



## *The Galloping Gazette*

*The Official Newsletter Of The  
Central Virginia Mustang Club  
November 2013 / Issue 323*

### **CVMC News**



### ***CVMC Fall Leaf Cruise October 26, 2013***

CVMC had our annual Leaf Cruise on October 26<sup>th</sup>. It was a fantastic day as you can tell by the photos.

We met at the McDonald's on Patterson Avenue in Henrico County then we travelled west on State Route 6 (Patterson Avenue) through the beautiful countryside along the north bank of the James River. We also went through small towns like Goochland Courthouse, Columbia and Scottsville on our way to U.S. Route 29.



We took U.S. Route 29 south at the foot of the Blue Ridge Mountains until we reached State Route 56.



When we reached State Route 56 we headed west toward Crabtree Falls and the Blue Ridge Mountains. When we reached the foot of the mountains that's when the trip got real interesting. The higher we went the more twisty the road became and the boulders on the side of the road became larger and larger and the drop off on the other side became deeper and deeper!



After we crossed the Blue Ridge Parkway the way down the mountain was just as if not more challenging as climbing the mountain!



Once at the bottom of the mountain in the small town of Vesuvius we pulled into the parking lot of a local church. Everybody made it without a scratch and was buzzing about the run over the mountain. After a few minutes to catch our breaths we continued on to U.S. Route 11 to U.S. Route 340 and on to Waynesboro to the Golden Corral to graze! After finishing our meal many went on back to Richmond, others went to do some wine tasting and I found a couch at my sisters for a nap!

Everybody had a fantastic time!  
Will you join us next year?

**Article & Photos by Tony Hall**



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## ***Teddy Bear Run November 2, 2013***

Saturday, November 2<sup>nd</sup> CVMC joined the Blue Knights in their annual Teddy Bear Run to Children's Hospital. It was a beautiful day and the sun was shining. CVMC had 17 members at the run. This year the Blue Knights had over 900 motorcycles on the run. It was an awesome sight to see.



Several of the motorcycle people stopped by to see our Mustangs and one young lady was interested in joining our club as she is looking to purchase a Mustang. We presented our donation check to them and I was

asked to thank all the members of CVMC for what we did. Thank all of you who showed up to represent CVMC. We had a great time.

**Article by Mark Abrams & Photos by Mark Abrams and Tony Hall**



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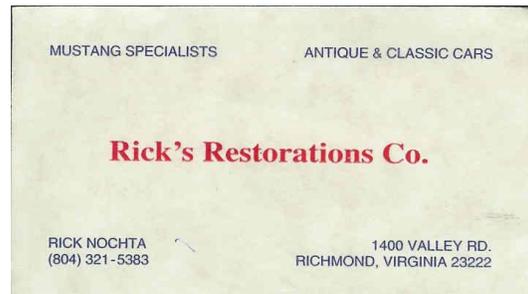
## ***CVMC Elections 2014-2015 December 4, 2013***

*It is election time at CVMC. The term for the officers and some directors of the club will expire at the end of 2013. President, Vice President, Treasure, Secretary, and some directors will be filled. I am heading the election committee. I encourage any member in good standing with the club to step up and put your name on the ballot for one of these leadership positions. It is very important for the future survival of this club that we have good strong leadership. If you have an interest in shaping that future and the desire to serve please let me know. If you have any questions about the duties of a position I will be available to discuss the details. The deadline to go on the ballot is November 20<sup>th</sup>. We will vote on the at our December 4<sup>th</sup> meeting or by email to me.*

**Step up and Serve!**

**Gordon Martin**

[Director5@centralvamustang.com](mailto:Director5@centralvamustang.com)



*Rick Nochta has been restoring Mustangs since 1985. To better serve the Mustang hobbyist, Rick became a MCA certified and gold card judge for 65-70 Shelys and Shelby American Automobile Club (SAAC) 1965 Shelby Head Judge. SAAC asked Rick to rewrite the 65-66 Shelby judging rules which are used today. For all your Mustang needs, call Rick today at 804-321-5383.*



## ***Christmas Parades***

- Ashland Christmas Parade: November 24<sup>th</sup> at 2:00pm.
- Mechanicsville Christmas Parade: December 8<sup>th</sup> at 3:00pm.
- **Contact Lew Stakes** for details: 804-262-5789; [parades@centralvamustang.com](mailto:parades@centralvamustang.com)

## ***CVMC Holiday Dinner December 14, 2013***

Holiday Dinner 2013  
Saturday December 14, @ 6:00 PM  
Rumble Seat Grill  
12912 Plaza Drive  
Richmond, VA 23233  
804-784-2737

*This year we will be doing something a little different for our Holiday Dinner. We are booked at The Rumble Seat Grill for a fun evening of*

good food, a little gift exchange competition and maybe even some live music after dinner. Here's the deal. All paid members in good standing will be included at NO CHARGE. If you want to bring a guest the cost is \$ 15.00 per guest. Your payment will confirm your reservation. Bring a \$ 10.00 gift if you want to be included in the WILD & CRAZY gift exchange. Deadline for reservations are December 1, 2013. See Ya there!

