



CVMC News

The Galloping Gazette ***The Official Newsletter Of*** ***The*** ***Central Virginia Mustang*** ***Club*** ***October 2018 / Issue 382***

NOTE:
OUR OCTOBER MEETING WILL BE HELD
ON October 3rd, 7:00 PM at the
Chesterfield Public Library-Bon Air Branch,
9103 Rattlesnake Rd Bon Air, VA



A NOTE FROM THE PRESIDENT

As we move into the fall season, let's reflect on our terrific annual Mustang & Ford show held on September 22nd at Bass Pro Shops! We had terrific weather fortunately since we were forced to re-schedule due to the likes of Hurricane Florence from the 15th. 70%, of those registered, attended the show. The show was pre-registered and we took in only three participants the day of the show. I wish to thank all of the volunteers (judges, parking team members, registration tent, and door prizes) to include

a few significant contributors: a big shout out to Mike Peyton and Dave Dickey who always take care of so many important tasks such as: order trophies, order golf carts, porta-johns, prepare the show program. Ben Bruno continued for a third year as show chairperson, great job Ben! Thanks to Dave Lythgoe, who took over as Head Judge for Dave Thomas due to the re-scheduled date. Tony Hall and Dave Dickey helped Dave pull off all of the judging. Thanks also goes to Curtis Robb who jumped in to head up the parking team. Gordon Martin, as always jumped right in to get a generator, kept us in electricity. Ron Martin hosted goody bag stuffing night and towed the trailer where needed. Graham Marsteller handled show t-shirts this year, they looked terrific! We have plenty available, please see Jim Marr to purchase one! Team Shelby South Atlantic Region-Bill Evans donated the sandwiches and chips that fed the volunteers. They were large and very appreciated, thanks to Nanette for handling the ordering and pickup. Others involved working registration, merchandise, door prizes, and 50/50: Nanette Martinek, Bill Evans, Betty Wiseman, Militza Wiseman, Rusty Wiseman, Amy Blumenthal and Jim Marr. Others helping out with setup: Jim Ellis, Larry Doyle, George Drudge, Tommy Wilson, and Sandy Robbins. The countless number of judges and car parkers get a big shout out, they all did a fantastic job. Soon we'll order the

personalized placards that appear on the trophies handed out at the show.

We have several events planned for the remainder of the year, Mission BBQ cruise-in on Oct 13th, and the fall leaf cruise for Oct 20th. All events can be found at <http://www.centralvamusang.com/events.pdf>.

Our October meeting will be held on October 3rd, 7:00 PM at the Chesterfield Public Library-Bon Air Branch, 9103 Rattlesnake Rd Bon Air, VA 23235.

CVMC MONTHLY MEETING MINUTES September 5, 2018

The meeting was called to order at 7:03 pm by Kathy McWilliams, President, with 46 in attendance.

- I.** New Members: Gene with a 2018 blue Eco boost, Jim with a silver and black 03 GT, and Alex with a gray 02 GT.
- II.** Old Member News: There were numerous members making transactions this month to include the 1965 red couple advertised in our newsletter, a 2018 Focus, and a 2008 GT/CS.
- III.** Member Updates: Ray Pentecost's son passed away last month.
- IV.** Treasurer's Report: Dave Thomas presented the Treasurer's Report for August.
- V.** Membership Report: Mike Peyton is transferring the membership duties to Sandy Robbins. We currently have 203 members on the roster.
- VI.** MCA Report: Please see Dave Dickey's report in the monthly newsletter for details on MCA.
- VII.** Parades: Mechanicsville and Ashland parades are only two

left for the rest of the year. More details to follow.

- VIII.** Past events: Mission BBQ cruise was held 8/11 and Brewster's was every Thursday. 8/12 was McGuire VA. 8/17 was the Friday night cruise to Carolina Ale with 13 cars participating and the 8/25 trip to Horton Winery saw 7 cars/12 people.
- IX.** Upcoming Events: Please check the newsletter, website and Facebook for the most up to date list of events.
- X.** Website/Facebook: no updates.
- XI.** Fall Show: 154 had preregistered at the time of the meeting, leaving 1 spot open. Goodie bag stuffing/prepping registration packets at Ron Martin's on 9/12. Looking for 30 members to judge. Parking will be by generation.
- XII.** Merchandise: Check out PPSApparrell.com for complete list of available items. Let Jim Marr know if you would like to order anything. Email Director 9.
- XIII.** Open Agenda: Stay tuned for details on the October meeting location.

