



The Galloping Gazette

*The Official Newsletter Of The
Central Virginia Mustang Club
June 2010 Issue 282*

CVMC News



CVMC - The Bon Air Victorian Day Parade May 8, 2010

The day was a perfect day for a parade. It was bright and sunny and a nice breeze was blowing. We had six Mustangs show up for the parade and Llew and I would like to thank everyone who came to support CVMC at the Bon Air Victorian Day Parade!



The Parade route is a very simple one we just travel down Buford Road for about 1-½ miles. The people are always nice and seem to love looking at the Mustangs.



If you didn't make the parade this year hopefully you can make it next year we sure could use your support!

Article & Photos by Tony Hall



*Richmond Ford
Phone: 804-358-5521
4600 West Broad St.
Richmond, Va. 23230
www.richmondford.com*

*Be sure to present your CVMC
Membership Card for a Club Discount
on parts in their parts department.*



Kenneth Gets A Handful!

Kenneth, Robin and Nicole Reese went to an All Ford Show in Fayetteville North Carolina on April 10th 2010.

They had dyno testing for the ones that wanted it tested on their cars. The Hooters girls were taking pictures of them and your car if you wanted them for a donation. Robin came home with a 1st place award in her class and a best stock engine award.

Article & Photo by Kenneth Reese



A Look In The Rearview Mirror at Llew Stakes

How did your passion for cars start? *Probably in High School, every kid in high school becomes interested in cars. When I was in high school of course the Mustang was first coming out.*

What was your first Mustang sighting? *Probably in a magazine.*

Why Mustangs? *Just always have had them, I've owned a Mustang continuously since 1968.*

What was your best car related memory? *When Marsha and I got married, we left the Church in a 1969 Mustang. It's still out here in the garage. It had a bunch of writing on the back.*

Do you prefer souped up or classic? *VERY MUCH CLASSIC AND STOCK. VERY STOCK. No resto-mods for Lou. They will never live here. Is that put strong enough for you?*

What was your first Mustang? *1966 GT Convertible. Silver Blue with a white top and a white pony interior. It was an A Code.*

Resurgence of muscle cars? New brands support or hurt the legacy? *On the Mustangs, why are you putting in all that horsepower in a car when you can't drive it past such and such the legal speed limits? What is the new Mustang going to have, 400 HP or something? Most roads I drive on, the highest you can go is 60. Maybe in reverse or something, I don't know.*

No, nothing hurts them. The old guys like me are going to keep the old cars and the younger guys like Rusty are going to want the new cars. Every time a new member comes into the club, almost always he's got a new Mustang or a late model Mustang.

What do you remember about your beginnings with the club? *Somewhere around 1985, I started complaining to Marsha, because there's no one else to complain to, about why was there no Mustang club in Richmond. There are other clubs around, like probably the Chevrolet clubs, the British cars and stuff like that, but there was no Mustang club. Then all of a sudden, I see an ad in the paper for forming a Mustang club on 9 Mile Road, at one of those fast food restaurants down there at 9 Mile and Laburnum--that corner there. So I went to that first organizational meeting there. And then the meetings, the next step was, we*

went to Universal Ford. Old Universal Ford upstairs. We had a few meetings up there. I didn't know a soul when I went in there. Didn't know anybody there.

Anything the club used to do that you miss? You mean the arguments and the fights? The club is really doing a lot more than they used to in the early days. A few things we used to do. Like they would take a bus trip to the zoo or something. That wasn't everybody driving their car, that was a bus trip. And we did caravan to Baltimore to the Aquarium one time many years ago. Traffic now and anyone that travels in their car to Baltimore these days, their car gets broken into.

What's in your garage now? Lawnmowers, power saws, portable generator, rakes, lots of dust. Kind of squeezed the 1969 Mustang in there. There are times when we have an event, to get it out, I have to take all that stuff out of the back of there, usually it's raining.

If you had all the money in the world and access to parts, what would you build? I would have a multi car garage built on some land somewhere. I'd have classic Thunderbirds from the mid 50s, they're some of my favorite cars. And a few more of the classics Mustang and of course a new one.

What's the strangest build you've ever seen? The guy that comes up there to Brunetti's with the blower, he can't hardly see to drive; the orange GTO Judge. Once at the show in Urbana at the Gloucester private academy there. One guy put it on and he had a lot of cars there. Had a old Buick one time down there that had truck horns on each side. That was pretty wild. The one guy that put it on, he still comes to our show sometimes.

As a charter club member and ambassador, what would you want the public to know about the club? This would be my overall feelings about the club also. The strong point of this club, as far as the members go, is the members. The

people in this club are just about as nicest people as you'd ever meet in your life. And you know, I've gone with Rusty now to Dearborn, and to Nashville for the Anniversary show. We all went out to eat together, everybody got along fine, there was no drinking, I mean people can bring their children if they have small children and there's no problem. And as far as I'm concerned, that's the strongest suit of the club, is the members themselves.

If you could go back to the founding year, know all you know now, what message would you bring back to the founding group? Get along better because there was some friction there in the early days.

Hot Wheels or Matchbox cars? Didn't have them. I played with electric trains (still have them somewhere) and the little cars you pushed around. Matchbox came along later.

**Article by Militza Simic
Photo by Rusty Wiseman**



Richmond Ford Cruise In June 5, 2010

It's Just Around The Corner
2010 Cruise-In Saturday, June 5th
That's right, the Fourth Annual Richmond Ford Lincoln Mercury Mustang & Classic Ford Cruise In, will be held at Richmond Ford Lincoln Mercury on Saturday, June 5th from 9:00AM - 2:00PM. This once-a-year event will bring over 300 Mustangs and vintage Ford's from all-over the mid-Atlantic. This is Richmond's ultimate car show with food, fun and prizes for the whole family. Grand

Prize drawings will be held for a three-day-two night beach vacation, and a RIR Race Ticket Package. We will have cars for those old enough to appreciate the finer things in life and a 'moon bounce' for those a little younger. And of course, we will have lots of Roush Mustangs and the unveiling of the all-new 2011 Ford Mustang!

So stock up on the sun-screen and mark your calendar for Saturday, June 5th. We will have K-95 on hand to supply music, Central Virginia Mustang Club, Victory Mustang Club, Richmond International Speedway, and a number of special business partners to add to the festivities. If you haven't been before you don't know what your missing. If you have, invite a friend! We'll see you on the 5th!

http://www.imakenews.com/richmondford/e_article001739710.cfm?x=bgRkc1h,bg1ypjLq

Article by Ron Kody
Photo by Tony Hall



***CVMC At The Aviation
Museum
June 26, 2010***

The Virginia Aviation Museum has invited the **CVMC** to participate in a day of Family Fun and American History. Our cars as well as the RC Model Club and WWII planes will be on location.

Participating Club cars will be placed around the **Blackbird** and the **Tom Cat**. Two people in each car will be given a **FREE PASS** for admittance

into the museum. Pictures can be taken around the aircraft as well.

