



The Galloping Gazette

**The Official Newsletter Of The
Central Virginia Mustang Club
September 2010 Issue 285**

CVMC News



CVMC 26th Annual Mustang & Ford Show Update September 25, 2010

The day is fast approaching, the 26th Annual Mustang & Ford Show! CVMC's Show Chairman Larry Noble has been hard at work getting CVMC ready for "Show Time"!!!

CVMC expects this year's show to be larger than last year. We have heard from people in North Carolina, Virginia Beach and Northern Virginia. This truly a "Regional MCA Show" they come from all over Virginia and surrounding states.

We still have Trophy Class & Best of Show Sponsorships open, please do what you can to sell these sponsorships, every little bit helps.

Larry needs your help. He needs people to help Kathy McWilliams with Goodie Bag Stuffing on September 21st (for details see below). He needs people to help George Bobrovsky with show setup on Friday September 24th evening at 6:00pm at Virginia Center Commons Mall. Larry needs people to help with parking all the beautiful Show Cars that will be arriving, be sure to bring your walkie-talkies. Larry needs people to help Dave Dickey with judging all of the beautiful Show Cars that will be at the show. Larry will also need volunteers to help with cleaning up the Show Area after the show. Please support you club and contact Larry if you wish to help.

The Show T-shirts are here and the Trophy's have been ordered. The Door Prizes keep arriving.

CVMC would like this show to be the Best Show we have ever produced.

Larry Noble
Vice President
Fall Show Chairman
804-784-2227

Article by Tony Hall

CVMC 26th Annual Mustang & Ford Show Goodie Bag Stuffing September 21, 2010

**COME OUT AND HELP STUFF
GOODY BAGS FOR OUR ANNUAL
CAR SHOW!**

WHEN: September 21, 2010, 6:30 PM
WHERE: Kathy McWilliams' House
1110 Colony Trail
Lanexa, VA 23089

Directions:

Start at I-295 South/I-64 East

1. On I-64 East, go 4.2 miles.
2. Take exit 205 for VA-33 West toward VA-249 East/US-60/Bottoms Bridge/Quinton.
3. Keep right at the fork, follow signs for VA-33 West - go 0.3 miles.
4. Turn left at US-60 East/Pocahontas Trail - go 17 miles
5. Turn right at State Route 627/N Waterside Dr - go 1.1 miles
6. Turn left at Colony Trail - go 0.7 miles
7. House will be on the right, two story brick home, white windows, and black shutters

CONTACT:

Kathy McWilliams, 512-7403 if you have questions or if you get lost.

Light refreshments and pizza will be provided.

Bring 200 of any item you feel would be a nice addition for our goody bags. If you received items from one of our many vendors we contacted, please bring those items so we may include them.

Thanks everyone, I look forward to seeing you!

Article by Kathy McWilliams



FORD LINCOLN MERCURY

Richmond Ford

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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

**NASCAR RACE TICKETS
AVAILABLE!!!**

CVMC has 5 Sept. 11, 2010 Sprint Cup seats left. The tickets are first come first served. Please call Ron Martin for purchase. The seats are on the front stretch. Sprint stands, Section E, Row 20. **GREAT SEATS** and close to the Finish Line.

"Last Race Before the Chase"

Ron Martin
804-347-8701



**Blackstone Arts and
Crafts Festival Cruise In
September 11, 2010**

Due to the success of last years Arts and Crafts Cruise In, this year we have been asked back by the towns Chamber of Commerce for this years event being held September 11. If possible all participants are asked to arrive early (by or before 9 am) before the a special 9/11 ceremony that will start at 9:30 before the opening of the event. Like last year, first arrivals will park on the entry street (Tavern), the lots across the street from the Classic Grill (at Blackstone Autoparts) and across the street beside Hardees at the Harris Medical Center parking lot. Any overflow will also have Tavern Street on the East side off the festival as parking. First 100 Cruisers receive a dash plaque like shown on this post. Rain date is Sunday. Just like last year, the festival includes antique tractors, more vendors than ever, and other special events including a petting zoo and kid's zone. Admission is FREE. www.blackstoneva.com For

more info. Or call/email me 434-292-9617 / mac@circlesales.com
HOPE TO SEE YOU ALL HERE
IN BLACKSTONE ON 9/11.

Also, just a reminder, we are still having our monthly Cruise In here in Blackstone the LAST SATURDAY of each month in August and our final one for 2010 in September. Thanks to all that have come this year to support this monthly event and if you have not please plan to attend one of these final two monthly events.

Article by Mac Osborne

St. John's BBQ Blast September 18, 2010

Come out and show your car at the 5th annual St. John's BBQ Blast, to be held on Saturday, Sept. 18, from 12:00pm to 6:00pm, St. John's Church, 813 W. Nine Mile Rd., Highland Springs. There will be delicious homemade pulled pork sandwiches, ribs, chicken with all the trimmings, live music, local craftsmen, vendors, and plenty of old fashioned fun. Check out their site at www.bbqblast.org. This will provide the club with an outstanding opportunity to promote our organization. If you plan on attending, or even THINK that you might go, please email Michelle Jordan, berchel380@msn.com, by Friday, September 10th as our space limits us to about 12 cars!

