



## **CVMC News**



### ***A Look In The Rear View Mirror at Mustang Bill***

*One Saturday morning, I had the pleasure to visit with Bill Braughton, one of the charter founders of the Central VA Mustang Club. We hunkered over his dining room table, looking at original rosters and talking about club history and his journey down Mustang Lane. Here's what I learned.*

#### **So how did Bill's passion for cars start?**

*It was the late 60s – early 70s muscle cars that caught his eye. By*

## ***The Galloping Gazette***

***The Official Newsletter Of The Central Virginia Mustang Club***  
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*then he thought muscle had fully matured and that peaked his interest.*

#### **His First Mustang sighting.**

*The first day Mustangs were introduced in Texas, they were living in Portland Texas. That evening they went to the dealership in Taft Texas to take a look. The last one in the showroom was a powder blue coupe. He was surprised to see the kick panels were plastic instead of fabric. While looking over the car, he thought it was the same size as the Falcon and verified it by counting the floor tiles. Indeed it was a Falcon platform. The salesman also pointed out the trunk release, geared for the ladies to put their groceries away.*

#### **How did the moniker "Mustang Bill" come into being?**

*Back in 1980, while Bill still worked at Reynolds, he got into the parts business, selling out of the house and via mail order. A bunch of boys who lived in Crestview had Mustangs and gave him the name.*

#### **Why Mustangs?**

*Bill had made the decision that he was going to retire at 55, get into the parts business and it was going to be Mustangs, Camaros, or Pick-up trucks. The Mustangs won out due to availability of parts. Looking back, the trucks would have been a better choice given the truck population nationwide. His wife thought it would just be a hobby, but it became a full blown business in 1987, when he retired from Reynolds. He opened a shop out*

*in the country--chicken country--and by then had 52 Mustangs. When he retired, Bill promised his wife that nothing would change, she would still live in her accustomed lifestyle and he stuck to his promise. She was able to travel and do the things she enjoyed.*

*Over time, Bill had 2 stores. The first was 5 miles west of Short Pump, a bit of a hike for those coming across the river. The second was off Pouncey Tract and Ashland Highway.*

*He had a business philosophy that was sometimes conventional and sometimes not.*

*He believed that to be successful, you had to offer something bigger and better than what the others had to offer. He was not a mechanic but he read and asked a lot of questions. He never had a catalog for his was a 2 man operation. The store was carefully set up with carpet and a pleasing displays of parts.*

*Bill had studied a bit about marketing and knew that impulse buys only happened when the product was out in front of the customer. The shop was small but he usually catered to 3 - 4 customers at a time.*

*He delivered great customer service but he had some rules. Customers needed to be respectful of the customers ahead of them in line. If you interrupted him while he was helping another customer, you'd better watch out...you might be shown the door. But he also knew how to take care of his customers. If you needed a part to make your car run and it was after hours all you had to do was call and he'd get it. Do that for a non-essential part or an emblem....oh my ears!*

*His tool loan policy was also a bit edgy: "Don't mess with my tools and I won't mess with your wife."*

*He never put a car in a show. His philosophy was that a car shown would be a reflection of his business and if he didn't win first place, then it would tarnish his reputation, people would think he wouldn't know how to restore a car. The general public might think a restored car is perfect while the informed would notice all that was*

*not to specs and he just didn't have the time to do it.*

### **What was his best car related memory?**

*Back when he opened his first shop, his secretary from Reynolds had a son, Joe, who bought a 67 Mustang. She introduced him to Mustang Bill Joe needed seats so Bill gave him tools and sent him out back. To Joe's surprise, they were still in the car and he didn't know what to do. Bill knew he was a smart boy but had grown up never having worked with his hands so he taught him. Later Joe's parents thanked Bill, told him that he'd made Joe a complete man by teaching him that he could do things on his own and be self sufficient. He's become a very successful man.*

### **Souped up or classic?**

*Bill's not a total purist, there is a place of all of us. Some still have their original car and want to keep it absolutely stock. He has nothing against restomods and some things Ford made when their light bulb was not on. For instance, early disc brakes. GM's were twice as simple to install.*

*And real rods are fun. Bill had a Canary yellow 69 Fastback, 6 cyl, and from 0 - 25, he was fast off the line. A guy named Al had a BOSS 429, kissing cousin to his. He'd daydream about astounding everyone by blowing it's doors off and then revealing he'd done it with a 6 cyl sleeper. That would have been fun. And one day, he'd have liked to have bought that BOSS too.*

### **His First Mustang?**

*Reynolds had a company bulletin that came out on Fridays and in it was advertised a 66 Coupe with A/C, solid steel wheels and a 3 speed on the floor for \$600.*

*Over the years, Bill has learned a few lessons about buying cars. A memorable one was of a private sale off Horsepen and Monument. It was a 65, decent body but didn't run. It was*

*selling for 300. Son had it at the time, tried to time it dead center, dropped the nail in the cylinder but smart enough not to start it. Bill mentioned it would be a nice parts car and the owner went ballistic and showed him the door. He wanted the buyer to do a full restoration. Bill was respectful of the seller, he could have sent someone else in to buy it for him but he didn't. He hopes the car was restored by whoever bought it. That was his lesson to be careful with his words.*

**The resurgence of muscle cars: do the new brands support or hurt the legacy?**

*It doesn't hurt Ford, they make a good vehicle. The Chargers, Challengers, Camaros make everyone compete to build a better, hotter car. It's a compliment to the originals. Muscle matures and becomes brilliant.*

**CVMC's beginning.**

*Bill remembers it was founded 3/5/85 with 3 - 4 members. He brought out the roster from 86 which listed 36 members. He remembers Bill Wertz being the main man along with Patrick Clayton, who had a restoration shop in Chesterfield. He'd do body pans and other parts that no one else would install, Carroll Lipscombe was also a Mustang lover from day 1. They originally met in a meeting room at a mall in Chesterfield but one time they met at a Golden Corral. Bill had never seen so much cheese in his life and the food was endless!*

