The Galloping Gazette

The Official Newsletter Of The Central Virginia Mustang Club

November 2012 / Issue 311

CVMC News

CVMC Director Elections for 2013 December 5, 2012

On December 5th, CVMC will hold elections for six of its Board of Directors positions. The officers of the club would like to welcome anyone interested in becoming a part of the Board to please contact Michelle Jordan or Laura Pegram with any questions or to express your interest.

The Board consists of the club's officers and 14 director positions. Each member is asked to serve for two years. The BOD is responsible for making decisions on the club's behalf as well as reporting out to the club members.

We don't ask for a huge time commitment, and we typically meet on a quarterly basis. If you would like to become a part of this great group, please let us know by November 30th. Michelle Jordan can be reached at 804-397-0026 or berchel380@msn.com. Laura Pegram can be reached at lpegram@emc-company.com or 804-901-2737.

Article by Michelle Jordan

Richmond FORD LINCOLN

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CVMC Adopt-A-Highway Trash Pick-Up October 13, 2012

On October 13th, CVMC held its Fall Adopt-A-Highway Trash Pick-Up.

We had 6 club members show up to help clean up a stretch of road that is close to a mile long. They were Don & Karen Lane, Llew Stakes, Mike Peyton, Greg Davis and Tony Hall.

We almost cancelled the event due to a lack of participation by the club but, we decided to go ahead and do our civic duty and pick-up the trash anyway.

After we finished we went to Pizza Hut and stuffed ourselves with pizza. You should have been there it was good!

CVMC has been participating in the Adopt-A-Highway for over 25 years. Those of us who showed up on October 13th, sure hope you will join us in the Spring for the Spring Adopt-A-Highway event.

Article & Photo by Tony Hall

CVMC Cruise to the Drive-In October 13, 2012

We had 5 Mustangs and 1 Van make to the Drive-In movie. The movies that were shown were "Frankenweiner" and "Trouble with the Curve" by Clint Eastwood. We had a great time and we hope you will join us next time!

Article by Tony Hall

Upcoming 2012 Christmas Parades

The Ashland Christmas Parade is Sunday November 18th, 2012, at 2:30pm. For more information please call ***Llew Stakes!!!***

The Mechanicsville Christmas Parade is Sunday December 2nd, 2012, at 3:00pm. For more information please call ***Llew Stakes!!!***

Llew Stakes
804-262-5789
parades@centralvamustang.com

2012 CVMC Christmas Party December 15, 2012

A date was set for the club party of December 15, 7pm, at the Holiday Inn where we hold our monthly meetings. For more information please call ***Gordon Martin!!!***

Gordon Martin
804-550-3196
nativeborn@comcast.net

For a 10% discount on Labor Charges be sure to present your CVMC Membership Card

CVMC Fall Leaf Cruise October 27, 2012

Unfortunately the CVMC Fall Leaf Cruise was canceled this year due to an abundance of caution for the possible bad weather caused by Hurricane Sandy.

The Cruise will come back again next year! See you then!

Article by Tony Hall

CVMC Race Tickets For Sale Richmond International Raceway April 27, 2012.

CVMC has the Spring NASCAR race tickets for April 27, 2013, For Sale now. Get them while you can. The club has 10 seats available in the Sprint Stands, Section E, Row 20. The price is $85.00 per ticket. They are

***EXCELLENT SEATS**. First come first served. Call **Ron Martin** and put your order in. 347-8701*

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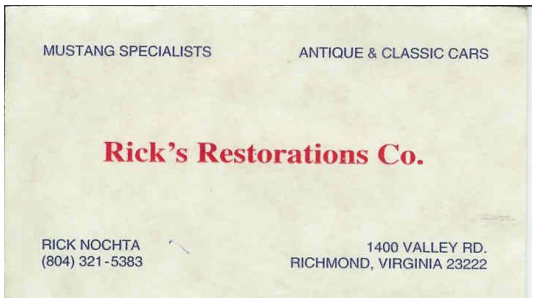

Mustang Restoration, Part's, Appraisal's, MCA & SAAC Judging Experience. Regional rep for the Shelby American Automobile Club (SAAC) and the SAAC 1965 Shelby Head Judge. Give Rick Nochta a call for all your Mustang needs! 804-321-5383 Be sure to present you CVMC Membership Card for a 5% to 15% discount!