The cars are free to come and go at your leisure. Multiple restaurants are in the area (Rt. 60- Williamsburg Road) for your dining pleasure.

The Virginia Aviation Museum is located near the entrance of the Richmond International Airport. Lets make this an event to show our interest in History and Community with a large turn out of cars!!!

Updated information will be discussed at the 2 June 2010, CVMC meeting.

Contact person:
Ray Louth
804-271-6225

Article by Ray Louth
Photo by Tony Hall

***CVMC At The
Independence Day
Parade & Festival
July 3, 2010***

The Independence Day Parade & Festival is Saturday July 3 at 10:00 A.M. The parade staging/start point is Trinity Lutheran Church at 2315 N. Parham Road. The parade ends at the Parham Road Baptist Church at 2101 N. Parham Road. The parade winds through several streets & makes a half circle from one church to the other. We need to meet at Trinity at 9:00 A.M. This will be the first 4th of July type parade we have done in several years & we need to have a big turnout for this patriotic event (bring your flags).

Article by Llew Stakes



CVMC 26th Annual Mustang & Ford Show Update

We are quickly approaching the 26th annual fall show. Sept. 25 is just around the corner and down the street. I would like everyone to be actively seeking show sponsors, trophy class sponsors, and any program advertisers. Be sure that people know they will be on our Facebook in the twitter activity, listed in the program. Announced at the show, and talked about in any other fashion we can come up with. At the June meeting I will have past programs that may be shown to sponsors so they can see how it is presented. At the show, we will be using walkie-talkies again to ease communication at the show field so any of you who have them please keep this in mind. Any questions or concerns call or see Larry Noble or Tommy Wilson or call the show phone at 804-426-9094.

Article by Larry Noble

Photo by Tony Hall

Some Useful Info!

Bought A Vehicle From a Non-Title State?

The presidents of three of the five car club councils in Virginia met in May to discuss what we have learned from the hobbyists who contacted us about getting a title from the Virginia DMV for a vehicle purchased from a non-title state. We will do some more gathering of information and share with all VAACC members.

If you are considering purchasing a vehicle from a non-title state you should get a Bill of Sale (and

it must be titled bill of sale). The bill of sale should include the sale date, year, make model of vehicle, type (convertible, 2-door hardtop, etc), the vehicle's VIN, mileage and both the seller's and buyer's name, address and signatures. It would be wise to have both signatures notarized. You can do this at any bank where you or the seller have an account. You should also get the latest registration from the seller.

Or you can use the DMV bill of sale called a Vehicle Price Certification - opens to a new window and is a printable PDF file. You will notice this form does not have odometer reading nor the addresses of the seller and buyer. I would add them to the bottom of the paper. You will note this form also has the vehicle color listed. The bill to make people list their vehicle color failed a few years ago in the General Assembly but DMV has made it an administrative requirement to tell the color of vehicle. Of course they never check it again and vehicles do get painted. This measure was put into place to help find vehicles of possible criminals.

When you take this paperwork to a DMV customer service center do not let the clerk take it and say he or she will send it off to the Richmond office for processing. The service center you are at should be able to process the paperwork and hand you a Virginia title. If they will not then you should strongly consider trying another DMV customer service center.

Code of Virginia - Statements in application for a vehicle title - § 46.2-623.

You may wish to print the DMV website page linked below and take it with you to the customer service center: link to the DMV page on getting a title: [Titling a Vehicle in Virginia](#) and here is the [printer friendly version of the page](#). Note the paragraph: "For out-of-state vehicles, you will need: proof of purchase price if you purchased the vehicle within the preceding 12 months. The proof of purchase may be a buyer's order, bill of sale, or the

seller's declared sale price on the title. The bill of sale can be a handwritten statement signed by the seller and purchaser or a Vehicle Price Certification (Bill of Sale) (SUT 1) signed by the seller and purchaser." Good Luck!

Some More Useful Info!

The Goldberg Brothers - The Inventors of the Automobile Air Conditioner

Here's a little factoid for automotive buffs or just to dazzle your friends.

The four Goldberg Brothers

The four Goldberg brothers, Lowell, Norman, Hiram, and Max, invented and developed the first automobile air-conditioner. On July 17, 1946, the temperature in Detroit was 97 degrees.

The four brothers walked into old man Henry Ford's office and sweet-talked his secretary into telling him that four gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car.

They persuaded him to get into the car, which was about 130 degrees, turned on the air conditioner, and cooled the car off immediately.

The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent.

The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, The Goldberg Air Conditioner on the dashboard of each car in which it was installed.

Now old man Ford said there was no way he was going to put the Goldberg's name on two million Fords.

They haggled back and forth for about two hours and finally agreed on

\$4 million and that just their first names would be shown.

And so to this day, all Ford air conditioners show -- Lo, Norm, Hi, and Max -- on the controls.

I can hear your groans from here. Control yourself !!!

(PS If you believe this, I've got a bridge in Brooklyn that I will sell you - real cheap!)

From The Internet!



Facebook

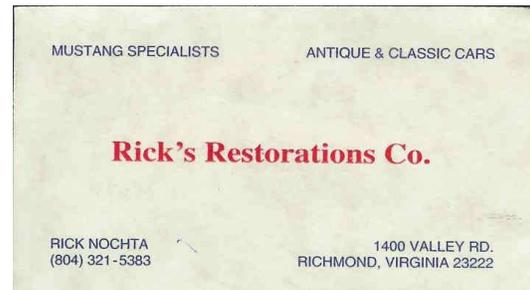


CVMC Is Now On Facebook & Twitter

CVMC now has a Fan Page on Facebook. To follow us on Facebook just type Central Virginia Mustang Club in the search and become a Fan.

You can also follow CVMC on Twitter. Type CentralVAMust in the find on Twitter. Hope you will follow us with your computer, laptop or smart phone!

Article By Tony Hall



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

804-321-5383

Be sure to present you CVMC Membership Card for a 5% to 15% discount!

CVMC May Monthly Meeting Minutes

By Militza Simic

President Tony Hall called the meeting to order at 7:30. The meeting was held at the Crossroads Holiday Inn on Staples Mill Rd.

ITEMS COVERED

Welcome New Members and

Visitors: New: Corey King with a Black 92 and Jeff Blanton with an 84 SVO, 86 SVO & 95 GT.

Old Member News: Kathy McWilliams' niece had a baby. Michelle and Bernie added a 2004 Convertible Cobra to their stable.

Website/Newsletter: Reminder that CVMC is on Facebook and Twitter. CVMC has 154 Fans on Facebook. Please join the CVMC Forums

MCA Report: 2010 Mustangs at the Mansion – Asheville NC sold out. VA Beach Show is filling up. Get your hotel reservations now before they fill up. VA Beach hosting a Judging Clinic May 8, VA Beach Ford, 3rd floor 10 –3. Ford partnered with MCA to offer X Plan to MCA members. All Fords and Mercury's except for Shelby. Dave Dickey has to submit report to MCA HQ on June 1. Please get with him to verify your info is correct. Check forums and MCA website for other shows. Dave will do a detailing clinic, if there is enough interest, for anyone entering his or her car in the August MCA show. Please contact him.

