



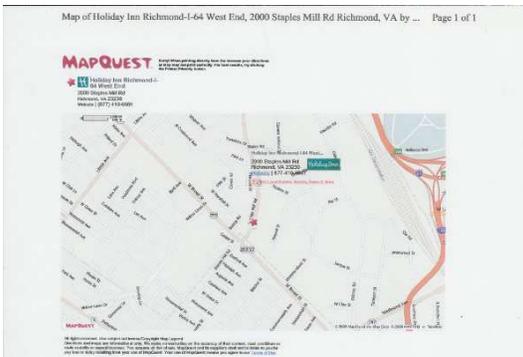
The Galloping Gazette

*The Official Newsletter Of The
Central Virginia Mustang Club
May 2009 Issue 269*

CVMC News

ANNOUNCEMENT

CVMC Has Found A New HOME



UPDATED! NEW MEETING LOCATION!!

CVMC now meets at the Holiday Inn Crossroads located at 2000 Staples Mill Road at the intersection of West Marshall Street at 7:30 PM. Our first meeting will be on Wednesday, May 6th, 2009. We would love to have you join us at our meeting!

**Gordon Martin
President**



CVMC 4th Annual Spring Car Show April 25, 2009

It was a bright and sunny day for the first time in three years. It was also rather on the warm side but we will take it.



We had 122 fantastic Show Cars from all over the Commonwealth of Virginia. They came from Virginia Beach, Lynchburg, Danville, Charlottesville, Fredericksburg and Northern Virginia.



*Did we have any "Hot Rods"?
You bet your Bippy we did!*



*We at CVMC would like to
thanks everyone who made our 4th
Annual CVMC Spring Show the best
one in 3 years! Thank you everyone!*

**Article & Photos by
Tony Hall**

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CVMC at the National Memorial Day Parade - May 25, 2009

*Come join us for an truly
honorable parade along the mall in
Washington DC! If you are interested
in participating in a nationally
recognized parade, travel with us and
participate. Who knows, you maybe on
national television or meet a celebrity!
Now more than ever, our veterans
need to know we support them!*

*We have 10-15 slots for all
Mustang body styles and can exceed
that number if we have convertibles
that are willing to let a veteran or two
(potentially disabled) sit in the back
seat of your convertible.*

*Proudly escort a veteran! I've
ask that we team up with a very large
and nationally recognized veteran's
organization, the Marine Corps
League.*

*I hope you will consider joining
us. Every year the parade gets larger
with outstanding participation and
spectator turnout. Take pride in our
veterans and say thank you for their
sacrifices!*



I'll be traveling up on Sunday morning May 24th with my mom and staying at the Springfield Hilton.

If you wish to make the trip up on Monday May 25th then meet Tony Hall at the Truck Stop at Lewistown Road Exit 89 on Interstate 95.

**Article by Kathy McWilliams
Photos by Tony Hall**

CVMC Parades for May

We have several parades coming up in May. The first one is the Bon Air Victorian Day Parade on May 9th at 11.00 A.M. The second one is the Memorial Day Parade in Kenbridge on the 23rd at about 10.30 A.M. I have received an invitation for the 1st Annual Post 242 Sandston Memorial Day Parade at 12.00 noon on the 25th. I need to find out if there is any interest in doing this parade at our monthly meeting. Under no circumstances do I want to take people away from going to the big parade in Washington on this date. There will be more information to follow on these parades as I receive them.

**CVMC Parade Coordinator
Llew Stakes**

CVMC Cruise to Kings Dominion Mid- Atlantic Mustang Show Case & Family Outing May 23, 2009

I would like to see who is interested in going to first Kings

Dominion Mid-Atlantic Mustang Show Case & Family Outing: sponsored by Stangs-R-Us Mustang Club on May 23, 2009. So far they have mustangs coming as far away as Florida. It would be nice to go as a club. The guys north of the river could meet at the truck stop at Lewistown and 95. The guys south of the river could meet at 288 and Rte 10. This would be a good event for anyone that has a friend with a Mustang to bring them along. Anyone that is going contact me and I will keep a head count. Thanks!

Larry Boyd
804-356-0506
boydboss70@yahoo.com



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

CVMC April Monthly Meeting Minutes

By Renee Bennett

We do not have the April minutes this month. They will be in the June Newsletter.



Mustang Restoration, Part's, Appraisal's, MCA & SAAC Judging Experience. Give Rick Nochta a call for all your Mustang needs!

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"45th Mustang Anniversary Celebration" April 16th to the 19th, 2009

It wasn't the sheer number of Ponies present, the variety of modifications, paint jobs, old school, new school, or anything about the cars themselves that impressed me. It was the number of people that came from overseas to celebrate their love of the Mustangs that got me all choked up.

My first encounter with them was in the hotel at breakfast. There I was in line, waiting to make my waffle, when all of a sudden a wave of French drenched me. A group from France and Switzerland had rented 83 2010s and a few Hertz Shelbys and drove them across country. We had a great conversation (in French) and I even found someone who lives not far from my family outside of Geneva.

They told me how impressed they were with Ford technology, how humbled they were to be able to drive the 2010, be part of the Mustang experience, and what a great time they'd had in the states. Americans are so very nice. We welcomed them

wherever they went, and most of all, they were impressed by how polite we are on the roads...Huh? Where were they when that lovely Alabama woman tried to drive her Jeep over my rear-end the night before?

A conversation like that reminds me that we really take our cars, our ability to show them and drive them, for granted. Later, at the Speedway, I started noticing who was walking around. There were car clubs from Germany, Puerto Rico, Mexico, Netherlands, Italy, and a lot of other languages and flags I couldn't place. They weren't just one or two members. There were large groups flying their club colors. And they were buying---stuffing duffle bags full of Mustang Memorabilia. I'll bet that some of them had to make some big sacrifices to budget for this trip and it made the importance of the celebration all the more apparent.

So in recognition of that, for 5 minutes, I drove my little grocery car a little nicer than I normally do, until the call of the asphalt sent the pedal to the metal again and I was back to my normal self riding up Johnny's or Rusty's rear-end as usual.

It was interesting to see the cars being displayed and judged. There was a lot of camaraderie. I helped park some cars, direct lost spectators on the tram and watched old friends excitedly find each other in a sea of cars. The racing and drifting was cool. I love the smell of burned rubber and smoke. There was a constant flow of activity all weekend long.

The other part of the celebration I want to cover is the cruise-in. I haven't seen that many cars stuffed in a small town since I was in High School. I felt right at home, 16 again and just breathing it all in. The revving, the music, and the chatter, the police cars, the paddy wagon. The only thing missing was the street racing. Ooh, did I say that out loud? I carried the feeling of magic and fun long after it was over.