**Was there anything the club used to do that he misses?**

*There was a tug of war over keeping the club classic or letting late models in. Bill joked about keeping out late model Mustangs but said it was important for the club to be forward thinking for without the late models, the hobby would die. His business didn't do much with parts after 73 so he didn't keep them in stock but he could order any part a customer needed. But there were many big*

*discussions that improved the club as years passed by, such as 2 day shows. People didn't want leave their cars overnight.*

*At one point in time, Ford tried to get them to pay a usage fee for the Mustang name. Bill was one of those who stepped up and told them that they'd kill the goose that laid the golden egg, why stop those who push your product? The outcry was enough to make Ford back off. But overall the ever changing automobile brought new experiences to the club each year.*

**What's in his garage now?**

*A 1965 Convertible on which Wertz did the metal restoration. The garage is being set up so he can work on it. He gave it to his wife. Richard Jones is the godparent to the boy he bought it from but he learned that much later.*

**If he had all the money in the world and access to parts, what would he build?**

*A 1968 GT Fastback. He loves it for its stance, smooth lines, and beautiful symmetry. It's a car he's never owned and never had the opportunity to buy.*

**What's the strangest build he's seen?**

*1949 Merc with shaved door handles and push button electronics. At first he couldn't figure out what he was seeing but when they opened the doors it made the car. It was so smooth. Really nice.*

**As a charter member and club ambassador, what do you want the public to know about the club?**

*This is a nice family hobby. Fathers, sons, daughters working on the car together and then driving it on parades. Club membership has allowed him to meet a lot of nice people.*

**If he could go back to the founding year, knowing all he knows now,**

**what message would he give the founding group?**

*Don't lose your perspective. It is people that make cars great, not the car that makes people great.*

**Hot Wheels or Matchbox Cars?**

*He's had both but he's got enough Hot Wheels and track to run through the house for the neighborhood kids to play. He also collects toy trucks and has all the entire collection of Mustang Jim Beam bottles, all emptied, for medicinal purposes only, of course.*

**Article By Militza Simic**

**Photo By Rusty Wiseman**



**CVMC 5<sup>th</sup> Annual April Car Show**

*The Central Virginia Mustang Club (CVMC) would like to invite you to our 5<sup>th</sup> Annual April Car Show. CVMC enjoyed having you at our past shows and looks forward to seeing you on April 17 at Virginia Center Commons Mall.*

*Having you as our guest will help make this years show one of our best ever! CVMC will have Dash Plaques for the first 100 show registrants, two categories of Top 20 Awards, five Best of Show Awards, 50\50 Drawing and many fantastic Door Prizes.*

*The April 17 show flyer and registration form is on the CVMC web site for your convenience.*

*As in the past, the show will take place at Virginia Center Common Mall, 10101 Brook Road (US Route 1), Glen Allen, Virginia. All vehicles are welcome to enter this premier event.*

*Show hours are 9 AM to 4 PM with check-in beginning at 9 AM. Registration fee is \$20.00 day of the show. The registration process will be streamlined if show participants bring a completed registration with them to the show. Pre registration is not available for this event. This car show is rain or shine.*

*All cars, including, Antiques, Modifieds, Street Rods, Restored, GMs, Mopars, Fords, AMCs, Imports and Trucks, from 1900 to the Present are invited to attend. Best of Show Awards for GM, Mopar, Ford, Import and Truck will be awarded at the end of the day. Participants must be present to win and collect an award.*

**RENEW YOUR MEMBERSHIP NOW!!!**

*Don't forget to renew your CVMC Membership right away or you will miss out on all the fun stuff CVMC will be doing in 2010. Besides do you really want to miss out on this Great Newsletter? Be sure to sign up SOON!*

**Article By Tony Hall**



**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**

Top 20 Awards for model year 1900 to 1973 and Top 20 Awards for 1974 to the present will also be awarded. For more information, call George Bobrovsky on his cell at 804-658-8173 or email [georgeb427@verizon.net](mailto:georgeb427@verizon.net)

We look forward to seeing you at the 5th Annual CVMC April Car Show!

**Article BY George Bobrovsky**

**Photo By Tony Hall**



Richmond Ford

Phone: 804-358-5521

4600 West Broad St.

Richmond, Va. 23230

[www.richmondford.com](http://www.richmondford.com)

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



## ***CVMC – Cruising Is Back For 2010!***

### **Montpelier Cruise!**

The first cruise for 2010 is planned for Sunday, May 2, 2010.

Here's the tentative schedule:

Meet in west end 9:30 a.m.  
Just west of the Broad St./64 Interchange, there is a Home Depot on the right. We will leave at 10a.m.

Arrive at Montpelier approx 11 a.m. Montpelier will have a place for all of the Mustangs to park together.

11:15 a.m. - 15 min. presentation film at visitor's center.

11:30 a.m. - 12:45 p.m. guided tour for groups of 20.

12:45 p.m. - 2:30 p.m. Tour grounds on your own.

2:45-3:00 p.m. meet at parking area to go to restaurant.

3:00 – lunch/dinner at Country Cookin' Restaurant.

We will cruise to Montpelier, President James Madison's home from 1797 to 1812, located in the rolling Piedmont hills of Virginia northeast of Charlottesville. You can also take advantage of the Montpelier Wine Festival, which will be held on the grounds of Montpelier on the same day. The home has been through a \$25 million architectural restoration, which was completed Sept. 27, 2008 by the National Trust for Historic Preservation. The estate has been restored to look as it did when James and Dolley Madison lived there. Check out Montpelier's web site:

<http://www.montpelier.org/>

**Admission Fees:** Admission to Montpelier includes a guided tour of the Madison home; admission to the 2,650-acre gardens and grounds; seasonal and themed tours; the Gilmore Cabin: A Freedman's Farm; the Visitor Center and William Du Pont Gallery; Education Center; Museum Shop; Landmark Forest; Madison Family Cemetery; Slave Cemetery; active archaeological digs; and the Annie Du Pont Formal Garden. Admission also includes an audio guide that allows visitors to take a self-guided tour of the grounds.