Richmond MCA National Update

CVMC is looking for a New MCA National Show Chairman. Anyone who may be interested please contact…
Tony Hall
804-337-4807
president@centralvamustang.com

CVMC Merchandise

CVMC now has CVMC Logo Car Magnets for sale at $17.00 apiece.

George Godsey
Phone: 804-562-9545
E-mail: gggeliminator@yahoo.com

Facebook

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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

CVMC October Monthly Meeting Minutes

By Michelle Jordan

Tony Hall, President, called the meeting to order at 7:33. The meeting was held at the Holiday Inn Crossroads on Staples Mill Rd.

Items Covered

***Welcome New Members & Visitors:** New members included Eugene Jordan with his 1987 Mustang, Scott Geesey with a 1992 convertible, and Sam Bentley with a 1966.*

***Old Member News:** Kathy McWilliams and her two cars are featured in this month's Mustang Monthly.*

***Treasurers Report:** Ron Martin provided a detailed report on the income and expenses for September.*

***Announcements:** Anyone wishing to renew their membership for 2013 my do so now. $25 is due and can be given to Laura or mailed to the club's PO Box listed in the newsletter.*

***Membership Report:** From the Fall Show, 5 new members signed up and 1 renewed.*

***MCA Report:** Please see Dave's article in the newsletter for a full*

report on MCA. A reminder that there are two National shows next year on the East Coast: July 5-7 in Asheville, NC, and 8/31-9/2 in Orlando, FL.

Parade Report: *Llew reported that the Ashland parade is scheduled for 11/18, and the Mechanicsville Christmas Parade is scheduled for Sunday 12/2.*

Adopt-A-Highway: *10/13 is the date for cleanup. We are looking for a good turnout. Meet at the Ivymont Shopping Center, 9am. Lunch will be provided.*

Website/Facebook: *Check regularly as events are being updated.*

Fall Show: *We had approximately 27 volunteers for the Fall Show. Turnout was great, and we have gotten good feedback from the participants. Preliminary discussions with Bass Pro indicate they would like us back again next year. Stats: 139 registered, 9 popular vote, 120 judged, 123 trophies, 3 popular vote winners, 6 gold, 95 1st, 11 2nd, 7 3rd.*

Cruise Ins: *10/13-cruise to Haydensville drive-in. 10/27-leaf cruise.*

Merchandise Report: *George Godsey has flags, hats and shirts, and he also has door magnets for sale. Please see George if you have a specific order or request.*

The meeting was adjourned at 8:18 pm by Tony Hall.

CVMC October Director's Meeting Minutes

By Michelle Jordan

Tony Hall, President, called the meeting to order at 7:47. The meeting was held at the Shoney's at Virginia Center Commons.

Board members in attendance: Tony Hall, Ron Martin, Michelle Jordan, Dave Dickey, David Lythgoe, Militza Simic, Rusty Wiseman, Johnny McGrath, Kathy McWilliams, Mike Peyton, Llew Stakes, Tommy Wilson, Gordon Martin, Dave Thomas, and Mark Abrams.

Guests: Joan McGrath, Betty Wiseman, and Marsha Stakes.

