

THE GALLOPING GAZETTE

SEPTEMBER 1989

CENTRAL VIRGINIA MUSTANG CLUB

ISSUE 37

Greetings fellow members. We have all recovered from our Aug. 5th car show. I think that the show was a success. Maybe not as big as some previous shows, but a success none the less. The weather was the same as our other shows, threatening rain followed by blistering heat. We sold out of drinks again. We presented nearly all of our trophies. Everyone was hot, tired, thirsty, hungry, and for the most part happy. Sounds like all of the previous shows, right? This show had the least amount of preparation, used the fewest members to work it, and had the smallest turn out.

Does advertising in the national magazines help to increase turn out?

Does going around to car related vendors, soliciting product help, increase turn out?

Does plastering every car you see with a flyer increase turn out?

Does the money spent on radio spots increase turn out?

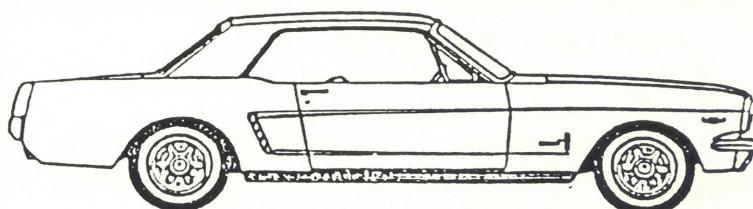
These are some of the questions we must ask ourselves before embarking on our next show. But, for the record, this year's show will not be a bust because of the money that Ford sent us.

So while we did not make as much on this show neither did we spend as much. And those that attended had just as much fun.

I would like to remind everyone that election time is rolling around again. We should select our nominating committee this meeting, so the candidates can be listed in next month's newsletter. The elections will be held the following month. If you are interested in being on the nominating committee or a candidate for office, get ready because now is the time. If for some reason you think the direction of the club needs to be changed, this is your opportunity.

It has been said that White Post is limiting the show cars to those built before 1965. This puts us in a limited position. Hopefully, this will be checked out by the meeting. Since some members have expressed an interest in attending anyway, we will discuss it Wednesday.

Yours Terry L. Wagner



CVMC CLUB OFFICERS

	HOME	WORK
President:	TERRY WAGNER	276-3129
1st VP	KENNY FISCHER	743-1490
2nd VP	MICHAEL WALKER	320-6152
Secretary:	DONNA SEAY	739-4800
Treasurer:	CHERYL KEAN	276-9267
National Dir.	AL AZZARONE	359-9473
		649-0566

1987-1989 Directors

MONTE EVANS	730-2864	CARROLL LIPSCOMBE	929-5901
NELLIE FISCHER	743-1490	RICK NOCHTA	741-1209
LEROY LILLY	748-9259	MICHAEL WALKER	320-6152

1988-1990 Directors

SONNY COBLE	282-4932	CAROLYN TIMMS	744-2501
MIKE TIMMS	744-2501	BUTCH WILLIAMSON	739-4800

Who to See for What

AWARDS & TROPHIES	KENNY FISCHER	743-1490
CAR SHOWS	KENNY FISCHER	743-1490
CLUB MERCHANDISE	NELLIE FISCHER	743-1490
CRUISES	WARREN WRIGHT	271-4096
MEMBERSHIP	MICHAEL WALKER	320-6152
NASCAR EVENTS	MONTE EVANS	730-2864
NEWSLETTER	HOLLY WOMACK	744-1078
PARADES & JUDGING	CARROLL LIPSCOMBE	929-5901
PICNICS	DONNA SEAY	739-4800
PROGRAM SPEAKERS	MONTE EVANS	730-2864
PUBLICITY	JUDY EVANS	730-2864
REFRESHMENTS/DOOR PRIZES	BONNIE FISCHER	
SCRAPBOOK	HOLLY WOMACK	744-1078
SPONSORS		

FOR COPIES of the Bylaws, Minutes, Newsletters, Greeting Cards, or any other Club documentation - it's available from Secretary Donna Seay at any meeting or call 739-4800 evenings.