Article By Michelle Jordan

FALL BAZAAR

Louisa Christian Church

**Saturday, October 16
8 a.m. to 3 p.m.**

Original, Unrestored
**1965 Ford Mustang
Convertible Raffle**

White with Red Interior
\$50 Donation benefits "Raise the Roof" Fund

- P. Buckley Moss Print (framed/signed)
- Handmade Afghan, Quilt, and Basket Raffle
- Baked Goods and Seasonal Produce
- Books, CD's, DVD's
- Yardsale, including Collectibles
- Plants and Garden Items
- Handwork, Craft and Christmas Shop
- Church Memorabilia
- Gospel Music
- Vintage Accessories Boutique
- Children's Activities
- Concessions

Mustang Tickets Available at (540) 894-5824

Drawing at 2 p.m., 104 Elm Avenue, Louisa

1965 Mustang Convertible Raffle October 16, 2010





A Look In The Rearview Mirror

This series will return soon to the Galloping Gazette!



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 August Monthly Meeting Minutes

By Renee Bennett

Welcome new members and Visitors: Ken Liles

Old member's new news: Militza Simic got a 1993 Mustang LX and Judy Dickey got a 2010 cube congratulations to you both.

Treasure: Ron Martin gave the Treasure's report and Tony Hall asked for a motion to approve and it was given.

Announcements:

- 1. MCA National Show in VA Beach and Tony Hall will be at the Cracker Barrel in Mechanicsville at 9am and plans to head down at 10am if Tony is not there to go he will leave later in the afternoon.*
- 2. Arts & Crafts Festival Black Stone 9/11/10-9/12/10 if you want to come contact Mac Osborne 434-292-9617*

New Cruise Inns:

- 1. Silver Diner at West Broad Street and Cox Rd Saturdays*
- 2. Quaker Steak and Lube on W Broad Street Just west of Hungry Spring Rd*

Does anyone know of a good engine shop in south side where someone can get a ring and valve job on a 200 CI 6 cyl?

MCA Report: Dave Dickey gave the report and spoke about the National Show in Va Beach 8/13/2010 and said if anyone want's to become a MCA member to see him Va Beach Police will be doing security at the show from 7pm-7am and you can go to Irvings detail on 229 Towne Center Drive if you need to clean your car.

Parade Report: Llew Stakes said there were no parade's schedule yet.

Cruise Inn Report: Tommy Wilson & Ray Louth: None yet.
Break: 8:30pm

CVMC Merchandise: George Godsey no report

Fall Show Report: Larry Noble can use still some more sponsors for Best in show, need class sponsors need help with parking if any one can help advertising is going well oldies 107.3 will do a spot on the radio the week of the show, other community papers in the area as well.

Board Meeting: On Monday 8/9/2010 at 7pm Virginia Center Commons Shoney's

Adjourn Meeting: 9pm



For all of your Hardwood Flooring needs give Don Lane a call at! 1-800-379-5353 or 804-748-0723

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



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



Offering Server Support, Desktop Support, Web Design and Software Support. Be sure to present you CVMC Membership Card for a 10% off to CVMC Members and the business they work for. Give Rusty Wiseman a call at! 804-938-5792



News From The Blue Oval



THE BOSS IS BACK: 2012 FORD MUSTANG BOSS 302 BRINGS ROAD RACING LEGEND BACK TO THE STREETS

The Boss returns! Limited production 2012 Mustang Boss 302 set to become the quickest, best-handling straight-production Mustang ever offered by Ford, based on the world-class foundation provided by the 2011 Mustang GT. Boss upgraded in nearly every vehicle system; engine output, brakes, suspension, interior and exterior all examined to optimize weight, aerodynamics and track performance. Full Mustang team effort results in a comprehensive re-engineering available only through the factory; new Boss is not a package that can be purchased out of a catalog or achieved through tuning or aftermarket parts. Limited-production track-oriented Boss 302 Laguna Seca model expands on Boss racing aspirations, deleting rear seat and

adding race-ready suspension and aerodynamic treatments

*For More Information
Visit the 2012 Boss 302 Mini Site*



MONTEREY, Calif., Aug. 13, 2010 – Ford gave the green light only once before: In 1968, management approved a special Mustang – a car that sacrificed nothing in its quest to be the best all-around road-going performance machine ever created by Ford Motor Company. That car became the 1969 Mustang Boss 302, and it remains one of the world’s most sought-after examples of American performance.

Forty-two years later, Ford has given the green light again.

The team of Ford engineers, designers and stylists – all Mustang enthusiasts to the core – that created the groundbreaking 2011 Mustang GT has distilled a new model to its purest form, strengthening, lightening and refining each system to create a race car with a license plate. Its name: the 2012 Mustang Boss 302.



“The decision to build a modern Boss was not entered into lightly,” said Derrick Kuzak, group vice president, Global Product Development. “The entire team at Ford felt the time was right and with the

right ingredients, the world-class 2011 Mustang could support a successful, race-bred, worthy successor to the original Boss 302. For us that meant a production Mustang that could top one of the world's best – the 2010 BMW M3 – in lap times at Laguna Seca. We met our expectations.”

To celebrate the racing heritage of the new Mustang Boss 302, Ford will also offer a limited number of Boss 302 Laguna Seca models, named for the track where Parnelli Jones won the 1970 Trans-Am season opener in a Boss 302. Aimed at racers more interested in on-track performance than creature comforts, the Boss 302 Laguna Seca has increased body stiffness, a firmer chassis set-up and an aerodynamics package carried over almost in its entirety from the Ford Racing Boss 302R.

Philosophy and powertrain
“The new Boss 302 completely redefines Mustang capability,” said Mark Fields, Ford president of The Americas. “That the Mustang team was able to take the current Mustang GT – already a world-class performance car – and refine it further for peak track performance shows the commitment Ford has to this car and its legions of fans.”