Club Enthusiasm: *We need to get the Membership enthused about the events we hold and get participation to increase. Every Officer and Director needs to encourage the membership to participate. Also, every Officer and Director needs to encourage the membership to recruit new members and invite old members that have left the club to re-join.*

Website: *Rusty will try and make the necessary move for the website in December.*

Membership: *If anyone can suggest possible board members, please refer them to Michelle Jordan for the December election.*

New Post Office Box: *Ron Martin and Laura Pegram will be looking for a new PO Box for the club next week.*

Checking Account: *Discussion was held regarding the club's existing account and our access to the account via the internet. Michelle Jordan and Ron Martin will look at the existing relationship including the possibility of remote check deposit and report to the BOD in January.*

Parades: *The Mechanicsville Parade is confirmed for 12/2. We are waiting on confirmation for the Ashland parade. Other parades are possible and we are gathering information on those.*

CVMC Christmas Party: *A date was set for the club party of December 15, 7pm, at the Holiday Inn where we hold our monthly meetings.*

Cruise Ins: *Leaf Cruise is scheduled for 10/27.*

2012 Fall Show: *Ron Martin provided the financial report for the show. A motion was made and carried to make our donation to the Wounded Warriors Project of $800. Kathy McWilliams asked for suggestions to improve the show for next year.*

The meeting was adjourned at 9:38.

Next board meeting: January 15, 2013, 7:30 p.m.

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Thanks for Contributing To The Galloping Gazette

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

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

Be sure to send your articles to.

Tony Hall
president@centralvamustang.com

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Tony Hall
president@centralvamustang.com

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News From The Blue Oval

This is a rendering of what Car & Driver thinks the 2015 Mustang will look like.

2015 Mustang

Mustang is Ford's oldest continuously produced nameplate (Ford might cite its F-series, but that didn't bear the F-150 badge until a decade after the Mustang arrived). In its lifetime, Mustang has been many different cars: a reskinned Falcon, something closer to the Torino, a hideous and malformed mutant Pinto, and a Fox, the platform it shared with a variety of Fords, Mercurys, and even a couple of Lincolns across three decades. In its current form, though, Mustang has become something it flirted with from inception: great. We named the GT and Boss 302 to our 2012 10Best pantheon, and called the Boss "the best Mustang ever." For 2015, Ford's ungulate will undergo its most revolutionary redesign yet. We hear it'll arrive Thursday, April 17, 2014, or 50 years to the day it originally went on sale. This should make for one helluva birthday.

Dimensionally, the 2015 edition won't differ much from the current car, but it will employ an all-new unibody. The next Mustang's track, both front and rear, will be slightly narrower. Wheelbase looks to shorten up by less than an inch from today's car. With more-stringent impact requirements pending during the car's anticipated life cycle, overall length could creep up by the same amount the wheelbase shrinks to allow for suitable crash structures.

With the brief exception of the SVT Cobra that appeared intermittently between 1999 and 2004, the Mustang has always relied on a solid rear axle—and since the advent of the internet, forums have been overrun with calls for an independent rear. Hark, bathrobe wearers, your cries have been heard. In addition to reducing unsprung mass, the 2015's multilink independent rear will allow more space for the rear seat and cargo.

A strut setup will carry on up front, but with new geometry. Performance models will use aluminum lower control arms, while stamped steel serves in the base car. Big six-piston Brembo brake calipers will be stand-ard on serious performance models, optional on the semi-serious ones.

Unlike today's Mustang, which sees only limited export beyond the NAFTA zone, Ford has decreed that its next-generation pony car will be sold around the world. With this in mind, powertrain choices will expand significantly beyond today's single V-6 and three V-8 choices. We've even heard that, for select markets in Asia, Ford will offer a naturally aspirated inline-four. Sounds screwy, we know. But Ford continues to challenge

convention with its engine choices; who would have thought even two years ago that V-6s would make up the majority of F-150 sales?

The U.S. will get a four-cylinder, too—the first in a Mustang since 1993. A turbocharged, direct-injected 2.4-liter four will relieve an upgraded version of today's 3.7-liter V-6 of its mantle as 30-plus-mpg champ. Mimicking the EcoBoost's role in the Edge and Explorer, the 250-plus-hp four-cylinder will be priced higher than the more powerful base V-6 Mustang and be positioned as a balance between sport and fuel efficiency.The 2015 GT will keep the Coyote 5.0-liter V-8, but don't expect horsepower to rise from its current 420. The delayed-intro Boss 302 will see an extra six ponies coaxed out of its engine, raising that figure to 450.