**Gordon Martin**

[Director5@centralvamustang.com](mailto:Director5@centralvamustang.com)

## **CVMC Cruise In's for 2013**

### **COME ON AND GO ON A CRUISE OR A CRUISE IN.**

Your Cruise committee tries to schedule a monthly event in the months of April thru December. We know everyone can't go to all of the events for various reasons. That is why we try to have at least one per month so everyone can get to one or more. For those of you that have been on previous events, I believe we have had a lot of fun. Come out and meet fellow club members and their families. Meet members of other car clubs. Get valuable information about Ford Mustangs and other Ford models. There is a lot of volunteer time and hours that go into planning and coordinating these events. So bring the family out to a Cruise-In, Picnic or any of these fun filled events. If you have an event you would like to suggest, let your Cruise Committee know your thoughts on it. We will try to make it happen if at all possible.

### **PROPOSED CRUISE SCHEDULE FOR 2013**

- **DECEMBER** – Toys-For-Tots - Date To Be Determined

**CVMC Cruise Committee:**  
**Ray Louth, Mark Abrams and Tommy Wilson**

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### **CVMC Merchandise**

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



George Godsey  
E-mail: [ggg69eliminator@yahoo.com](mailto:ggg69eliminator@yahoo.com)



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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**



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## **CVMC October Monthly Meeting Minutes**

**By Laura Pegram**

- *New Members: Al Delaney – 2014 Shelby GT500*
- *Teddy Bear Run: Mark Abrams – Teddy Bear Run with Blue Knights November 2<sup>nd</sup>. Meet at VFW 7168 Flag Lane, Mechanicsville 8:00am. \$10.00 per person donation. VFW serving breakfast & lunch. 12:30pm – announcements about ride. 1:00pm leave VFW to Children’s Hospital. Back to VFW.*
- *MCA Report: Dave will be attending the MCA National Judges/Directors Meeting in Texas.*
- *Parades: Ashland Parade – November 24<sup>th</sup> at 2:00pm; Mechanicsville Parade – December 8<sup>th</sup> at 3:00pm.*
- *Cruises: Leaf Cruise October 26<sup>th</sup>, meeting McDonalds on Patterson Avenue at 8:30am, leaving at 9:00am.*
- *Director’s Meeting: Tuesday October 15<sup>th</sup>. Elections coming up. Elections Committee will be decided.*

## **CVMC October Director’s Meeting Minutes**

**By Michelle Jordan**

- *The meeting was called to order at 7:27pm by Tony Hall, President.*
- *Members in Attendance: Tony Hall, Kathy McWilliams, Michelle Jordan, Ron Martin, Dave Dickey, David Lythgoe, Militza Wiseman, Rusty Wiseman, Johnny McGrath, Larry Moneyppenny, Mike Peyton, Llew Stakes, Tommy Wilson, Gordon Martin, and Dave Thomas.*
- *Guests in Attendance: Bernie Jordan, Betty Wiseman, Joan McGrath, Carol Moneyppenny, Ben and Cynthia Brown, and Marsha Stakes.*
- *Club enthusiasm was discussed and all were reminded to encourage the membership to seek out new members as well as bring back old members.*
- *No information was available for membership.*
- *Half of the board and all of the officers are up for re-election this year. An election committee needs to be established no later than the November general meeting. Anyone interested should speak with Tony.*
- *Details for the Mechanicsville parade have been confirmed. We are still waiting on confirmation for the Ashland parade.*
- *No updates on cruise ins were available. A vote was taken on the amount of the donation to Children’s Hospital which will be presented during the Teddy Bear Run.*
- *Kathy McWilliams reported on the Fall Show and feedback was discussed. The amount of the donation to Wounded Warriors was voted on and a check will be sent to the organization.*
- *Dave Dickey attended the MCA Summit and shared several items that were discussed there including a new on-line judging system.*

- The next meeting of the BOD will take place Tuesday, January 14, 2014, 7:30pm, Shoney's, Virginia Center Commons.
- The meeting was adjourned at 8:29pm.



## **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](mailto:president@centralvamustang.com)



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**

[president@centralvamustang.com](mailto:president@centralvamustang.com)

## **News From The Blue Oval**



## **2015 Mustang?**

Leaked! This is (Almost Definitely) the 2015 Ford Mustang

In a nation obsessed with the right now, few things have held up over the past 50 years as well as the Ford Mustang. The first pony car debuted at the 1964 New York World's Fair and instantly became a tent pole

of Americana. Before the model officially turns 50 on April 17, 2014, Ford will celebrate its lasting -contribution to the postwar-boom culture with a brand new, much anticipated Mustang.

But the times, they are a changin' (yep, a song also released in 1964). Ford's American icon continues to gain offshore admirers. The Blue Oval plans to sell the next Mustang globally, and to appease overseas buyers, the car will need to be lighter and more efficient. But that's not to say that traditional fans will be disappointed.

### **BODYWORK**

While the new Mustang will keep the somewhat hefty proportions of its predecessor, exterior dimensions will shrink ever so slightly. It will also cease to have stand-alone styling within Ford's lineup. A number of design cues will evoke the familial design language pioneered by the Fusion, and the Mustang's new front end clearly has been influenced by the brand's Evos concept from the 2011 Frankfurt show.

The car's headlight motif joins the rest of the Ford family, but the upright grille remains Mustang-esque. It makes subtle use of the brand's current Aston Martin-via-Dearborn mouth while still maintaining an appearance that's unflinchingly pony car. The design process has taken longer than the folks at Ford would've hoped, we're told, after the initial proposal was rejected for not being Mustang enough. We imagine that it was a little too Euro-soft, a little too much like the Evos.