Announcements:

1. Directors Meeting 5/10 – Shoney's VCC 7PM.
2. J.R Tucker High School Car Display put on by PTA, 5/14/10. Contact Tony or check forums for details.
3. Southern States Show - 5/14/10 – Check May newsletter for details.
4. SVT Superfest Car Show – 5/29/10 – at VIR. Contact Tony to coordinate.
5. Those interested can then go to Blackstone for the Cruise-in.
6. Richmond Ford Cruise in – 6/5/10 – 9-2. Food, Drawings for great prizes.

Vote on Fall Show Shirts: Shirts don't make money at the shows.

Previous costs of 1650 for 100 shirts. If we could all sponsor a trophy class or procure advertising income of 100, then the show would pay for itself and shirt cost would not be an issue. Public and club members ask for show shirts They are good advertising during the year when worn out and about.

Tony has a plan in place for shirts we don't sell. Leftovers will be put out as raffle and door prize items until liquidated. It was noted by Gordon that the 2009 shows netted more than previous shows. Not having a shirt expense may have contributed. Of the club members present, majority voted yes for shirt. Tony issued a challenge to all of us. If we can find a vendor that will do the shirts cheaper, with the same specs and quality, we are to bring a sample in along with a price sheet, to the June meeting.

Spring Show Report: George Bobrovsky thanked all the volunteers that helped with the show. We had a total of 85 cars. He's looking for suggestions from the floor on how to improve next year's show, starting with these 2. He will check the calendar that we are not up against any major show. Work on increasing advertising and publicity. He will present the financials at the June meeting.

Donation: The club made a donation to Susan B. Komen by sponsoring Larry Noble at the May walk/run.

BREAK AT 7:50 – MEETING RESUMED AT 8:10

Parades: Llew Stakes

1. Bon Air – 5/8 45 min parade, meet at Bon Air Baptist Church, Forest Hill Ave entrance at 10:30. We are unit #26 and parade starts at 11.
2. Kenbridge – 5/29. Assume around 8 – 10 cars going. Group will meet at the Wawa off Hull Street (Southside) at 8 am. Whomever wins the "Rusty is late" pool buys dinner for everyone at the Blackstone Cruise in. Parade starts at 10:30.
3. Sandston Memorial Day Parade 5/31 – Meet Llew at the Wawa on Airport Drive around 10:30. Parade

starts at Southern Pines Elementary School.

4. Memorial Day Parade in DC – 5/31 6th Annual, Kathy will organize it. We will escort a group as in previous years. For those going up that morning and those going up the night before, check the forums. Day trippers will meet at the Lewistown Rd. Truck stop off I-95 at 8:30 am. Kathy has registered us and is awaiting the packet and the name of the group we will be escorting.

5. Parham 4th of July Parade – 7/3 at 10 AM. Email Llew for more details.

6. Boy Scout Parade in DC – 7/25 – There were no Club Volunteers for this one.

Merchandising: George sold 50% of his merchandise at the show. He appreciates all who helped him at the booth. Has some White or gray t-shirts in XL and L. Has 2 club flags and a few American flags left. George has found a new vendor. He will be setting them up.

Cruise-Ins:

1. Cruise to Montpelier – May 2nd. We had 16 people, 9 cars. Overall we had good weather. A few convertibles got caught in showers on the way there. Montpelier was interesting. We had a great tour guide. She was enthusiastic, could answer all the questions. Afterwards we went to Country Cooking for dinner. Cynthia and Ben generously picked up the tab. Thanks guys!

2. Caravel/Cinnabon Cruise-in. It was rained on but we did have 6/7 cars there. They would like to have us back.

3. Aviation Museum Cruise-in, Sat June 26th. Time TBA. Probably Middy. Anyone in a car will get 2 free tickets into the museum. Ray and Ned arranging for us to be able to park together. Richmond Modeling Club and Richmond RC Club will be there with their model airplanes. There will be some picture opportunities for your car, and you might be able to get in the cockpit of a Blackhawk. Conf. AF will have 2 planes there. Museum has interesting exhibits and for the brave folks, try out the Marines donated

flight simulator, you can fly upside down, do rolls (note to all, don't eat the day before).

4. Leaf Cruise possible this fall.

Fall Show: Fall Show flyers are available to hand out but please don't hand them out indiscriminately so we don't have to pay to reprint more. The Mall did not contact us: Vendor fees after the Spring Show. There will be mini judging clinics in August and Sept meetings to prep for the show. Free Pizza and Drinks! To anyone who sponsors and hosts a judging clinic at their home in preparation for the show. Contact Larry Noble for details. Tommy Wilson will have more responsibilities for this show. He'll be coordinating head judges, parking, and vendors. Please communicate with him as he is Larry's one point of contact.

Open Agenda: Nothing brought forth.

Raffle: 50/50 Winner Tommy Wilson netted 15.50.

Tony adjourned the meeting at 8:45. Respectfully submitted by Militza Simic.

***CVMC May Director's
Meeting Minutes
By Militza Simic***

Tony called the meeting to order at 7:15. Meeting was held at the Virginia Center Commons Mall Shoney's Restaurant.

Spring Show: Thank everyone who helped with the show. Show Chairman for 2011. George Bobrovsky has volunteered but would like an understudy. Understudy duties are to delegate and check in with the show heads to make sure everything is covered. How much revenue did we bring in excluding CVMC Merchandise & 50/50? Largest expense was trophies, 958 even with recycling, it cost 20.00 a faceplate. Should we cut the number of trophies? We can scale it back and redesign them. Dash plaques – consider the cost: Improvements needed: Need to do a much better job promoting the show through the Internet, Car Magazines, Area Newspapers and passing out fliers at Car Shows/Cruise Ins. This

show was advertised as requested however for Fall, we need to advertise with every avenue open to us. Go to the MCA site, pull our current ad and copy it and paste it to every website that advertises car shows. Ford Vendor gave us 5 websites that advertise car shows free of charge. Every Ford car mag. **this month**, so it gets in the right issue. All area newspapers. We will redesign flyer for next year emphasizing open car show and making sponsored by CVMC smaller as to not scare off registrants. Need more people to help with Parking, such as people to deal with vendors and trailers. Also more people to handle Show Cars. Tony and Llew coordinated parking and we needed more parking staff to direct cars. Also need one point of contact to control trailers and vendors. We also need to go back to walkie talkies. Shouting down the show field was not affective. Always promote CVMC Membership. Kendall will be asked to promote club membership and club apparel during his announcements during the show. Donation to Simon Youth Foundation? For this show it was decided to donate \$300. Dave, Tony and Larry will take the check to our mall contact and discuss the Mall's request for a portion of Vendor sales. They will offer the vendor space registration fee in lieu of the percentage. If this is not acceptable and no compromise is met, then we won't have vendors.