Ford is playing its cards very close to the vest regarding the next Shelby GT500. Under hood space in the 2015 Mustang will be tighter than it is today, posing a problem for the Shelby's massive supercharged and intercooled 5.8-liter. Due to its height, the 5.8 appears to have been squeezed out. Its 662 horses will be tough to beat in the next-generation Shelby, if there is a next-generation Shelby. But the GT500 has garnered Ford a lot of press, and a twin-turbocharged, direct-injected Coyote is a tantalizing concept with the potential to match the 114 horsepower per liter of the 5.8.

Initially, the new Mustang's transmissions will carry over from today's car, but an eight-speed automatic will join the lineup eventually.

The 2015 edition of America's original pony car promises a marked mechanical improvement over anything that has carried the Mustang name, but its sheet metal wrapper may concern loyalists. Last September, Ford unveiled the Evos concept car at the Frankfurt auto show. The automaker said at the time that the sleek coupe represented "the ultimate expression of Ford's new global design language." Over the past several months, the company has led us to believe, through cryptic statements and innuendo, that the Evos also telegraphs the form of the next Mustang. To be sure, the Evos is one highly attractive machine, but when you look at it there's little that makes you think "Mustang."

It won't be the first time the model eschewed its established visual language for a cleaner, less brand-specific look. Although devoid of any Mustang cues, the 1979 model was well received by customers and journalists alike—perhaps in large part because the Mustang II that preceded it was so misshapen. Slowly, though, original design elements crept back in, culminating in a 2005 model chock-a-block with everything that made the first Mustang so strong.

A Mustang that ignores its styling heritage does so at its own peril. While the Evos is a great statement and direction for Ford as a whole, it is woefully short of the visual candy that many people believe makes a Mustang a Mustang. Here's hoping the clay scrapers at Ford design keep this in mind.
www.caranddriver.com/features/2015-ford-mustang-rendered-detailed-future-cars?src=spr_FBPAGE&spr_id=6954

Article & Photo by Car and Driver

Kenseth Survives Wild Race On New Pavement

- *No. 17 team avoids track-record 14 cautions to earn victory at repaved Kansas*

By NASCAR Wire Service
October 22, 2012 2:41 PM, EDT

KANSAS CITY, Kan. -- Fans who came to Kansas Speedway on Sunday thought they were attending a Sprint Cup Series race.

Instead, they witnessed the latest episode of "Survivor."

Matt Kenseth won a wild war of attrition, otherwise known as the Hollywood Casino 400, beating Martin Truex Jr. to the checkered flag by .495 seconds to claim his third victory of the season, his first at Kansas and the 24th of his career.

Paul Menard ran third, followed by polesitter Kasey Kahne and Tony Stewart, who rallied from a 33rd-place starting position and a spin on the backstretch during the race.

Kenseth won the race despite scraping the wall behind a spinning Aric Almirola after a restart on Lap 173.

"I thought it was over when I got in the fence when Aric wrecked under Mark [Martin]," Kenseth said. "I was watching them and trying to make sure I didn't hit them and I flat-sided it pretty bad. It ended up working in our favor. They fixed the body as good as it was when we started, and we had to take less gas in that last pit stop, and the pit crew put me out front.

"I knew I hit it really hard but thought it was centered up in the door real good, and we had a similar thing happen at Homestead last year. As soon as we got the fender back where it was supposed to be, it was fine. I was happy, as hard as I hit it, that my steering wheel was still in the right place."

Throughout the day, however, other drivers found themselves in the wrong place at the wrong time. The slick, new racing surface at the 1.5-mile speedway produced a track-record 14 cautions for 66 caution laps, and no one was immune from disaster -- not even a five-time champion.