Driving the 2012 Mustang Boss 302 was intended from the outset to be a visceral experience, packed with raw, unbridled performance across the spectrum: Acceleration, handling, braking, and top speed are all equally matched for perfect balance on a car operating within the framework of legally defined safety, noise and emissions regulations.

“The team at Ford wanted to offer their fellow Mustang enthusiasts something really special – a beautifully balanced factory-built race car that they could drive on the street,” explains Dave Pericak, Mustang chief engineer. “The Boss 302 isn’t something a Mustang GT owner can buy all the parts for out of a catalog or that a tuner can get by adding a chip. This is a front-to-back re-engineered Mustang with every system designed to make a good driver great and a great driver even better.”

Led by Mike Harrison, the V8 engine team approached Boss from the top down: With 412 horsepower from 5.0 liters, the 2011 GT engine was already an incredible performer. But to achieve the high-rpm horsepower that would make the engine competitive on the track, a new intake was essential. The resulting runners-in-the-box plenum/velocity stack combination the engine team developed was impressive enough that it got the green light after one short drive.

Helping the intake build power, revised camshafts using a more aggressive grind are actuated with the same twin independent variable camshaft timing (Ti-VCT) mechanism used on the Mustang GT. More aggressive control calibration yields 440 horsepower and 380 lb.-ft. of torque, while still offering a smooth idle and low-end torque for comfortable around-town driving.

A race-inspired clutch with upgraded friction materials transmits power, while a short-throw, close-ratio six-speed manual transmission handles gear change duties.

Power is delivered to a 3.73 ratio rear axle using carbon fiber plates in the limited-slip differential to improve torque handling and longevity. For those who want even more precise control over power delivery, a torque-sensing (Torsen) limited-slip differential is an available option coupled with Recaro front seats.

Sounds like the Boss

While the powertrain team defined output targets that would yield

an ideal balance with the chassis, another team made sure the car made the kind of sounds owners and enthusiasts would expect from a Mustang Boss.

Up front, a Boss-specific intake system is tuned to feed the engine with minimum restrictions. A retuned induction sound tube provides concrete aural evidence of what's occurring under the hood. And, in the Boss exhaust system engineers really had some fun.

"With an exhaust system, we have to consider three constraints: legal noise restrictions; backpressure, which can rob power; and ground clearance," explains Shawn Carney, Mustang NVH engineer. "Since the 2011 Mustang GT exhaust is already so free-flowing – it came in way under our backpressure targets – we already had excellent performance; we were able to tune the exhaust system for a unique sound. Combined with the rush of the intake, the exhaust system really envelops the driver in V8 sound."

Every Boss features a unique quad exhaust system: Two outlets exit in the rear similar to a standard Mustang GT. The other two outlets exit to either side of the exhaust crossover, sending exhaust through a set of metal discs that act as tuning elements before the pipes terminate just ahead of the rear wheel opening. Visually subtle, the side pipes flow very little exhaust but a lot of exhaust sound, providing a sonic experience unlike any other Mustang.

Suspension and steering

In keeping with the Boss mandate to provide the best-handling Mustang ever, the already strong Mustang GT suspension system has been further refined. Higher-rate coil springs on all four corners, stiffer suspension bushings and a larger-diameter rear stabilizer bar all contribute to the road racing mission, and Boss models are lowered by 11 millimeters at the front and 1 millimeter at the rear versus the Mustang GT. The real key to handling, though, is in the adjustable shocks and

struts, standard on all Boss Mustang models.

"We've given drivers five settings for their shocks," says Brent Clark, supervisor of the Mustang vehicle dynamics team. "One is the softest, two is the factory setting and five is the firmest, and we've provided a wide range of adjustment. A customer can drive to the track on setting two, crank it up to five for improved response on the track, then dial down to one for a more relaxed ride home. What's unique is that drivers will find – thanks to the way the suspension works as a complete system – the softest setting isn't too loose and the firmest setting isn't too controlled; each step just provides additional levels of control."



Also unique is the method of shock adjustment. Ditching the weight and complexity of electronic wizardry, the Mustang team opted for traditional race-style hands-on adjustability – similar to the Gabriel shocks available on the original Boss 302.

"The shock adjustment is right at the top of the shock tower, built into the rod and easily accessible from under the hood or inside the trunk," says Clark. "You just take a small flat-head screwdriver, turn the adjustment screw between one and five, and head back out onto the track."

To complement the suspension, the speed-sensitive electronic steering system has been retuned to maximize feedback and road feel to the driver. The driver is also given the option of fine-tuning the steering feel to his liking by selecting one of three settings through the instrument cluster

menu: Comfort, normal and sport modes help offer track-tuned steering when desired without sacrificing low-speed maneuverability in parking situations and everyday commuting.

Similarly, Boss receives unique traction control system (TCS) and electronic stability control (ESC) settings to help drivers achieve maximum performance whether on the street or at the track. Both systems can be completely disabled in controlled track situations where maximum driver skill is utilized, or fully engaged for maximum safety during normal driving or in less-than-ideal traction conditions. Intermediate sport mode allows drivers to push their cars hard at the track without completely disabling the safety systems, permitting more aggressive driving before the TCS and ESC systems intervene.

Brakes, Wheels and Tires

Working in concert with the suspension upgrades, Boss 302 receives unique, lightweight 19-inch black alloy racing wheels in staggered widths: 9 inches in front, 9.5 inches in the rear. The Pirelli PZero summer tires are sized specifically for each end of the vehicle, with the front wheels receiving 255/40ZR-19 tires while the rear stays planted thanks to 285/35ZR-19 rubber.