So will I go to the 50th? I hope so, but this time I want to do it a little

differently. Maybe some big and littles, dual exhaust, and a tiny bit supercharged. So if you happen to drive in front of me, watch out--cause I always run what I brung. Rusty will be glad to teach you to say "STOP" in French. He's had a lot of practice.

Article by Militza Simic

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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



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If you would like to advertise your Mustang or Ford related items

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News From The Blue Oval



FORD TEAM AIMS TO DRIVE 2010 FUSION HYBRID 1,000 MILES ON A SINGLE TANK OF GAS

Part 1

The Ford Fusion Hybrid team will attempt to drive more than 1,000 miles – for more than 43 continuous hours – on a single tank of gas, raising money for the Juvenile Diabetes Research Foundation in the process. The most fuel-efficient, mid-sized sedan in America – the Fusion Hybrid – driven by a team of Ford hybrid engineers, a fuel efficiency expert and a NASCAR star, will have to achieve an average of at least 57 mpg on the challenge to reach its goal. By using Eco-Driving techniques engineers have achieved 70 mpg during testing of the Ford Fusion Hybrid in preparation for the challenge.

Consumers can improve their own vehicle's fuel economy performance is by adopting Ford's "Eco-Driving" tips used for the 1,000-Mile Challenge.



DEARBORN, Mich., April 21, 2009 – This weekend, the 2010 Ford Fusion Hybrid is being put to the ultimate fuel-efficiency test. A team of drivers, including NASCAR star Carl Edwards and world-record breaking hypermiler Wayne Gerdes, will attempt to drive more than 1,000 miles on a single tank of gas, raising money for the Juvenile Diabetes Research Foundation in the process.

The 1,000-Mile Challenge starts at around 8:00 a.m. on Saturday, April 25, from Mount Vernon, Va., and ends the morning of Monday, April 27, in Washington, D.C. The team will drive for more than 43 hours continuously to reach the 1,000-mile goal. The drivers will do stints of between two and three hours each and will have regular breaks to ensure safe driving is maintained. Already rated as the most fuel-efficient, mid-sized sedan in America, the Fusion Hybrid will need to average at least 57 mpg to achieve its goal. During preliminary testing in preparation for this challenge, Ford engineers have reached as much as 70 mpg in the Fusion Hybrid by using Eco-Driving techniques.

The team will run clinics for media and customers over the weekend in the Fusion Hybrid, conducting interviews and vehicle demonstrations on how simple techniques can make a significant difference to real world fuel economy numbers.

The Fusion Hybrid being used in the challenge will be a factory produced model with no modifications.

or alterations and will run on regular 87 octane gas.

The team will be uploading regular images and video to YouTube, Flickr, Facebook, Twitter, and <http://www.media.ford.com>.

Ford is taking on the 1,000-Mile Challenge for a number of reasons:

To demonstrate Ford's commitment to be the best or amongst the best in fuel economy in every vehicle segment in which it competes; To highlight the crucial role the driver plays in maximizing fuel economy and demonstrate how consumers can make a difference through Eco-Driving; To raise awareness about Eco-Driving and how the Fusion Hybrid contributes to it with the ability to run up to 47 mph in pure electric mode; and To raise awareness and funds for the Juvenile Diabetes Research Foundation The 1,000-Mile Challenge team comprises of:

Wayne Gerdes, the world-record breaking hypermiling champion and founder of

<http://www.cleanmpg.com>; Carl Edwards, the NASCAR race star who recently bought his own 2010 Ford Fusion Hybrid; Sherif Marakby, graduate of Maryland University and Ford hybrid chief engineer; Gil Portalatin, Ford hybrid applications manager and Ford Fusion Hybrid team leader; Tom Rolewicz, one of Ford's top calibration experts and hybrid system expert; and Steve Burke, Ford product expert on hybrid applications The mileage-maximizing techniques that the Ford team will use and pass on to consumers include:

Slowing down and maintaining even throttle pressure; Gradually accelerating and smoothly braking; Maintaining a safe distance between vehicles and anticipating traffic conditions; Coasting up to red lights and stop signs to avoid fuel waste and brake wear; Minimize use of heater and air conditioning to reduce the load on the engine; Close windows at high speeds to reduce aerodynamic drag; Applying the "Pulse and Glide" technique while maintaining the flow of traffic; Minimize excessive engine

workload by using the vehicle's kinetic forward motion to climb hills, and use downhill momentum to build speed; and Avoiding bumps and potholes that can reduce momentum

Part 2

ONE THOUSAND MILES AND COUNTING: FUSION HYBRID BREAKS 1,000 MILES ON SINGLE TANK, PRESSES ON

The Ford Fusion Hybrid team has achieved more than 1,000 miles – over 47 continuous hours – on a single tank of gas, raising funds for the Juvenile Diabetes Research Foundation Passing the 1,000 mile mark at 9:08 a.m. this morning, the team will continue as their unmodified, regular production Fusion Hybrid has nearly one-third of a tank of fuel remaining The most fuel-efficient, mid-sized sedan in America – the Fusion Hybrid – driven by a team of Ford hybrid engineers, a fuel efficiency expert and a NASCAR star, achieved more than 80 miles per gallon using Eco-Driving techniques

WASHINGTON, April 27, 2009 – At 9:08 a.m. this morning, the 2010 Ford Fusion Hybrid team hit the 1,000-mile mark on a single tank of gas, and is continuing its ultimate fuel-efficiency challenge with nearly one-third of a tank of fuel remaining.

The 1,000-mile mark was achieved with the Fusion Hybrid 1,000-Mile Challenge team leader and NASCAR driver, Carl Edwards, behind the wheel. Other team members include world-record breaking hypermiler Wayne Gerdes and several Ford hybrid engineers.

The 1,000-Mile Challenge started at 8:15 a.m. on Saturday, April 25, from Mount Vernon, Va., and is expected to end on Tuesday, April 28 in Washington, D.C.

A regular production version of the Fusion Hybrid – the most fuel efficient mid-sized sedan in America – delivered over 80 miles per gallon over

the course of 47 hours of continuous driving. The team will continue to drive until the fuel tank is depleted.

The vehicle is being put to the test to demonstrate Ford's commitment to be the best, or amongst the best, in fuel economy in every vehicle segment in which it competes and to raise funds for the Juvenile Diabetes Research Foundation in the process.

As part of the event, the team is conducting clinics for media and customers in the Fusion Hybrid, providing interviews and vehicle demonstrations on how simple techniques can make a significant difference to real world fuel economy numbers. The team also is uploading regular images and video of the challenge to YouTube, Flickr, Facebook, Twitter, and <http://www.media.ford.com>.