THE GALLOPING GAZETTE is published monthly by the Central Virginia Mustang Club, Inc. a non-profit organization promoting the safe and enjoyable use of our vehicles and to preserve and authentically maintain Mustangs. Submit materials to:

Holly Womack
Editor
The Galloping Gazette
Central Virginia Mustang Club
P.O. Box 35-474
Richmond, VA 23235-0474

CLASSIFIED ADS: We invite CVMC members to contribute personal advertisements free of charge in our club's newsletter. Classified rates for professional service, parts, dealers, etc. will be at a cost of \$5 per classified ad; rates subject to change. Submitted material will not be returned. All ads published as space permits and edited at the discretion of this publication.

THE GALLOPING GAZETTE will not answer inquiries about these ads and assumes no responsibility for their content. We regret any errors and will make corrections at your request. Ads must reach us 10 days prior to next meeting date, should be typed or printed on 8-1/2 x 11 paper, one ad category per sheet please! Include name and telephone number. Ads for cars, parts and parts wanted must be resubmitted each issue. Your help is greatly appreciated.

ADVERTISING: Commercial/Professional display advertising is also welcome. Rates are \$50/Full Page, \$30/Half Page, \$17/Quarter Page, \$10/Small display advertisement.

SPONSORS SPOTLIGHT

PAY FOR YOUR MEMBERSHIP WHEN YOU PRESENT YOUR CLUB CARD TO THESE BUSINESSES AND RECEIVE 10 TO 45% DISCOUNTS.

DICK STRAUSS FORD Midlothian Turnpike 794-0500
HERALD SALES COMPANY Kar Kraft & Mirror Glaze Products Near the Diamond 358-4995
MUSTANG BILL'S Rt. 2, Box 720 749-FORD or 270-4435
NAPA/ GENUINE AUTO PARTS All Richmond locations (Reference Cash Accts# 1918)
RAY BROYHILL FORD Hopewell, VA 1-743-4405
RICHMOND MOTOR COMPANY 4600 West Broad St. 254-8254
RICK'S RESTORATIONS Near Byrd Airport 222-8481
SEREDNI TIRE & AUTO PARTS Northside/266-4955 Southside/232-4515 Mechanicsville/ 730-1440

Events

Sept. 1-3
MCA 25th Anniversary Grand Nat'l Mustang Meet
 Winchester, VA
 For more info call:
Bob Snydor (304) 876-6830

Sept. 6
CVMC regular meeting at 7:30 p.m.
 Richmond Ford
 4600 W. Broad St.

Sept. 9
CVMC Cruise Night at Bill's BBQ across from the Ashe Ctr. on Boulevard at I-95.
 8 p.m. - until ...

Sept. 10
Miller High Life 400
 Richmond International Raceway

Sept. 10
National Capital Region Mustang Club Show site
 Northern Virginia Community College
 3001 N. Beauregard St.
 Alexandria, VA
 For more info call:
 (301)762-1451 or
 (703)528-8354

Sept. 16
Tarheel Mustang Club's Fourth Annual Mustang & Classic Car Show
 at Becker Village Mall, I-95
 For more info call:
 Don Phillips
 (919)398-4405

Sept. 28 - Oct. 1
Fall Carlisle

Oct. 14
Lynchburg Area Mustang Show
 at Amherst Ford Rt. 29
 For more info call:
 Owen Tomlinson
 (804)847-1221

Oct. 20 - 22
White Post

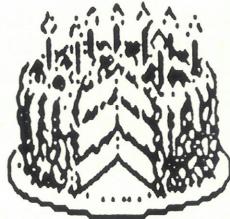
Nov. 11 - 12
Richmond in the Fall Auto Show at the Showplace sponsored by Old Dominion Late Great Chevy's open to all autos from 1913-1974 Vendors welcome

Jenro's
Every Saturday Night
 1225 N. Military Hwy.
 Norfolk, VA

CLASSIFIEDS

WANTED: 69-70 Mach I 351, 4V engine, 4-speed transmission, in restoring condition or already restored. The cash is good for the right car. Contact Kenny Fischer at (Home) 743-1490 or (Work) 794-0500 Ext. 254.

WANTED: Front end body parts for 70-72 Ford Maverick and/or 74-75 Ford Maverick/ Mercury Comet. Must have disk brakes. Engine not necessary. Also looking for good used gatorback tires. Will be for Southside Speedway race car. Contact: Michael Walker 320-6152(H).