The combined suspension and tire package allows Boss to achieve a top speed of 155 mph and become the first non-SVT Mustang ever to achieve more than 1.0 g of lateral acceleration.

Boss braking is also up to the challenge, using Brembo four-piston

front calipers acting on 14-inch vented rotors up front. In the back, standard Mustang GT brakes are upgraded with a Boss-specific high-performance pad compound. Combined with vented brake shields and unique Anti-Lock Brake System (ABS) tuning, Boss drivers get maximum control and rapid, repeatable fade-free stops in road and race situations alike.

The Mustang team spent considerable time ensuring the brake pedal feel met the expectations of performance drivers. Boss receives unique low-compressibility brake lines that expand up to 30 percent less than traditional flexible brake lines, allowing maximum fluid pressure to reach the calipers in the least amount of time, giving the driver a sensation of being connected directly to the brake pads.

"This car is wicked fast, so we put a lot of emphasis on giving it comparable stopping power," says Clark. "We started with a race-proven brake system and tuned it specifically for the characteristics of the Boss 302 and its mission. They're the best brakes ever installed on a Mustang, and they give consistent, repeatable braking performance on the street and the track."

As a result 60-0 stopping distances for the Boss are improved by approximately three feet versus the Mustang GT with available brake package; combined with suspension and engine improvements, Boss is expected to show approximately a two-second lap time improvement over the GT on a typical road race course. But the numbers tell only part of the story.

"We achieved measurable improvements over GT, which was already one of the best-braking cars we've ever designed," explains Clark, "but what's harder to quantify is how good these brakes feel to a driver in a race situation. Like everything on this car, the brakes are more than the sum of their parts: They're tuned from pad to pedal to work perfectly as a system, and the difference is dramatic."

Exterior and Interior Design

Changes to the Mustang Boss exterior are subtle but unmistakable. True to its race-bred heritage, every component that could potentially aid aerodynamics or engine/brake performance was examined to make the vehicle more competitive, while chief designer Darrell Behmer refined the styling to evoke the 1969 Boss in a contemporary way.

"We approached this as curators of a legend," explains Behmer. "We've taken design cues from the '69 Boss street car and the menacing Bud Moore/Parnelli Jones race cars and carefully updated them to give the 2012 the proper bad-boy attitude that is unmistakably a Boss Mustang."

To set Boss apart, each car will have either a black or white roof panel, coordinated to the color of the side C-stripe. Available exterior colors are Competition Orange, Performance White, Kona Blue Metallic, Yellow Blaze Tri-Coat Metallic and Race Red.

Up front, a unique fascia and grille are highlighted by the blocked-off fog lamp openings and aggressive lower splitter, a version of the design used – and proven – on the Boss 302R race car. The front splitter is designed to function at high speeds by efficiently managing the air under and around the car. It helps to reduce underbody drag and front end lift while more effectively forcing air through the Boss-specific cooling system. At the rear of the car, the spoiler was chosen to complement the front aero treatment and minimize overall drag.

"What we were after on Boss was reduced overall lift with improved balance," says Pericak. "We needed to keep the car glued to the street or the track at high speeds without increasing drag or affecting top speed and fuel usage. The end result is an aero package that uses front, rear and underbody treatments not for show, but for effect – the balance and stability of this car all the way to its 155-mph top speed is just outstanding."

Inside, a unique Boss steering wheel covered completely in Alcantara

suede complements the standard seats, which are trimmed in cloth with a suede-like center insert to firmly hold occupants in place. Boss customers who want the ultimate seating experience can select a package that includes Recaro buckets, designed by Ford SVT in cooperation with Recaro for high performance Mustang models, and shared between the Boss and GT500.



A dark metallic instrument panel finish, gauge cluster and door panel trim also differentiate Boss from the standard Mustang, while a black pool-cue shifter ball and "Powered by Ford" door sill plates further remind customers they're in a special car.

The Boss interior gets an aural kick thanks to what's been removed. Eleven pounds of sound-deadening material have been eliminated to let occupants further enjoy the intake, engine and exhaust note.

"Boss is a hallowed word around here, and we couldn't put that name on a new Mustang until we were sure everything was in place to make this car a worthy successor," explains Pericak. "We were either going to do it right or not do it at all – no one on the team was going to let Boss become a sticker and wheel package."

For More Information Visit the 2012 Boss 302 Mini Site.

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



Looking for a pristine Late Model Mustang or Saleen? Then give Mark a call! Phone: 804-784-8851

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info@performanceautosport.com

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Be sure to present you CVMC Membership Card for a club discount on their Dyno! 3 pull's for \$65.00



Photos & Articles from Ford Racing



ANGELELLI AIMS FOR HISTORY BOOKS AGAIN 8/25/2010

Montréal — What do Michael Schumacher, Nelson Piquet, Ayrton Senna, Alan Jones, Lewis Hamilton, SunTrust Racing's Max Angelelli—oh, and throw in Canadian stock car racer Kerry Micks, for good measure—all have in common?

Of 46 major motorsports events held at Montreal's legendary Circuit Gilles Villeneuve since the Formula 1 facility hosted the first Canadian Grand Prix in 1978, they are the only seven drivers to score multiple wins.

Thus, when Angelelli co-drove the No. 10 SunTrust Ford Dallara of Wayne Taylor Racing to his second victory in just the third Grand-Am Rolex Sports Car Series Montreal 200 ever held there last August, the veteran Italian joined some pretty elite company, thank you very much.