The meeting was adjourned at 8:06 pm.



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MCA REPORT

On September 21 I received a Special Proxy Ballot from the MCA Board of Directors. The following are proposed changes to the Judging Rules (YES or NO) that will take place at the October 7th Board of Directors meeting. Club vote will take place at our October 3 business meeting. This Proxy has to be in to MCA Headquarters by October 4th so votes can be tallied for the Board meeting. The proposal is:

- 1. Create Judging Class "SPE" which gives the 2012-13 Boss Mustangs a class of their own.
- 2. Remove Classes ODM (1964.5 to '78), ODN (1979 to 2004), ODO (2005 to 2014) and ODP (2015 to 2016) as these are the Occasional Driven trailered classes. They use the same judging sheet as the driven class and will be filtered to a specialty/respective classes
- 3. Change the guidelines for people that pass the judges tests to attend and judge one show within a year or the test is invalidated, then attend and judge at least one every three years to keep the certification active. The certification will not be retroactive.
- 4. Add the Modified Extreme award called "The Feral Award" for achieving the highest standard of the MX class. A sponsor for such an award has already volunteered.
- I hope everyone reviewed the nominations to MCA's corporate Board of Directors in the September issue of Mustang Times and voted for who you thought is best suited to keep our club

advancing into the future. This is your right and privilege and I hope every CVMC voted and mailed their ballot before the absolute postmarked deadline of September 30, 2018.

- The Grand National show in Merrimack, New Hampshire at the Anheuser-Busch Brewery was, basically, the last show of the MCA show season.

On August 8 Ford announced they have produced over 10 million Mustangs which rolled off the Flat Rock assembly line. Look for the story in our Program Booklet. Statistics show Camaro sales have reached only 5.5 million vehicles.

There is a picture and article of the Mustang Owner's Museum (MOM) in September's issue of Mustang Times, page 10. Pre-registration for the Grand Opening of the Mustang Owner's Museum continues for both international and stateside Mustang enthusiasts. The first 500 registered guests will receive a special window decal allowing them to park at the Museum. All other parking will be at Charlotte Motor Speedway where the "a 55 Years of the Mustang" event will take place.

Registration for our rescheduled September 22nd fall show at Bass Pro Shops was sold out. For our new members there were several articles in "Mustang Times" on the ease of using the Motosho system and what using their system can do for registering in future MCA or other shows. These articles were listed in March's newsletter, available on CVMC's website listed under Newsletters.

In August's issue of "Mustang Times" is a great editorial on Carlisle Ford National swap meet on pages 36 to 40. Also check out the middle of page 6 for a story on how Carlisle was started. A few club members attended this year's show. September's issue has a great story with pictures about Mustang Bullitt's driving the historic Route "66" highway from Illinois to California on pages 36 to 40.

For our new members you can join MCA on line. There are 3 different tier levels which are discussed at MCA's website www.mustang.org. When you join MCA please email me at (mcadirector@centralvamustang.com) or Mike Peyton (membership@centralvamustang.com). As an MCA member you receive "Mustang Times" magazine included with your membership and NOT available on newsstands or anywhere else. You can also advertise your Mustang or Mustang parts at no charge on pages 76 to 79.

As always check our newsletter and face book websites for upcoming activities in our area.

Article by Dave Dickey
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CVMC – MCA Gold Card Judge:
1964 ½ to 1966 - Dave Dickey
1967 & 1968 – Dave Dickey

CVMC – MCA Certified Judges:
4TH Generation: David Deusebio
Laurie Deusebio
5th Generation: David Deusebio
Laurie Deusebio, Dave Dickey, Tony Hall,
Michelle Jordon, David Lythgoe & Dave
Thomas

PARADES

Look for more information to come regarding the holiday parades:

Ashland Parade: Confirmed for November 18

Mechanicsville Parade: Confirmed for December 2

The Holidays are just around the corner.