Agriculture Department: Gordon Martin, Side note: We are a 501-C7 - club designation but we are not non-profit. We do pay sales tax and we do file a postcard with the IRS as we are less than 25K.

With AG, 2 weeks ago, Gordon filed the papers with our complete balance sheet break out as requested. A copy resides with Tony, Gordon, and Ron.

Fall Show Expenses: Trophies and Dash Plaques cost \$2803 in 2009 Flyers \$295 for 4K in 2009; \$330 for 3,500 in 2010; Porta-Potties \$137 for one handicapped. This show we will have 1 handicapped and 1 regular. Last years show cost ~3400 - 5000. If we work hard, we can cover those

costs through sponsorships, club promotions, and good advertising. Tony is researching State Capitol or the Governor's Mansion as dash plaque site. We need 2 Fords, 1 old, 1 newer. Older preferably being a Mustang. Need to have photo ready to submit by Aug 1st to make the poster deadline. 2011 needs to be 2 5.0. One 2011 and 1 old. Maybe Richmond Ford will provide one for that plaque.

Sponsorship: Major Sponsorship - Try to raise at least \$2,500.00 - 5 Sponsors at least \$500 per. **PUSH THIS SHOW AND MARKET THE CLUB** Remind sponsors that It's a tax write off. Publicity through the website, programs, flyers, Facebook, Twitter, Posters, multiple announcements throughout the show itself. For the big sponsors in addition to the above, they are also on the Dash plaque and the t-shirts. Cliff and Larry will create a press kit that will contain an example of the dash plaque, program, flyer and a picture of the trophies so sponsors can see what they get for their participation. Larry will get 100 copies of flyer made. Of the 5 sponsors, Simon Youth Foundation is free, Richmond Ford will be contacted. Would J & J Body Shop be willing? That would leave 2 more. Trophy Class Sponsorship - Try to raise at least \$3,500.00. If 30 people find sponsors for 100 each, all of the above will pay for the show and if it rains, we will not be out anything. Remind the membership at every meeting to support the show by sponsoring and finding sponsors.

Show Promotion: Need to promote the show on the Radio, Comcast Cable TV, Internet, Mustang & Ford Magazines, Area Newspapers and passing out flyers at Car Shows/Cruise Ins. Do not waste the flyers. Hemmings Weekly Newsletter - we need to get into it. George Bobrovsky will post us everywhere he can.

Website: All Chairmen must post ALL events and Updates in the CVMC Forums! All Events MUST have Dates, Times, Contact Information and ENCOURAGE member participation.

All Events MUST be written as though you are talking to the CVMC Membership. Tony needs it in this format so he can cut and paste it where ever needed. Please don't make him have to retype everything into the right format.

Open Agenda: Had volunteered to do picnic but has had to renege. He will still handle the Christmas party. Can we eliminate the expired posts? Sticky conversation ensued. It was decided that even stickies with expiration dates are not falling off as they are supposed to. When is Capitol Region Fall Show? Aug or Sept. Need to confirm date and send a group to support their show as they do ours. Date was set for next Board Meeting – Monday Aug 9th. Nat'l Cap has applied for a 2011 Grand National Show. CVMC will be enlisted to help with the judging.

Meeting was adjourned at 9pm. Respectfully submitted by Militza Simic scribing for Renee Bennett.

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Thanks For Contributing To The Galloping Gazette

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

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

Be sure to send your articles to.

Tony Hall
95SVTCobraVA@comcast.net



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

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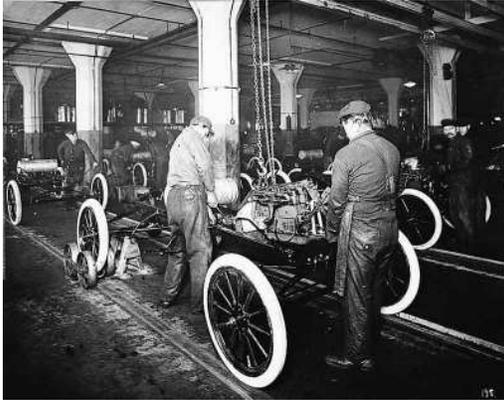
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The logo for JRW Computer Consulting, LLC is located in the bottom left corner of the business card. It features a stylized globe with several blue dots representing continents or data points, and a computer mouse icon below it. The text 'JRW COMPUTER CONSULTING, LLC' is written in a small font below the globe.

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News From The Blue Oval



The Reign of the Model T- October 1, 1908 – May 26, 1927

By: Margery Krevsky

It put Detroit on the international map. The development of the sturdy, low priced Model T in 1908 made Henry Ford's company the biggest in the industry. By 1914, the moving assembly line enabled Ford to produce more cars than any other company. Thus, the Model T and mass production secured Ford's name in automotive history and international stardom.

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The moving assembly line made it possible for Henry Ford to mass

produce the Model T. As the assembly line improved and cars could be made faster the price dropped resulting in a vehicle which most Americans could afford.

The Model T was introduced on October 1, 1908 and may be considered a 1909 model in line with the auto industry's practice of dating cars by model year. Over the next 18 years, the Model T would dominate US Cars sales, with half of the industry's total output in 1918 - 1919 and 1921-25. Model T productions ended on May 26, 1927 with Henry and Edsel Ford driving the 15 millionth Model T off the assembly line in Highland Park, MI completing the reign of the car that arguably got the public "in the driver's seat". It was a bittersweet day for Henry Ford knowing that the long production life of the Model T was about to end. On the morning of May 26th he climbed into his own Model T, a shiny black coupe, with his son, Edsel, the president of the Ford Motor Company. Together they drove to the Dearborn Engineering Laboratory, fourteen miles away. They parked the T next to two other historic vehicles: the first automobile Henry Ford built in 1896, and the 1908 prototype for the Model T. Henry himself took each car for a short spin. Then they proceeded into the factory to drive the last vehicle off the assembly line. This was an automotive moment of note: the nation's richest man driving the humble car that had made him the embodiment of the American dream.

During the 19 years the Model T was produced it resulted in the longest run of any single model apart from the Volkswagen Beetle.

How Much? The Ford Model T was known endearingly as "The Tin Lizzie." It was the first affordable vehicle that opened highway travel to the middle class. The standard 4-seat open Tourer of 1909 cost \$850 (today equivalent to \$20,513.) Competing vehicles cost \$2,000 - \$3,000 (today equivalent to \$48,267- \$72,400). Ford kept working on the pricing to confirm this was an every man's car. In 1913 the price dropped to \$550 (today

equivalent to \$12,067) and \$400 in 1915 (today equivalent to \$9,431.) In 1914 an assembly line worker could buy a Model T with four months pay. By the 1920's the price had fallen to \$290 (today equivalent to \$3,258) because of the vast improvements of the assembly line, volume and technology.



