 304.876.6830.

April 25, 2009
Fourth Annual April Car Show

Glen Allen, Virginia

Hosted by Central Virginia Mustang Club at Virginia Center Commons Mall. Event 9am - 4pm. All makes, models, antiques, modifieds, imports, etc. from 1900 - 2009 welcome. Registration, Car Corral, and Vendor spaces \$20 each, day of show. Best of Show, Top 20 for 1900-1973, Top 29 for 1974-present awards. Dash Plaques for first 100 show cars. Raffle & door prizes. Contact George Bobrovsky at 804.658.8173, email georgeb427@verizon.net; call Ron Martin at 804.347.8701, or visit our website at www.centralvamustang.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

March 13th - 15th, 2009
Virginia Motor Trend International Auto Show

At the Greater Richmond Convention Center. Features new vehicles, vehicles from the Central Virginia Mustang Club, Corvette Club and muscle cars. For info go to www.motortrendautoshow.com/richmond

March 28th, 2009
Quinton Volunteer Fire & EMS Fourth Annual Car, Craft & Bike Show
THIS SHOW HAS BEEN CANCELLED!

April 11th, 2009
Virginia Classic Cruisers 13th Annual Open Car Show
From 9:00 AM to 4:00 PM Southside Nazarene Church (Rt. 288 & Courthouse Rd.) Call Steve or Cindy Jackson at 804-739-5558 for more info. Visit our website at: www.vaclassiccruisers.com Detailed show information will be provided later.

April 11th, 2009

Custom Car Show, Open House & Benefit

From 9am-4pm at Precision Body Works 12210 Washington Highway Ashland, VA. Good food, music, door prizes, Unique Awards, and more. Only \$20.00 to be eligible of awards and prizes, with All Proceeds to benefit Michael (Binx) Hall injured in an accident. Info or to pre-register contact Shelly 804-218-3890 or Chuck Anderson by Email ce.anderson@verizon.net or 804-641-7933 or Benny Mahoney by Email benny.mahoney@comcast.net or 804-641-7942

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](http://www.carclubcouncil.org)

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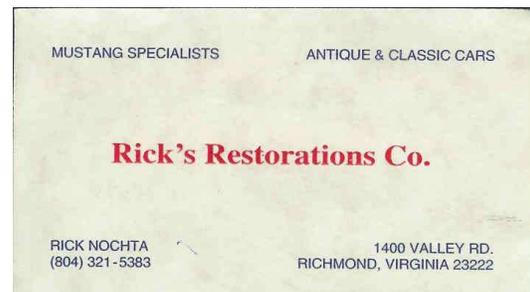
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