Happy Birthday to . . .

Eric Selph	Sept. 4
Llew Stakes	Sept. 16
John Summerville	Sept. 16
Donna Seay	Sept. 20
Carroll Lipscombe	Sept. 26
Ralph Mangum, Jr.	Sept. 30

CLUB MERCHANDISE

According to the club merchandise chairman, Nellie Fischer, the following items are what she has to sell. (The numbers in parenthesis denotes how many she has left.)

BASEBALL JERSEYS
 blue & white
 S(10), M(20), L(10), XL(10)
\$6.50

LIGHT BLUE GOLF SHIRTS
 with embroidered logo
 M(8), L(5)
\$20.00

HAT PINS
\$2.00

3 INCH WINDOW DECAL
\$1.00

For more info call Nellie at 743-1490. New ideas for merchandise are always welcomed.

MINUTES OF AUG. 2, 1989

The August monthly meeting of the CVMC was called to order at 7:30 p.m. on Wednesday, August 2, 1989 at Richmond Ford by the president, Terry Wagner.

Cheryl Kean gave the treasurer's report. The Club has \$1528.53 in the bank account plus \$300 received at the meeting for the Willow Lawn show.

The picnic was discussed. All members, etc. interested were to meet at Winn Dixie at Osborn and Jeff-Davis.

Monte Evans, speaker and NASCAR chairman, advised that there was no speaker for the meeting. The car show plans would be discussed by Kenny Fischer. He also advised that Fords had won the last 5 Winston Cup Races. He also said he would be available for registration at break for Saturday's car show.

Michael Walker, membership chairman, advised that CVMC has 59 members.

Terry Wagner advised members to submit any photographs, etc. to Bonnie Fischer for the scrapbook.

Terry also told members that Holly Womack, newsletter chairman, was in the hospital recovering from surgery.

Nellie Fischer, merchandise chairman, advised she had hat pins, T-shirts, etc. for sale.

Barbara Evans updated the members on the club's tax exempt status. She advised 1) Club donations were not tax deductible. 2) The IRS needs a copy of the bylaws. 3) The IRS must be informed of any changes in the status of the club.

Several area car shows were discussed.

1) Ft. Eustis, Sept. 16 at

Murphy field. Rod & Custom and Classic Show. For information call 878-3285.

2) Aug. 19, Mustang Night at Richmond Dragway.

3) Aug. 13, Harrisonburg, VA. display only show.

Robert B. McDonald, who owns a '69 fastback, suggested that the "Mustang" emblem be put back in the headline of the Galloping Gazette. Terry Wagner advised that computer programming problems was the reason it was no longer there.

Several possible new members were present. Dave Taylor with a '68 Box Top GT and Lew Stakes had a guest named Chuck Stansberry, who owns a '67 coupe which is being restored.

Terry Wagner advised the members that our next meeting was Wednesday, Sept. 6.

The drawing was held. Winners were Brenda Jones, Lew Stakes, and Robert McDonald.

Kenny Fischer discussed the upcoming Aug. 5 car show. The club was advised that a mixup and communication problem had caused some problems.

It was noted that the club was led to believe that Richmond Ford would be able to accommodate the club's show.

It was noted that Kenny had rented the Captain George's Restaurant on the same block as Richmond Ford. The club discussed the pros and cons of moving the show. It was decided to hold the show at Captain George's and invite Richmond Ford to display their new cars.

Meeting adjourned.

Respectfully submitted,
Donna Seay

Special Thanks
from Michael Walker

I would like to thank the following club members for all their help with my race car:

Terry Wagner, Butch Williamson, Mike Timms, Kenny Fischer, Kevin and Cheryl Kean and Donna Seay.



CVMC's own Michael Walker went speeding around Southside Speedway's track last Saturday night to finish in 7th place in his first stock car race.

Twenty amateurs, driving almost every make and model of American cars (except Mustangs, Camaros, and Trans Ams) raced around the track in two ten lap qualifying heats and in a 25 lap feature.

There was even a lady racer driving a #3 Dale Earnhart look alike car.

With the help of several club members, Michael was able to get his #69 grabber blue Maverick ready to race.

This was the first of four Saturday races this fall. Michael plans to race the last three races and hopes to continue in the new stock car class next spring.

