

THE GALLOPING GAZETTE

APRIL 1993

CENTRAL VIRGINIA MUSTANG CLUB

ISSUE 78

President's Message

Hello Members,

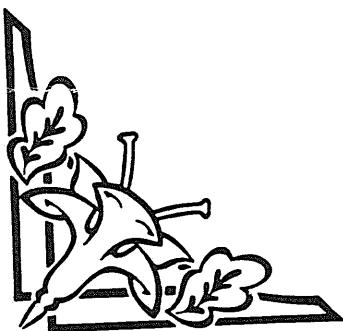
If you weren't at the last meeting you may not have heard the news. We are going back to Virginia Center Commons this year for our car show. The date is Sept. 18. I will know sometime in April if we will be doing an inside mall show for them Father's Day weekend again.

Look at what happens to the St. Patrick's Day parade when they don't let us participate. They get snowed out. Sort of serves them right doesn't it.

At the April meeting we will need to get dates for our Adopt-a-Highway clean up day, and for our quarterly Board of Directors meeting. Also Monte should have more details about the upcoming rally and we are supposed to have a guest speaker.

We had a pretty good turnout at Sonics on cruise night this month. However, since the weather was cold some of us didn't stay too long. I think that will be a nice place to go when the weather gets warmer.

Hope to see you at the meeting. Kevin



Happy Easter

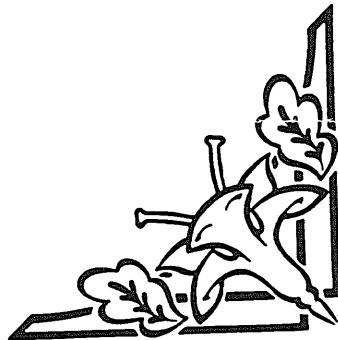


PHOTO BY PHILIP SCHULKE

Add the excitement
of auto racing to
all the serene pleasures
of the Bahamas,
and you have

Speed Weeks at Nassau

by Richard Barrett
and Monty Roberts
color photos by Carroll Seghers II

A Cobra takes the lead

NASSAU GREETES THE VISITOR with an immensely enjoyable assault on the senses—all five of them, and sometimes all at once. Pastel-colored architecture, verdant foliage, and ubiquitous blossoms profiled against a sea of cobalt blue immediately meet the eye. Almost simultaneously comes the gently cool touch of the tropic breeze, carrying with it a scent so fresh that it compels the head to tilt back and the nose to sniff. Taste is another matter not limited to the palate alone, but more diverse and inclusive ranging from food and drink to accommodations, sports, and social life. The sounds one hears are muted and melodic; even the local talk has a lyrical quality. Rarely is there a strident note—except for the roaring din of December's *Speed Weeks*.

Incongruous as it seems, the sharp contrast of the screeching action of brash racing cars on this cultured paradise in the Bahamas is precisely what makes Nassau's racing events unique in the world, and so exhilarating.

It's more than watching a Ford-powered, blue-and-white Cobra streak past a wall of flame-red bougainvillea; rather it's kind of social élan and excitement that pervades the entire affair. Sir Sidney Oakes, president of the Bahamas Automobile Club

expressed it this way: "The Nassau events are not planned as just another series of races, but rather an adaptation of a wonderful tropical setting into a great racing program with days and nights of fun unknown in this sport anywhere."

Where else can one see such mock-heroic events as the annual Grand Prix of Volkswagens, a race in which the world's finest drivers compete in brightly-painted, stock VW sedans?

In the 1963 event, Dan Gurney, who usually drives a Ford-powered Indianapolis Lotus, a Cobra or a Ford-powered Lotus 19-H, proved that driving skill alone can result in a performance so fantastic that he gained a four-and-one-half-mile advantage over all other VWs in a 103-mile race.

The upper reaches of racing thrills, however, are reserved for the Nassau trophy races—the Tourist Trophy for GT cars, the Governor's Trophy Race for sports cars, and the International Nassau Trophy Race for all classes. These are the "big" ones, and although none of the trophy races counts for points in the World's Manufacturers Championship or the World's Drivers Championship, manufacturers and drivers come to Nassau because it gives them the opportunity to experiment with untried and unproven cars in actual competition, but away from the furor and tension of championship races.