**Adults:** \$16.00

(If we have 20 or more we can get a group rate of \$14/person)

**Children (under 6 years):** No charge

**Children (6-14 years):** \$8.00

May 1 & 2 (Sat.-Sun.):  
Montpelier Wine Festival Sample award-winning wines and relax on Montpelier's splendid 2,650-acre grounds while enjoying specialty foods, children's activities, kite contests, vendors, crafters and more!

**For more information see**

[www.montpelierwinefestival.com](http://www.montpelierwinefestival.com).

### **Gardens & Grounds Tour**

Sundays, 1:00 p.m. — 2:00 p.m. | April through October. This hour-long walking tour explores the ways in which the Montpelier landscape has evolved from Madison's day to the present. In the 20th century, the Du Ponts retained and enhanced basic elements of the Madison landscape while introducing new features. The tour covers the formal garden and the mansion grounds, including a remarkable collection of mature specimen trees, and the historic social uses of the landscape.



**Directions From Richmond to Montpelier:** 11407 Constitution Hwy., Montpelier Station, VA 22957  
Take I-64 west to Zion Crossroads. Take Exit 136 Gordonsville/Palmyra. Exit onto Route 15 north to Orange. At Orange merge onto Route 20 south/west, go about 4 miles. Take a left into the Montpelier entrance.  
Total traveling time: 1 to 1 ½ hours.

If interested, we will eat at 2:45 p.m. at Country Cookin', Orange, VA, 5.3 miles from Montpelier. Check out their website and download their menu:

<http://sayitontheweb.com/~cookin/index.php>

**Directions from Montpelier to Country Cookin' Restaurant:**  
From Montpelier, take Rt. 20 north/east towards Orange (Montford Rd.). Continue to follow Rt. 20 – 3.7 miles. Turn RIGHT onto CAROLINE ST/US-15/VA-20. Continue to follow US-15 S. 1.6 miles. Country Cookin' is on the right in Colonial Square Shopping Center. 13246 James Madison Hwy., Orange, VA 22960, (540-672-5353).

Payment will be accepted in advance for your admission to Montpelier at the Group Rate of \$14/person for adults, Children 6 to 14 \$8/person, Children under 6 - free. Please e-mail me (Linda Cosier) in advance if you plan to go so I will have an approximate number of people to give to Montpelier for the tours. Also, please advise if you will be going to eat with the club so I can make reservations at the restaurant.

Contact Linda Cosier if you have any questions:  
804-651-6153  
e-mail: [lindacosier4@hotmail.com](mailto:lindacosier4@hotmail.com)



### **CVMC 26<sup>th</sup> Annual Mustang & Ford Show Update**

On Jan.11, 2010, there was a meeting to go over and update the flyer for the fall show. It was very productive as everyone in attendance had ideas to improve the flyer or correct things that were not worded properly. Of course there were a couple of things that we just plain changed. We are getting our first order printed to have for the Asphalt Angels Show and also to get everyone in the mindset of having a great fall show. We will be setting up judging clinics and making requests for help in all aspects of the show.

**Article By Larry Noble**



*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 February Monthly Meeting Minutes  
By Renee Bennett***

*Tony called the meeting to start at 7:35pm.*

*Welcome New Members: Kevin Hood 2010 GT 500.*

*Old Member News: Nothing at this time.*

*Tony asked the members to read and asked the members to approve the changes to the by laws and the changes will be posted on the website.*

*Treasure's Report Ron gave the report and Tony asked for a motion to approve and it was given.*

*Tony talked about Membership Drives that we have now Facebook, Twitter, Internet that has all our event's on what is going on and up coming events.*

*MCA Directors Report: Dave Dickey spoke about the MCA and on August 13-15th National show in Virginia Beach Va.*

*Fund Raiser: Gordon Elementary has contacted our club and needs some older ones for their fund raiser more information will come later.*

*Parade Chairman: Llew Stakes told us there was no parades as of yet. Kathy Williams said the Boy Scouts has a Anniversary parade and would*

*like us to be a part of this in August more info in it will come later.*

*Break: 8:00pm*

*Break over: 8:10pm*

*Merchandize Chairman: George spoke about all that we have and he will be ordering flags for the club.*

*Spring Show Chairman Report: George Bobrovsky. Spring show will be from 9-4 on April 17, 2010, at Virginia Center Commons Mall if any one wants to help see George Bobrovsky.*

*Fall Show Chairman Report: Larry spoke about the show and will be having a meeting to go over the registration form he is looking for more judges and will be having more judges' clinics.*

*More information to follow.*

*Door Prizes: Betty Wiseman is in need for door prizes for the spring show if you can help please let her know.*

*Adjourn Meeting: 8:30pm*



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*Be sure to present you CVMC Membership Card for a \$0.05 per Sq. Ft. discount!*

***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](mailto: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...

**Tony Hall**  
[95SVTCobraVA@comcast.net](mailto:95SVTCobraVA@comcast.net)



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## **News From The Blue Oval**



## **2011 FORD SHELBY GT500 GOES LIGHTWEIGHT WITH ALUMINUM ENGINE, OFFERS ULTIMATE IN HANDLING**

With 550 horsepower and 510 ft.-lb. of torque, Ford's Special Vehicle Team (SVT) delivers the new Shelby GT500® with a 10 horsepower increase; an all-new 5.4-liter all-aluminum engine is 102 pounds lighter than the previous cast-iron engine and uses Ford-patented plasma-coating technology.

