

THE GALLOPING GAZETTE

JANUARY 1993

CENTRAL VIRGINIA MUSTANG CLUB

ISSUE 75

President's Message

Hello Members,

Well, the holiday season is over. I hope you all had a safe and happy one. It's hard to believe this year is over already. It doesn't seem that long ago that I wrote my first president's message to you. Now I'm doing my thirteenth and I still don't know what to say.

If you weren't at last month's meeting, then shame on you. We decided to have a scavenger hunt on February's cruise night, weather permitting. March's cruise night if February doesn't work out. More details later. Plans are also in the works for a road rally this spring. As more details become available they will be passed on to you.

I'd like this year to be more active as far as Club related activities are concerned. Maybe we could take a couple of road trips, have some picnics and hopefully get one or two mall shows. An appreciation show for Richmond Ford is in the works. As soon as we get the date set, I'll let you know.

I think the Christmas party turned out all right. The shrimp was great, the ham was delicious as was all the other dishes. We had a good turnout and I think everyone had a real good time.

We need to have a board of directors/"cabinet" meeting sometime in January. The date and time will be decided at the meeting.

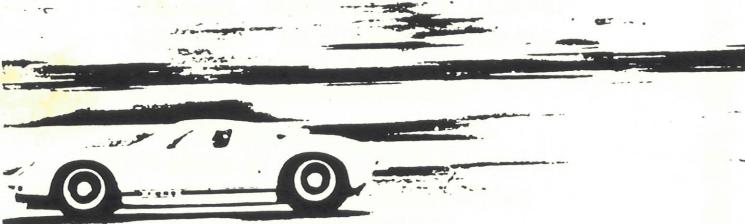
Don't forget to renew.

Until the meeting... Kevin

Building the Ford GT

*The inside story of an exciting race car—by Roy Lunn,
the engineer in charge of designing and building it*

as told to Hal Butler



Q. What is the Ford GT and what is the reason for its existence?

A. First of all, the term "GT" is an abbreviation of "Gran Turismo" or "Grand Touring." GT cars are those suitable for high-speed touring on main highways. Cars that have figured in GT racing and development include Bentleys, Aston Martins,

Mercedes, Jaguars and Ferraris, with the last-named dominating GT racing for the past five years. The Ford GT is a high-performance, two-passenger sports car designed by Ford Motor Company for competition in the Grand Touring Prototype Class in accordance with the Federation Internationale de l'Automobile (F.I.A.). Ford's main reason for entering GT racing was because this type of competition stimulates functional improvements and innovations which can be applied to our main line of cars. The point is that many of the problems encountered in running a GT are identical to those met on the highways, except that under racing conditions the magnitude of each problem is accentuated. If we can learn to solve these accentuated problems, we also learn how to make better and safer road cars for the future.

Q. Will this car, or any version of it, be sold to the public?

A. No, I don't think we can say that it will be sold to the public as it now exists. The Ford GT is strictly a racing car. However, we are going to make 50 replicas of the Ford GT to sell to authorized racing teams. And, of course, I expect to see many of the features of the Ford GT eventually appear in our regular line of cars as these features are proved reliable in racing.

Q. What engine does the Ford GT have and what is its horsepower and speed?

A. At first we utilized a 256-CID engine with 350 horsepower and a top speed of nearly 200 miles per hour. Now we are using a 289-cubic-inch V-8 with 370 horsepower and a top speed in excess of 200 miles per hour.

Q. What type of transmission does it have?

A. Originally we used a Type 37 Collotti transmission principally because it was the only unit available to transmit the required power. The 50 production cars will be fitted with a ZF unit from Germany, in conjunction with the 289 engine. However, we have now developed a special Ford transmission, and this new transmission was first used at Le Mans in June of this year along with a big new 427-cubic-inch engine.

Q. What is the weight of the car?

A. The car weighs 1,950 pounds.

Q. Is there a reason why the engine has been placed amidship?

A. There are three reasons for placing the engine between the driver and the rear axle. First, the engine is tall in relation to the vehicle itself. We needed a low silhouette to the car and therefore couldn't place the engine in the front compartment. Second, the weight distribution with the engine in the middle is advantageous for applying power through the rear wheels. And third, the weight distribution with this arrangement remains practically constant under all conditions of loading.

Q. What principle is involved in the body style?

A. The shape of the Ford GT was determined to a great degree by the packaging requirements. In other words, having decided on the engine size and the fact that we would have to have provisions for storing 36 gallons of gasoline, it then became a nightmare to jam everything as tightly as possible into a vehicle 40 inches high with an overall length about like the Volkswagen's. This is the size we wanted, and the silhouette had to be developed within these limitations. A second major factor was the influence of aerodynamics in determining style.

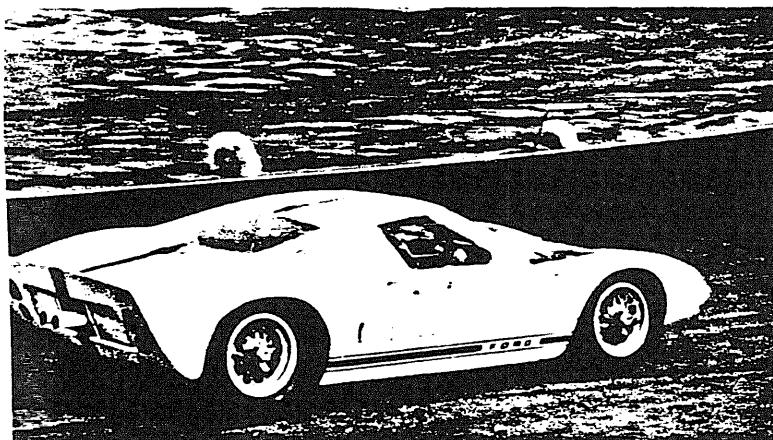
Q. What can be said about driver comfort, seating, visibility?