His next scheduled race is Saturday, September 9 at 8 p.m. Come on out, show your support, and enjoy a good night of racing.

The History of Nascar's Premier Series Part 1

On almost any Sunday afternoon in the summer, you can find me waiting anxiously for that week's Winston Cup race to be broadcast on cable. With the widespread use of cable, almost every Winston Cup race is broadcast live which is a far cry from the past.

Winston Cup cars can go 200 m.p.h., spin, toss and turn, and have the driver walk away waving to the crowd. News broadcasts show bumper cams and radio hookups from the media to the driver in the car.

The Winston Cup Series is the nationwide professional series for late model domestic sedans. They are kept under the watchful eye of NASCAR, the National Association of Stock Car Auto Racing.

The legends of NASCAR have grown around backwoods builders and moonshine runners. Today the top twenty teams can make a good living in the sport. Some drivers actually have college educations.

Americain stock racing and NASCAR have a colorful history. NASCAR is unique. In the next few months I'll take a look at that history. This is a first in a series detailing the history of stock car racing.

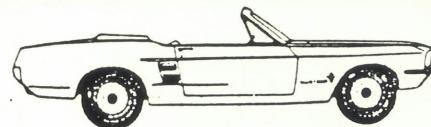
Respectfully submitted,
Donna Seay

THE \$2000 CAR WASH

What happens when you drive a Mustang 30 m.p.h. through a car wash? You get sued to the tune of \$2000 bucks. That's what happened to a 19-year-old woman in Pennsylvania. Eyewitnesses said Amy Jo McCoy's grimy, red Mustang turned into a racehorse as it galloped through rotating brushes that are designed to clean only slow-moving ponies -- not racing red Mustangs. Now McCoy is facing a \$2000 lawsuit to repair the damaged brushes and the rear end of the car she rammed during her speedy car wash. Meanwhile, employees at fast food drive-thrus are keeping their eyes peeled for McCoy, no doubt a recent graduate of the "Earnhart School of Driving."

Reprinted from Galloping Gazette, Apr. 1987
(except for the last line added by Donna Seay)

RICK'S RESTORATIONS
PARTIAL AND COMPLETE RESTORATIONS
PARTS & RUST REPAIR
CHECK OUR LOW PRICES ON PARTS
3712 CHARLES CITY CIRCLE RD.
RICHMOND, VA 23231
(NEAR BYRD AIRPORT)
(804)222-8481



INSURING YOUR CLASSIC CAR
Adapted by Donna Seay
from the Galloping Gazette
May 1985

Many people are confused about insuring a classic car. People assume that if they insure their classic Mustang for a stated amount, they would receive that amount if their car was a total loss. This assumption is not correct in most instances.

When they state an amount, this gives the insurance company a guide to determine the price of insurance; they have to prove the Mustang's value to receive the stated amount.

People should have current photographs of all parts of their car (engine, interior, under carriage, etc.). They should have an up-to-date appraisal performed. Current publications can also help to prove the value of cars. Also it is good to keep receipts of items that were bought to enhance the car (i.e. paint job, carpet, etc.).

A competent appraiser is a good person to know. Their services may be needed if a payment from an insurance company is contested. They can be a tremendous help with their expertise on insurance matters and provide the needed information to properly cover a car.

SHELBY VALUES SOAR from *Mustang* March 1989

The fastest appreciating Mustangs over the past year have been the Shelbys, with prices topping the \$100,000 level for certain R models, while big-block convertibles have hit the 50-grand level for fully restored '69-'70 GT500s.

It's a wild market out there, but in the midst of it all, there are some bargains. There are buyable cars under 10 grand. The most reasonable Shelbys are '68-'70 small-blocks, which feature 302 hydraulic lifter engines. The '67 was the last of the high-performance, solid-lifter 289s, so it is now gaining great premium in value over the later-model small-blocks.

Meanwhile, the reverse is true of the big-blocks. That is, the '67 and '68 GT500s are non-Cobra Jet 428s, and are less desirable to collectors than the CJs of '68 KR name, and the '69-'70 big-blocks, which were all Cobra Jets.