Part 3



FUSION HYBRID AVERAGES 81.5 MPG, SETS WORLD RECORD WITH 1,445 MILES ON SINGLE TANK OF GAS

Drivers trained in mileage-maximizing techniques achieve 1,445 miles on a single tank of gas in a 2010 Ford Fusion Hybrid – averaging 81.5 mpg in Washington, D.C. – and set world record for gasoline-powered, midsize sedan The Fusion Hybrid 1,000-Mile Challenge proves that fuel-efficient driving techniques can nearly double a vehicle's EPA-rated fuel economy The demonstration of the Fusion Hybrid's ultra high-mileage

potential also raised more than \$8,000 for the Juvenile Diabetes Research Foundation

WASHINGTON, April 28, 2009 – Drivers trained in mileage-maximizing techniques such as smooth acceleration and coasting to red lights were able to get an extraordinary 1,445.7 miles out of a single tank of gas during a fund-raising effort in Washington, D.C. that concluded today. They did it by averaging 81.5 miles per gallon in an off-the-showroom floor, non-modified 2010 Ford Fusion Hybrid, the most fuel-efficient midsize car in North America – nearly doubling its U.S. certified mileage.

The Fusion Hybrid 1,000-Mile Challenge started at 8:15 a.m. EDT on Saturday, April 25, from Mount Vernon, Va., and ended this morning at 5:37 a.m. on George Washington Parkway in Washington, D.C. After more than 69 continuous hours of driving, the Fusion Hybrid finally depleted its tank and came to a stop with an odometer reading of 1,445.7 miles – setting a world record for gasoline-powered, midsize sedan.

The challenge team, which included NASCAR star Carl Edwards, high mileage trailblazer Wayne Gerdes and several Ford Motor Company engineers, raised more than \$8,000 for the Juvenile Diabetes Research Foundation (JDRF) by exceeding the goal of 1,000 miles on a single tank of gas. The Fusion Hybrid's official estimated range is approximately 700 miles per tank.

"Not only does this demonstrate the Fusion Hybrid's fuel efficiency, it also shows that driving technique is one of the keys to maximizing its potential," said Nancy Gioia, director, Ford Sustainable Mobility Technologies and Hybrid Vehicle Programs. "The fact that we were able raise much needed funds for JDRF while raising the bar on fuel efficient driving performance made the effort doubly worthwhile."

Maximizing mileage
A team of seven drivers prepared for the challenge by learning a few

mileage-maximizing techniques, most of which can be used in any vehicle to improve fuel economy, but are especially useful in the Fusion Hybrid where the driver can take advantage of pure electric energy at speeds below 47 mph.

CleanMPG.com founder Wayne Gerdes, an engineer from Illinois who coined the term "hypermiling" to describe the mileage-maximizing techniques, provided the pointers.

Article & Photos by Ford Motor Company

www.ford.com



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Edwards Unhurt After Finishing Upside-Down At Talladega

JAMIE MCMURRAY – No. 26 Crown Royal Ford Fusion (Finished 42nd) – "I don't even really know what happened. I think we just got too many cars wide. You want to get mad, but it's just Talladega and that's what the fans pay to come see is good, hard racing, but certainly it's awful early to have a big wreck like that." CAN YOU GET IT FIXED? "I don't know. I'm on my way over there right now to find out and see what we have. I wanted to start it up and drive it away, but whoever was beside me started their car and the fire came in, so I got freaked out and bailed. So I'm gonna go over and check it out." COULD YOU TELL FROM THE GET-GO IT WAS GOING TO GET HAIRY AT THE START? "No, it just seemed like normal Talladega. It's just what you have when you come here."

CARL EDWARDS – No. 99 Claritin Ford Fusion (Finished 24th) – TV INTERVIEW: "First of all, I've got to tell my wife and my mom I'm fine. Brad was pushing, he's doing everything he can. I saw him go high. I went high. He goes low right here and I didn't realize he got that far, so I went low to block a little bit and he was already there, so I turned around backwards. At this point I'm thinking, 'Boy, I wish this made out of liquid gel material,' and then I'm very fortunate we hit the wall in a way it didn't crush my roll cage down on my neck because that would have been a lot worse. NASCAR just puts us in this box. Brad did a great job. Congrats to him on the win, but they put us in this box and we'll race like this until we kill somebody and then they'll change it, but I'm just glad nobody got hurt today. I'm glad the car didn't go up in the grandstands and hurt somebody. Most of all, I've just got to thank Claritin and all my guys. That was the smartest race I could run and I guess we ended up 23rd or something, but

Brad did his job. We were just racing hard and we're lucky nobody got hurt."

SO NO ISSUES WITH BRAD'S JOB? "No. That's what Brad is supposed to do. He's assuming that I know he's inside. He was so quick that I didn't know he was inside. We saw what happened to Regan Smith, you can't go down below the yellow line or you lose the race, so he's winning and I was doing everything I could to keep him from winning. I'm glad I'm alright. This (running to the line), I didn't know if it mattered if I went across the finish line, but I just wanted to finish the race."

HOW HARD WAS THAT HIT? "It was pretty hard. It was just a little bit scary because I saw the ground and then I couldn't tell exactly which part of the car I hit the wall with and I was real worried I hit the roll cage and I had to wait a minute to make sure that there wasn't something stuck in me somewhere or something. That's a little nerve-wracking to hit the wall with something other than the side of the race car. That's the first time I've flipped in a race car. That's it, so we got that out of the way."

RADIO INTERVIEW: "We were just racing for the win. Brad did everything right. He faked high, he went low and I didn't think he was all the way in there and I tried to block and I got turned, but that's racing at Talladega. NASCAR puts us in this box and I'm just glad nobody got hurt."

YOU SEEMED TO RUN A SMART RACE. "It was looking pretty good. It would have been better if I would have gone across the finish line, but we do our best. Like I said, we're put in this box and we've got to race that way. If you looked at how the final four cars were finishing, you had to be pushing the guy in front of you. So they can talk about aggressive driving zones – they can talk about whatever they want – but you aren't gonna win the race unless you're pushing a guy all the way around the race track and that's where we're at."

OPEN INTERVIEW? "Brad was doing everything right. He was

pushing and that's what you have to do to win. I knew he was gonna try to get around me, I just didn't realize how much better his car would be when he broke the plane of my rear bumper, so when I saw him turn down, I immediately started to turn down but he had already come up along my left side a couple inches, a foot maybe, so it turned me when I turned down. I mean, he did everything right. NASCAR puts us in a box. If he drives below the line, he loses the race, so what's a guy supposed to do? So you end up having to wreck people or having to get second and none of us want to do that."



