

THE GALLOPING GAZETTE

AUGUST 1993

CENTRAL VIRGINIA MUSTANG CLUB

ISSUE 82

President's Perspective

Welcome Members.

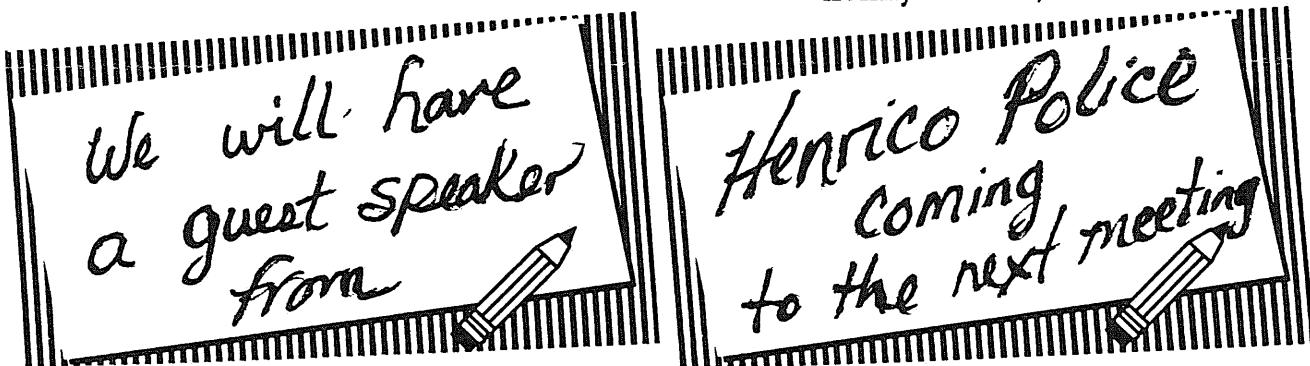
As First Vice President we had a little shakeup at the last meeting, I won't go in to details. The President, Kevin Kean resigned from office. I had a Board Meeting with the Directors and Officers. They voted me (Kenny) as President to the end of the term. I am going to try to pick up the pieces and try to get the club going in the right direction. As always, let someone know of activity that you would be interested in as a Club activity.

Myself and the Central Virginia Mustang Club would like to Thank Don & Cindy Smith for inviting the Club over for a pool party. A lot of new and old members were at the All Ford Day Show. The heat got to most of the people, so they ended the day a little early. I hope everybody got their Kings Dominion tickets, I am looking forward to seeing you all there on August 1st.

We still have a lot of preparation to do before the show in September 18. I would like to thank the Lord for being with Carroll & Dot, They were in a very bad and serious accident.

Until next time.....

Kenny Fischer, President



An Enduring Love

The temperature today hit 102 degrees and I'm out in the heat getting my vintage Mustang ready for another car show. As I wipe sweat, my mind wonders back to another hot summer day in 1970. I'm tooling around in my 1964 Ford Galaxie 500, 390 cu. in., 2-door, on my way to visit my brother Manuel. We were working on the crawl space under his house to increase his storage. Soon after I arrived, my other brother, Thurman, arrived; not to help dig, but to show us his NEW used car. The car was a 1968 Ford Mustang, GT, Fastback, 302 cu. in. that he bought for \$1295.00.

It was a beautiful car, Highland Green, 2-tone interior, beefed-up suspension and wide over-sized tires. We three discussed its low mileage, reasonable price and the fact that Manuel knew the car's history from the time it came off the transport truck. In 1968, Manuel worked for Layfield Ford as a mechanic trainee. He installed the power steering pump and performed other new car duties. Obviously, the car had been well taken care of since new. I told Thurman, that very day, if he ever decided to sell the car, I wanted it. Fourteen years and 60,000 miles later, he kept his word.

Twenty-three years later, I look at it with the same love and admiration I had that hot summer day so long ago. True, the color is now fire engine red, but oh, the sound is there and I'm seventeen again!

Peace.....Don Nichols

MINUTES OF MEETING, JULY 7, 1993

Kevin called the meeting to order at 7:40p.m. No new members or visitors were present. 35 people were present.

Kenny reported on several car shows. July 10 - ALL FORD DAY: Sept 19 - National Capital Region Mustang Club; Ohio Mustang Club - 8th Annual All Ford Day in October. Carroll jokingly commented that it would be a good cruise! Call Kenny if you have any questions about these car shows.

Don reported 77 currently paid members.

Gene gave the financial report: Income - \$29.50 Expenses - \$128.75
Balance as of July 7, 1993 - \$878.05

Nellie reported that she has t-shirts, hats, and hat pins for sale. Also, please send her articles, letters, information etc. for the newsletter. It would be appreciated.