The Model T was a rear-wheel vehicle. Its transmission was a planetary gear type billed as "three speed." In today's terms it would be considered a two speed, because one of the speeds was actually reverse. The early cars were challenging to drive by today's standard. You needed to hand crank it and the "spark" had to be manually retarded or the engine might "kick back." If you did not hold the crank handle correctly the rapid reverse motion of the crank could result in a hand or arm injury. The car had a 10 gallon fuel tank which was located beneath the front seat. The Model T did not have a modern service brake. The right foot pedal was applied to a band around the drum in the transmission which stopped the rear wheels from moving.

The "Black" Myth. It has never been proven that Henry Ford stated "You can have any color in a car as long as it's black." In fact from 1908 to 1914 and 1926-1927 Model T's were produced in different colors. This comment may have been attributed to him as he chose the color "Black" for many vehicles as the paint dried faster than other colors available in that era. Faster drying paint created a better

assembly line result. Black paint was also cheaper and more durable. In all over thirty different types of black paint were used on various parts of the Model T.

Ford recast the automotive business with the invention of a mass appeal auto and the invention and perfection of the assembly line. The Model T renewed a sense of independence among Americans who had lost their pioneer spirit to industrialization. Yet this brain child of Henry Ford's efficiently advanced that very industrialization. Like its inventor, the Model T represented both high ideals and hard practicalities.

By 1926 it became apparent the Model T had run its course. In spite of cosmetic upgrades and numerous price cuts it could no longer compete with other makers, in particular Chevrolet. Public taste was changing and a more affluent buying public looked for style, speed, and increased comfort over utility. But every auto manufacturer benefited from the car that got everyone onto the highways of the world.

Margery Krevsky is the author of "Sirens of Chrome: the enduring allure of auto show models", published by Momentum Publishing. Available: www.sirenschrome.com, www.amazon.com.

Ms. Krevsky will be at the Edsel and Eleanor Ford House in Grosse Pointe on Lakeshore Drive Sunday June 20th from 2:00-4:00 to sign books at the Sirens of Chrome exhibit (created by NAHC/National Automotive History Collection.) This exhibit will be at the Ford House for viewing from June 11 until September 7.

Article by Margery Krevsky
Photos by Ford Motor Company/
www.ford.com



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CLOSE ISN'T CUTTING IT

5/25/2010

Concord, N.C. — Jamie Allison, director, Ford North America Motorsports, recently discussed Ford Racing's NASCAR effort so far this season. His overriding message is that the overall performance of Ford teams is better than the results and what has occurred the first three months of the season is "unacceptable" in terms of victories.

Below are some highlights from a media interview session Allison conducted at Charlotte Motor Speedway.

JAMIE ALLISON, DIRECTOR, FORD NORTH AMERICA MOTORSPORTS. CAN YOU TALK ABOUT THE HIRING OF ANDY SLANKARD AS YOUR NEW NASCAR OPERATIONS MANAGER? "I've worked with Andy Slankard for the last five-and-a-half years. He knows the

discipline from inside the company in terms of experience in program management, vehicle dynamics, and the personal experience of having been an instructor at race schools. So, Andy has a lot of great skills that come to bear to an important job as the operations manager. He has a good mix of skills."

WHAT DOES THAT JOB ENTAIL?

"The role of the NASCAR operations manager, as the title indicates, manages the operation and serves as the interface with all the teams. We have nine cars with varying demands and needs as far as engineering, support and testing, so there is a variety of needs that all channel to the operations manager. Aerodynamics is an area. Vehicle Dynamics is another area and then powertrain, obviously, with the Roush Yates development."

A LOT HAS BEEN MADE ABOUT FORD NOT HAVING A GOOD YEAR SO FAR. WHAT IS BEING DONE TO ADDRESS THAT? "When you're there on race day over the last 10 or 11 races, I know we're all measured by results at the end of the day and it doesn't matter what the circumstances were or what could have happened, but if you just look at the summary, it doesn't indicate the progress that we've made. We've come off a very tough season a year ago, where there weren't the results we wanted to see. I am measuring progress this year, not necessarily by wins, but by improvement. There have only been a couple of races out of the 11 that have not met our expectations, but I would say in the other nine we've had improvement over a year ago, and it's significant improvement over a year ago. We've been in contention in four of those. [Greg] Biffle at Daytona was half-a-turn away [from a win], and I can point to Matt Kenseth down at Martinsville when he ducked underneath going for the win and got taken out. I know everyone can tell those stories, but to us at Ford, the fact that we're in contention, which we weren't a year ago, is, to me, a measure of progress. But it comes

down to we've got to get a few wins, and we will."

IT SEEMS TEAMS LIKE RCR AND GIBBS AND EARNHARDT GANASSI HAVE FOUND SOMETHING TO IMPROVE AND WIN RACES SINCE LAST YEAR. IS IT AS SIMPLE AS FINDING A WIDGET THAT YOU PLUG IN OR A BUMP STOP OR SPRING RUBBER THAT MAKES THE DIFFERENCE? "We're looking at it as a system, and I think we've isolated the fact that since the ban of testing in NASCAR, which was two years ago, our performance has really lagged. We know that and the emphasis on simulation and vehicle dynamics is an area that, although at one point in the '06-'07 seasons we had been leading, now the advancement of simulation, where a lot more complex variables go into it, other teams, we believe, have had a better predicative correlative simulation than we have. And the way you can tell is you show up on Thursday or Friday and unload, and out you go and you're just dialing, versus other teams that unload and you're chasing the setup. You don't practice well, you don't qualify well, and you're certainly not going to race well. It's a series of systems and symptoms that chase itself to making sure you have a correlative, predictive simulation so when you show up, you're dialing and not chasing."

JACK ROUSH SAYS THEY'VE BEEN OFF ON TIRES. "There are a variety of inputs—tires is one, the change from the wing is another—you can isolate so many items and at the end of the day the way we look at it as the engineering team at Ford is, 'Have you been able to be more correlative and predictive when you show up on Thursday or Friday when you unload? Are you able to just run with the setup you predicted?' And I think the answer is, 'Not as often as we like.' In some cases, yes. When you see us qualify well, that means we're able to dial in the right setup. But certainly the changes in the tire is a major factor because that's the contact to the track for the car."

YOU GET TIRE DATA DON'T YOU? "Everybody participates with the tire tests that Goodyear has, so everybody has the same access to the data. It's what you do with the data. It's what you do around a simulation system. That's one area. The other is we have the oldest engine. We are carrying the engine while our competitors have had the opportunity because it was presented in '07, '08, and '09 —Toyota, Dodge and GM have a new architecture. Well, it's on our shoulders. The FR9 has been a long time coming and we believe that will provide an advantage versus the outgoing engine in efficiency and other factors. So the combination of the engine coming on stream, and knowing that we need to find better predictive tools to help us with the fact that there's no testing available to iterate. Spending more time on those two is the way to ultimate success."