Almost all the cars are shipped to Nassau by boat, although some of the more affluent participants have had their cars flown in. But it's the unloading of the race cars from the barge which brings them from Miami to Nassau's Prince George Wharf that stirs the town with anticipation of the festive events to come. It's quite a spectacle in itself. Smartly attired local gentry and visitors, uniformed customs officials and colorfully dressed Bahamians mill about the wharf to watch the wickedly beautiful competition cars as they emerge from the barge.

Protesting all the way with great bangs and stammering shrieks, the cars are driven, gleaming in raw color, onto the sunlit wharf. Gathering barely perceptible speed, they stutter through shadow and light past the Straw Market in Rawson Square, the splendid Sheraton British Colonial Hotel, and slowly south to the serpentine Oakes Race Course. At this moment the tempo of the island's life begins to quicken.

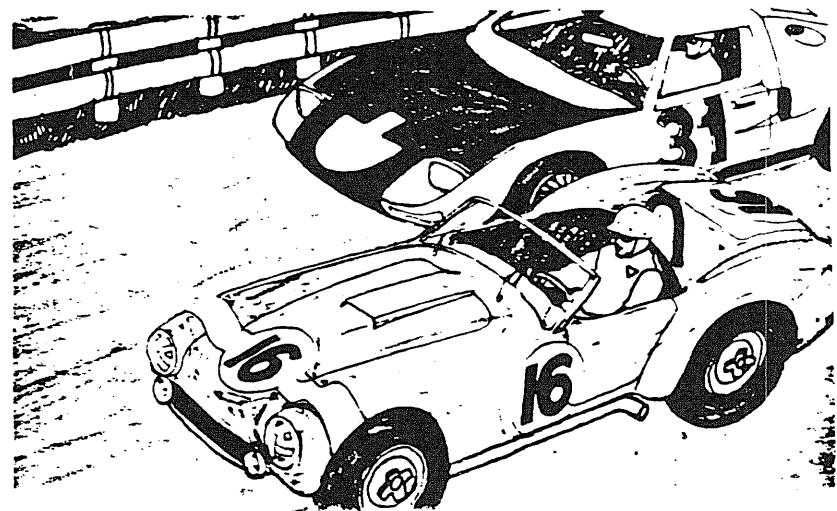
Meanwhile, at race headquarters, the Pilot House Club, hosting members are preparing a series of cocktail parties and social events honoring the drivers, participants and their wives—the latter already on buying sprees at tempting shops along East Bay Street where bargains abound in straw goods, sportswear, crystal, cutlery, cameras and spirits.

From twilight on, like the Bahamian calypso beat, the tempo picks up considerable momentum. There are cocktail parties and dinner parties to attend (many of them *al fresco*) at clubs, hotels and private homes. Even the two-mile drive from Oakes Race Course headquarters to these gala affairs in Nassau is a heady experience. One drives along a winding, tree-lined boulevard that skirts within fifty yards of the surf. The air is incredibly soft, and the only sounds are the purr of the engine, the sibilant whisper of the breeze in the palms and the coaxing murmur of the sea as it slides onto the sandy beaches.

Morning brings the first race day, and for those who either got to bed at a reasonable hour the night before or made a night of it at Nassau's lively clubs, it brings a wonderfully refreshing breakfast at the Pilot House Club. The elixir is simple but elegant: clear sky, pure white tablecloths, beet-red stone patio, shimmering pool, palm tree shade, splashes of crimson bougainvillea, bowls heaping with fresh fruit, and delicious breakfast fare, expertly prepared.

All the ingredients are here on the island for a superb racing program. The women are lovely and fetchingly clad in exotic sportswear. The stinging smell of the cars' exhausts mingled with the fragrance of the island is unforgettable. The race course is challenging, and the list of cars is first rate.