Carroll told about the car accident that he and his wife, Dot, were in on July 4, 1993. He said that he and his wife would have been killed without the air bags in his Lincoln. He thanked the Good Lord that he had them in the car!!! The only thing left of his car is two tail lights and one right rear wheel (because the car caught fire). His wife is in worse shape than he is. She has a broken wrist, three broken ribs, a bruised lung, and the side of her face was burned where the air bag hit her. He said he doesn't feel too good but he was glad to be here!!!! BUY A CAR WITH AIR BAGS!!

No parades to report.

David reported that he did not have a big turn out for the judges meeting held in June. He said he'd like to schedule another one for anyone interested. Kevin said he'd like to make a recommendation. Instead of having a separate night for the judges meeting, why doesn't he try to schedule it like Monte did last year. Let's decide on a time during the meeting and take the people who are interested in judging in the back room and hold the judges meeting then. Kevin said he knows for himself that one Wednesday night a month is about all he can spare from work. He said that he was working last month when the judges meeting was held. You (David) might get a better turn out if you do it that way. David said that if anyone wants to meet tonight let him know.

Cheryl reported on the successful picnic at Don & Cindy Smith's. Plans are underway for the Christmas party for December 18, 1993. The deposit has been sent in with the forms. The reply was returned with a "yes" confirmation for the party.

Susan reported that she does have the King's Dominion tickets available for \$17.75. We must sell at least 25 tickets or the Club must pay the difference because they are committed by contract. Susan hopes we have a good crowd for King's Dominion Day.

Cheryl said for all those who raised their hands when this was first discussed and voted on, we definitely need your support so that the club will not have to buy the tickets.

Brenda reported on door prizes and available drinks. She also presented Kevin with a special door prize.

A discussion was held concerning the particulars of the picnic.

Kevin resigned as President of the club.

It was decided, according to the By-Laws and Robert's Rules, that since Kenny is next in command as First Vice-President, that he call a meeting of the Board of Directors and take over as President of the club for the duration of this term.

Meeting was adjourned at 8:20 p.m.

Linda Cosier, Secretary



The editor has received a letter from the Former President, which the majority of the Officers and the Directors are in different opinions, do to the graphic, emotional, and non factual basic. The letter is going to be omitted from publication. Copy's are here upon request from the editor.



MINUTES FOR BOARD OF DIRECTORS MEETING, JULY 11, 1993

The meeting was called to order at 6:p.m. by Kenny Fischer.

In attendance were Sonny Coble, Carroll Lipscombe, David Lythgoe, Donnie Nichols, Steve Smith, Kenny Fischer, Don Smith, and Linda Cosier.

It was noted that Kevin Kean's resignation from the office of President is now official.

There was discussion as to the next step to take in regards to the office of President. According to the By-Laws of the Central VA Mustang Club, under Article VI, Section 2-A, it is the "duty of the First

Vice-President to assume the duties of the President in his/her absence and attend all business and Board of Directors meetings."

A motion was made by Donnie Nichols that Kenny Fischer, as First Vice-President, assume the office and duties of President for the remainder of this term. It was seconded by Sonny Coble, and unanimously approved by the Board of Directors present. It was also decided to have Don Smith help Kenny with the duties of the First Vice-President as well as assume his duties as Second Vice-President.

Don Smith was asked to present the Board's decision to the entire membership at the next scheduled meeting on August 4, 1993. At that time the membership will be asked to make a motion and vote on Kenny filling the term of President for the remainder of this term.

Discussion was held concerning the car show coming up in September. Kenny asked us all to support him and help it become a success. Contacts have been made with VA COMMONS and as of this date everything is still set.

Discussion was held as to the concern for the place of the car show for 1994. Some thoughts were to continue to have it at the mall, or possibly have it at a car dealership since it will be the 30th anniversary of the Mustang. Of course, nothing has been decided, but only discussion, since that is a year away.

Some discussion was held as to the importance of following Robert's Rules of Order, the By-Laws, and maintaining order at the meetings. It was felt that order and a form of organization for the meeting are important to maintain good organization and to help the club move forward. There was also some discussion as to the importance of finding someone within the club who can help with following the Robert's Rules of Order.

There was some discussion on the need of a membership committee to help promote a positive atmosphere among members. Also, it was decided to present to the membership the idea of using stick on name tags to help promote better acquaintance with ALL members names.