WHEN IS THE FR9 COMING ONLINE? "I don't know what part of the rollout plan has been publicized by Doug Yates. I'd like to defer a lot of the questions on the rollout of FR9 to Doug Yates because he has to manage the availability of engines across nine teams—four Roush, four RPM and the Wood Brothers. There is a rollout plan. It was promised for the middle of the season and we are approaching that part where we're going to start seeing it."

WHAT ARE YOU DOING IN TERMS OF STRENGTHENING THE SIMULATION PROGRAMS? CAN YOU PUT MORE RESOURCES INTO IT? "We're going to put more resources internally. When it comes to simulation tools it's not necessarily about people, it's about correlations and making sure that the tools are predictive. So more correlation to make sure that the tools are predictive, and make sure we have access to systems that have shown themselves to be more correlative in the past."

THESE AREN'T FORD SIMULATIONS. THIS IS GOING OUT AND PURCHASING SYSTEMS, RIGHT? "It's a little bit of both. We have internal simulations and then there is

motorsports-based or other industry-based simulation that we're looking at to make sure that the tools available to us can indeed help."

DO YOU KNOW THE RIVAL SIMULATION PROGRAMS OUT THERE THAT YOUR COMPETITORS HAVE? "There aren't that many. They're out there and the teams are out there looking at them, but that's what you do as a competitor. When you find out there's a team that actually has an advantage, you try to find out what the advantages are and you try to tick them off. To me, that is the area you can isolate that, we believe, could be a way forward for us."

DO YOU SEE A GROUP LIKE GIBBS AND HOW THEY'VE IMPROVED SINCE GOING TO THE SPOILER AND WONDER HOW THEY DID THAT OR IS IT JUST A COINCIDENCE? "We've been in on this from day one, obviously with our aerodynamicist Bernie [Marcus], but whenever you hear there is one thing—simulation isn't the one thing—simulation is a factor, so it may be compiled into one word versus a spoiler which is one thing. It's very rarely one thing. It's usually a compilation of things that are manifested by one addition that made the whole system improve."

BUT YOU CAN SEE THE IMPROVEMENT IN GIBBS. "You can see the one visible part, but you don't know about the invisible parts that are unknown to us that were in the works and now on comes the spoiler and the system is better."

IN SIMPLE TERMS, HOW WOULD YOU DEFINE WHERE FORD WAS LAST YEAR VERSUS THIS YEAR? "We track it race by race. When we look at top-five finishes by race in '10 versus '09, we are markedly improved by 10-15 places per race over a year ago. Clearly, we're going from when we used to finish in the mid-teens to 20th, now we're in the top 10 and in the last year we're even contending for wins. A couple of things have come into play. Last year, there was the onset of the realization that the simulation wasn't available to us to actually be more predictive, so that

way when you were out there, you were basically iterating as you were racing."

SO LAST YEAR YOU FELT THE SIMULATION PROGRAM WAS AN ISSUE? "It was needed and now you realize that this year we're dialing in on that. Also, last year was basically just Roush. The addition of RPM with different insights and different perspectives on setup, that's very healthy for the sport and very healthy for our teams because you cross-learn. The addition to RPM has been a benefit to all Fords because you bring in the caliber of drivers like AJ and Kasey, and the crew chiefs with their approach to setup, I think those two factors and the FR9 in a couple of races that we can attribute to our potential improvement as we see it rolling out later. Those are the three systems."

WHAT ARE YOUR THOUGHTS ON THE ECONOMICS OF THE SPORT? THERE DOESN'T SEEM TO BE A LOT OF NEW SPONSORS COMING IN. ARE YOU CONCERNED? "We view our participation in NASCAR this year as a marked improvement, although on the track we haven't won, which is very disappointing to us and to our fans, but we have also been involved with ISC whereby we now activate at every track. Ford, GM and Toyota show up and have like a mini auto show display available to 150,000 fans at any given race. We go out and showcase our products. We collect data through customer interfaces and our data capture is up almost 100 percent from a year ago because we are present in places and engaging our fans. In terms of return on investment this year, it's a marked improvement over previous years. Our fans are seeing our great products. We're in the sport for a couple of reasons. One, to reach to our fans and showcase our great products, and also to have our fans affiliate with winners. We are a winning company. We have been a part of motorsports for over 100 years. Ford Motor Company was founded when Henry Ford raced, so winning is very important to us

because it's part of our heritage, but it's a marketing program. Are we out there reaching fans? The answer is, 'Yes.' Now, it would help if we could notch a few more wins."

DO YOU SEE ANY PROBLEMS GETTING SPONSORSHIP RENEWALS BECAUSE OF THE PERFORMANCE OF SOME OF YOUR TEAMS? "Our commitment is unwavering. We are not backing away. Our commitment is not being impacted at all, and I think the sponsors realize that at the end of the day, although people are measured on results, most of those sponsors see their role in a specific race. You have Matt leading, you have Biffle leading, you have AJ leading, so the sponsors have gotten some of their money's worth on the track and off the track. I have not been contacted, nor have I been aware of any of our sponsors are considering the fact we have no wins this season as an issue."

WHAT EMOTIONS DO YOU HAVE WITH NO WINS SO FAR THIS SEASON? "First and foremost, I'm a Ford fan. I've been with Ford for over 20 years and it's just gut-wrenching to me when I see us not having the results that we should. We are better than our results. When we've been competitive, it's been a little heartwarming for me like at Daytona or Martinsville, where you get that feeling as a fan that, 'Hey, my team is winning.' But when I look at it at the end of the day, it's 0-for-10 and that is unacceptable. This is not something that we're accustomed to and the good news is we know what the issues are and we're addressing them. This is a very competitive industry and a very competitive field. The margins are not very wide, but we're giving it our best shot and I am sure that we will find a way to win."

WHAT DO YOU THINK ABOUT MUSTANG FINALLY COMING TO NASCAR IN NATIONWIDE? HOW BIG IS THAT? "Edsel Ford was with me the other day and we were talking with Mike Helton and I have to tell you that I'm a Mustang enthusiast. I read a lot of Mustang magazines and publications

like Mustang Enthusiast and 5.0 are covering NASCAR because of Mustang."

DOES IT OPEN THE DOOR FOR THOSE FANS? "Absolutely, and I think it's a step. We have to go a little further, but the car speaks like a Mustang and the Dodge speaks like a Challenger, so it's the right step for the sport and the right step for fans to identify with the brand that is racing."

ARE THE CUP CARS GOING TO LOOK LESS BOXY NEXT YEAR? "I honestly just read about that from what you guys write. I have not seen any of it. We have not been part of it from what I've seen. The position that we've always communicated to NASCAR is that we would like to see more brand identity in the cars we race. The fans want to see that there's a correlation between the cars they buy and the cars they watch, so the more brand identity, the more we like it."