In the final shape, a pair of large vents resides on the front of the hood, creating the appearance of flared mustang nostrils that hint at the power lurking beneath. The rear window features a sort of widow's peak extending from the roof, à la the SRT Viper, and the side windows feature a more cohesive shape as opposed to the quarter-windows separated by fat B pillars on the

current car with an upward kink that resembles the new Corvette's treatment.

### **INTERIOR**

Retro is not completely dead in the new cockpit, either. Two large, tubular gauges will continue to sit in front of the driver as they do today, and circular air vents will reside atop the center stack, flanked by a rectangular duct at each end. The upper portion of the dashboard will be canted forward and have dual cowls, another cue from the Mustang museum.

The center stack will offer either traditional stereo and HVAC controls or the MyFord Touch do everything touch screen, available for the first time in a Mustang. After taking a drubbing in customer satisfaction surveys, Ford is emphasizing the evolution of the MyFord Touch interface. The next gen system debuts in the Mustang, offering redundant buttons and switchgear for those who prefer to handle real controls instead of virtual ones. The changeable ambient lighting continues, but it will spread beyond the dials, cup holders, and speakers to other points within the cabin, something also found in European luxury cars like the new S-class.

### **CARRY-OVER POWERTRAINS**

At launch, the Mustang will be available with the same engine options offered by the current Mustang: a naturally aspirated 3.7-liter V-6 and the "Coyote" 5.0-liter V-8, each with the same power ratings as the Mustangs on showroom floors today (305 and 420 horsepower, respectively). Transmissions, too, will carry over at the outset, with shoppers given a choice of a six-speed manual or a six-speed automatic. That will change in the two to three years after launch, when the 10-speed auto being jointly developed with GM will replace the six-speed slushbox.

However, the Mustang's 2015 model year will be a long one as was 1965 and thus, Ford will offer powertrain upgrades in the months after its launch. Updates to the V-6 will be minimal, but we understand that the GT-badged "five-oh" will jump to 500 horsepower.

### **TURBO-FOUR CAFE SPECIAL**

Sometime after the new Mustang reaches dealer lots, we will begin to see interesting underhood options. With European and federal fuel-economy standards in mind, Ford will introduce the first turbo-charged four-cylinder Mustang since the 1986 SVO model. And the engine will be the same size, 2.3 liters, as that car's four-banger. It'll generate 310 horsepower with direct injection, and it will be marketed as an uplevel alternative to the base six. Its premium should be justified not only by its expected mileage gain but also by its high, flat torque curve.

Ford is also considering offering the 3.5-liter EcoBoost V-6 found in the Taurus SHO. Tuned to churn out 400 horsepower (up from the 365 it makes in the SHO), this engine could potentially replace the 3.7-liter V-6 and serve as a natural steppingstone between the turbo four and the Coyote. The EcoBoost V-6 is unlikely to appear in the Mustang's engine bay before the 2017 model year.

### **A STABLE FULL OF WILD HORSES**

Ford has many plans for ultra-high-performance Mustangs. The first will be a successor to the Shelby branded GT500, and the company will continue to offer Ford's "Trinity" supercharged 5.8-liter V-8 making 662 horses. Past the new-gen Shelby GT500, Ford has additional powertrain options for two more hi-po nameplates.

The first is a twin-turbocharged V-8, code-named "Voodoo," which displaces between 5.0 and 5.5 liters and, most intriguingly, has a "flat-plane" or 180-degree crankshaft, as Ferrari has used in its V-8s since 1973.

This configuration, also found in the late Lotus Esprit V-8, is akin to connecting two four-cylinder banks to a common crankshaft. Flat cranks theoretically improve power, throttle response, and the soundtrack at the expense of greater vibration. This EcoBoost V-8 will produce between 550 and 600 horses. It will power a Shelby GT350-branded model that eventually will take over from the GT500, as Ford is desperate to discontinue that car's costly and thirsty Trinity.

The last high-performance Mustang will be a successor to the Boss 302. What will power it is still not finalized. If all goes according to plan, Ford would like to use a naturally aspirated version of the Voodoo engine. However, initial testing has not yielded the desired results in Dearborn, and it's possible that a hotted-up version of the 5.0 Coyote could be used as was the case in the previous Boss.

### **CHASSIS**

The introduction of an independent rear suspension, not seen in Mustangdom outside of the 1999–2004 SVT Cobra, will improve handling, ride comfort, and packaging. This should address some key Mustang criticisms and lend it credibility when taking on its European contemporaries in markets where the pony-car genre isn't sustained by nostalgia and cheap fuel, as it is here. A new platform—code-named "S550"—will underpin this new Mustang, and through that architecture, Ford is expecting to shed some 200 pounds from the current car's roughly 3500 pound curb weight.

Visit Car & Driver's website for a nice 360 degree view of the Mustang.

<http://www.caranddriver.com/features/2015-ford-mustang-leaked-360-view-and-full-details-news>

**Article & Photos by Car & Driver**



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**KESELOWSKI WINS  
 NASCAR NATIONWIDE  
 RACE AT TEXAS  
 KESELOWSKI KEEPS 22  
 TEAM AND FORD ON  
 NATIONWIDE ROLL**

- Brad Keselowski's win in today's O'Reilly Auto Parts 200 was his sixth NASCAR Nationwide Series victory of the season and the first NNS Texas win of his career.
- The win was the 12th for the 22 team with four different drivers.
- Overall, Ford has won 14 NNS races, eclipsing its total from 2011 and is only two shy of the all-time

Ford Racing record of 16 series wins (2002).