There are the low-slung Ford GTs, white with blue trim, look-



ing at the same time beautiful and brutish; the Cobras, blue with white trim, have a cocky appearance. Red, red Ferraris resemble smooth villains; the black beauties of New Zealand's Bruce McLaren are masked bandits; the blue beasts of Texas millionaire John Mecom have a fast, heavyweight-fighter look, and each of the green English cars could be a Robin Hood on wheels.

Some are V-8s, some V-12s, some shrill two-cycle engines, and the sounds they make are sounds of sheer power, from the basso profundo of the Ford 427-CID engines to the high whine of the Ferrari V-12s and the Ford 289-CID Cobra mill.

All made their presence known in the races of 1964, but the classic was the Tourist Trophy Race, a race that had the touch of the dramatic and the unexpected, most of it supplied by Cobra competition manager-driver Ken Miles in a prototype Cobra powered by a huge, seven-litre Ford 427-CID engine.

Just as Ford brought its two GTs to Nassau for a shakedown before the International Race Championship at Daytona (they won, finishing first and third), Ken Miles brought the 427 Cobra—the "mule" or prototype of the newly announced Cobra II.

This Cobra was a beast, and it was said that only Miles could control the thing. The wrenching torque of the big, seven-litre engine constantly threatened to tear the car apart. But Miles had hopes, having made some running changes after cracking up the car in a previous race at Sebring.

At Nassau, however, the battle was magnificent. The Grand Sport in the hands of Roger Penske had the edge in handling over Miles' Cobra. But Miles put on a wizard's show of driving skill. At impossible speeds he entered the Esso bend at the end of the Sassoone and somehow used the more than 425-foot-pounds of the Ford 427 torque to blast the Cobra out into Bethell's pass, holding the car in the turn, then streaking on past Penske's Grand Sport.

Miles put on this display of derring-do for 18 of 25 laps. But in the end, his Cobra failed him. He had, however, given racing a look into the future when the 427 Cobras with a new Mark II chassis and independent, coil-spring suspension will surely dominate GT car racing, just as surely as Shelby's Mark I Cobras dominated the class in the recent past.

When Speed Weeks close, the cars are gone as quickly as they had come, and Nassau returns to its muted, melodic and serene self. No more raucous exhausts, no more screeching tires. Not even their echoes remain—but, oh, how the memories linger. ■

Thanks to Bill & Billie Jarvis
for this story from Ford Times
in December 1965 issue.



Happy Birthday
to our April Babies
Glenda McChesney ...9
Ronald Martin12
Kevin Kean25
Donnie Nichols25
Robert Harding28

*This space is
for your story!
Tell me about...
your car
your car troubles
your DREAM CAR
your Mustang %
fond CAR
MEMORIES.*

Ten Little Mustangs

Eleven fine Mustangs all in a row,
But only ten are ready to go.
One has brake trouble and won't make the trip,
Sorry Donnie. We'll try to save you a drumstick.
Ten little Mustangs ready to fly,
But three miles down the road the 302 died.
So all ten pull to the side,
And gather together to make it ready to ride.
All the king's horses and all the king's men
Made the Mustang run again.
Carroll was there with all the supplies.
The coil was installed
And away we did ride.
Ten little Mustangs leisurely cruising down Route 5,
The sun filters through the trees,
The temperature's high,
People wave as the Mustang parade goes by.
As we approached the ferry all was fine
When suddenly Don was down for the second time.
The throttle cable came loose
Making Don the caboose.
Last on the ferry and repairs under way.
We headed for Surry
When George's hacksaw blade saved the day.
Upon arrival at our destination (The Surry House)
The ten little Mustangs settled down for a rest.
While all of the owners were treated the best.
The food was delicious, the friends fine,
Everyone had a memorable time.
As we left the Surry House to head back,
Two ponies headed north and left the pack.
Eight little ponies left on the lot,
Two more left for Richmond, and one went for gas.
Five little ponies head out to the pass.
Don is happy to lead the pack
'Cause his 302 is back on the track.
And I heard him exclaim
As he drove out of sight,
"You record this car running, or I'll burn your video tape."
Five little Mustangs traveling on Route 10.
Two left in Enon and then there were three.
Three little Mustangs when one went 295 North,
And then there were two.
Two little Mustangs heading to Richmond,
Kenny & Nellie's pony went home.
And Linda's did, too.
Then there were none,
And our wonderful day was done!!