Llew Stakes

CVMC MERCHANDISE

Jim Marr is working on new shirts and hats for us to go along with all of his regular swag. He is also taking orders for coats and can have your name embroidered onto them. Check out PPSApparrell.com for a complete list of available items. Let him know if there is anything you are looking for or should you find something on the site you wish to order!

Jim Marr
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October 2018 Car Hobbyist News From the Council

Last month I wrote about the Trump administration's efforts to freeze the Corporate Average Fuel Economy standards. The standard was set at 54.5 miles per gallon for 2025 by the previous administration. That is so high that automakers began working on lighter weight body parts along with multiple speed transmissions to help meet the standard. Now that the feds are looking at freezing the standard cars and light truck prices could not only stay the same but might also decrease. There are those who disagree. They believe that lowering the standard will stifle innovation – innovations such as multiple speed transmissions, turbocharging and variable valve lift/timing. Those things are very complicated. I've rebuilt three-speed automatics before and I can't image working on a 6, 7, 8 or even 11-speed automatic. In fact I've been told that some automakers just replace the entire transmission that fails under warranty instead of paying a technician to try and find what is wrong with it.

Those that are critical of freezing the standard are the people who are environmentalists and proponents of electric vehicles. If we take all the electric vehicles – which is tough to do because some sites include hybrids in with the all electrics – then electric vehicle sales are about one-fifth of Ford F-series truck sales. Yes, there are nearly 5 times as many Ford F-series sold as combined electric vehicle sales. While some electric cars brag about going 200 miles on a

charge most of them struggle to get 60 miles out of a charge.

You may have seen the TV commercial put out by Volkswagen Group of America. It has a man in a gas car sitting at a stop light and then we hear the theme song from the Jetsons' cartoon show. The Jetsons show was set in the future where people live in space and zoom around in space vehicles. Then a man and his dog pull up in an electric car beside the gas one and zoom off leaving the gas heap behind. As the electric cars zoom down the road they drive by an attractive woman putting the plug into her electric car. The announcer talks about electric cars quick acceleration and how they are the future.

A couple of things got left off like range and charging time along with the lack of charging stations. I saw a video of Jay Leno driving an electric car that was over 100 years old. It went longer on a charge than most of the electrics that are on sale today. If you want an electric that can go 150+ miles per charge you are going to pay around \$100K for it. Yet I still hear people say that electric cars are the future. Keep in mind the US now produces more oil than Saudi Arabia.

Both electrics and hybrids can be hard to sell when used. The batteries for hybrids can cost in the thousands of dollars. I saw one hybrid battery that was \$3600 (and you will have to install yourself or pay to have it installed). Compare that to about \$150 for a gas car battery. Toyota says owners of the company's hybrids should expect to replace them in about 8 years. The range is 5 to 10 years for a hybrid battery. I have a 6-year old car and I just replaced the battery. My truck went 7 years before battery replacement. So I'm guessing that hybrid batteries last about as long as gas vehicle batteries but cost more.

Driving a hybrid instead of a gas car can save you money if you keep the vehicle for years and get one that gets really

good mileage. But they cost more when new and maintenance can be costly. I just can't get excited about driving a hybrid or electric compared to a gas burning V-8 that has some real horsepower plus a transmission that you shift – electrics only need forward and reverse.

VETERANS DAY

This year is the 100th anniversary of the American Legion. The American Legion post in Colonial Heights along with the VFW post there co-host an event each year.

The Veterans Day ceremony will take place on Sunday, November 11, 2018 at the memorial area across from the Colonial Heights courthouse. It is located on the Boulevard in Colonial Heights near the Wawa and 7-11 and Vincenzos Italian restaurant.

The best address is Vincenzos...609 Boulevard, Colonial Heights Va 23834

Advise arriving by 10 because the police block the road.