BRAD KESELOWSKI, No. 22 Discount Tire Ford Mustang (Finished 1st) VICTORY LANE INTERVIEW – WHAT DOES IT MEAN TO WIN HERE? "WE have been really close but never finished it off but today we had the car to do it and the guys did a great job executing. We had a good battle with Denny Hamlin and finished out front."

DID YOU KNOW YESTERDAY THAT YOU HAD THE CAR TO BEAT? "No, I didn't think so. I thought the 54 was the car to beat most of the weekend. Like I said, Jeremy Bullins and the team worked on it and got it right at the end."

YOU INCREASED THE OWNERS POINTS LEAD FOR ROGER PENSKE, WHAT DOES THAT MEAN FOR YOU? "It is good. We have two races left but it isn't over."

SAM HORNISH JR., No. 12 Wurth Ford Mustang – TALK ABOUT THE MISCUE COMING OFF PIT LANE. "It is one of those things. You wear the tires here and the track doesn't have a whole lot of grip. Pit road comes up pretty quick and I got a little locked up as soon as I got on the brakes and did everything I could do to try to get it whoaed up and had a choice of hitting the cone or the back of the 54 car. I figured the cone would hurt the front of my car a lot less. It was a great recovery by everyone that works on the Wurth Ford Mustang and we did what we needed to do today. We got ourselves back up there in position to run for the win and over tightened the car by the time we got to that point. Hats off to everyone at Penske Racing and it is good to see our teammate go to victory lane, it just wasn't enough for us today."

SAM HORNISH JR CONTINUED - HOW BAD WAS THE VIBRATION ON THAT LAST RUN? "It was bad enough. I don't know what exactly happened but it was enough to make me worry about whether or not we were going to be able to keep all four wheels on it." YOU ARE SIX BACK IN POINTS GOING TO PHOENIX. "We need a little more

than that but we will keep working hard doing the right things and I think we will have a great opportunity to continue to gain. Phoenix is one of my favorite tracks for sure and then we go to Homestead and I have had a lot of good memories there too. I am looking forward to it, that's for sure."

**BRAD KESELOWSKI/JEREMY BULLINS RACE WINNER POST RACE PRESS CONFERENCE**

BRAD KESELOWSKI, No. 22 Discount Tire Ford Mustang – YOUR CAR LOOKED STRONG OUT THERE TODAY. TALK ABOUT YOUR RUN. "It was strong. Our Discount Tire Ford Mustang from the get-go just took off fast and it looked like it was going to be a classic battle between the 54 and us. That probably would have ended in a good or bad way. Obviously it didn't shake out that way. Some circumstances played out with the way the yellows fell and we had to not take tires trying to get through that scenario was really difficult. We made it through and the 54 did not. The 18 and the 20 were the cars up front and we kind of shuffled at that point. I think the team did a great job of getting us to where we could utilize our strengths of having a fast car and being able to get through traffic fairly well and we utilized those strengths to perfection at the end to get back by the 18 and the 20 and I think that was some pretty good Texas side-by-side racing. This track in particular with the asphalt and tire combination made the cars really squirrely which I think is great. It falls right to my style. You have to be really up on the wheel and really smooth and really understand your car and how to drive it to run well here. I think to me that is what racing is supposed to be about. I hope they never have to repave this place. I am starting to really take a liking to it."

JEREMY BULLINS, crew chief, No. 22 Discount Tire Ford Mustang – TALK ABOUT THE WORK THE TEAM PUT IN TO GET THIS CAR HOOKED UP. "To be honest with you we talked about things with the truck that he learned and tried to put our heads

together. We know that going into the last three weeks that we have to continue to improve to do what we need to accomplish in the next three weeks. It felt like we had a decent car yesterday in practice but not the best car. We put our heads together again and made some changes overnight and felt pretty good about it at the beginning of the race and just tried to manage it from there. The Nationwide races are tough trying to manage tires and we were trying to have good tires at the end. The points racers were saving a set of tires and the guys that weren't racing for anything did what they should have done and put tires on. We had to take our licks there and know that greener pastures would come later and it all worked out when it was all said and done."



BRAD KESELOWSKI CONTINUED – YOU WILL PLAY A LARGE ROLE ON IF THE 22 WILL WIN THE OWNERS TITLE. IT ISN'T THE CHAMPIONSHIP I AM SURE YOU HOPED TO BE RUNNING FOR BUT IS IT A CONSOLATION? "Yeah, I wanted to compete for both championships. I didn't want it to be just one and I certainly don't want to trade but it is what it is at this point and you move on and do the best you can with the circumstances. I think we have had some great runs this year and this is my sixth win in the Nationwide car and I think AJ (Allmendinger) has two and Joey has four. Is that right? I can't remember the math. He only has one race left so I can't wait to rub that in. Or maybe he has three wins. Blaney won one, so I think Joey has three. I can't remember what I was talking

about now but I dug us a hole at Kansas with getting tangled up there and we lost some points so it is great to be able to recover from that hole and grow a little bit of a lead but two races is a long ways left and 22 points is better than nothing but it is certainly not a guarantee of anything as well. I will be running the car next weekend at Phoenix and then Joey Logano will finish it out at Homestead. To get back to your point, it is about Roger. It is about getting him something that he hasn't done. I take a lot of pride in that. When I came to drive for him he didn't have any NASCAR championships and that was not a point escaped on me or any of you guys in the media. Together I guess you could say we have won three if you count the Sprint Cup owners, drivers and Nationwide drivers. I think it is somewhat an incomplete feeling to not have that Nationwide owners title. At least it is for me. I want to finish that off and be a part of it. It has been rewarding so far and it isn't over but if we were to win it that would be very rewarding for me personally to be a part of providing that for Roger."