Only Schumacher, who scored an incredible seven F1 victories on the 2.709-mile, 15-turn road course from 1994 to 2004, and Piquet, who scored three F1 victories from 1982 to '91, have won more than twice on Canadian racing's most hallowed ground. Senna, Jones and Hamilton have won a pair of F1 races each. Micks, who hails from Ontario, won the 2006 and '07 NASCAR Canadian Tire Series events. And, for what it's worth, no driver has won more than once in the three NASCAR Nationwide Series races and five Champ Car World Series events held at the circuit.

Angelelli hopes to make it three-for-four Saturday on the Ile Notre-Dame located on the St. Lawrence River when he and SunTrust Racing co-driver Ricky Taylor wage war against their Rolex Series competitors for the next-to-last time in 2010. They earned their fifth podium finish of the season three weekends ago at Watkins Glen (N.Y.) International and look to lock down second place in the point standings for SunTrust's sixth top-three finish in the Rolex Series championship since joining the series seven seas.

While the championship-leading No. 01 Chip Ganassi Racing with Felix Sabates BMW Riley team of Scott Pruett and Memo Rojas looks to make history after winning a series single-season record-tying seventh victory at Watkins Glen, Angelelli and his 21-year-old co-driver Taylor look to add another win or two before season's end to the one they enjoyed at Lime Rock Park in Lakeville, Conn., on a truly memorable Memorial Day. Their championship hopes, unfortunately, look rather dire in light of the Ganassi team's 30-point advantage, but they do have some breathing room with an 11-point margin ahead of last year's

champions—the No. 99 Gainsco/Bob Stallings Racing Chevrolet Riley duo of Alex Gurney and Jon Fogarty—who occupy the third spot in the standings.

Practice for the Montreal 200 begins Friday morning with qualifying set for 5 p.m. EDT. Live streaming video of Friday's qualifying session will be available online beginning at 4:55 p.m. Race time Saturday is 2:15 p.m., with live television coverage on Speed, as well as live radio coverage on the Motor Racing Network and Sirius NASCAR Radio Channel 128, beginning at 2 p.m. Live timing and scoring during all on-track sessions can be found online.

MAX ANGELELLI, CO-DRIVER OF THE NO. 10 SUNTRUST RACING FORD DALLARA YOUR OVERALL THOUGHTS ABOUT HEADING TO MONTREAL THIS WEEKEND FOR THE SEASON'S NEXT-TO-LAST RACE? "It will be really nice and I am looking forward to it very much. We definitely want to win a race or two before the end of the year because only one is not enough.

"We will try to push ourselves as hard as we can, once again, because the SunTrust car has been good all year and we have the potential to win every weekend. But, then again, a lot of it is really up to the 01 [Chip Ganassi Racing with Felix Sabates] car because they have been absolutely unbeatable. So, in a lot of ways, there is nothing we can do more than what we have done because the rest is out of our hands. You can have a perfect race, like we have at least a few times this season, and the best you can do is finish second. Or, you can have an average race and finish third or fourth or worse because there are so many other good teams out there ready to take advantage. We have a good history at Montreal, so we have that working in our favor."

WHAT IS IT ABOUT THE MONTREAL RACE THAT HAS ALLOWED YOU TO BE SO SUCCESSFUL THERE? "We won a race because of speed, and that was the very first year [2007]. And then we won a race because of a good strategy [in 2009]. So, we won

one race by speed, and the other was won with strategy.

"The first year, the SunTrust team was very, very strong from the moment we unloaded the car. That was our race to win, and everything worked perfectly.

"Last year, we didn't have the fastest car but we had the perfect strategy, and the rain came at just the right time. Two years ago, it was our first year there with the Dallara and we had brake cooling problems that made it a very difficult weekend for us. But we learned and came back stronger last year.

"Otherwise, I just love being in Montreal. The track is in a beautiful city and on a beautiful island. The atmosphere, it's beautiful. Going there in August is great because all the people on holiday make it a very fun atmosphere. You share the weekend with the local people, the tourists, and the [NASCAR] Nationwide series and it is fantastic. Montreal is such a great place, you know that not only the track is going to be a nice experience, but it is also going to be nice in the evening and in the morning. I wish we could share more weekends with the NASCAR series. I wish we could have these types of events in these types of places more than just once a year."

TALK A LITTLE BIT ABOUT THE MONTREAL CIRCUIT AND WHAT MAKES IT SO UNIQUE TO THE GRAND-AM COMPETITORS. "I love the track because it makes for very good racing. The track is mainly made up of chicanes, when you first look at it, like going around a big, right-handed oval with four or five chicanes. But the actual fact is the chicanes are all very different and very technical, very bumpy, very narrow, very difficult. So, it gives you multiple places to overtake cars. You can actually have some action going on.

"In my book, these types of tracks are always welcome because you will not have a single-file race. You can have overtaking, you can try things, you can take some safe risks, you can do stuff."

RICKY TAYLOR, CO-DRIVER OF THE NO. 10 SUNTRUST RACING FORD DALLARA YOU'RE GOING BACK TO MONTREAL WITH THE DEFENDING RACE-WINNING TEAM, AND THE TEAM THAT HAS WON TWO OF THE FIRST THREE ROLEX SERIES RACES EVER RUN ON THE CIRCUIT GILLES VILLENEUVE. DOES THAT HELP YOUR OUTLOOK FOR THIS WEEKEND, CONSIDERING IT'S YOUR FIRST TIME THERE WITH THE SUNTRUST TEAM? "Yeah, it's always nice to come back as the defending race-winner, even though I didn't have anything to do with it. Last year's win was thanks to a big strategy call for the SunTrust team. I was able to get my best career finish to that point [fourth place in the No. 13 Beyer Racing entry] last year following the same strategy. So it was a good day for the Taylor family, for sure.