HOW DO YOU DEFINE BRAND IDENTITY? WHAT DOES THAT MEAN? "Is it recognizable to Mustang. Are you able to look at and potentially see the grille, potentially see the lights, potentially see the decklid. Being able to identify. We all know a Mustang is a Mustang. A Camaro is a Camaro. A Challenger is a Challenger, so find those cues that allow somebody to identify it as it comes across."

ANY WORD ON THE CAMARO? "When I see the Mustang and the Challenger it draws you in, but we'll let GM make their own decision on that."

TWO OR THREE YEARS AGO JACK DIDN'T DO ANY TESTING WHILE HENDRICK WAS OUT THERE. YOU DIDN'T GET CAUGHT BY THAT AGAIN, DID YOU? "No. The short answer is I don't know what happened three years ago because I wasn't there, but I can tell you that there is really no shortage of resources, opportunities or testing that is available for us to be competitive. It's just one of those factors where somebody has it dialed in and somebody has something figured out. Our time will come with the engine and improvement in simulation."

Article & Photo Courtesy of FORD Racing

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On 8 May I attended the MCA Judging seminar conducted by Chuck Turner and Jeff Speegle, both National Head judges, at Virginia Beach Ford. This was also a training clinic for judges for the upcoming show at Virginia Beach. There was a lot of excellent information shared about areas many car owners miss. Many of you have expressed an interest in an MCA detailing seminar. I will hold a detailing seminar in my garage on 10

July starting at 10 AM. This will give all attendees enough time to prepare their Mustangs for the Virginia Beach National show in August 13-15.

The tent covering for Concours and Thoroughbred Mustangs at the "Hoofprints in the Sand" Virginia Beach show is full but there is a waiting list. If you are thinking about going for a day or so, you may want to consider making hotel reservations now. Since Virginia Beach is an easy drive of just over 100 miles from Richmond, I am hoping we have more members attend this show.

The application for the 2009 President's award was mailed earlier this month. At least 100 points are needed in any combination to earn this award. Your participation at the National show in Raleigh, N. Carolina enabled us to earn 199 points. To my knowledge 13 CVMC members attended that show. Thank you. Depending on how many participants go to the Virginia Beach show will go a long way to earning enough points for the 2010 President's award.

The Biltmore Mansion show in September is sold out. Review the information published in our forums website

According to the May issue of Mustang Times the 2011 Grand National will be held in the Maryland/D.C. area Labor Day weekend. The rest of the 2011 shows will be published on our website under Forums.

The 2010 National and Grand National Show schedule has been published on our website under Forums:

Local MCA Regional shows and cruise-ins in the Richmond metro region are covered in the Galloping Gazette and on our website.

Dave Dickey
MCA Regional Director
Phone: 804-730-1450
E-mail: drdickey@maxinter.net

CVMC - MCA Gold Card Judges

1964½-1966: Don Lane

1967-1968: Dave Dickey

1965-1970 Shelby's: Rick Noctha

CVMC - MCA Certified Judges

1966: Karen Lane

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



News From The Car Club Council

Governor Bob McDonnell has asked U.S. Transportation Secretary Ray LaHood to OK tolls on I-95 in Virginia just north of the North Carolina border. The tolls could be \$1 or \$2 per axle and would generate an estimated \$30 to \$60 million a year to use to repair the road. The estimate is wide because people may try to avoid the tolls by using other roads like Route 1 or 301. If the federals approve then Virginia will be the only state south of Maryland to have tolls on I-95 which goes from Maine to Florida and is a very popular route on the east coast. McDonnell says that I-95 is dangerous and needs improvements for safety - improvements apparently the state can't afford without tolls. Tolls couldn't be established before 2012. There is a possibility that North Carolina may apply for them also. Government apparently needs more of your money whether it is called a tax or user fee (toll).

Recall McDonnell's campaign slogan Bob's for Jobs - we didn't know the jobs were for toll collectors. Also recall that it took years after the Richmond-Petersburg section of I-95 was paid for to get rid of the tolls. I can remember all the backups caused at the toll booths. If a lane shuts down

on 95 for a pot hole repair then traffic backs up for miles.

VDOT wants you to help them cut the grass on the roads and highways of the state. Due to the budget crunch VDOT is only going to cut the grass on medians and road sides once or twice a year. Citizens are asked to contact VDOT and volunteer to trim the grass to keep it cut low and avoid the tall grass from being a hazard for drivers. You have to have VDOT permission and the agency wants to make sure the area is safe enough for citizens to cut grass.

If you let your grass grow as tall as the state has done you'd be in trouble especially in Chesterfield County. The Chesterfield Building Inspection Department is going door to door in some neighborhoods looking for code and zoning violations such as having grass over 12-inches in height. Apparently the government can violate the law but we can't.

Several new license plates will go on sale soon. One of them is the "Trust Women/Respect Choice" that benefits the Virginia League for Planned Parenthood Fund. Now that both the pro-life (Choose Life license plate) and pro-choice people can have their own license plates all we can do is hope people with opposing views don't crash into each other.

You might notice your DMV customer service center opening late during the end of May. This is to install a new system. From the DMV website: "DMV will be using a new, "take-a-number" customer queuing system called Q-flow. DMV's 12-year-old queuing system is being replaced by the next generation of technology at each DMV office from now through June. The new queuing system will improve DMV's efficiency and effectiveness in providing better customer service." I'm all for improving DMV efficiency and effectiveness - we will see how the new system performs.

One last note on DMV - if you are renewing your driver license you will not get one at the customer service center. The new license will be

mailed to you. DMV notes on its website this is to enhance security: "Because DMV isn't issuing driver's licenses over the counter, it eliminates the appeal for those attempting to illegally obtain a license, since they are no longer issued on the spot." I recall bribed DMV employees issuing licenses to people who couldn't legally get one. I guess this new system will stop that fraud from happening.

**CCCCV President
Fred Fann**

Upcoming Car Shows

MCA Events

June 4-6, 2010

Chisholm Trail Mustang National Mustang, Oklahoma

Held at the Mustang Town Center Complex, hosted by the Oklahoma Mustang Club. Host hotel: Holiday Inn express, Yukon, OK, 405.494.7171. Registration \$55 MCA members, \$65 non-MCA members (before May 1, deduct \$5), Conservator \$20, Vendor (15x30 space) \$50; Pony Corral \$25; Display \$45. Friday night Chuck Wagon \$20 (children 5 and under free). For more information contact Steve Hendrix at 405.376.4103; email mrstang65@cox.net ; call Keith Williams at 405.702.8060; email mustang_2009@att.net ; Visit our website at www.okmustangs.com

June 12, 2010

Century All-Ford Show Mount Airy, Maryland

Hosted by Mustang Club of Maryland at Century Ford Dealership. Event hours are 9:00 am - 2:00 pm with check-in running 9:00 am - 11:30 am. Registration fee is \$15 for MCOM Members / \$20 for non Members. Highlights: - Grand Prize (MCOM members only) - A signed Carroll Shelby Wall Mural - WFRE 99.9 broadcasting LIVE from the event - Food and Drink available at the show - Trophies, Raffles, Door Prizes! - Family Event - New MCOM merchandise items available For more information, call Bob Thompson at (443)340-3086 or

email

President@MustangClubOfMd.com or visit the website at <http://www.mustangclubofmd.com/shows/century.html>