More work, it was agreed by the Board, needs to be done to bring in speakers for meetings. Nothing lengthy, just 10 or 15 minutes. Ideas for speakers were sponsors, spotlight on members, restoration stories and/or tips, or just generally sharing information on cars that members own. This way we will begin to know a little more about each other and perhaps feel better acquainted with each other.

The board decided to reinstate "Spotlight on Members", hopefully, in the next few months. A form will be sent out with the newsletter to fill out about yourself. Linda Cosier volunteered to try to get it started again. Then one member would be asked ahead of time to get up in front of the meeting and share something about themselves based on the form they filled out about themselves.

Possible field trips to bring up at the membership meeting are: White Post, Skyline Drive, Tangier's Island, Boat cruises on the Annabelle Lee or the one at Tappahannock, and Dinner Theatre.

The meeting was adjourned at 7:45 p.m. Linda Cosier, Secretary

Rick's Tips

What to do with brake and fuel lines

Brake and fuel lines are not plated as many people have thought for years. I contacted Paul Fix of The Classic and Performance Co. who makes brake lines and fuel lines in both the original tubing and in stainless and he confirmed the lines were never plated. They look plated but they are not.

The condition of the lines vary according to their location. The brake and fuel lines in the engine compartment are usually in better shape than any of the other lines and can be cleaned up sometimes. Lines outside the engine compartment are always rusty.

There are several ways to clean these. Chrome cleaner and lots of it will sometimes clean the engine compartment lines. It is usually a waste of time to try chrome cleaner on any lines outside the engine compartment because they usually have rust already embedded in them. I have used sandblasting followed by silver paint that will work and looks pretty good. The lines must be absolutely free of rust to keep the rust from popping the paint. I have also tried sandblasting followed by coating with clear paint (this was the best way 10 - 15 years ago) but the rust will usually appear somewhere down the road. The draw back from clear coating and/or painting with silver is during installation the paint can be easily scratched off and rust will appear within 6 months.

The two best ways to take care of brake lines is to replace them. The Mustang Club of America likes to see the original type of tubing used and with a good coat of wax these lines will remain new looking for years provided the car is not driven every day.

The other type of replacement line is stainless steel. The stainless lines, when compared to the original type lines, have a different appearance and a skillful judge will notice these. However, I do feel that upkeep on these lines are minimal and rust is never a problem. Points are deducted on the stainless on National Judging levels. Most of the local clubs usually do not deduct points for the stainless. I prefer the stainless lines because they will never rust.

If you have any questions, please feel free to call me at 222-8481 during the day.

Happy Cruisin.....Rick

War of the Body Shops

When was the last time you had an accident and had to deal with your insurance company? If you have had this experience recently, this article is for you.

Some insurance companies are getting in the business of body repair. This means some insurance companies are colluding with body shops to do repairs that are going to cost less than they should. By making arrangements with certain paint and body shops, it becomes possible to skimp on repair costs, cut corners and do less than quality work — all at the car owner's expense.

Some people want to take their cars to body shops where they can have the work done by repair personnel they know and trust. But when you tell your insurance company your intentions, you wind up being coerced to take your car to their place of business. The methods employed by insurance companies to steer vehicle owners in the direction of their own repair facilities have similarities. Here are some we have discovered:

* You are told you are responsible for the difference between their estimate of the cost of the repairs and the cost your repair facility is going to charge you.

* It is implied that you might incur higher insurance costs in the future if you don't use their repair facility.

* You are told your car will be repaired using quality aftermarket parts or parts that are certified to be of high quality. Nothing is said about using original equipment parts.

* You are asked to sign a document that gives the insurance company the right to use any type of replacement part they want to use. The ruse they use might be presented like this: "Please sign this form so we can repair your car using the highest quality parts that we can find out there in the market place." Nothing is said about your car being repaired using copy-cat, look-alike or bogus parts.

* You are told that the parts being used carry a lifetime guarantee.

There is no guarantee offered and none actually exist. You are told this in order to convince you their cheap bogus parts are okay. When a problem arises later on, you find out there was no guarantee after all and you were duped.

* You are pressured into picking a repair shop from their list by being told that your repair will not be covered by the insurance company's approval or warranty if it is done by anyone else.

Once you get your car back and the repair was done by one of the so-called "recommended" repair shops, you are faced with a shoddy repair job. You complain and are given a terrific run-around. No one wants to listen to your complaints or you are given any of a variety of excuses. You finally wind up giving up and perhaps selling the car.

Here is a list of some of the typical problems people have after a shoddy repair job has been carried out:

Water leaks: There is water finding its way into the vehicle making the interior wet. This may not show up until the first heavy rainfall.

Air leaks: While driving along, you notice there is the sound of air leaks or the sound of the wind whistling somewhere on the vehicle.