"This year, though, we go to Montreal feeling like it's one of the few tracks we're actually a little bit concerned about performance-wise. It's a low-downforce track and, the way our car is, it doesn't suit us as well as some other tracks do. That's what the team has been preparing me for, anyway. But with all the track time we will have to get the SunTrust car working the way we like it, I think we could be good to go by the time it matters.

"As a driver, I like the track a lot. It's nice to go to a current Formula 1 track. Montreal, the whole city, supports the track and the people fill the place for our race. I remember talking to a lot of the fans last year and realized they're so into our racing. It's cool to see because you don't see that everywhere with sports car racing these days."

WHAT KIND OF THINGS CAN YOU DO TO MAKE THE SUNTRUST CAR FASTER AROUND THE MONTREAL CIRCUIT DURING YOUR THREE HOURS AND 50 MINUTES OF PRACTICE ON FRIDAY? "There are endless adjustments that we can make to the car. Luckily, this is one of the weekends where we have more track time than just about any other

weekend, so we have time to work on it and get it right.

"Travis [Jacobson, technical director], as he does every weekend, comes prepared with a long list of adjustments that we can make, so we'll just take it step-by-step. Montreal is a low-downforce track, so having a car that's good on the brakes and has mechanical grip is key. It's good if you can make your car work over the curbs, as well, because the track has lot of chicanes and you'll want to make the laps as short as possible by using the curbs effectively.

"If I had to pick one key corner, it would be the hairpin leading onto the backstraight, which is the longest straight on the track and where we reach speeds up to 180 mph. We'll do our best to put it all together."

YOU GOT TO TAKE A NICE BREAK FROM THE RACING SCHEDULE AND YOUR SCHOOL SCHEDULE AT THE UNIVERSITY OF CENTRAL FLORIDA BY VISITING YOUR PARENTS' NATIVE SOUTH AFRICA WITH YOUR MOM AND BROTHER JORDAN FOR THE LAST TWO WEEKS. WHAT WAS THAT LIKE? "We don't get to see that part of our family that often since they're all the way down in South Africa, so we had a nice time seeing all of them. We did tourist things, visited Soweto, where there is a lot of history, the Kyalami race track and all the race tracks around where we happened to be.

"It worked out perfectly because Jordan and I were out of school, and our cousins down there were out of school, and we had no race to worry about. I think, for me, getting to spend time with that part of our family was the best part of all. We came back in time for Jordan and I to start the fall semester at UCF this week. I'm taking physics and calculus II this semester, so it's going to be a rough one."

Article & Photo by Ford Racing

International Vehicle Appraisers Network



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I was extremely pleased to see many of our members at the Virginia Beach show and the weather did cooperate with a nice breeze and not extremely hot. Several long time friends from New York, Nebraska, Pennsylvania were there and it was nice to visit with them. I believe we had 12 Mustangs at the show and around 5 or 6 other members visiting the show. There were some really nice and a few original Mustangs on the show field. Several of our members helped judge these fine cars

while I judged the beautiful 1967 and 68 concours trailered models. The Occasional Driven class in both early and late model judging left some questions on consistency that needs to be answered. For those members that did not receive an award I honestly believe you should send for your judging sheet and look it over. If you have any questions, then call or email MCA National head judges to express your concerns on how your car was judged. They need to know what you think of the judging, both good and bad. That is the only way MCA can try to improve their judging.

During the judges meeting at Virginia Beach we were told that during the Arizona Barrett-Jackson car auction a gorgeous early model Mustang was on stage and the bidding had stopped. Then the announcer said this Mustang was judged a Mustang Club of America "Gold" winner. The bidding started immediately after the announcement with the bidding almost doubling the final price of that Mustang. Barrett-Jackson then contacted MCA to see if they would supply judges to go over Mustangs at their future auctions. Now that shows you MCA's judging criteria is ranked quite high in the classic car arena.

*Our next really BIG show is this weekend. It will be at the Biltmore Mansion in Asheville, N.C. This show sold out in the first fifteen days of March. Those members traveling down to the show should read and follow the **very important** information send to you on the directions, registration procedures, and what you need to get onto the Biltmore grounds. That information is also published on our MCA forums website. Remember, the road into the mansion is a single lane, in each direction, entrance with a short traffic light and there are 515 Mustangs to be registered.*

If you would like to join this world wide Mustang organization and receive a great magazine full of interesting "how to" articles see me during the break.

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

In 1990 the Clean Air Act was passed and just a few years later old cars and trucks were being crushed so that big stationary polluters could get credits and continue to pollute. For years we car hobbyists had to hear things like "only 10% of cars make 90% of the pollution" and "older vehicles produce almost all vehicle pollution" – I never found out where quotes like those came from – in fact I believe they were simply made up by someone and passed around until some people actually stated believing them. The power plants and the stationary polluters continued to pollute the air while we car hobbyists had to figure out how to keep our hobby from extinction which led to the formation of car councils.

Years later all that changed. The EPA and state environmental agencies discovered that making vehicles cleaner and getting older vehicles off the road wasn't making a big dent in air pollution. In the Shenandoah Valley there was lots of

haze, ozone and pollution – way more than what was produced by the vehicles and stationary polluters in the valley and it was on the rise. The environmental agencies figured out that stationary polluters in other states were producing so much air pollution that it was drifting into the valley. The power plants and other stationary polluters were cracked down upon and the air quality actually improved.