By George & Linda Cosier

Minutes of Meeting, March 5, 1993

The meeting was called to order at 7:30 pm. by President Kevin Kean. Everyone was greeted and asked if we had any new members. Debbie and Steve Shaver were present. They joined last August and this is their first meeting. Welcome!

Gene was not present so Kevin gave the treasurer's report. Income for February was \$196.50. Disbursements for February were \$23.25. Balance for March 1, 1993 is \$1224.87.

Kenny reported on several upcoming car shows.

Don reported 61 paid members. If you haven't paid your dues by now, you must pay before receiving any more newsletters.

Brenda reported on door prizes and refreshments.

Steve mentioned cruises on March 6th will be at Sonics in Colonial Heights, and March 21st will be the cruise to Surry.

Carroll reported on the St. Patrick's Day parade being cancelled. Due to limited space our club as well as a few others were eliminated. The Azalea Parade is still on and there is no limit on the number of cars. So anyone who is interested meet on April 24 at the DMV parking lot at Midlothian Tpke. & Belt Blvd.

Bill reported no new sponsors.

Susan reported that she has sent the confirmation in to King's Dominion for 25 tickets at a reduced price. Call her if you are interested in being put on the list to purchase.

Monte read the letter from Commonwealth of Va Adopt-A-Highway asking if we wanted to continue with the program. A motion was made, seconded, voted on, and passed to continue the program for another two years.

Monte presented trivia questions. Also, next month Judy has a friend who will come to the next meeting and present personal alarms you can carry on you and car alarms.

New Business: Kevin reported on the show at the VA. Center Commons. It will be in Sept. 18, 1993. so... put it on your calendar NOW!!! Flyers are available now to pass out. There is a possibility that we could have an indoor show at the Va Center Commons on Father's Day again like we did last year. But we do not have a definite commitment yet. We hope to hear something soon. The only new thing required will be a fire extinguisher and a first aid kit.

Door prizes drawings were held.

Meeting was adjourned at 9pm.

Secretary Linda H. Cosier

Rick's Tips

Exhaust Coatings

MCA rules state that the exhaust manifolds came natural bare metal. Actually original new old stock exhaust manifolds will have a grey looking oily substance that is sticky to the touch. This is the result of the exhaust manifolds being dipped in oil after they were pulled out of the molds still hot. The oil would flash and adhere to the manifolds. This would help the manifolds look new while the cars were in the showroom.

To be correct according to MCA rules the exhaust manifolds should be bare metal. However once bead blasted to bare metal the manifolds will begin to show signs of rust within 6 to 8 hours.

There are five different coatings that can be applied to help keep exhaust manifolds looking nice. Most restorers including Bob Perkins likes to use a stainless steel coating which looks natural yet will allow occasional drives without burning off. However the stainless steel coating will with age turn white and flake off. So the stainless coating will not last indefinitely. I have had it last as long as a year before a touch up.

Engine enamel should not be used nor should the high heat paints (1200 degree). Engine enamel will burn off almost immediately and the 1200 degree paints are porous and will allow rust to form and bleed through the paint.

Porcelain coatings are expensive and will not burn off, however the cost is very high and high gloss is the only color available that I know of. I do not recommend this.

Plating is another alternative however chrome will turn blue after a couple of hours and will eventually flake off. Due to the roughness of original cast manifolds the plating will look as though rust is forming, and unfortunately rust is forming because the plating will not attach to the deep pores in the manifolds.