YOU HAVE WON SIX NATIONWIDE RACES IN JUST 14 STARTS. TO YOU GET A SENSE OF PRIDE FROM THAT? "I don't really like stats because I feel like you can twist stats to your favor and they don't really tell the whole story. If there is one that I do like, that is it. The car has been really strong this year and that is something that will really stick out for me. I think Ford has an excellent package for this Nationwide side and a lot of that credit goes to

Doug Yates and his group at Roush Yates engines which I think is kind of another story about the potential that the Ford product has in being in the first year together I want to see things get stronger. Those are the things I look at. I don't really sit and count the win totals and that. I enjoy it, don't get me wrong, but I am interested in doing the best I can every time I get behind the wheel. For me as a driver I still evaluate my day from the perspective of if our equipment was fifth and I ran fourth then that was a good day. If it was 10th and you ran second that was a great day. You try as a driver to out pace your equipment. That is what I take pride in. Being able to execute with a winner car is something you take pride in as well. I think there is more to the story than winning percentage. The cars have been great and that is not always a reflection of me but a reflection of the crew."

WHAT IS YOUR PREDICTION FOR THE TIRES TOMORROW? "I think this track is becoming more abrasive. There is a great case to be made for the zone tread tire that we ran at Atlanta to be used here and give us a little more margin. We did not see any issues in Cup practice and the issues we did see today were with cars that tried to execute more than one fuel run on a set of tires. The tires were made to execute one fuel run. Every time there is a tire issue the tendency is to go right to Goodyear and point the finger but sometimes you have to look at yourself."

WHAT ARE YOUR PLANS FOR NATIONWIDE NEXT YEAR AND WITH YOUR CUP CAR TOMORROW CAN YOU BREAK UP THE SHOW BETWEEN JOHNSON AND KENSETH AND MAKE IT TWO OUT OF THREE? "Yeah, I think as of right now it is really early to talk about Nationwide plans but I can say that I would expect it to be very similar to what we did this year with maybe Ryan Blaney running a few more races but it is really early and I don't want to jump the gun on letting Penske announce that themselves. As far as the Cup race is concerned, I

*think we are really strong. I think we have a great shot at it. I think there is probably about three or four cars and whichever one gets the lead at the end will probably win. Whichever one gets the lead on the last restart or last pit cycle is probably going to win the race. I think the 20 car, myself, the 18 and the 48 are all really strong. We might be just a touch stronger than them but it is hard to say. I am interested to see and really excited and kind of kicking myself because I think we have a great shot at winning tomorrow and I wish I would have done a better job yesterday to have a shot at pulling off all three. So it goes."*

*WHAT IS THE FEELING LIKE TO GET INTO A CAR THAT HAS HAD SO MUCH SUCCESS? DOES IT ALMOST FEEL LIKE SECOND PLACE IS A BAD DAY AT THIS POINT? "It is hard to put that in context of the moment. I think that is something you reflect upon when the season is over or maybe a couple of seasons later. From that perspective I remember getting in cars that I had no shot in hell of ever winning in. It feels a little balanced from that perspective, from a career perspective, but it is hard to appreciate in the moment because all you can think about in the moment is to not screw it up. You have the best car, don't screw it up. When you win it is almost a relief that you didn't screw it up. It still obviously is a lot of fun and something that I am obviously very privileged to have an opportunity to do."*

*ARE YOU IN A GROOVE RIGHT NOW AT THE TWO TOP LEVELS? "I don't know if that is fair to say about myself. I think that this particular track I finally found what I need as a driver to run well here and be competitive. I think that Phoenix as well, that track I look for us to be exceptionally strong at. We have hit what we need to be competitive on both the Cup and Nationwide programs and to really win out the next few races. That said, there are still weaknesses in my game that I realize and thankfully those are past us for the season."*

*JEREMY BULLINS CONTINUED – HOW IDENTICAL WAS THE SETUP BETWEEN THE 22 AND 12 CARS?*

*"Normally they are pretty close but today not so much. Brad and myself talked about some things this week and decided to try to better ourselves a little bit and tried something where we tried to refine an old set up basically. Sometimes you have to take a step back to take a step forward. We went through a couple nights of digging through old notes to figure some things out for this weekend. Today, I would say 50-percent close but probably not as close as normal. Nevertheless, it is a matter of giving both drivers what they need and sometimes that takes things being different."*

*BRAD KESELOWSKI CONTINUED – HOW MUCH MORE ANGST IS THERE THE DAY AFTER FROM LAST NIGHT WHEN YOU MUST HAVE FIGURED YOU SCREWED IT UP? "Yeah, I definitely screwed it up last night. It is momentum for sure. There is a case to be made for it. Momentum and confidence in this sport is crucial to any driver and any team. I think you see that as the gentleman there was aluding to in more than just racing. You do things differently. You act differently. Your decisions are made in a different mentality when you have confidence. That is across the group. When you have failures it can certainly pull you back. This program is a perfect example of momentum because when a practice session is done and it might not have gone as well as we want we still all believe and make smart decisions accordingly. That is because of that success that we have had earlier in the year and I think it just turns into a snowball and rolls down the hill until it is a snowman or whatever you call it. There is a lot to be said for that and I feel like we have got some really strong momentum in both programs, the Nationwide and Cup side, at Penske Racing. I honestly feel like we can win out."*