For 2011, Shelby GT500 offers EPA-projected improved fuel economy in city and highway from 2010, eliminating the gas guzzler tax. The addition of Electric Power Assist Steering (EPAS), a new optional SVT Performance Package, enhanced convertible rigidity and a lowered ride height contribute to improved driving dynamics and handling.



DEARBORN, Mich., Feb. 8, 2010 – Ford's Special Vehicle Team (SVT) engineers are taking high performance to a new level with the 2011 Ford Shelby GT500, resulting in a car that has an all-new aluminum-block engine, even better driving dynamics and handling, improved fuel economy and more horsepower than ever.

"The SVT team continues to push the performance standards of the Shelby to even higher levels and better refinement," said Jost Capito, director of global performance vehicles and motorsports business development. "All the changes we made reflect a desire for even better handling and outstanding driving dynamics – from weight savings to improved balance."

Weight savings, new technology headline all-new aluminum engine  
The 2011 Shelby GT500 is powered by an all-new aluminum-block 5.4-liter supercharged V-8 engine, which produces 550 horsepower and 510 ft.-lb. of torque, a 10 horsepower increase versus the 2010 model. The engine also is 102 pounds lighter than its predecessor, delivering a better power-to-weight ratio, improved fuel economy, acceleration, handling and steering precision.

"Cutting weight to improve performance is a tradition among hot rodders," said Carroll Shelby, founder of Shelby American. "It might not be as sexy as adding more horsepower or bigger brakes, but shaving pounds off of a car is the single smartest move you can make."

The new engine uses state-of-the-art Plasma Transferred Wire Arc (PTWA) liner coating, a process that

applies a 150-micron composite coating that contains nanoparticles on the internal surfaces of engine cylinder bores, replacing cast-iron liners typically used in aluminum engine blocks. The Intellectual Property Owners Education Foundation honored the inventors of the Ford-patented PTWA technology with the 2009 National Inventor of the Year Award.

This is the first Ford application of the technology, and it offers improved overall performance and durability, along with functional benefits of reduced friction between piston rings and cylinder bores, improved heat transfer due to increased surface contact area and a weight savings of 8.5 pounds compared to a typical steel-sleeved aluminum block. A mechanical roughening process provides higher material adhesion for the spray coating.

The PTWA process uses air and electricity to create a plasma jet of 35,000 degrees Fahrenheit, which melts a steel wire that is fed into a rotating spray gun. Using atomized air, the melted steel wire is blown into a specially machined surface of the aluminum-block engine cylinder bore. In the process of melting and applying the metal to the surface, the steel wire oxidizes, creating a composite coating consisting of both iron and iron oxide.

"Ford's Global Research and Advanced Engineering looks to all industries for advanced technologies – and this comes from aerospace. It's the same technology you would find on aircraft engines," said Glenn Jorgensen, SVT powertrain team leader. "We've invented a coating as a replacement for cast iron that delivers improvements in power and performance and fuel economy."

The new engine also has its roots in the iconic Ford GT. The new 5.4-liter engine is an evolution of the GT engine, with improved block structure through the use of a unique bulkhead chilled process and six-bolt billet main bearing caps. This new advanced engine will exceed Ford GT

performance with its traditional supercharger technology.

"The Ford GT has solidified itself as one of the world's most coveted supercars. To make improvements to the engine from this supercar and make it available in a Mustang is impressive," said Kerry Baldori, SVT global performance vehicle chief functional engineer. "The aluminum-block engine is robust and strong enough to produce the performance numbers and durability our customers demand."

Increased power and increased fuel economy. The 2011 Shelby GT500 combines power and fuel economy into one impressive package. This 2011 Shelby GT500 will be the first modern Shelby without the gas guzzler tax, thanks to the EPA-projected 23 mpg highway and 15 mpg city it will deliver. This is up from 22 mpg highway and 14 mpg city for the 2010 model.

The 5.4-liter V-8 achieves 80 percent of its torque between 1,750 and 6,250 rpm, giving the car a higher level of performance feel. A larger two-row intercooler for the supercharger system has 40 percent more cooling capacity, helping to make power more consistent in higher ambient conditions.

Fuel economy gains come from the new 102-pound-lighter aluminum-block engine, EPAS and detailed aerodynamic changes to the underside of the vehicle.



*Dramatic performance upgrades*  
New for 2011 is an SVT Performance Package for enthusiasts who want even more performance out of their Shelby GT500 for racetrack-ready driving dynamics. Complete with all-new Goodyear Eagle® F1 SuperCar G: 2 tires that SVT engineers worked directly with Goodyear to develop, the car is ready to race. The tires offer superb dry traction and precise handling, complete with a race-inspired high-performance tread compound.

The optional package also offers unique styling, lighter wheels, a higher rear axle ratio and stiffer springs, and it is available on both the convertible and coupe. Data show the 2011 coupe with the SVT Performance Package is 3.0 seconds faster per lap than the 2010 Shelby GT500 on a 2.3-mile test track.

Carried over from 2010, the 2011 Shelby GT500 features AdvanceTrac®, Ford's stability control system with several options for performance. Calibration of the system for the 2011 Shelby has been uniquely tailored to each vehicle configuration (base or optional) to optimize the performance.

SVT has worked very hard to make EPAS better than the outgoing hydraulic steering system. The addition of EPAS makes for a dramatic contribution to Shelby GT500 driving dynamics, with improved torque build-up and road feel that delivers quicker and more precise steering, increased effort on the racetrack or winding roads, and reduced effort in low-speed parking maneuvers.

Slotted brake dust shields were added to improve brake cooling and handling, and a new pedal box improves clutch and pedal efforts even more. A lowered ride height of 11 millimeters in front and 8 millimeters at the rear provides a sportier attitude and improved handling.