EXCESS HONEYMOON MONEY EQUALS 1967 MUSTANG

Judi and I arrived in Washington, D.C. from Western Pennsylvania in the mid 1960's when we both started jobs with the Federal Government. We met while living in the same apartment building waiting for an elevator in Arlington, VA. Judi's roommate wanted to dump my roommate so they came down for a visit; ostensibly to see a squirrel and alligator. From that meeting we started dating. At the time I had a 1964 1/2 Mustang, but traded it (big mistake) on a 1968 Ford LTD and decided to get married on August 29, 1970. We both enrolled in Northern Virginia Community and graduated together with Associate in Science

Degrees in Business Administration, JUDI CUM LAUDE.



After the Honeymoon and all the wedding pictures were paid for Judi had a balance of \$900.00. In the fall of 1970 there was a 1967 Mustang for sale on the Agency bulletin board. I inquired and the lady wanted \$1,700.00 for a car with over 70,000 miles. I said that was too much, but if you don't sell the Mustang, make me an offer I can't refuse. In December she called and had been transferred overseas, did not want to take the Mustang with her and was packing. She was at the Credit Union and if I had \$900.00, she had the title and the Mustang would be mine. I talked with Judi and we agreed that it would be nice for her to have her own car. Since it was her money, the Mustang was registered in her name. That was when Judi became a "Mustang widow".

We purchased the 1967 Sports Sprint Mustang 6 cylinder 2 door hard top which was built on Friday, July 21, 1967 at the Metuchen, New Jersey assembly plant and shipped to Burn's Ford in Louisville, Kentucky. It was 1 of over 250,000 Mustangs produced that year. The original owner purchased the car on Saturday August 19, 1967.

Our Mustang was our main transportation for many years. We almost traded the Mustang in but with my love of the

Mustang, the decision was made in 1980 to restore it. Oh, by the way the car was not running. I had some experience working on automobiles and felt I was somewhat qualified to restore Judi's Mustang. In the late 1950's at a NAPA auto parts store on the counter and later in the machine shop doing engine valve jobs, fitting engine pistons to connection rods, rebuilding generators, starter motors and wheels cylinders. The early 60's as Parts and Service Manager in a small Ford/Lincoln/Mercury dealership the fact the Mustang was not running was no problem. For those of you that do not know, any early Ford part number, the 1st 4 numbers identify the year and model the part belongs to, the next 4 base part numbers identified what the part was and where (body, engine, suspension, etc.) it went on the car. Also, if the last number of the base part number was an even number, that indicated that part went on the Right (passenger) side, while the last odd part number applied to the Left (driver) side of the Ford product. A Ford rebuilt engine was installed; then the front suspension was checked and necessary repairs were made.

During restoration, the car was disassembled with the battery apron and front radiator support being replaced. At this time we found the passenger side had been wrecked and repaired with bondo. The complete unibody was sent out and realigned to the body panels. The doors, fenders and trunk were repaired. In the spring of 1983 the body shop repainted all the body panels, doors and fenders (off the car) with Sherwin Williams Sun fire 421 base coat, clear coat in the original Ford Mustang color of Clearwater Aqua (color code K). Reassembling the Mustang started slowly on the driver's side and ran into trouble on the passenger side. We could not align the passenger door to the rear quarter, thanks to that side being hit. After hours of measuring and discussion the decision was made to unweld the rear passenger side quarter panel from the body, use a block and tackle to pull/move the door frame a 1/2" into the interior.

The resulting gap was repaired by Argonne welding a piece of nineteen gauge metal to the body quarter panel and body door frame. Lead was used to fill in the gap to the door quarter frame. We used a Dremel tool to match the Driver's side sheet metal seam. Now the whole Mustang had to be repainted. Meanwhile the front and rear bumpers were re-chromed and both front seats recovered. Very bad news, the body shop was going out of business and Fairfax County sheriff was going to pad lock the shop. With the help of some police friends I was able to get the Mustang out of the shop and drive the Mustang home (with boxes of parts in the car), no side windows or wipers, working lights or license plates before the Sheriff arrived.