Fit and finish: The body panels, doors, trunk or hood don't line up or have the same finish. The replacement panels are less smooth, look rougher or have a different texture than the rest of the car. The edges don't line up or the body lines are not the same side-to-side.

Color match: You can easily see the replacement parts because they don't match the rest of the car. There may be paint mismatching, imperfections, runs, dirt in the paint or orange peel.

Safety related: We have seen cases where a car with an air bag was repaired with a replacement steering wheel that didn't have an air bag built into it. The "SRS" warning bulb was removed from the dash because it stayed lit.

Tire wear: After the vehicle is repaired, the tires wear quickly. Rotating the tires makes no differ-

ence, the tires continue to wear unevenly.

Steering problems: After the repair the steering wheel pulls to the left or right or the steering wheel will jerk to the left or right when going over bumps.

Rattles and squeaks: After the repair there are squeaks or rattles that were not there before the accident.

Rust or corrosion: Not long after the repair is done rust or corrosion starts to show through the paint.

What is really going on in the paint and body industry is the insurance companies are gaining control of the repair end of the industry. This amounts to "price fixing" and is, in reality, illegal. But it is done in such a clandestine manner that it is not easy to document.

We are interested in finding out how widespread these practices are. If you have had a recent experience like the ones described above, we would like to hear from you. Please call or drop us a line and let us know what happened to you and your vehicle.

POP BOTTLES RECYCLED INTO FORDS

Have you ever wondered what happens to the plastic pop bottles when they are recycled? Local recycling programs in the Northeast ship the plastic to a factory in PA where they are ground, cleaned and pelletized. The pellets are then sent to an Allied Signal facility where they are combined with glass and minerals to produce reinforced polyethylene terephthalate, known as PETRA.

Ford has used more than 23 million pounds of PETRA during the past five years, the result of people drinking 8 billion ounces of beverages from more than 50 million pop bottles. The PETRA is turned into grille opening reinforcements and other parts for the Taurus, Sable, Explorer, F-Trucks and Vans.⁸

THOUGHTS AND MEMORIES OF A. K.

It has been a while since I was awakened in the early morning hours to be told that Alan Kulwicki had been killed in a plane crash. It is only now that I feel I must and can write one last article on Alan.

For those recent members of CVMC, you may not know me or Alan's Kulwicki's small contributions to our organization. As my personal relationship with Alan Kulwicki racing grew, I introduced him and his team to our club. Alan in the past years had sent the club postcards, stickers and patches. I'm sure the older members remember the globs of Zerex patches and stickers he sent during the period he was sponsored by Zerex. Alan's team also received a copy of our monthly newsletter for over a year during one period of time. As my participation in the CVMC became less due to career obligations, so did Alan's.

In the days that I wrote for the club newsletter, the newsletter staff published an article (JAN 1990) written by me on Alan detailing his career. When Alan received a copy of the newsletter from me, he proceeded to have entire team and himself autograph it and returned it to me. It is one of the items I now treasure the most from Alan.

In the day's following Alan's death, many folks realized what I had known all along about Alan. Most fans thought Alan was aloof and conceited. NOT TRUE, as most articles after his death noted. Alan was a very intense man. He was a hard worker who never left anything up to good luck. He had a wonderful sense of humor. I saw his sense of humor many times especially the hilarious Hardee's meeting that some of you older members might remember hearing about.

I will remember Alan for his long letters he wrote to his "early" fans. He would tell us his thoughts and about all his future plans. He also gave us details of all almost every race from pre-race prep to the race results. He never blamed mechanical failures or accidents on anyone. The letters were sometimes far apart. He always apologized in every letter for not keeping in touch sooner. Alan had a very special relationship with his fans that supported him in those early days of his racing career.

I remember when the last race of the 1992 season was approaching, I knew if I could not be in Atlanta to celebrate if Alan won the championship...I wanted to be in the next best place...Hooters. I will always remember that day and the joy that overflowed the place when he crossed the finish line a champion.

I feel Hooters' action of pulling their sponsorship of the team after Alan's death was a very wrong decision. The best way to honor Alan and his achievements was to keep his team and car on the track. I feel it would had been a shame for Alan to look down upon us and not see his #7 crossing the start/finish line.

In closing, I would like to quote something Gerald Kulwicki, Alan's father, wrote me in a letter a few days after Alan's funeral..."Alan just beat us up there is all." Alan will truly be missed by all of his family, friends, and fans.