More engine sound, less road noise. For 2011, Shelby GT500 also benefits from NVH (noise, vibration and harshness) improvements. Overall road noise is reduced by 20 percent versus the 2010 Shelby. Actions undertaken to achieve this improvement include additional sound-deadening material on either side of the instrument panel, additional sound absorption behind interior trim panels, and a rear wheel arch liner to reduce noise on gravel or wet surfaces – all resulting in the driver hearing more exhaust and engine sound and less road and air noise.

The Shelby GT500 convertible model features enhanced structural rigidity, with lateral stiffness improved by 12 percent versus the 2010 model. The V-brace has been stiffened by adding gussets. The secondary crossmember also has been stiffened,

while a front Z-brace has been added, connecting primary and secondary crossmembers. A-pillar stiffening foam has been added to increase rigidity.

The structural improvements to the convertible gave SVT the opportunity to be more sport-oriented in the chassis tuning, without trading comfort. Along with the chassis and structural improvements, the 2011 model also will get standard 19-inch aluminum wheels.

"One of the biggest changes for this Shelby is that the convertible acts and feels like a coupe," said Jamal Hameedi, SVT chief nameplate engineer. "Before, they had a very different character, and the convertible is taking a big step in the sportiness and handling precision area, without degrading the ride."

GT500 gets a new exhaust for 2011, roaring with an even more aggressive sound than the 2010 model. The 2.75-inch exhaust with all-new tuning helped to deliver the additional 10 horsepower.

Added convenience content New for 2011 is an optional glass roof, providing customers with a less expensive option than a convertible and without compromising the coupe's versatility, headroom or climate-controlled environment.

The specially formulated glass also protects interior fabric material from solar radiation deterioration and discoloration by reducing solar light transmittance. To help improve acoustics and interior quietness, the glass features a layer of vinyl that reduces noise, vibration and harshness.

Other new convenience technologies include:  
Standard HID (high-intensity discharge) headlamps  
MyKey™ programmable vehicle key  
Integrated spotter mirror  
Fold-down rear headrests  
"Whether you're looking to take the GT500 out on the streets or have some fun at the track," Capito says, "this car will satisfy the most discriminating performance driving enthusiasts."

Article & Photos by Ford Motor Company/ [www.ford.com](http://www.ford.com)



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**FORCE-FUL WIN  
STATEMENT  
14-TIME CHAMPION  
WINS FOR FIRST TIME  
IN 40 RACES; TAKES  
POINTS LEAD**

BY TEAM FORD RACING  
CORRESPONDENT  
2/15/2010

Pomona, Calif. — After a 20-month, 40-race absence, John Force returned to the Funny Car winners'

circle in dramatic and spectacular fashion Sunday, applying an exclamation point to the start of his 25th anniversary season with primary sponsor Castrol by driving to victory in the 50th annual Kragen O'Reilly Winternationals at Auto Club Raceway.

In winning for a record 127th time in the NHRA Full Throtte Series, the 60-year-old icon took a giant step toward putting a largely forgettable 2009 season far behind him and making good on his pledge to recapture the form that made him almost unbeatable from 1990 until he crashed heavily at Dallas, Texas in 2007.

After beating his daughter Ashley Force Hood in a bizarre second round, Force drove his Castrol GTX High Mileage Ford Mustang past the Valvoline Dodge Charger of Fast Jack Beckman before beating defending race champion Ron Capps and the NAPA Dodge by a scant .015 of a second in the final.

It was Force's starting line skills that made the difference in the title run, his .016 advantage at the start making his 4.124 a winner ahead of Capps' every so slightly quicker 4.123.

"There's a reason Force has all those championship trophies," said a disappointed Capps. "He knows how to get up to race. We've had some great battles in the past and I thought this was going to be another one and I was going to be holding the trophy."

It was Force's 42nd win in 63 races with Capps and it broke a series of three straight final round losses to the Dodge driver.

After struggling the last two seasons with a car that only occasionally recalled past dominance, Force interjected himself immediately into the championship mix at the Winternationals. The No. 3 qualifier overall, he was second quickest in round one and quickest every lap thereafter with times of 4.132, 4.120, 4.125 and 4.124 seconds.

It was the 14-time Auto Racing All-American's first win since the NHRA shortened the race course from a quarter mile to 1,000 feet in response

to safety concerns following the death of two-time world champion Scott Kalitta; his first win since he beat Tim Wilkerson to win at Topeka, Kan., on June 1, 2008; only his second win since coming back from serious injuries suffered in the aforementioned accident.

"I am humbled beyond belief," Force said. "This is really huge. People say, 'what is it like to win?' Well, it wasn't so much the winning as it was the coming back from the cellar. When you have won all those championships, you think winning is easy.

"Wilkerson smoked the tires [in the final round at Topeka]," Force said. "He had me covered all weekend. So that was kind of a fluke [although] I always felt like just to come out of that hospital and win again meant a lot. I told the [physical therapist] that I will never be the guy I used to be and he told me to just keep working.

"I'll be honest, they said I might not win again [and] that gets in your head. They really said I might not walk again. Your kids tell you you're Superman. Well, you aren't Superman, you're just a man.

"My leg was shaking so bad last year, holding the clutch in, and you can't drive like that," Force said, "[but] I wasn't going to cry about it. I didn't want you all to know I was so screwed up. Castrol is looking at my age, trust me, so over the winter I hit it harder and all of a sudden I had strength to get through the day. It was awesome. I remember [when I first] got on the treadmill, I couldn't run for two minutes. Now I can go for an hour."

Admittedly in "the best shape of my career," Force indeed appears capable of challenging son-in-law Robert Top Gun Hight, the reigning Full Throttle Champion, for the \$500,000 championship.

"I heard [Top Fuel winner Larry] Dixon say that he grew up in California," Force said. "I'm from California, too, but I never grew up. I just love it and I have to tell you, I can thank Full Throttle. That stuff hops me up for a race like this.

"I live this game," Force continued. "You race a kid like Capps and [run] up against Schumacher Racing, they're tough. You just have to keep your focus."