WHAT WAS IT LIKE FLIPPING IN THE AIR LIKE THAT? "That's the first time I've flipped a race car. I was a little nervous about where I was gonna end up and then I hit the fence and I never hit the fence with something other than the side of my car. I don't know exactly which part of my car hit the fence, but I was real nervous that that was the top of the cage and that would have been really, really bad. Hopefully, they can do something somehow to change this style of racing. I just told the people on the network, I guess we'll do this until somebody gets killed and then we'll change it, but that's the way it is."

IT LOOKED LIKE BRAD WATCHED THE TAPE OF WHAT HAPPENED WITH REGAN AND TONY LAST YEAR. HE PROBABLY WANTED TO GIVE YOU ROOM. "Look, Brad is a great guy. He's awesome. He's one of my heroes. He's a guy who has

worked hard to get where he's at, he can't give up the win. He's got to let me turn across his hood. That's what I'd do to him. It's what we have to do. I don't know how I'd change this racing. I know it's a spectacle for everybody and that's great and all, but it's not right to ask all these guys to come out and do this. What if the car goes up in the grandstands and kills 25 people? You know what I mean? At some point, they've got to say, 'Look, we've got to change this around a little bit.'"

WILL THIS BE MOMENTUM TO CHANGE THINGS? "I don't know. I was thinking about that out there. What's the point? I ran around in the back all day. I didn't race until the last 30 laps, so what's the point of the whole event? It's just a spectacle, that's cool, I can deal with that, but it shouldn't be worth points."

THE TWO-CAR DRAFT WORKED TODAY. DID YOU PLAN THAT? "You aren't gonna win unless you have somebody pushing you or you're pushing someone all the way around the race track – I mean 360 degrees around the circle. That's the box we're in. That's what you have to do, so I was extremely grateful Brad was pushing me. That was my only chance to win. I guess if I had to do it over again I'd just move over and let him go and finish fourth, I wouldn't even try to win because you're gonna have wrecks like that if you try."

WERE YOU CONCERNED YOU WERE GOING IN THE GRANDSTANDS? "I saw some fencing at one point and that made me a little bit nervous. I don't know if I could live with myself if I ended up in the grandstands."

WHAT ABOUT RUNNING ACROSS THE LINE? "I just felt like I needed to finish the race. That's too damn close to walk away. And I was very happy not to be hurt."

IS THIS THE WORST WRECK YOU'VE EVER BEEN IN? "Yeah. That's about it."

JACK ROUSH, Car Owner – No. 99 Claritin Ford Fusion – WHAT ARE YOUR THOUGHTS. YOU HAD TWO GUYS ON THEIR ROOF THIS

WEEKEND, YOU WON A RACE AND YOU LOST ONE RIGHT AT THE END? "This is the hardest place to race that we go to and it's fast, the car's handling is not an issue, it doesn't separate handling. Most places that separates the cars. The cars don't separate themselves. The only way you go fast is to push. NASCAR talks about the aggressive driving zone being all the way around the race track and everybody saw the same thing today – you see some drivers that push all day and cause multiple wrecks with no sanction and no recourse, and other drivers then when they push and do things that should have been controlled in the earlier stages, then you have something like this occur. The cars are so close. The drivers push trying to get an advantage. What happened to Regan Smith was just terrible last year. He won that race and they decided that he couldn't pass below the line, even though he was looking at the start-finish line, which was not the way it was in the truck race, but, at any rate, it's NASCAR's deal and I think everybody that's here enjoys being part of it, and when they throw a race at Talladega or Daytona or one of these places that are not our popular places in terms of the team being able to manage the risk, so we come and we race because we have to, but it certainly not what we'd like to do if we had some say about how the race track was configured."

IS THERE ANYTHING THAT CAN BE DONE TO THESE CARS TO LESSEN WHAT WE SAW TODAY? "The race tracks were build in the fifties and they were built to the aero configuration of the cars and the tires of the fifties and the cars today are way different. If they were building race tracks from scratch today, they would not be configured like this. I'm sure neither Daytona or Talladega would be configured as they are, but they're such pillars and such anchors to the sport and set such an expectation of the fans, I don't know if they can ever be changed. Certainly Bill France made it clear he didn't

intend to ever change the configuration of the race tracks, but you go to the restrictor plate, you go in a situation where you have to run wide-open to preserve your momentum and where the advantage of having cars tied together aerodynamically is more of a benefit than anything else you could do to change the performance of your car, so you run stuck together. And if you get separated, you get stuck together again because it's almost like a magnetism that pulls them together. So then they're rubbing on one another, they're pushing, the people that you push – like David Ragan won a race yesterday in the Nationwide Series and he got pushed into winning that race. He didn't win the race because he was faster. He didn't win the race because he had a better strategy. He won the race because he got pushed. Carl got wrecked today and he was in a position to win the race because he got pushed and he wrecked because he got pushed. It's just what we do."

ARE YOU WORRIED ABOUT PEOPLE GETTING KILLED HERE OR SERIOUSLY HURT? "I am worried about hurting somebody on my team, about hurting somebody – and I'm talking about pit road and our crew men and mechanics – I carry a great burden, a great responsibility to keep my people safe and, in a broader sense, I feel a responsibility to do no harm to the spectator public. But this is a high-risk environment here."



CAN YOU PUT INTO WORDS WHAT YOU FEEL WHEN YOU SEE ONE OF YOUR CARS GO UP IN THE AIR

LIKE CARL DID TODAY? "My heart is in my throat until he gets out of the car. The cars are safe from the point of view of the way the roll cages are configured. They're heavy. The race track is configured that under normal circumstances they anticipate keeping the cars out of the stands and that all worked today. Everything worked the way it was supposed to. We had a horrible wreck. It was real exciting at the end. Nobody got hurt. And I guess there will maybe be some greater interest in watching the next race like this for the fact that somebody else may get caught up in a situation where it looks like they were not gonna win a race, and they win one and that's a happy thing – like what happened to David Ragan – or they looked like that they would win a race and then in the last one-sixteenth of a mile it all goes under."

BOBBY LABONTE – No. 96 Ask.com Ford Fusion (Finished 28th) – WHAT DID YOU SEE HAPPEN? "I don't know. I hadn't seen the replay of it, but they said I guess somebody got in my right-rear. I don't know if something happened on the right side of us or not, it was on the outside lane. I was pretty much down low toward the inside and it was just one of those things." **DID THEY GO TOO EARLY?** "It's time to go and you just hope you miss it. That's just the way it is." **DO YOU HAVE A BAD FEELING SOMETHING LIKE THAT MAY BE ABOUT TO HAPPEN?** Yes and no, no and yes. You just kind of hope for the best. At that point in time the money is on the line, so you've just got to go. You either go high or go low or you go in the middle – you do all three – and you just kind of go. I'm pretty sure we didn't start anything there, we just got collected in something."