Air quality would have improved years earlier if the environmental agencies (our governments at the federal and state levels) had figured out that a few old cars and trucks on the roads were not causing massive air pollution; the big stationary polluters were at fault.

Now the shoe is on the proverbial other foot. Electricity producers such as rural electric cooperatives are mounting a campaign and asking for our help. In the May issue of Cooperative Living – a magazine sent to rural electricity customers – electricity producers attached postcards to be sent to members of Congress. Congress has been discussing cap and trade, greenhouse gases and climate change. Any new laws would mean higher electricity prices, something neither we nor the electricity producers want. The postcards ask members of Congress not to make changes that would increase the cost of electricity.

So here we have stationary polluters that produce electricity that want us to help them fight legislation that would mean higher electricity bills and more regulation for the producers. My question is "where were they when we needed some help?" I think it's pretty bold to stick it to us in an effort to keep their costs and regulations down and then when they could be in trouble they want our help – you guessed it – to keep their costs and regulations down. We don't have much choice either. We don't want our electricity bills to increase.

Car hobbyists are nice people, too nice. We help out local charities and do a lot of good for the communities and when someone can

stick it to us they usually do. This is why car councils formed in the 90s. We had to join together to keep those who have power from sticking it to us over and over. If those stationary polluters could somehow dump all the blame for the perceived climate change I'm betting they would dump it quickly on us and our old vehicles.

The Obama administration via Secretary of Transportation Ray LaHood is proposing a seat belt rule for commercial buses. A couple of years ago a Texas bus crash left 17 dead and apparently researchers have determined that the use of seat belts in that crash could have saved some lives. If you're wondering about seat belts on school buses wonder no more. The federal government's new proposed rule would be for commercial buses only and not school buses. May be the government doesn't care about the children. The reason I've always heard for not putting seat belts on school buses is that elementary children wouldn't be able to ride three to a seat.

Our governor says that soon he will have a plan to put before the General Assembly to privatize liquor sales so that a few million will be raised for road construction. This is like selling the goose that lays the golden eggs for a couple of dollars. My guess is the real reason for this is to sell liquor licenses to those who want them. Last year profits and taxes from liquor sales produced \$231 million on gross sales of \$675 million. The governor hopes to get \$300 to \$500 million from the sale. The state estimates it will cost \$7.8 billion over the next six years to fix the roads. If the governor gets \$500 million that would be 6.4% of what is needed to fix up our roads.

**CCCCV President
Fred Fann**

Upcoming Car Shows

MCA Events

September 3-5, 2010 Mustangs at the Mansion 2010 Mustang National Event Asheville, North Carolina

Hosted by Blue Ridge Mustang Club of Asheville at Biltmore Estate/Asheville, NC. Event hours are TBD. Registration fee is TBD (pre-registration TBD). Host hotel: Doubletree Inn. Co-host hotels: Marriott Residence Inn, Sleep Inn, Quality Inn & Suites, Asheville Hilton. Hotel reservations accepted beginning 9/02/2009. Show participants MUST purchase tickets to Biltmore Estate. Special 3 day pass is \$30 per person (reg. price is \$50-\$55 per day)! No charge for spectators, but are limited to show site only! Registration form (available late 2009) will contain information on all fees. For more information, call Joe Grace at 828.667.9213; email mustangsatthemansion2010@gmail.com or visit <http://brmcoa.org>

September 10-12, 2010 September in the Park Carrollton, Kentucky

The Groovy '70s hosted by Derby City Mustang Club at General Butler State Park. Event 8am - 5pm; check in 8am - noon. Registration \$35 (\$30 before August 1). Friday - Pony Trail at 9am; Welcome Bash 7pm. Saturday - car show noon - 5pm, Banquet 7pm. Sunday - Awards 10am. For more information, call Roger Goodin or Donna Goodin at 502.231.1348; email gennon9@bellsouth.net email dsgoodin9@bellsouth.net or visit <http://derbycitymustangclub.com>

September 11, 2010 26th Annual Fall Spectacular Winchester, Virginia

Hosted by Shenandoah Valley Mustang Club at Jim Barnett Park. Event hours are 12:00 - 3:00 with check-in running 9AM - 12pm. Registration fee is \$15.00 (pre-registration \$15.00 before September 9, 2010). The show is open to all makes and models of

cars trucks. Dash plaques to first 100 registered. Top 40 awards, also Best of show car and Best of show truck. Judging by popular vote and best of shows picked by club officers. Rain date of show is Sunday Sept. 12th 2010 For more information, call Tommy at 540-662-0584 or email mustangtommy64@comcast.net or call Bob at 1-304-876-6830.