Lastly, and one I have just tried, is Jet Hot coating. The people at Jet Hot guarantee that the coating will never burn off. The only draw back is Jet Hot only comes in gloss black, flat black, bright silver, and dull silver. I have contacted Jet Hot and they are currently working on a formula for a cast color. Price to plate the manifolds after they are bead blasted is in the \$250 to \$300 range, including shipping. If you have any questions please feel free to call me during the day at 222-8481. Happy Cruisin Rick

CVMC CLUB OFFICERS

	Home	Work
President ... Kevin Kean	275-0771	
1st V.P. Kenny Fischer	743-1490	794-0500
2nd V.P. Don Smith	790-1211	
Secretary..... Linda Cosier	271-2139	
Treasurer.... Gene Lopreste	794- 5248	367-0902
Nat'l Director.. Al Azzarone	359-3473	649-0566

WHO TO SEE FOR WHAT

Awards & Trophies	Kenny Fischer	743-1490
Car Shows	" " "	" "
Charitable Organizations	Brenda Jones	740-2096
Club Merchandise	Nellie Fischer	743-1490
Cruises	Steve Smith	530-3795
Membership	Don Smith	790-1211
NASCAR/Motorsports	Donna Seay	739-4800
Newsletter	Nellie Fischer	743-1490
Parades	Carroll Lipscombe	329-5901
Judging	Monte Evans	730-2864
" Co.	David Lythgoe	781-0105
Picnics/Partys	Cheryl Kean	275-0771
" " Co.	Susan Thomas	262-9045
Program Speakers		
Publicity	Al Azzarone	359-3473
Refreshments/Door Prizes	Brenda Jones	740-2096
Scrapbook	Bonnie Fischer	276-3384
Sponsors	Bill Thomas	262-9045
Trivia	Monte Evans	730-2864

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.

CLASSIFIED ADS: We invite CVMC members to contribute personal ads free of charge in our Club's newsletter. Classified rates for professional service, parts, dealers, etc. will be at a cost of \$5 per 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. Ads must reach us 10 days prior to the next meeting date, should be typed or printed on 8.5x11 paper. Include name and phone number. Ads must be resubmitted each issue.

ADVERTISING: Commercial/Professional rates are \$50/Full page, \$30/Half page, \$17/Quarter page, \$10/Small Display ad.

Coming Events

April

- 7 - Club Meeting at Richmond Ford at 7:30 pm
- 10 - Club Cruise at Bill's on Midlothian Trnpk.
- 24 - Azalea Festival & Parade

May

- 5 - Club Meeting at Richmond Ford at 7:30 pm
- 8 - Club Cruise to be decided

Deadline for Next Issue : April 20

1993 Directors

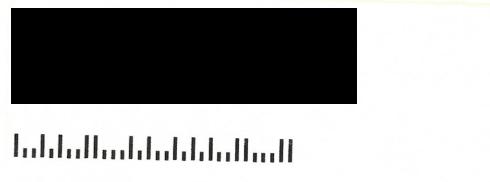
Sonny Coble	282-4932
Carroll Lipscombe	329-5901
Cheryl Kean	275-0771
David Lythgoe	781-0105
Donnie Nichols	
Steve Smith	530-3795
Mike Walker	

PROUD SPONSOR'S

Present your Club membership card to these businesses and receive 10 to 45% discounts.

DICK STRUSS FORD
Midlothian Trnpk, 794-0500
HERALD SALES CO.
Kar Kraft & Mirror Glaze Products
near the Diamond, 358-4995
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Lloyd Liggan, 746-1871
\$27.50 Fee for up to 12 miles
NAPA GENUINE AUTO PARTS
All Richmond location
(Reference Cash Acct. #1918)
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Hopewell, Va. 1- 743-4405
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Southside 232-4515
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Hanover Ind. Air Park 752-2272
COMPETITION ENGINE SERVICE
Hanover Ind. Air Park 798-1675
PREMIER FORD/MERCURY INC.
3490 Anderson Hwy
Powhatan, Va. 23139
(804)794-5655

CENTRAL VIRGINIA MUSTANG CLUB
P.O. BOX 35-474
RICHMOND, VA. 23235-0474
(804) 730-7756



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Please join us
Wednesday, April 7th
for our next meeting at
Richmond Ford
4600 W. Broad Street
at 7:30 p.m.