GREG BIFFLE – No. 16 3M Ford Fusion (Finished 7th) – "My strategy was to stay out of all the wrecks and this car doesn't have a scratch on it. If you look around the garage, that's what we wanted to do. We wanted to run up front all day and bring home a clean race car and we did that. I just had to stay out of

trouble. Guys were just pushing and shoving all day. The bump drafting is getting maybe a tick out of control. We're pushing all the way around the race track – corners and everything – and NASCAR didn't penalize anybody for it today, but it was probably a little excessive." **YOU HAVEN'T HAD MUCH LUCK FINISHING HERE.** "This feels like a victory. A seventh-place finish, we did what we planned. We stayed out of the wrecks all day and kept the 3M Ford Fusion car looking clean. There isn't a scratch on that thing other than other people's metal flying through the air. We got a good car to run at the end and we finished seventh."

PAUL MENARD – No. 98 Turtle Wax Ford Fusion (Finished 13th) – "We had a good car once we got wound up. It took a lot for it to get speed. Our car just didn't such up quite as good as we needed to, so that kind of put us in the middle of all those wrecks. We got through most of them unscathed, but we lost a lot of track position sliding tires and stuff trying to dodge them, but it was solid day anyway." **IS IT JUST ABOUT SURVIVAL AND GETTING OUT OF HERE WITH THE CAR IN ONE PIECE?** "Yeah. We rode around the back and we could survive that way, but obviously you want to run up in the top 10 and top five and contend for that win and we just weren't able to do that."

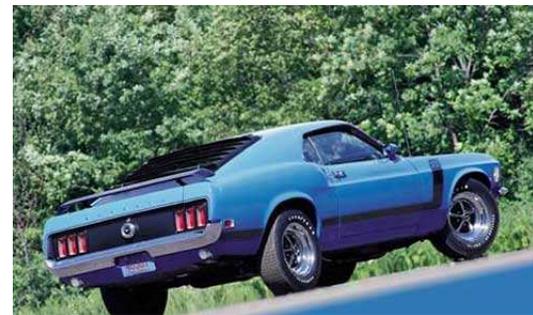
MATT KENSETH – No. 17 DeWalt Ford Fusion (Finished 17th) – "Right after that caution came out, when we were running second to Ryan there, we blew a right-rear tire. We must have had it rubbing on the quarterpanel and it just blew then. I guess it was somewhat good fortune that it didn't blow under green so we didn't wreck, but it just seems like we can't get anything to go right. We worked hard to try to position ourselves and had ourselves in a good spot at least to at least challenge for the win and didn't make it again."

DAVID RAGAN – No. 6 UPS Ford Fusion (Finished 12th) – "It's certainly not where we could have finished. I feel like we had a top-five to top-10 race car, it's just the

situations didn't work out for us at the end. Everyone was getting pretty aggressive at the end, but I feel like we just kind of got in the wrong line there on the white-flag lap and some of the other guys teamed up on us a little bit. In the whole spectrum of things, yes, a 12th-place finish is a decent day but not where we could have been. We've just got to keep working to get ourselves back into the top five." **A GOOD POINTS DAY WITH LEADING A COUPLE LAPS FOR BONUS POINTS.** "Just to be up front a majority of the race felt good. Our UPS Ford has been strong all year, so I was glad that we didn't have anything happen at the end that took us away from a top-15 finish. It was good to be running at the end but we just have to keep whittling away one race at a time and get ourselves back up into the top 12 in points."

Article & Photo Courtesy of FORD Racing

www.fordracing.com



1970 Boss 302 Mustang Temptation on Wheels

By Dale Amy
Photography by Dale Amy

We've all heard the saying made popular by comedian Flip Wilson during the 1960s: "The devil made me

do it." The following is a good example of where you might hear it used.

"Mom, Dad squealed 'em three times," is the typical recounting of rubber loss diligently documented by Kent Miller's 7-year-old son, Nathan, upon returning from a ride in the family's Grabber Blue '70 Boss 302. We assume Kent just grins sheepishly and shrugs his shoulders. Whether Kent's wife, Beth, keeps a running log of tire expenses is unknown.

What young Nathan has yet to comprehend is that the Boss 302 Mustang is simply one of those exceptional automobiles that, through its own devilishly infectious vitality, can inspire even the most restrained and responsible folks to occasionally drop the hammer.

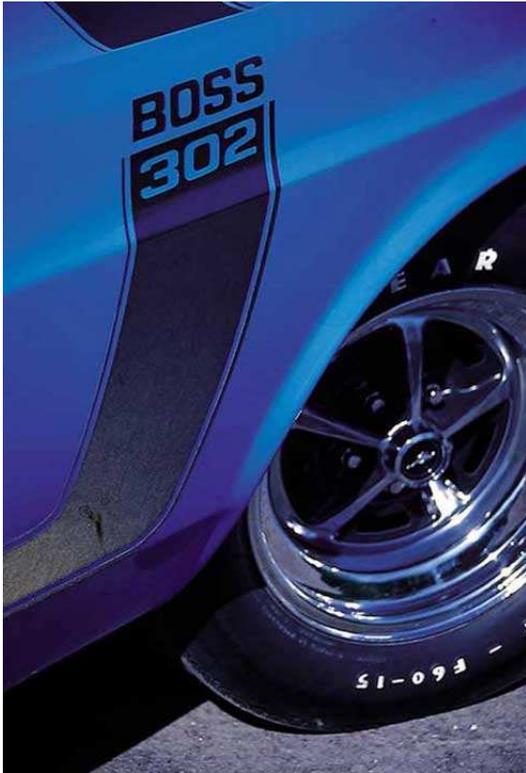
For instance, consider Parnelli Jones, an otherwise perfect gentleman. While behind the wheel of his Bud Moore Engineering-prepped No. 15 Boss 302 in the 1970 Trans-Am championship, he would become so enraptured by the Boss' impish charms that he would do things that were downright impolite. He would pass other cars on the grass or, heaven forbid, actually fender fellow gentlemen competitors clear off the racing surface on his way to securing the 1970 Trans-Am championship for Ford.

Even I admit to being hopelessly spellbound by the diabolic delights of the Boss 302 when it was introduced. In fact, had I spent less time daydreaming about owning a Boss when I was supposed to be studying in high school, I might have been able to afford to own one by now. Oh well, at least I don't have to face daily temptation...



The Millers were tempted a couple of years ago into buying their Boss in "rust-free but showing extreme wear" condition, as Kent describes it. Having previously restored a 1967 390 GTA, Kent felt comfortable doing a lot of the car's restoration in his 24x26-foot heated garage in Sparta, Wisconsin, and doling out some of the work to the professionals as necessary.