*IF YOU ARE HANDICAPPING THE CUP CHAMPIONSHIP AT THIS*

*POINT, WHO WILL WIN AND WHY? "I would say Matt because he has the strongest pit crew on pit road. We have seen that track position is attained on pit road and is critical and that will probably win him the Chase. That is my gut."*

*JEREMY BULLINS CONTINUED – WHAT IS YOUR CONTRACT SITUATION BECAUSE YOUR PHONE MUST BE RINGING OFF THE HOOK. "My plan is to do this again. That was the deal when we signed up to do it last year and I am looking forward to racing this car again next year. It is a lot of fun and a pretty good gig. I am looking forward to the opportunity to have another year like this and I think that is in front of us."*

*ARE YOU UNDER CONTRACT FOR NEXT YEAR? "Yes."*

*BRAD KESELOWSKI CONTINUED – DO YOU THINK THIS CHAMPIONSHIP RIVALRY IS TOO FRIENDLY? "There are two different perspectives and it comes back to who is paying the bills. In this sport right now the business model is sponsors. With that business model you would be a fool to alienate half of the fan base over a rivalry because half the fan base pays your bills and pays your sponsors bills so indirectly they pay your bills. In today's sport you can't feud. It reminds me of this Confucius thing I read the other day that said, 'A man who lives a life of revenge will dig two graves, one for him and one for the next guy.' That is how this sport is right now. You can't really have a rivalry with a popular driver because what happens is their fans nag on your fans and vice versa and get on social media and tell the sponsors how you are a big A-hole and they won't buy the product and then you don't have a sponsor. Or you lose value and then if that happens your team can't compete. With that being said and with sponsors paying so much of the direct bill to cover the sport I think it is unrealistic to expect anything different."*

*DO YOU LIKE NIGHT RACING OR DAY RACING BETTER? "I like the ones where my car is fast. Other than*

*that I really don't care. It looks cooler under the lights and I guess under the daytime or with the lights lit up, I was thinking about that in victory lane because the fire looks really cool at night, other than that it doesn't matter to me. The car seemed to slip around pretty much the same daytime versus night. I make it work."*

*THE SUN WAS COMING ACROSS AND THE SHADOWS WERE THERE. DO YOU FIND THAT A DISTRACTION? "Absolutely but it isn't supposed to be easy. It is supposed to be hard. The funny thing about racing is it feels like there is in infinite set of variables. At Texas, that is one of them. Overcoming those variables is part of the challenge of being an elite race car driver and an elite race team and I think that is a good thing because the cream should always rise to the top and it does so when you throw in variables of that nature."*

*CAN SAM OVERCOME THIS SIX POINT DEFICIT AND WIN THE NATIONWIDE CHAMPIONSHIP? "I think it is anyone's race. I don't really have a prediction. I think it should be a great two weeks and it is a dead heat."*

*HOW DIFFICULT IS IT FOR SAM TO RACE FOR A CHAMPIONSHIP AS A LAME DUCK DRIVER? "I don't know much about Sam's status of where he is going from here or what his plans are so I hesitate to use those terms specifically but I can tell you that it is great to see him have an opportunity to win a championship. I think his destiny is in his own hands if he can pull that off. I am excited about helping him out if he needs it to be able to do that."*

**Article & Photos from Ford Racing**

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***MCA News  
November 2013***

*Judi and I would like to wish all  
of you have a wonderful Thanksgiving.  
I attended the Judges meeting,  
Regional Directors summit, and  
National Board of Directors meeting in  
Texas. There were Mustang club  
representatives (around 100) from all*

*over the United States. I will present a  
summary of these three meetings.*

**Judges Meeting:**

- *There were 53 judges attending the 10 hour meeting.*
- *A quick briefing on the implementation of the new show computer tracking system being developed. I will discuss this in more detail under the Regional Directors Summit.*
- *Judges are not being hard enough on the cars. Some of the teams are too easy and the cars are not getting judged correctly resulting in judging inconsistency. We were divided up into working groups for all the Mustang generations to review the judging sheets and make suggestions on changes to be presented to the Board.*
- *Making changes and revisions to the 2014 National Show Classes which will be published in the Mustang Times.*
- *Move the judges meeting to Friday & start judging early Saturday. You cannot judge a Concours car from noon to 5 PM. (You need a minimum of 2 hours or more to properly judge a Concours car.*
- *1<sup>st</sup> generation Concours, Trailered, Thoroughbred & unrestored Mustangs may/should have an original window sticker, door VIN block, possibly fender build buck tag, Ford Motor Company 999 report, or Marti report.*
- *Much discussion on having a 4 post lift at the Grand National show. This is discussed in detail under the Board meeting*

*Regional Directors summit:*

- *There will be NO 50<sup>th</sup> Birthday celebration at Ford World Headquarters in Dearborn because Ford Motor Company and the entire family is completely engaged and behind MCA's 50<sup>th</sup> celebration. All the kids drive Mustangs and we were told one of the college kids had never driven on a race track.*

*He had a chance and they could not get him off the track and did not want the responsibility for him missing his plane to be with his Father's Day celebration*