September 11, 2010
The Mustang Club of Maryland and Bob Davidson All Ford Show
Baltimore, Maryland

Hosted by Mustang Club of Maryland at Bob Davidson Ford. Event hours are 9:00 am - 2:00 pm with check-in running 9:00 am - 11:30 am. Registration fee is \$10 for members \$15 for non members. The 5th annual MCOM / Bob Davidson All Ford show. Rain Date is October 9th. For more information, call Father Lou at (443)417-0973 / (410)817-9651 or email MustangLJN@comcast.net

September 18, 2010
17th Annual Mustang & Ford Powered Car Show
Morrisville, North Carolina

Hosted by Heart of Carolina Mustang Club at Morrisville Outlet Mall. Event hours are 9 a.m. - noon with registration 9 a.m.. Registration fee is \$20, Judging 10-11:30, Trophies presented at noon. Show magnets for first 100 entries, door prizes, 50/50 raffle with proceeds going to Wounded Warriors and the Food Bank of Central and Eastern North Carolina. Food, shopping, AC and restrooms close by so bring the whole family. For more information, www.HCMCstangs.com Questions? car-show-chairman@hcmcstangs.com

September 18-19, 2010
21st Annual Mustang & all Ford Show
Clinton, Tennessee

Hosted by Tennessee Valley Mustang Club at Ray Viles Ford. Event 8am-5pm; check-in 8am-noon. Registration \$35 (\$30 before September 1). Vendor space 9'W 20' D \$35. Judged show will

be one day only. Awards will be given Saturday evening before dinner & Show. Sat.evening's dinner and show will be at the Museum of Appalachia. There will be a pony drive though the beautiful Tenn. mountains on Sunday starting at 9am For more information, call Jim McFarland at 865.925.3334; email jims6t6@aol.com visit <http://tnvalleymustangclub.org>

October 16, 2010
SENCMC 12th Annual All-Ford Car and Truck Show
Wilmington, North Carolina

Hosted by Southeastern North Carolina Mustang Club at Capital Ford of Wilmington, 5501 Market Street. Event hours are 8am - 3pm with check-in running 8am - 12pm. Registration fee is \$20.00 (pre-registration \$15.00 before October 2, 2010). Show and Shine (non-judged) \$10.00, Car Corral (for sale, non-judged) \$10.00, Vendor space \$25.00, Judging begins at 12:30, awards at 3pm. Trailer parking available! 50/50 drawing, FREE family games! Dash plaques to first 100 registered vehicles. Over 100 awards! For more information, call Kurt Miller at 910-265-8265 or email buzzch46@aol.com or call JC Edwards at 910-274-6088 or email susan_edwards@nced.uscourts.gov or visit the website at <http://clubs.hemmings.com/clubsites/sencmc/index.htm>

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

September 18th, 2010
The 8th Annual Christmas In September Car Show and Benefit
The Oldies But Goodies Classic Cruisers Inc. Presents The 8th Annual Christmas In September Car Show and Benefit at the Children's Hospital, 2924 Brook Road, Richmond, Virginia 23220-1298. Gates open at 08:00 am until 04:30 pm Rain or Shine.

(Registration opens at 09:00 am until 12:00). Pre-registration is \$15.00 thru Sept 1. Registration at the gate is \$20.00. Make checks to the Children's Miracle Network. Food Donations will be taken for the Richmond Area Food Bank. Featuring again for 2010 The BAND LITTLE ROCK! Hamburgers, hotdogs and bake sale, with a silent auction and live auction. The Show is open to all cars, trucks and bikes. Awards: Top 25 Peoples Choice, Club Participation, Directors Choice. Contact: Danny Herald -- President, OBGCC Phone: 804-469-4302 Website: www.obgcc.com

September 19th, 2010
Virginia Motor Sport Club
Autocross

At Richmond Raceway Complex. Registration and tech inspection open at 9, driver's meeting is at 10:30, and the first car is off at 11:00. Enter off of Laburnum Ave. at Gate 2 or use the main gate and proceed to the parking lot near Gate 2. Cost to enter is \$30 (\$25 for members)for 4-6 runs. You can get additional information, register, and ask questions at www.vmsc.org. Come and join us for an opportunity to safely drive your car over a timed course to test its handling.

October 9th, 2010
5TH ANNUAL CAR & BIKE SHOW
9:00 A.M. – 4:00 P.M. Hotrods Antiques Motorcycles Dale Ruritan Club Richmond Va. Rt. 10 and Chippenham Parkway ALL PROCEEDS TO BENEFIT SHELTERING ARMS HOSPITAL Dash plaques for first 100 registered. Best and Top 10 for Modified & Antiques. Top five and best for bikes. Top five and best for stock cars. Also, longest distance, lady's choice, & best club participation. Activities for children, 50-50 Drawing, door prizes, food, music Contact: 804-383-2961 Website www.3000daysafetyclub.com/show.html for printable flyer and registration form

October 10th, 2010
Virginia Motor Sport Club
Autocross

At Virginia Motorsport Park, 8018 Boydton Plank Road, Petersburg, VA. Registration and tech inspection open at 9:30, driver's meeting is at 11:30, and the first car is off at noon. Cost to enter is \$30 (\$25 for members) for 4-6 runs. You can get additional information, register, and ask questions at www.vmsc.org. Come and join us for an opportunity to safely drive your car over a timed course to test its handling.

October 16th, 2010
1st Annual Holly Grove Ruritan Car, Truck & Motorcycle Show and Vendor Fair

3022 Crewsville Road, Bumpass VA 23024. Trophies awarded in ten categories plus Judges' Award & People's Choice Award. Show registration is \$20 at the gate. Set up from 9am to Noon. Judging begins at 1pm, awards presented at 3pm. Free spectator admission. Non-food vendors welcome - \$15 per space with pre-registration required. Vendors please contact Patrica Hicks at 556-4566 or Martha Barlow at 556-6610. Barbeque chicken dinners, hamburgers, hot dogs, fries and drinks available along with a bake sale and 50/50 raffle. All proceeds will benefit the Holly Grove Ruritan Club's charitable community efforts. This a a family fun non-alcohol event. E-mail: hgr-cars@hughes.net for more car show information. Rain date October 23rd.

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

[Car Club Council of Central Virginia](http://www.carclubcouncil.org)

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