The original engine was still in place, but missing the usual array of factory bits, such as the smog gear, exhaust manifolds, rev limiter, and carb and air cleaners. The incorrect induction components were a result of someone along the way trying to add a non-Boss shaker setup to the car. Machine Shop Services in Sparta handled the 0.030-inch-over rebuild, adding Harland Sharp roller rockers and Manley swirl-polished valves in the process. For the record, one of the few mechanical changes from the 1969 to the 1970 Boss was the reduction in size of the intake valves from a manhole-like dimension of 2.23 inches to a slightly smaller 2.19 inches, in search of a better low-end response. Nonetheless, the top of the tach is where the Boss does its best work. We're sure Kent would agree.



While the rev-happy powerplant was under reconstruction, the unibody was on the rotisserie at Pat Thibodeau's shop, where a correct nonshaker hood was fitted and any imperfections were exorcised before the little devil was re-dressed in Grabber Blue.

Meanwhile, Kent had acquired a copy of the Dearborn-built car's original invoice from Lois Eminger, which he used as a blueprint for the collection and assembly of all the bits and pieces as originally equipped. Interestingly, the invoice indicates the car was sold to Ford Motor Company in Newark, New Jersey (which coincides with its code 15 DSO), but was shipped on January 30, 1970, directly to Horn-Williams Ford in Dallas. The way you see the Mustang today reflects the options on the invoice: rear spoiler, Traction-Lok differential, sport slats, power steering, AM radio, tinted glass, and Magnum 500 wheels. The transmission is a wide-ratio Top Loader to complement the 3.50:1 final-drive ratio.

We think the results of Kent's 20-month restoration are as near to brand-new as possible, but if you look

carefully at the rear F60x15 Polyglas in the photos, you can see that some of the tread is worn. Maybe the devil made him do it.

Article & Photos Courtesy of Mustang Monthly

www.mustangmonthly.com



The 45th Mustang birthday celebration is now history. This was a Mustang event not to be missed, a really fantastic show. After driving thru rain for 2 days we arrived around noon Thursday to a ½ mile - 2 lane backup to get to registration. All registered Mustangs received an attractive 45th memento box that contained a black wall plaque with a commemorative brass "Award of Excellence" coin and place to put a 4" x 6" picture; a numbered collectors edition (I think 125th scale) of a red 2010 Mustang convertible along with literature and catalogs. There were many countries represented, I talked with several persons from England, Australia and France. The different and unique Mustangs were extraordinary with several fine-looking unrestored models, one very low mileage 1964 ½ had its wire wheels attached by spinners like the Indy open wheel race cars. Mustangs of all types, unique color combinations, and modifieds were in both the judged and participation areas. I was told the French Mustang Club members flew over and rented Mustangs to drive to the 45th show. One hundred Bullitts were in another area (many driven from Canada) along with Mustangs from other countries in another part of the Park. Saturday was a mad house. It was reported a 2 mile back backup to get into the park. Barber never expected the amount of Mustangers that wanted into the Park. The many

trams were full most of the day; they ran out of parking spaces and were parking cars outside the park and using trams to get the people into the Park. Racing on the track was continuous from 8 AM to 5 PM with gas over \$8.00 a gallon. There were manufacturers and vendors from all over the U.S. with several large 18-wheel tractor/trailers. The entrance to this area was unique. Ford erected two three tiered scaffoldings on each side of the entrance with different Ford vehicles sitting on the scaffolding and at the top another long scaffolding connecting the sides forming an arch. On top were Mustangs. You could look up to see the under side of the cars as you entered the vendor area. CVMC members Ron Martin, Militza Simic and Rusty Wiseman took many pictures; and Linda and George Cosier, Judi Dickey, Joan and Johnny McGrath, Larry Moneypenny, and Betty Wiseman were there (if I missed a CVMC member I apologize). I ran into many friends from Arizona, N. Carolina, Kentucky, Pennsylvania, Northern Virginia and Texas. Over the 4 days many thousands of visitors viewed the celebration. The days were sunny, then cloudy, but no rain. I can't wait for the 50th. Will it top the 45th?

This 45th celebration will replace the Grand National event for 2009.

The next MCA National show on the East coast will take place in Raleigh; N.C. at the N.C. State Fairgrounds. It is only a few hours away. If you have not attended an MCA show, you are really missing something. More friends from Arizona, Florida, Indiana, New York and New Jersey, Northern Virginia, and Pennsylvania are telling me they will be at Raleigh. There are usually some very unique and rare Mustangs to be seen. Because this is the only MCA National show on the East coast and limited to 350 cars it is expected to be a sellout. The indoor car display area is full and the host hotel is overbooked. There is a link to the show in the Forums section on our Website.

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

**Check out this headline:
 "EPA Declares Human
 Breath (CO2) a Pollutant"**

You always knew you had a special connection with your vehicle. You just didn't know that what you had in common is that both of you release the same "pollutant" into the air. Although the EPA wants to regulate carbon dioxide released from power plants and vehicles currently there is no plan to regulate human breathing. For now there will be no catalytic converter covering your nose and mouth.

We are not alone in exhaling carbon dioxide. All animals including cats, dogs, horses, pigs, cows, etc release carbon dioxide. All green plants take in carbon dioxide in a process called photosynthesis. These green plants release oxygen that humans and other animals breathe in.

Atmospheric concentrations of carbon dioxide fluctuate slightly with the change of the seasons, driven primarily by seasonal plant growth. Concentrations of carbon dioxide fall during the spring and summer as plants consume the gas, and rise during the autumn and winter as plants go dormant, die and decay. It was meant to be this way.

There are people who believe that we have damaged the earth so much that we caused global warming. I think it is pretty arrogant to believe we are powerful enough to alter the climate of an entire planet. Now these same people want to regulate a substance that occurs naturally and is at the heart of the process that creates fruits and vegetables.

There are people who want to stop the EPA from regulating carbon dioxide. They believe that regulation would amount to an energy tax. This would mean higher electric bills, higher gasoline prices and higher costs for anything that requires energy to be produced. If you want to learn more about this visit www.stopepa.com.

Along this same line Congress is looking at what some are calling an energy tax and what is commonly known as "cap and trade". The government would set a cap on pollutants for companies. A company could not go over its cap or limit. If it does then that company would purchase credits from companies that produce less pollutants than their caps or limits.

Let's go back to the 90's when polluting companies were buying and crushing old cars to get credits toward polluting more. It sounds just like cap and trade because it is the same thing – a company can exceed its pollution cap as long as it buys credits. Crushing cars didn't alter the levels of pollution in the atmosphere and neither will cap and trade. But what it could do is push up energy prices for consumers.