- *If you look at the 50<sup>th</sup> Logo you will see that the running horse is gold instead of silver, which Ford agreed MCA could use. Also you will see at the bottom "Powered by MCA" instead of Ford. Ford is responsible for this because of legal and licensing issues.*
- *There will be no discount of any type to no one including the 500 member French club which will be attending both shows*
- *There will be 50th Mustang anniversary show kits issued to MCA clubs through the dealerships. Ford will notify their dealerships around the 1<sup>st</sup> of November. The notification will tell them all about the various activities. If the dealership says they do not know about this, tell them to go look it up as the link is somewhere in the notifications from Ford. The kits will also be available at the show sites*
- *At both Charlotte and Las Vegas Ford will have ride and drive Hot Laps with professional drivers. You will also be able to drive some of the Hot Lap cars.*
- *Some of the entertainment venues Ford is working on include concerts by some American Idol contestants, dinners, possible with Ford officers*
- *There will be Easter church services for different denominations*
- *Wheel chairs and scooters will be available from local vendors*
- *Ford will be celebrating the Mustang birthday through all of 2014*

*There was a briefing on the new computer system developed by Motosho exclusively for MCA at no charge as we are the guinea-pig for this long development process. There is no other car show tracking system available on the market today. The*

*system was tested during 2013 show season with successful final testing at the Grand National in Florida. Those of you that registered for the Mustang 50<sup>th</sup> birthday have already been exposed to Motosho because they designed that show site. This system will do the following:*

- *allow on line registration & show day car registration via hand held iPad, iPhone, Smart phone, and later on an Android*
- *track car parking locations, on the show field, for emergencies or so family, judges, and tally room personnel can find the car*
- *tally room computers will see a Mustang as **Red** on the field, if it is missing or has not been judged*
- *judges will have an iPad, iPhone, or Smart phone to locate the Mustang and the tally room personnel will be able to track and see when judging is complete and that car will then show **Green** on the field location*
- *eventually a judging sheet Apps will be able to be added to a tablet and the judge will be able to judge the car electronically and notify the tally room*
- *this new system will be available for all MCA clubs to use for their shows at no charge but will have to purchase some of the equipment*
- *show personnel, with proper access clearance, will be able to use a Smart phone to access the system for any car on the show field*
- *another advantage once you and your car(s) are in the system, if you go to say an show and that club has purchased the developed system, all that club needs to do is either use the Smart phone, iPad or, later on, an Android to access the system all they need to do is request your last name or VIN and the complete history of your car will be available to them. This will speed up on line show registration and entrance to the show.*

*National Board of Directors meeting (this meeting lasted more than 7 hours):*

The proper judging of the Thoroughbred, unrestored trailered, and Platinum Mustangs was discussed. It was determined to correctly judge these cars require judging of the undercarriage. After much discussion approval was given to investigate either purchase or getting a vendor to donate, deliver, assemble and remove a 4 post lift to a Grand National show site. This will enable the undercarriage on these special Mustangs can be judged correctly so that these awards can be made to those Mustangs that have earned the award at a Grand National show only. The following suggestions were discussed and answers will be needed before any actions will be made:

- raise the cost to \$250.00 to judge these special Mustangs at every Grand National show
- create a fence or something to allow only judges around the lift area
- host club MUST check show site to make sure a lift will be allowed
- check with MCA attorneys and insurance
- unrestored Mustang cannot be repainted

**Other discussions:**

- In order for a club to have MCA show insurance you MUST have the clubs information updated by the 1<sup>st</sup> of March of each New Year. It will be checked and if it is not updated no insurance certificate will be issued. It also takes about a month to issue an insurance certificate so don't expect it to be issued 3 days before a show. Apply to the office as soon as you have a show date.
- MCA has monitored the implementation of the 2013 judging rule. They were surprised to see that membership has increased. Outside of Florida they have had no really large complaints from other clubs at registration and no consideration to abolishing the rule.

- The Florida clubs were exempted from that rule because they were granted the Grand National show before the rule was to take effect.

More information on these meetings will be discussed at our general business meeting.

As of this date the MCA club membership incentive drive for each new member is still active. This means that instead of the new member paying the standard MCA dues of \$50.00, that new member will pay only \$40.00 to me. At our club's board meeting the \$10.00 MCA was awarding us will be passed on the each new MCA member. I have a special form I have to send to MCA with the new member's application. Included with your membership is the Mustang Times magazine which contains great articles on various shows and activities, judging issues, pictures, advice on repairs for all year Mustangs, and new or hard to get remanufactured parts. This magazine is only available to MCA members. If you want to join MCA, please see me during the break:

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

**Dave Dickey**  
**MCA Regional Director**

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**CVMC - MCA Gold Card Judges**

1964½-1966: Don Lane

1967-1968: Dave Dickey

1965-1970 Shelby's: Rick Noctha

**CVMC – MCA Certified Judges**

1964-66: Rick Noctha

1966: Karen Lane

5<sup>th</sup> Generation: Tony Hall, Dave Dickey, David Lythgoe, Michelle Jordon & Dave Thomas



## **News from the Car Club Council**

*This is the month we go to the polls and vote for state leaders, members of the House of Delegates and some local referendums. We don't have to worry about delegates to the General Assembly. Thanks to years of fixing districts so only one party can win there are very few contested delegate elections. In my opinion this is what is wrong with the system. A district is fixed so only a democrat or a republican can win, only one person runs and that winner is picked by party not the people. When only one person runs for office with no opposition we voters have no choices. This needs to be changed but since politicians would have to make that change nothing is going to be done. We can look forward to many years of only having one person run for office instead of two or more.*