When he went without a victory during the 2009 season, it ended a streak of 22 consecutive years in which he had won at least once, a record he shares with Pro Stock driver Warren Johnson. He turned things around by shaking things up. The crew supporting his effort on Sunday wasn't new to John Force Racing but it was, for all intents, new to Force.

The only crewman to return from 2009 was clutch specialist Tom Ekstrom. However, Force's genius manifested itself in his pairing of Hall of Fame crew chiefs Austin Coil and Bernie Fedderly with Mike Neff. Neff, who just three months ago, on the same Auto Club track, won as the driver of the Drive One Ford Mustang, returned to the winners' circle as crew chief, earning his first victory in that capacity since he sent Gary Scelzi to the podium June 10, 2007 at Joliet, Ill., two years after the two had beaten Force, Coil and Fedderly for the title.

"We have shuffled our team around," Force enthused. "Coil and Bernie have teamed up with Mike Neff. All of them together with Jimmy Prock, John Medlen, Guido [Dean Antonelli] and Ron Douglas, they were all in the think tank [today] trying to figure me out.

"The last couple years, we just couldn't do anything," Force continued. "[So] we scrambled everything around. Obama said 'change' and that word stuck in my head. Change has worked for us. To be here at Auto Club Raceway and win this race, a 50th anniversary, it won't ever come again [and] I may not be here for the 100th.

"It really makes you proud when the Full Throttle champion [son-in-law Hight] walks up and says 'you may look old and you may think you're old, but you're a bad hombre. I have seen you here before.' I almost cried.

"This is really special because this is my home track. We jelled [with]

*this team and I got back on my game. I really wanted it. The hardest part was running up against Ashley. I said, 'I love you baby, but I may not get another chance. I have to go after you.' And she said, 'it's okay, dad.'"*

*If not dramatic enough, that second round race became more so when, before she executed the burnout, one of the two braking parachutes in Force Hood's Castrol GTX Ford popped out of the chute pack. The crew was able stuff the "laundry" back into the pack but while Force Hood maintained her composure throughout, her creditable 4.187 was good enough to match her dad's 4.120.*

*It was an unfortunate turn for the 27-year-old who had posted quick time of the first round (4.121) in sending Wilkerson to an early sideline seat.*

*"I was pulling up [to the starting line] and Ron waved me up," Force Hood said. "Then he gave me the stop sign and I didn't have any idea what was going on behind me. I never even thought of the parachute. I didn't know until I got out at the end that I had a parachute problem. I thought maybe someone fell or got bumped by the car. Ron was telling the guys to be sure to get the tires clean and then I thought maybe I rolled through some oil.*

*"They told me I was going to do a short burnout and back up. Then they decided there wasn't enough time to do a burnout at all and we were going to just pull up. Dad was already staged. He thought he was on a single. I just remember thinking, 'how can they send me down the track with oil on my tires?' I should have had more faith in my team that they would never do that. I just stepped on it thinking I have no idea what this thing is going to do [but] it went right down the track.*

*"I was surprised it did go down the track," she marveled. "It wasn't as quick as they wanted. They said it was heavier because of all the fuel still in it and the clutch didn't get warmed up enough [but] it still made it. The best*

*part was that I was racing against one of my own teammates. So if I had to lose at least one of my teammates went on. I felt bad for dad because he was getting a lot of mixed signals. He wasn't sure what was going on. I was at least getting information from Ron. I didn't know what was going on but I knew what I was supposed to be doing. That is a good feeling for a driver."*

*For Hight, the statute of limitations apparently ran out on the momentum generated from his dramatic drive to the 2009 title.*

*He set a track speed record for the 1,000 foot distance (312.86 mph) on Thursday and started Sunday from the No. 1 qualifying position. However, the promise of the preliminaries turned bitter in the very first round when his Auto Club Ford lost traction, veered across the centerline and was DQ-ed, paving the way for two-time former champ Cruz Pedregon to advance. It was the first time in five trips that Hight failed to advance out of the first round at the season-opener.*



*"Jimmy is still baffled that we smoked the tires," Hight said of crew*

chief Prock. "Even after looking at the data. The tires weren't hot. I had it perfectly lined up in the center of the groove. It felt awesome. I pedaled it and got back on it and it hooked. When it does that, usually it goes. I stayed in it and then all of a sudden it turned sideways, so I lifted. When it does that the tires really start spinning. We have to not smoke the tires.

"It looks funny, especially when Ashley goes out and runs 4.12 right behind us. It is just one of those deals and we'll move on. We are still learning this clutch package. We just have to fine-tune this Mustang to get it to react the way we need it to.

"We'll get that work done and get ready to head to Phoenix and start over again. I am really looking forward to Phoenix. This was a crazy, crazy weekend. I'm back at my home track after winning the championship. I got my ring and my champion's jacket. There were just lots of things going on [but] I wouldn't trade it for the world. I am not complaining [but] it will be nice to get to a more normal race weekend. "

The win kept Force's race team perfect in the NHRA's 50th anniversary events. Force previously won a special 2001 race at Pomona that celebrated NHRA's 50th anniversary and veteran Gary Densham, driving a JFR Mustang for the Auto Club, won the 50th anniversary Mac Tools U.S. Nationals at Indianapolis in 2004. Now, Force has the trophy for the 50th Winternationals.

Force gave a shout out to Tom the Mongoose McEwen for helping turn him around mentally.

"McEwen told me last year [that] I acted like I didn't want to win," Force said. "I told him I was doing the best I could out there, but he said, 'no, every time it seems like you race one of your teammates, you ain't the same guy. You are just different because you love them and you want to see them win.' It got me mad. He said 'you owe the fans to win.' I went up to him today, like second round, and I told him he was

right because they are all still cheering for this old guy.