LOCAL RACING NEWS

Donna Seay



Happy Birthday
to our August Babies
Becky Wagner.....1
David Lythgoe9
J. Harry Martin ... 23

The CVMC's own Butch Williamson started 73rd in the Enduro race at Southside Speedway on June 27 and finished in 10th place. This was his first official start in Enduro racing. The Williamson racing crew includes two other CVMC members', Terry Wagner and Mike Walker. The next Enduro is in August...Butch will be starting in 37th and hopes to better his finish.

CVMC's other racer, Mike Walker, hopes to have his Grand Stock Mustang Team up and running at Southside Speedway by the end of July.

We hope all CVMC members will come out to support our member racers. Also, if anyone is interested in sponsoring Butch or Mike, please contact them. Any help is appreciated.

BITS -n- PIECES



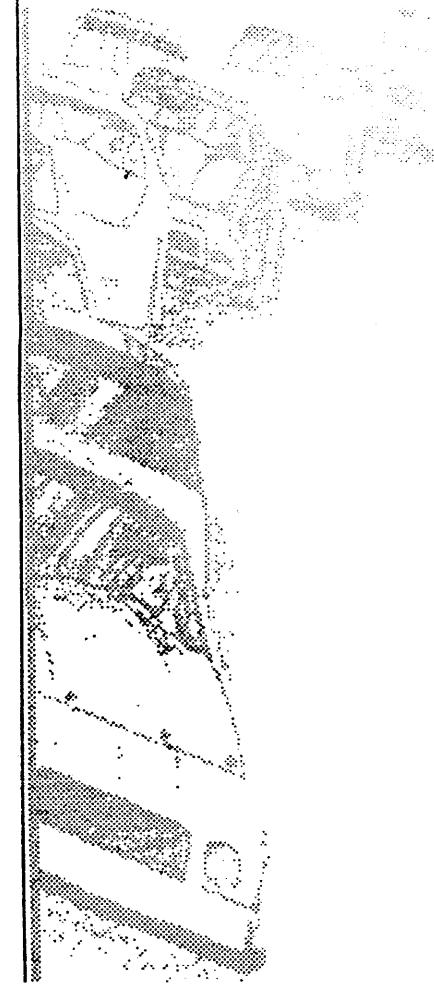
Happy 8th Anniversary to Linda & George Cosier and
Happy 19th Anniversary to Brenda & Richard Jones
both fall on August 3rd.



Anyone what would like to sponsor a trophy and/or class
for the car show please let Kenny or Nellie know.



If anyone should need last minute
tickets to Kings Dominion please let
Susan know, so she can
arrangements for you to receive
your tickets. To get inside the gates
with us to enjoy the fun!



Proud Sponsor's

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

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C.P.'S MUFFLERS

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(804)794-5655

AIR CONDITIONING SERVICE

257-0171 Mike

Coming Events

August

1 - Club Day at King's Dominion meet at
Lewistown Rd. Exit Truck Stop at 9 am. Or you
may meet at the park's Eiffel Tower on Main St.
at 12 noon. Bring a picnic lunch.

4 - Club Meeting at Richmond Ford at 7:30 pm

7 - Club Cruise at Bill's Barbecue on Midlothian

September

1 - Club Meeting at Richmond Ford at 7:30 pm

Guest speaker: Don Preskitt of BG Premier Engine
Protection

4 - Club Cruise at Bill's Barbecue on Mithlothian

18 - CVMC Mustang & Ford Show at Va. Center
Commons 9 am to 4 pm

Deadline for Next Issue : August 20

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.

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

CVMC CLUB OFFICERS

	Home	Work
President ..Kenny Fischer	743-1490	794-0500
1st V.P.		
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

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	

SPOTLIGHT ON MEMBERS

Name: _____

Birthday: _____ Marital Status: _____

Spouse's Name: _____ Spouse's Birthday: _____

Mustangs Owned (Yr/Model): _____

When did you acquire your first Mustang: _____

How did you become interested in Mustangs: _____

Provide a brief description on how your Mustang was restored (If applicable):

Are you an active car show participant: _____

What is your current interest in Mustangs: _____

Other interests/hobbies: _____

Other club affiliations: _____

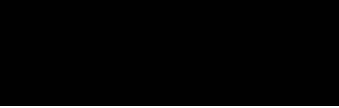
Are you interested in serving as a CVMC board member or committee chairman: _____

What would you like to be doing in 5 years: _____

Suggestions/Comments: _____

BY MY SIGNATURE, I agree to have the above information released through the CVMC newsletter.

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



23224-4406 07

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**Please join us
Wednesday, August 4th
for our next meeting at
Richmond Ford
4600 W. Broad Street
at 7:30 p.m.**