This is not what we need in a time of economic disaster. We do not need our government to find ways to increase the price of energy. The "green jobs" created will not make up

for the misery of paying more for energy and anything that requires energy to be produced. It doesn't make sense to try and regulate a substance that occurs naturally and is part of a process that has gone on for many millions of years. A process that produces a lot of the food we eat.

**CCCCV President
Fred Fann**

New Member's For 2009

Thomas Smith, Nicholas Koslicki, Josh Rueger, Dylan Rivers, Dayton Shepard, Charlie Diradour, Jacob White, Orlando Landron, Jay Parker, Ralph Lyons, Stanley Turner

Welcome! We at CVMC hope you will be a member for many years. CVMC has over 102 members signed up for 2009.

Renewed Member's For 2009

Andy Phaup, Jesse Skinner, George Godsey, Jeremiah Purks, John Mitchell, Kent Koller, James Hague, Lewis Firth, Bob Clark, Gary Ross, Michael Rose, Dave Dempster, Rudy Jackson, Amy Blumenthal, Graham Marsteller, Vic Williams

Thanks everyone for coming back for another great CVMC year! CVMC has over 102 members signed up so far for 2009.

Upcoming Car Shows

MCA Events

June 5th to the 7th, 2009 Race To Indy National Show Indianapolis, Indiana

hosted by Mustang Club of Indianapolis at O'Reilly Raceway Park. Event 8:00 am to 5:00 pm. Check-in Fri. 8:00 am to 5:00 pm. Sat. 8:00 am to 12 noon. Registration \$65 (MCA-\$50 before May 11). For more information, call Bob Coulston at 317-

727-8111; email bcoul@sbcglobal.net ; call Bill Birch at 317-833-9583; or visit the website at <http://www.indymustangclub.com>

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>

May 16th, 2009

Bill Jones Memorial Car Show
Burlington, North Carolina

Hosted by Mustangs Of Burlington at Burlington Square Mall. Event hours are 9am - 3pm with check-in running 9am - 12pm. Registration fee is \$15.00. Proceeds to Alamance Charities/Loaves & Fishes. 5 or more cans of food \$5 off registration. Best Of's, Top 50 and more. Flyer: <http://www.mustangsofburlington.com/09MobShow.pdf> For more information, call Anne Sebastian at 336-264-1801 or email mycobra777@yahoo.com or visit the website at <http://www.mustangsofburlington.com>

June 20th, 2009

Dad's & Grad's 2009 Car Show
Lexington, Kentucky

Hosted by Bluegrass Mustang Club at University of Kentucky Blue Lot at Commonwealth Stadium. Event 9am - 4pm. Check-in 9am. Registration \$15 (\$12 before June 1). Ppen to any car or truck, all makes & models. This

show benefits the Lexington Rescue Mission. For more information, call Roy Mundy at 859.273.9171, email yellowshelby@aol.com , or visit <http://www.bluegrassmustang.com/09%20BMC%20regflyer.pdf>

For more information on other MCA Car Shows and Events please visit the Mustang Club of America's website at... [Mustang Club Of America](http://www.mustangclubofamerica.com)

Non-MCA Events

May 9th, 2009

Cruise In for Bosses, Shelbys, an AC Cobras

Location is Ironbridge Sports Park 11400 Ironbridge Road Chester Va 23831. Starting at 9:00 am. No registration, No dash plaques, No trophies. Just a fun day of Ford Trans Am series cars. Food available at the Iron Grill. Contact Larry Boyd 804-356-0506 or boydboss70@yahoo.com

May 9th, 2009

Old Dominion Late Great Chevys NAPA Auto Parts Auto Show

At the NAPA parking lot 800 Southlake Boulevard. Open to all autos from 1913 to present. Food on site, dash plaques for the first 100 entrants, door prizes. 8AM to 3PM. Rain date May 10th. Portion of profits to benefit Hospitality House at MCV. Info Bob Akers 804-402-2216.

May 9th, 2009

Amelia Lions Club 2009 Car Show

Held at Amelia Day Festival in the Courthouse Square. Registration 8:00 am to 12 noon. \$15 entry fee before May 1, 2009, \$20 at the gate. Call Becky Harrison 804-513-0962 for more information.

May 9th, 2009

4th Annual Cruisin' For A Cure

Sponsored by Bruce's Racers Saturday, May 9, 2009 at Battlefield Park Elementary School 5501 Mechanicsville Tnpk., Mechanicsville, VA from 11 a.m. - 3 p.m. Open to all years and makes of cars and trucks. New this year will be awards for Best Interior, Best Undercarriage, Best

Engine Compartment, and the ever popular Best In Show and Best In Class. Vehicle entries are a \$20 donation the day of the event. Vendor spaces will be available for \$20 each or 2 for \$30. There will be a 50/50 raffle, food, music, and much more! Fun for the entire family! All proceeds will be donated to Bruce's Racers Relay for Life Team and the American Cancer Society. For more information, please contact Stuart Bernstein at (804) 559-4484, (804) 908-2590, by e-mail at apokiehokie@verizon.net, or James Robinson at (804) 350-2134. Registration forms will be available at the show, or you can e-mail for an electronic copy. Please make checks out to Cruisin' For A Cure.

May 9th, 2009

Solid Rock Ministries Car Show

Located 301 and Atlee Road in the parking lot at Brunetti's Restaurant. Time 10:00am to 02:00pm. The registration fee to enter show is \$20.00. There will be 1st 2nd and 3rd place trophies and a Best overall. There will be a 50/50 done as well. Fre-Ray Sounds will be there playing the oldies. Come out and have some fun, listen to some tunes, do some shopping at Dollar General, get a bite to eat at Brunetti's (a little piece of Italy in your own back yard). Rain date May 12th, 2009 same times. Stick around afterwards for Brunetti's Saturday night cruise in 03:00pm to 08:30pm. If you have any questions call Pastor Mike 804-357-6452 or Ray Beach 804-317-2256.

May 9th, 2009

107.3 Remote with Tony Booth and Elvis Appearance

With Kevin Reynolds 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

MAY 16th, 2009

9th ANNUAL GOOCHLAND CAR SHOW AND FAMILY DAY

At Goochland Fairgrounds 2728 Fairgrounds Rd Goochland, VA. Open

to all Antique, Street Rods, Hot Rods, Classics, Muscle Cars, Imports, Trucks and Motorcycles and others. Donations \$5.00, Seniors \$3.00, Children under 12 FREE. Show car registration \$20.00 Many Classes 3 trophies in each class. Year One Goodie bags to first 100 entries. Registration open from 9:00 a.m. to 1:00 p.m. Awards presented at 3:00 p.m. Door Prizes, Games, Astro Jump for kids and more. Walking distance to Foodlion, Drugstore and other shopping. Come out and enjoy and fulfilled day. For more information contact Charles Shelton @ 804-512-5477 or email L296M26@aol.com.