Remember, this was in the 1980's and there were no digital cameras to take clear pictures of the disassembled parts. Standard camera pictures were not clear. Packaging and storing of the disassembled parts left a lot to be desired. The bumpers were stored behind the family room sofa. Trying to reassemble the car took many, many hours not to mention the time spent looking at parts and pictures in Mustang shop manuals.

We started showing the car in Northern Virginia Mustang shows 1986 and started to learn how to judge Mustangs. The automatic transmission was rebuilt in 1993. In June of 1995 an original Mustang exhaust pipe and required resonator were found. The resonator shows the Ford part number and is still on the car. All the sheet metal; front grill assembly; interior door panels and glass, front and rear carpet, and rear seats are original as the car came from the factory. Now the Mustang was ready to start showing the car in shows.

I joined Mustang Club of America (MCA) in 1989 and our 1st MCA Grand National show took place in Winchester, VA where the Mustang earned 1st place in Concours

Driven category. Our Mustang is driven to major (MCA) and AACA shows from the Pocono Mountains of Pennsylvania to Charlotte, North Carolina (4 times) and has been driven over 319,000 miles.

Judging these Mustangs became a passion with the teacher being MCA head judge and National Capital Region Mustang Club (NCRMC) chief judge Richard Porter. I became a certified MCA judge for 1967/68 Concours Mustangs. On May 26, 2007 I was awarded my Gold card and can head the judging team for 1967/68 Mustangs at MCA National and Grand National shows. As a Mustang judge I cannot judge 1967/68 Mustangs so I either judge another year or drive our 2005 Mustang to those shows.

In National East Coast competitive competition MCA shows our Mustang, over the years, has earned 14 major 1st and 2nd place awards in MCA shows and an AACA Senior award at their meets. She has earned many, many local MCA Gold or 1st place awards since we started showing the Mustang in 1986.

In April 1989 our 1967 Mustang appeared on Washington, DC's Channel 7 television station where The American Pony Drive Mustang show featured 38 European Mustangs. These Mustangs were shipped, at the owner's expense, to America for the 25th Mustang celebration and landed in Florida, drove across America and were leaving from Baltimore to go home.

National Capital Region Mustang Club and Ford's District Manager, Bill Day, arranged for a parade through Washington, D.C., around the monuments and the car show. On September 10, 1993 the 1967 Mustang appeared in the Grand Ballroom of the Washington Hilton hotel at Ford Motor Company's request. This was for the introduction of the redesigned 1994 Mustang. (This was the hotel where President Ronald Raegan was shot) In October 17, 1993 our Mustang was on display at Oronoco Bay Park, Old Town

Alexandria, VA for a sneak, televised preview of the 1994 Mustang where Ford's CEO, Red Poling visited our Mustang for a picture and signed a hat. April 16, 1994 (the 30th Mustang anniversary) at Charlotte Motor Speedway where the '67 was awarded an **Award of Excellence** and I met Ford's new CEO Alex Trolman for a photograph. The Mustang has been in the Washington, D.C. and the Richmond Convention Center's auto shows several times. There have been featured stories and pictures of our Mustang published in magazines such as *Mustang Monthly's* January 1989 and *Mustang Times*, August 1993 issues, featured in the *Washington Times* newspaper Auto Weekend Section, *Out of the Past*.

The Mustang is owned by my wife Judi; I get to drive and maintain it with detailing and continuing to this day.

Shared by Dave and Judi Dickey

**This article appeared in the September, 2018 issue of Gaslight, the newsletter of the Richmond Region's Antique Automobile Club of America.

Holidays are Coming

I know it is hard to think that the holidays are approaching but really, they are! Santa's Elves have been busily planning the CVMC party. For the third year in a row, we will gather at The Grape Vine Restaurant, 11055 Three Chopt Rd.

Our menu: Chef Michael's Pasta, Salmon over Rice, Chicken Fettuccine, Chicken Marsala. We will also enjoy mozzarella sticks, salad, rolls and dessert. Are you hungry now? Price: \$25 each.

Sign up and payment (cash or check made payable to CVMC) no later than the December meeting on the 5th. Each person wishing to participate in the gift exchange, plan on bringing a White Elephant gift – value of \$15, or so.



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