June 12, 2010

Mustang Mania at the Downs Franklin, Kentucky

hosted by Crazy Horse Mustang Club of Owensboro at Kentucky Downs Race Course, just off I-65 at the Kentucky-Tennessee Boarder. Event 8am - 4pm; check-in 8- 10am. Registration \$20 (\$15 before May 31). Over 100 trophies presented. Free t-shirts to first 75 registrants. Sit down dining in Kentucky Downs Club House. Official Hotel Holiday Inn Express 270.586.7627 located two miles north of venue. Within two miles of one of few remaining drive-in theaters in country. For more information, call Steve Thurmond at 270.586.7609; = Email sthurmond@f-schamber.com ; visit <http://f-schamber.com>

June 19, 2010

28th Annual Mustang and Ford Show Greensboro, North Carolina

Hosted by Gate City Triad Mustang Club at Jefferson Village, New Garden Road, Greensboro, NC. Event 8 am - 3 pm; check-in 8 - 11 am. Registration \$20 + five cans of non-perishable food. Rain date: June 20th. Show to benefit 2nd Harvest Food Bank of NW NC. Dash plaques for the first 100 cars. Top 50 awards along with sponsor awards. All vehicles must be Ford Powered. Food, Shopping, Music and fun. For more information, call Scott Mercer at 336.996.6587; email stang@together.net.

June 19, 2010

4th Annual Dads & Grads Car Show Lexington, Kentucky

Hosted by Bluegrass Mustang Club at Valvoline World Headquarters 2399 Blazer Pkwy. Lexington, KY. Event 9am - 4pm; with check-in 9am-Noon. Registration \$15 (\$12 before June 1). The show is open to all makes and models of cars and trucks, to include

street rods, restomods, rat rods, import tuners, low riders, muscle cars, antiques, classics and late models. There will be top 75 and "Best of" trophies presented at 3 pm. There will also be special prize raffles, DJ music, and food and vendor areas. For more information, call Roy Mundy at 859.273.9171, email yellowshelby@aol.com , or visit <http://www.bluegrassmustang.com>

July 15-18, 2010
MCA Grand National & 30th Annual MNW RoundUP
Bellevue, Washington

at Bellevue College. Saturday MCA Judged Show 7:30am-5pm, Sunday's People's Choice 7am - 5pm. Registration \$60 Saturday show with free entry for Sunday, \$20 Sunday-only People's Choice. Thursday Ride 'n Drive Track Event, Friday Pony Trails leaves BC at 8am and Evergreen Speedway at 9am. MCA Grand National must pre-register. Saturday evening Dinner Cruise, Sunday World's largest gathering of Mustangs at BC. Registration in Mustang Time and on our website. Email: Jeanie McCain: jfmccain@comcast.net ; call Lois Robinson at 206.817.0756, email lois.robinson@verizonwireless.com ; visit www.mustangsnorthwest.com

July 31, 2010
The Hamilton Street Festival
Baltimore, Maryland

Hosted by Mustang Club of Maryland at Hamilton Commons - Harford Road. Event hours are 9:00 am - 3:00 pm with check-in running 9:00 am - Noon. Registration fee is \$12 for members \$15 for non members. Car Show at the Hamilton Street Festival, Live Bands, Street Vendors, Food, Crafts, Games - A Great Day Out. Harford Road is Closed for this this event - South of White Avenue. For more information, call Rick Hinkle at (443)668-8642 or email RichardHinkle@Comcast.net or visit the website at <http://www.MustangClubOfMD.com/Events>

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

Non-MCA Events

June 5th, 2010
The ROC Bike Fest and Car Show
At Richmond Outreach Center. New location this year is at 5501 Midlothian Turnpike in Richmond, VA. Time 10:00 AM to 3:00 PM with Dash Plaques, Trophies, Cash Prizes, and MOTORCYCLE GIVEAWAY. Fun for the entire family: live music; bounce house; biker games; real Carolina Barbecue. The ROC Bike Fest is a family friendly event, No alcohol permitted. For free vendor spaces and more information, call 804-675-4101 or TheROC.com.

June 5th, 2010
Murphy's Law 1st Annual Car Show
At Murphys Law, 6411 Chesterfield Meadows Dr. Chesterfield VA 23832. Signups begin at 9am and deadline will be 12:00pm, judging begins at 12:30, 25 dollars signup per car, we will provide a free buffet for all contestants as well as trophies for all categories/classes. A Cash prize will be presented for best car in overall show! We will provide a safe area for all cars for our show, after show we will begin our bikini contest at 6pm. We'd love all contestants to hang out for our bikini contest as well! Please contact Lauren Bridgeman at 479-5737 with any questions or concerns! And we hope to see you all for our event! Thank you again!

June 5th, 2010
New Life for Youth Car Show
At 2501 Turner Road, Richmond, VA 23224. Free food, live music, 107.3 radio remote, Elvis impersonator. 11 AM to 4 PM. Contact Jennifer Franklin 804-516-3703 or jenniferfranklin@newlifeforyouth.com

June 19th, 2010
Richmond Region AACA 41st Annual Antique Car Show, Flea Market and Car Corral

Saturday, June 19th, 2010 - Richmond International Raceway, Richmond, VA. You can download a registration form and flyer at this link [Richmond AACA Show Flyer](#). Contact Andy Fuhrman, fuhrmanandrew@hotmail.com

July 18th, 2010

Southside Car and Motorcycle Show

9AM to 5PM hosted by House of Prayer, 10500 Newby's Bridge Road, Chesterfield, VA. Music, food, plenty of shade trees to keep you cool and parking on grass. Awards for Top 25 Cars, Top 10 Motorcycles, Best Interior, Best Paint, Best Engine, Best in Show. \$20 day of show to benefit the Generation Now Youth Group. For info call Bob Akers 804-402-2216

July 31st, 2010

Free Spirit Equine Rescue Shelter's 10th Annual Benefit Car Show

Held at Bethesda Church of God (2480 Academy Rd .Powhatan,Va) 9-4. Show is open to all makes and models of cars trucks and bikes. Awards given to top 50 vehicles plus many more specialty awards. Dash plaques and goody bags to the first 100 vehicles registered. \$20.00 registration fee. Vehicles must be set up and ready to be judged by 12:30. For more info contact Tim 804-386-6217 or 804-598-8132 Come join us and help to raise money for this hard working animal charity. Help us to celebrate our 10th show anniversary with great trophies,door prizes and good food.

For more information on other Area Car Shows and Events please visit the Car Club Council of Central Virginia website at...

[Car Club Council of Central Virginia](#)

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2010

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