Jimmie Johnson's quest for a sixth Cup title appeared to have suffered a severe setback on Lap 135, when the No. 48 Chevrolet spun in heavy traffic and backed into the Turn 4 wall. After leading 44 laps, Johnson had just taken a wave- around for a restart on Lap 128, having been trapped a lap down when Aric Almirola smacked the Turn 2 wall, and the resulting caution interrupted a cycle of green-flag pit stops.

Johnson, however, stayed on the lead lap through a succession of pit stops under the yellow, and a liberal application of BearBond kept

the No. 48 competitive. Astoundingly, Johnson and his team salvaged a ninth-place finish on a day that could have been much worse and remained seven points behind eighth-place finisher and series leader Brad Keselowski with four races left in the Chase for the Sprint Cup.

"I'm very proud, but also disappointed," Johnson said. "I crashed the car. I spun out trying to get inside the 56 [Truex]. He bobbled a little in front of me, and I thought that was an opportunity to jump in the gas real hard.

"When I did that, my car took off and I couldn't catch it. All-in-all, a good day, but it could have been a lot better. I think we could have been in Victory Lane, and stretched some points on these guys."

Keselowski, who fought his way forward from the 25th starting position was thankful for a day that ended with his No. 2 Dodge intact.

"I'm ready to go home and have a couple beers," Keselowski said after climbing from his car."It's just been a long day, Everybody has been asking all season long where the cautions have been. Well, they flew to Kansas and they've been hanging out here, because there was caution after caution, and it seemed like every wreck that happened today happened right in front of me.

"So, I'm glad to have survived the carnage and brought back a decent car in great shape and dodged a bullet of a race.

That's the only thing I can use to describe it."

Despite the conditions, the repaving job, which included a reconfiguration with graduated banking, drew favorable reviews -- not surprisingly -- from drivers who finished near the front of the field.

"I thought the track was great," Truex said. "The outside lane is going to come in really, really good -- probably by next year, I would say. Their winters here are pretty rough, and I expect it will weather the track in really nicely.

"Once the outside got working, it was actually pretty darn good. It's going to be a cool race track here in the future, and they did a great job with it."

Article by NASCAR.COM
Photos by Ford Racing

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MCA News
November 2012

I have sent an email to Headquarters requesting the status on our Presidents award and they are waiting on the President to sign the certificates.

From the Regional Directors Summit and Board of Directors (BOD) meeting October 12 – 13 held in Texas are some of the items discussed and voted on. The Regional directors made the following recommendations for action by the BOD:

- *Gold card judges are to work 3 national shows in order to have their membership extended by 1 year*
- *A flashlight and small mirrors may be used however it will be up to the Head judge's discretion and the final decision will probably be made at the show judges meeting*
- *Since pre registration will be required at future shows, judging may begin on Friday*
- *It will be mandatory that all National Assistant Head Judges will be at the Grand National in Walt Disney World*
- *The 2 year rule for National shows was unanimously agreed to continue with no modifications for 2013 and beyond*
- *The 2013 National Show Classes were established along with the National show schedule and will be published in Mustang Times.*
- *Board of Directors meeting discussed and voted on the following: the Presidents award application must be received before 1 June 2013. As of this writing date I have not received anything else on the Board meeting.*

The show season is over and it is now time to look over your Mustang and plan for improvements or upgrades you may want to make. Some of those upgrades or accessories could be added to your Christmas list. Your will have all winter to get it ready for spring show time.

In November's issue of Mustang Times, starting on page 24 is an article by MCA President Steve Prewitt entitled "European Adventure – The Mustang Family is Truly Worldwide" which tells you about Steve revisiting and driving his 1966 K-Code Mustang, attending shows and visiting some Mustang collections in Europe. Pete Engel's blue 1966 convertible is in a collection of 60 plus Mustangs in Zurich, Switzerland. Many years ago, while in Northern Virginia I judged and made suggestions to Pete on getting that '66 convertible up to Concours condition. This is the reason I can tell you Mustangs and MCA is a worldwide organization. There are also several pages of various Christmas Mustang items. For those of you interested I will pass this around. Anyone interested in joining MCA, I have some applications. It is a great organization.