"This was strong for me and for all the sponsors," Force said of his fifth Winternationals win. "I am really excited for all these Fords. Tasca [semifinalist Bob Tasca III] was in the game, Robert was in the game and so were Ashley and Wilkerson. Laurie [Force's wife of 28 years] told me 'you know you love driving that car.' She encouraged me."

As for the question, what do you give your wife when you forget flowers on Valentine's Day, the answer is "a championship trophy" which is what Force did in the winners' circle on Sunday.

**Article & Photo Courtesy of FORD Racing**

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Anyone thinking about going to the Biltmore Mansion show in September should get their registration in immediately. Rusty has been in contact with the show leaders who say they are almost sold out and is getting ready to start a waiting list.

A \$40.00 grace period **for members only** has been granted to 31 March after which the dues will be \$50.00 per year.

I am responsible for reporting to MCA Headquarters all CVMC members that are also members of MCA. There is a clip board on the table with an alphabetical list of CVMC members that are MCA members. It is important that I have your correct MCA number and the correct expiration date so please verify and/or correct your information. If I have missed anyone, please fill in your information at the bottom.

MCA is coming to Virginia Beach for a National show August 13-15, 2010. This show will have a tent available (\$20.00 extra) for Concours and Thoroughbred Mustangs, however those 30 spaces are almost full. It is an easy drive, just over 100 miles from Richmond. If you are thinking about going for a day or so, you may want to consider making hotel reservations now.

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](mailto: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  
5<sup>th</sup> Generation: Tony Hall, Dave Dickey & David Lythgoe



### **News From The Car Club Council**

The General Assembly will meet well into March this year because this is the long budget session. So far car hobbyists have done pretty well with no bills introduced that would impact the hobby except for the exhaust bill that was killed early in the session. The 65 mph on some interstates has been upped to 70. Parts of I-95 and I-295 will go from a speed limit of 65 to 70. DMV will be able to better assess your horizontal vision when you go in for a driver license renewal. People who work for a locality that run through a photo red camera will be revealed to their supervisors. Before their identities were shielded by law. The radar detector bill failed so detectors remain illegal in Virginia. All the bills to open the closed rest areas have so far failed. We have not gotten any bill – so far – that will make seat belt use a primary offense for adults and we can still legally use a cell phone while driving. All the legislation is listed on the Virginia Car Council website [www.vaacc.org](http://www.vaacc.org). Click on the latest news in legislation – bills are marked that have passed, failed or have been continued to the 2011 session.

It's not looking good for cap and trade on Capitol Hill. A large amount of time

is being spent on health care. Plus the revelations on global warming and climate change have had an effect on greenhouse gas legislation. The United Nations climate chief has resigned. A report on climate issued by his people was found to have been copied from a 1999 magazine. Professor Phil Jones of the University of East Anglia's Climatic Research Unit in London has also resigned. This is the elite climate research team that had their emails hacked by Russians. The professor now admits that the planet was warmer during the medieval period when of course people weren't driving cars nor were they getting energy from power plants. He says he still believes in man-made climate change. The below normal temperatures in the last few years have not been good for climate change/global warming believers.

The Lung Association of America is leaving Virginia, Maryland and North Carolina. This is the same organization that used to advertise for people to turn in their old cars so that "we can all breathe better". The sale of the old vehicles was used for the association's programs. They were sold to the public and most likely put right back on the road - so much for getting "polluters" off the road. The Lung Association cites a loss of funding and a poor political climate for their exit.

When politicians don't have money to spend they can get down right evil. Some areas have stepped up blight patrols and of course inoperative vehicles rank high on the list for citations. Keep in mind you have the right under state law to keep parts and project cars as long as they are out of sight from a road. Do not let local officials go into your yard on a fishing expedition for zoning violations. They need a search warrant if they cannot see a zoning violation from the road - make them get one. Also keep in mind that each locality has its only time limits on zoning violations. Make sure you are familiar with them as local officials can - and have - misquoted them to citizens. Another

thing to keep in mind if you have a licensed disassembled vehicle is that it has to be apart for over 60 days to be considered inoperative - state law.

Another thing to keep watch on is the new noise ordinances. Virginia Beach started this with a law that was later found to be unconstitutional. That city - and other localities such as Chesterfield County - has rewritten their ordinances. Some of these ordinances are pretty strict with no noise allowed that can be heard by another person during certain hours. Bills in the General Assembly have set fines of \$250 for a first offense and up to \$500 for a second offense. So let's keep in quiet if you're wrenching in the garage late at night.

**CCCCV President  
Fred Fann**

## ***Upcoming Car Shows***

### **MCA Events**

#### **March 26-28, 2010 31st Annual Gulf Coast National Mustang & All Ford Show Pensacola, Florida**

Hosted by Gulf Coast Regional Mustang Club at Pensacola Interstate Fair Grounds. Event hours are 8am-5pm with check-in running Friday 8am-5pm ; Sat 8am-11am. Registration fee is \$50.00. Come join us for the 1st national show of the year. The 31st Annual Gulf Coast National Mustang & All Ford Show promises to be bigger and better than ever. In addition to our show there will be several area car clubs hosting shows adjacent to our site so bring all your non Ford buddies along with you. See our web site for additional information and activities. For more information, call Nick Kirby at 251-978-2012 or email [nlkirby@gulftel.com](mailto:nlkirby@gulftel.com) or visit the website at <http://gcrmc.com>.