The very early Shelbys, the '65-'66 models, also remain excellent buys. They feature 289 Hi-Po with solid-lifters and their 360hp peak, but what has held their price to realistic levels is the fact that a stripped regular Mustang fastback will largely resemble an early GT350. It was '67 and later when the Shelbys received body panels different from regular Mustangs.

The '66 Hertz car has gained much popularity in the last year. One collector told us he now wanted a Hertz car because nobody would suspect his GT350 H to be a fake Shelby. Several other collectors (including some at the SAAC) have mentioned to us that they liked having the easy-cruising C4 automatic

transmission in their Shelby, and the 350 H was one way to get it stock.

Impossible to chart in price are the GT350 convertibles of '66. Six were built in 1966, and owners can ask about any price they want and maybe find a buyer. In 1979, Carroll Shelby built a dozen more of these Shelbys, and these afterthoughts are worth much less in money and prestige to collectors.

Still, no matter the GT350 or GT500, prices are going up. Anything in a muscle Mustang is headed up, Shelbys especially.

HYDROPLANING — Slippery When Wet

Hydroplaning is when your car "skis" down the highway. Your tires stop rolling, steering goes haywire, brakes don't help, and your car floats across an inch of water.

There are things you can do to prevent this:

1) Look for hydroplaning conditions — puddles, dew, fog, or even the first few raindrops.

2) Listen to your tires. If they "sing" slow down. Reduce your speed by 20%. Hydroplaning can even happen at 30 m.p.h. by a gust of wind or change in road camber.

3) Keep a feel for the road. Grip the steering wheel firmly and don't make abrupt movements with the steering wheel, brakes or accelerator.

4) Don't tailgate. Keep your distance and try to follow the tracks of the car

ahead that is clearing away the water.

5) Increase your tire pressure to the maximum but don't overdo.

6) Check your tire tread depth. Worn tires lower the speed at which hydroplaning can occur.

7) Distribute weight evenly. Too much weight on the rear wheels will scoot the front end up like a speed boat.

8) Drive with extra caution in smaller, light-weight cars. They tend to "float" easier — especially in strong crosswinds.

If you hydroplane: Don't touch the brakes. Take your foot off the accelerator and let the car slow down gradually. Don't move the steering wheel. Steering to regain control, helpful in fishtailing, will only make things worse when hydroplaning. All you can do is hang on until your car regains control.

Adapted by Donna Seay
from the Galloping Gazette
September 1985

OLD DOMINION MUSTANG PARTS & ACCESSORIES

798-3348
509 S. WASHINGTON HWY.
ASHLAND

OPEN:
M-F 10-6 SAT 10-3

LOCATED ON RT. 1
5 MIN NORTH OF I-295

1989 CLASSIC CAR CAVALCADE

The annual CVMC Cavalcade car show was held Saturday, August 5, 1989 at the Captain George's Seafood Restaurant on Broad Street.

This show was not as big as the ones in the past. However, it was decided early in the year to put on a small, scaled down show.

The cars were lined up and put in order early in the day. As usual, CVMC members were out in force. The registration and refreshment areas ran smoothly. Most members enjoyed a hot, sweaty day of looking at the classic Mustangs and sitting around talking.

After the show several members adjourned to Captain George's for a hearty meal and later cruised to Bill's BBQ for cruise night.

Respectfully submitted by Donna Seay

SHOW RESULTS

CLASS	WINNER	VEHICLE
64-66	Carroll Lipscombe	1964 Convertible
67-68	Sonny Coble	1967 Convertible
69-70	Bill Jarvis	1970 Boss
71-73	Donnie Herndon	1972 fastback
79-84	Judy Evans	1984 GT
85-86	Kevin Kean	1986 GT
87-89	Michael Walker	1989 GT
Trucks Post 60	Cheryl Kean	1988 Pickup
Trucks Pre 60	Wayne Hubble	1951 Pickup
Post 60 Special Interest	William Snowden	1966 Fairlane
Modified	Todd Martin	1965 fastback
Race Car	Durwood Tedder	1986 Mustang
Best in Show	Bill Jarvis	1970 Boss

7:30 p.m.

Richmond Ford

Sept. 6, 1989

Next Meeting

Central Virginia Mustang Club, Inc.
P. O. Box 35-474
Richmond, VA 23235-0474