Check our newsletter, club and face book websites for upcoming Christmas parades, shows and cruise-ins in the Richmond metro region.

Dave Dickey
MCA Regional Director
Phone: 804-730-1450
E-mail:
mcadirector@centralvamustang.com

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, Michelle Jordon & Dave Thomas

News from the Car Club Council

Just before the big election let's take a look at what our federal government has done the last couple of years.

We have seen the approval of E 15 with little testing. The importance of this is E 15 will not run in our antique vehicles. Want to get rid of old cars and trucks just get rid of the fuel they need to run.

We have seen the federal government come up with a Corporate Average Fuel Economy (CAFE) standard of 54.5 miles per gallon by 2025. This means vehicles will have to average 58% more gas mileage than is required by the government today. Plus if more ethanol is added to gasoline then mileage will drop. Why add something to gas that will drop mileage while at the same time mandating higher mileage? Today only the hybrid-electric cars can get 50 mpg so you can imagine what SUV's and pickups will look like in the future.

President Obama told his EPA in September to delay any new ozone regulations and carbon dioxide regulations until 2013. This means if Obama is re-elected that the EPA will impose new ozone standards that will affect not only vehicles but also businesses. His EPA has been working on carbon dioxide standards for years. The problem is that carbon dioxide is needed for life on earth. I don't think it should have been classified as a pollutant. When something is needed for life to exist then you have to be very careful about the regulation of it. If Romney is elected we will see a new EPA. Hopefully a new EPA will concentrate on keeping the air and water clean and not on regulations that not only hurt businesses but don't really make sense.

Cash for clunkers cost the taxpayers $24,000 per new car sold. The program was designed to get low gas mileage older vehicles off the road and replace them with new vehicles that got higher gas mileage. In addition to the expense it destroyed vehicles that could have been used for parts and decreased the number of used vehicles available to the working poor.

General Motors spend a lot of money on the development of the Chevy Volt, a hybrid-electric car that has been touted by President Obama. Volts have not sold well and in fact have had production stopped a couple of times. Apparently few want them. The president has invested tax payer money in electric car companies. Electric cars failed at the beginning of the last century. Do they need to fail again this century?

What could the future bring other than ozone and carbon standards and more electric cars?

What do you think would happen if a person was crossing a street and a car hit that person at 25 miles per hour? That person would be injured and may be killed. This is the future in the design of the automobile.

The European Union has mandated that by 2015 all new vehicles should be able to hit a pedestrian at up to 25 miles per hour and that pedestrian will survive. Already standards have been in place since 2010 for speeds lower than 25.

Pedestrians, people riding bicycles and motorcycles are killed in the thousands every year when hit by a car or truck. The European Union has decided that the government needs to protect these people from injury so a re-design of vehicles is being mandated.

What are the design changes? The changes include a higher hood with an underside that deforms into a

crumple zone to absorb the energy of a crash with a pedestrian. The higher hood crumple zone keeps a pedestrian from going over the hood which could mean more serious injury. In fact one Mercedes model automatically raises the hood hinges two inches if a person is struck. This keeps the person in the crumple zone. The engine, front end components and other under hood components are lowered. Side mirrors are engineered to break away when hit.

In Europe people are wondering if these changes are needed. Can people be more careful without a re-design of vehicles and the added expense tacked onto vehicle price? How long before what is mandated in Europe crosses the Atlantic and is required in America?

I wonder if Americans really want these changes mandated by the federal government. Do we need more strict ozone standards? How clean is clean enough air? Do we really need to regulate carbon dioxide? Should we continue to spend billions on so called green energy while getting little in return for our money? Should tax payer money be invested in electric car companies?

Many think they are just voting for a person when in reality we are voting for a lot more this election. We will soon know how the voters stand.

CCCCV President
Fred Fann

Upcoming Car Shows

MCA Events

For more information on other MCA Car Shows and Events please visit the Mustang Club of America's website at…
Mustang Club Of America

Non-MCA Events

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

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