#### **April 10, 2010 3rd Annual Eastern NC All Ford Super Show Fayetteville, North Carolina Hosted by Sandhills Mustang Club at**

LaFayette Ford. Event hours are 9am to 4pm with check-in running 9am to 12pm. Registration fee is \$20.00 (pre-registration \$15.00 before April 3, 2010). For more information, call LaFayette Ford at 1-800-810-7493 or email [admin@sandhillsmustangs.com](mailto:admin@sandhillsmustangs.com) or visit the website at <http://www.sandhillsmustangs.com>

**April 18, 2010**  
**6TH Annual Spring All Ford Car and Truck Show**  
**Front Royal, Virginia**

Hosted by Shenandoah Valley Mustang Club at Shenandoah Ford Dealership. Event hours are 9AM -3PM with check-in running 9AM - 12pm. Registration fee is \$15.00 (pre-registration \$15.00 before April 10, 2010). Show open to all fords, Mustangs, Antiques, Classics, Hot Rods, Street Machines and Trucks old and new. Dash plaques and T-Shirts to first 100 entries. Participant voting Top 40 Trophies, Best Car Trophy and Best Truck Trophy. There will be food, fun music, and more. For more information, call Tommy at 540-662-0584 or email [mustangtommy64@comcast.net](mailto:mustangtommy64@comcast.net) or call Bob at 304-876-6830 or email

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://MustangClubOfAmerica.com)

**Non-MCA Events**

**March 13<sup>th</sup>, 2010**  
**Richmond Region AACA 1<sup>st</sup> Annual Winter Swap Meet and Car Corral**  
Saturday, March 13<sup>th</sup>, 2010 9-2, Old Farrington Fire Hall off route 33 Ashland, VA Contact George Field (804) 752-6384

**March 27<sup>th</sup>, 2010**  
**1<sup>st</sup> Annual Prince George High School Car Show**  
7801 Laurel Springs Rd. Prince George, VA 23875, Proceeds to benefit PGHS PTA, 10 am - 3 pm. Rain Date April 3, 2010 12pm - 4pm Registration \$20 day of the show Early Registration (by March 14<sup>th</sup>) \$15 Student Vehicles \$10 No fee for spectators Participants

ballot determines 1st, 2nd, and 3rd in the following 14 classes: Cars: 1. Pre 1950 2. 1950-1959 3. 1960-1969 4. 1970-1979 5. 1980-Present Trucks: 6. Pre 1976 7. 1976-Present Student Class: 8. All makes and models Speciality Classes: 9. Mustang 10. Corvette 11. Mopar 12. Street Rods 13. PT Cruiser 14. Motorcycles  
Contact: PGHS Attn.: Leslie Allin/PTA 7801 Laurel Springs Rd. Prince George, VA 23875 804-720-0061 or Karen Sadler 804-943-5409 E-mail: [lallin@pgs.k12.va.us](mailto:lallin@pgs.k12.va.us)

**April 10<sup>th</sup>, 2010**  
**Virginia Classic Cruisers 14th Annual Open Car Show**

From 9:00AM to 3:00PM at Southside Nazarene Church (Route 288 and Courthouse Road), Chesterfield, Virginia. Proceeds from the show will be used to provide aid and comfort to wounded veterans at McGuire Veterans Hospital through the RAT III organization. Pre-registration fee is \$20 prior to April 3<sup>rd</sup>, \$25 on day of show. Call Cindy Jackson at 804-739-5558 or e-mail her at [cindy57@comcast.net](mailto:cindy57@comcast.net) with any questions. Visit our website at [www.vaclassiccruisers.com](http://www.vaclassiccruisers.com) for information or to print a pre-registration form.

**April 10<sup>th</sup>, 2010**  
**Car Show At The Pentecostals Of Richmond**

2200 Pickens Road, Richmond 23224 from 10am until 3pm. \$20 registration per car. Prizes awarded. The proceeds will go to benefit the youth of Richmond. Contact David Hicks for more info 804-221-4840. Website [www.reachingmenofrichmond.com](http://www.reachingmenofrichmond.com)

**April 17<sup>th</sup>, 2010**  
**5<sup>th</sup> Annual Central Virginia Mustang Club April Car Show**

Hosted by Central Virginia Mustang Club at Virginia Center Common Mall. Glen Allen, Virginia. All vehicles are welcome to enter this premier event. Show hours are 9 AM to 4 PM with check-in at 9 AM. Registration fee is \$20.00. Antiques, Modifieds, Street

Rods, Restored, GM, Mopars, Fords, AM, Imports and Trucks, from 1900 to the Present. Best of Show Awards for GM, Mopar, Ford, Import and Truck. Top 20 awards for model year 1900 to 1973 and 1974 to Present. For more information, call George Bobrovsky at Cell 804-658-8173 or email [georgeb427@verizon.net](mailto:georgeb427@verizon.net)

**April 24<sup>th</sup>, 2010**  
**3<sup>rd</sup> Annual Car, Truck & Motorcycle Show**

At Hyles Baptist Church located at 7220 Courthouse Road, Chesterfield, Virginia 23832. Show times are 10:00 am to 3:00 pm. Registration is 9:00 am to 11:00 am with Judging beginning at 12:00 pm. Pre-registration is \$15.00 if postmarked by 4/17/10. Day of Show is \$20.00. Vendor booths are available for \$30.00, 10'X10' space. All types of vehicles are welcome! New for 2010 - Trophies for 3 Classes; 1954 & below, 1955 to 1976 and 1977 to present. Top 15 trophies for each class! Best of; interior, paint, engine, Ford, Chevy, Dodge.....Top 5 trophies for Truck & Motorcycle Divisions! Everyone is welcome, event is free and open to the public. Fellowship & Family Entertainment, Children Activities, Bake Sale and Great Grill'in! Host MC with music and prize donation drawings throughout the day! Visit our car show web site at [www.hylesbaptistchurchannualcarshow.com](http://www.hylesbaptistchurchannualcarshow.com) All proceeds will benefit the Children's Mission Fund at Hyles Baptist Church. For additional information or registration contact James Leavy at (804) 839-6084 or [jamesleavy@msn.com](mailto:jamesleavy@msn.com)

For more information on other Area Car Shows and Events please visit the Car Club Council of Central Virginia website at...  
[Car Club Council of Central Virginia](http://www.carclubcouncilofcentralvirginia.com)

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