May 16th, 2009

7th Annual North Anna Car, Truck & Bike Show

Sponsored by The North Anna Power Station Volunteer Council & Dominion-Location- Louisa County Middle School-(rain date May 17)-All proceeds Go to The Habitat For Humanity- Gates open at 7:30am-Registration at gate closes at noon-Awards at 3:00pm-Spectators Judging-Trophies to top 25 cars and best in show, trucks & best in show along with Judged Top Gm, Top Ford, Top Mopar, Top Import-5 Managers Choices Trophies-Trophies T The Top 5 Bikes-Dash Plaques to first 50 Cars, Trucks on sites-Door Prizes-Hot Dogs/hamburger/sodas-Bake Sale-Booth Space Available For Craft Sales- Music by DJ-50/50 Raffle-Open Show-No Alcohol-No Pets-\$15.00 Vehicle Registration-\$2.00 Donation For Spectators- For More Infor Contact; Willie Byers 54-894-2770, Steve Whetzel 540-894-2617 or Gary Seay 540-894-2711.

May 30th, 2009

First Annual Lee-Davis Band Boosters Craft and Car Show

At Lee-Davis High School, 7052 Mechanicsville Turnpike, Mechanicsville, Va 23111. At the corner of Lee Davis and Mechanicsville Turnpike (Rt 360). 10:00Am to 4:00PM. Outdoor craft show (Crafters \$40 for 10x10 space) as well as car show. Concessions, live music, DJ music, farmers market, hand made

crafts, kid's activities, bake sale & more! Cars, trucks, motorcycles all compete for peoples' choice awards. Registration day of the show, \$20 per car/truck/motorcycle, special \$10 registration for students of Hanover County Public Schools. Admission is free to the public. Come on out and have a great time and support the Lee-Davis High School Band Program! Contact Jon 804-690-2128 for car info or Dyan at 804-746-4214 for crafter info.

June 6th, 2009
Richmond Technical Center 2009 Auto Show

Time: 10am to 4pm. Awards: 35 Trophies.
We wish to invite students, former students, lovers of old cars and community to an enjoyable day of cars, fun and fellowship. Vendors are welcome to educate, train and showcase their products as well. Contact Browie Bevan by phone 804-512-1114
Contact William Baul by email wbaul@richmond.k12.va.us

June 6th, 2009
2nd ANNUAL CAPITOL CITY CAR CLASSIC

Shoppes at Bellgrade, West Huguenot Road and Robious Road, Midlothian Saturday, June 6, 2009
Registration from 9 AM to 12 Noon, Awards at 4:00 PM
Open to Vintage, Restored, Classics, Street Rods and Trucks, 1900 to Present. Dash Plaques to the first 100 show cars. Awards for Top 25, Best GM, Ford, Mopar, Truck, People's Choice, Club Participation, and Best in Show.
\$15 Pre-registration if postmarked by May 29th. \$20 Day of Show Raffles, Activities, and 107.3 Remote with Tony Booth. Proceeds to benefit Children's Miracle Network.
Sponsored by River City Diner and Oldies But Goodies Classic Cruizers For additional information, contact Alice & Novil Stout (804) 378-2114. Line 'Em Up, Shine 'Em Up - Cya At The Show!

June 6th, 2009
The Mt. Olivet Baptist Church 5th Annual Car, Truck & Motorcycle Show

9:00 a.m. - 2:00 p.m. Located at 17520 Jefferson Hwy, Montpelier, VA. This show is lots of fun for all! Good food!! Door Prizes!! Dash Plaques to 1st 50 Arrivals! Top 20 Awards!! Best of Show Trophy!! We feature an automotive knowledge trivia game where all attendees can participate for prizes!!! The cost for entering a vehicle is ONLY \$10.00. For more info or to pre-register contact: Douglas Winston - (540) 872-3672, Greg Wyatt - (804)752-2312 or Otis Jones - (804)447-7527. Raindate: June 13, 2009.

June 20th, 2009
40th Annual Car show, Car Corral and Flea Market

Richmond Region AACA at Richmond International Raceway, Richmond VA. fuhrmanandrew@hotmail.com for information.

June 20th, 2009
1st Annual Friends and Family Day Banquet and Car Show

Sponsored by the Virginia Gentlemen Vintage Vehicle Club at L & B Hunt Club, 6600 Pine Fork Road, Quinton VA 23141. 2 PM to 6 PM rain or shine. RSVP by May 1st to scrapman50@aol.com so we may get a count of the vehicles that plan to participate in the show. Food and drink provided - you may also bring a covered dish if desired for this day of fun.

June 20th, 2009
9th ANNUAL GOOCHLAND CAR SHOW AND FAMILY DAY

At Goochland Fairgrounds 2728 Fairgrounds Rd Goochland, VA. Open to all Antique, Street Rods, Hot Rods, Classics, Muscle Cars, Imports, Trucks and Motorcycles and others. Donations \$5.00, Seniors \$3.00, Children under 12 FREE. Show car registration \$20.00 Many Classes 3 trophies in each class. Year One Goodie bags to first 100 entries. Registration open from 9:00

a.m. to 1:00 p.m. Awards presented at 3:00 p.m. Door Prizes, Games, Astro Jump for kids and more. Walking distance to Food Lion, Drugstore and other shopping. Come out and enjoy and fun filled day. For more information contact Charles Shelton @ 804-512-5477 or email L296M26@aol.com.

**June 20th to the 21st, 2009
2nd Annual Father's Day Classic Car Show**

Presented by The Urban League of Greater Richmond and Walmart at the Greater Richmond Convention Center. Vehicles 2004 and earlier. Registration deadline June 12, fee \$40 tax deductible. Proceeds from this show will go to Urban League Programs and to Kyle Petty's Victory Junction Camp. Victory Junction Camp enriches the lives of children with chronic medical conditions or serious illnesses by providing life-changing camping experiences. Contact Thomas Victory (804) 649 - 8407 or TVictory@UrbanLeagueRichmond.org

**June 27th, 2009
Southside Car & Motorcycle Show**

Location is House of Prayer, 10500 Newbys Bridge Road, Chesterfield, 8 AM - 3 PM. Awards and fun under the shade trees. For information contact Bob Akers at 804-402-2216. Benefits the Generation Now Youth Ministry

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://CarClubCouncilofCentralVirginia.com)

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