*The most important race is the one for governor. There are three choices but only two really have a chance at winning – either Terry McAuliffe or Ken Cuccinelli. As I write this the polls say McAuliffe has a big lead. I checked both candidates' websites for energy, environmental and transportation issues. The McAuliffe site is what you'd expect from a democrat: more green energy (spends a lot of time on wind energy), wants to work with environmentalists but avoids the climate change issue (this is Virginia) and wants to work on improving transportation infrastructure. The Cuccinelli site is what you'd expect from a republican: offshore drilling for oil while keeping government out of the energy business but still open to alternative energy sources, avoids environmental*

*issues (I think this is a mistake), wants transportation improvements but decentralized to the localities. Currently we hobbyists only have one known issue that is going to be introduced into the General Assembly and that is the antique vehicle muffler bill. I'm not sure what either candidate for governor would do if this bill ends up needing the new governor's signature. With the GOP owning the House of Delegates I'm guessing the real action will be there in the 2014 General Assembly session.*

*Please do go out and vote. Show the politicians that you still care even though with all the gerrymandering of districts voters have few choices.*

*Things on the federal level were interesting in October. The government shutdown and nonessentials were sent home. At the Environmental Protection Agency 94% of the 16,205 total workers were declared nonessential. Only HUD at 96% had a greater percentage of nonessentials. Apparently whatever the EPA does is not indispensable to the running of the government. The Supreme Court will hear a case on greenhouse gases this session. The justices will consider limiting the power of the EPA to regulate greenhouse gases from power plants, refineries and factories. A federal appeals court last year found that the EPA could regulate just about anything and now that is being challenged. It will be interesting to learn the decision of this case.*

*The Energy Department has spent over \$1 billion on hydrogen fuel cell vehicles (seen one lately?). We have learned that \$6.6 million of that money was wasted. It was spent on food, alcohol, entertainment and even for legal costs so an owner could keep his business. Apparently low cost loans and grants flow like water from the Energy Department. Officials state they will try to recover the misspent funds.*

*Edmunds' InsideLine.com tested a popular leaf blower versus a 2011 Ford F-150 SVT Raptor for*

emissions. They picked the Raptor because it has a high performance engine. The result was shocking. "The hydrocarbon emissions from a half-hour of yard work with the two-stroke leaf blower are about the same as a 3,900-mile drive from Texas to Alaska in a Raptor," said Jason Kavanagh, Engineering Editor at Edmunds.com. "As ridiculous as it may sound, it is more 'green' to ditch your yard equipment and find a way to blow leaves using a Raptor." And check this: "The InsideLine.com test also found that the Raptor, which was chosen to represent the extreme heavy-duty end of the light vehicle spectrum, actually reduced the amount of hydrocarbons in the air in the test lab." The good part is vehicles are really clean burning. The bad part is it is just a matter of time before the EPA goes after lawn equipment.

Finally for this month let's talk about electric motorcycles. There has been a lot of talk about electric cars such as a Tesla burning up in September after it hit a piece of metal in the road and that metal punctured a battery but not much on electric motorcycles. Currently electric motorcycles are being raced. The LAPD is testing electric motorcycles to be used in police work. The big problem with electric vehicles is range. Electric motorcycles still have that problem but since they are lighter, smaller, don't have power robbing accessories like air conditioning and perhaps driven fewer miles than cars they may find a place that the electric cars have not found.

**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](http://www.mustangclubofamerica.com)

## **Non-MCA Events**

**November 9<sup>th</sup>, 2013**

### **Welcome Home Picnic**

Car hobbyists are asked to display their special vehicles at the annual "Welcome Home Picnic" for our veterans and their families. This year's picnic will be on November 9, 2013, from 11:00 am to 4:00 pm, at American Legion Post #137, 4100 Sunlight Avenue, Richmond VA 23224. We are expecting about 200 to 250 veterans, family members, and other guests to attend the event. The Richmond Band of Brothers and Sisters (RBBS) is a mutual support group of 170 Vietnam, Iraqi, and Afghanistan war(s) combat veterans. All RBBS members suffer from combat incurred disabilities, and receive treatment, transitional support and continued care at the Richmond (McGuire) Veterans Affairs Medical Center. Contact person is Lawrence M. Davis, Group Coordinator and Facilitator "The Richmond Band of Brothers and Sisters" Vietnam Combat Veterans Support Group E-mail: [eldavis97@aol.com](mailto:eldavis97@aol.com) Phone: 804-837-0896 or 804-745-8455

**November 9<sup>th</sup>, 2013**

### **"Fall Classic" Car, Bike and Truck Show**

Rescheduled show: The Oldies But Goodies Classic Cruizers will once again host their annual "Fall Classic" Car, Bike and Truck show on November 9th at Crossroads Ford in Prince George, Virginia. Please mark this show on your calendar as it is a "can't miss" event. It is a judged show with over 50 awards including top 25 for 1979 and older and top 25 for 1980 and newer. A host of "best of" awards such as best Chevrolet, Ford, Mopar, Bike etc. One "Best of show" in each of the two year categories. Cash prizes as well. Complete with a live band, live auction and a ton of other fun. Pre-registration is \$15 and day of the show is \$20. Pre-registrants are eligible for a special drawing. Vendor spaces are available and fill up quickly. Dash plaques for first 100 registered

vehicles. Unique piston trophies unlike anything you have seen. Proceeds benefit the Fisher House at McGuire's Veterans Hospitals and the Superkids Foundation. For more information visit our website at [OBGCC.com](http://OBGCC.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://Car Club Council of Central Virginia)

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