A. As the car is designed to take part in long races, the comfort of the driver was a highly important point to us. Consequently, we gave a great amount of consideration to driver environment. Instead of an adjustable seat, we made the seat a part of the structure of the car with movable pedals. We used the same nylon net used in space capsule seats. The seats were also ventilated to provide comfort for the driver.

Q. What can be said about handling and maneuverability?

A. It's necessary to get rather technical in answering that ques-

Smooth-handling Ford GT roars down the track on a test run



tion. Firstly, there are four factors influencing handling—suspension, steering, structure and aerodynamics. The main structure of the Ford GT is of semi-monocoque steel construction, utilizing the roof skin section as a stressed member. This provided us with the required stiff structure. The body was styled to functional aerodynamic form to give low drag and lift figures, using the University of Maryland wind tunnel to determine the final body shape. The fully independent suspension and steering systems were designed with the aid of computers. The wheel paths were chosen to provide correct tire attitude to the road and to include anti-features to help keep the car from changing attitude while accelerating or braking. All these factors contribute to more stability and easier control of the vehicle.

Q. Didn't you have some trouble with lift at first?

A. Yes, we did. A major factor in the design of this type of automobile is aerodynamics. We constructed three-eighths models for wind-tunnel testing. We calculated that with the 350 horsepower available from the engine, the car should attain speeds in excess of 200 miles per hour. This was correct, but we found that at this speed the nose of the car lifted under the pressure of air, as with an airplane. Aerodynamicists went to work, placing spoilers under the nose of the vehicle. These devices "spoil" the air flow and redistribute air pressure. The protruding chin which resulted under the nose lowered the lift factor substantially. But during practice runs at Le Mans in 1964 the Ford GT broke away on a bend at over 150 miles per hour and crashed into a ditch. What happened was that an aero-instability condition had started a tail-end motion. The solution was a tail-end spoiler which gave the same effect as adding feathers to an arrow. It gave directional stability to the car at high speeds.

Q. What is the Ford GT's race record to date?

A. In 1964 at Le Mans, our three cars didn't finish but we did manage to set a new lap record of 132 miles per hour—in the dark. In 1965 we entered, through Carroll Shelby of Shelby-American, the Daytona Continental event in which Ford GTs finished first and third. The winning car established a new record average of 99.94 miles per hour for 12½ hours. Then we entered the famous 12-hour race at Sebring. The Ford GT finished second overall to the Chaparral but first in its class (GT Prototype). At LeMans in 1965 the Ford GTs failed to finish but set an all-time lap record of 141.14 mph. in the early stages.

Q. What have we learned from the GT that is important to our passenger cars?

A. As I've said, racing is an accentuation of problems met during regular highway driving. So the things we learn in racing contribute to our general fund of knowledge and eventually reflect on our production cars. Consider the science of aerodynamics, for example. Most drivers have experienced "wind wander" on the highways. The solutions to this problem found in making our Ford GT stable at 200 miles per hour can help us to make a production car stable at 70. The driver-comfort features so necessary in GT racing can be used to make our passenger car comfort better. This kind of advancement extends through all phases of the car—suspension, body and frame, engines, virtually everything. That's the really important reason why Ford is in racing competition today.

For Sale

1993 Car Trailer 16' long, diamond plate runners, open in middle, 8' 6" wide, dovetail electric brakes, painted pinstripes. \$1,650.00 790-9853
Factory made-Ford 15" Wheels

Crane Rollers Rockers

1.6 Ratio 3/8 in. screw in studs with polylocks \$175.00 790-9853

Wheels 14" Aluminium spoke wheels, with center caps fits small Ranger or Bronco, New set of four \$200.00 790-9853

BY LAW CHANGES - PASSED DECEMBER 2, 1992

1. MEMBERSHIP

When joining or renewing, will specify then who else will be under membership. That person will be issued a card with members - B.

EXAMPLE: My number is 88013, therefore, Cheryl's Card would have *88013-B.

Associate Member will have all the privileges of the member. Changes of associate members or addition of associate member in mid year will only be allowed in event of change of status.

EXAMPLE: Marriage, divorce, etc., or with officers and directors approval.

Associate member will be defined as child 16 or over, spouse, or adult living in same household that is active in Club activities. Only 1 associate member per paid membership.

3. BOARD OF DIRECTORS MEETINGS

Board of Directors meetings shall be held quarterly and be open to all officers, directors, and committee chairpersons as well as the preceeding president.

4. BY LAWS

BY laws shall be brought up for review each year. Review and discussion may be done at any of the quarterly directors meeting.

5. ABSENTEE BALLOTS

All ballots must be received by the first Wednesday in November in order to be counted. Ballots received after this day will be void and not counted.

These proposed changes were voted on and approved by the officers and directors at the board of directors meeting on Nov. 22, 1992. They are now being referred to the membership for review and adoption at the Dec. meeting.

Rick's Tips

Factory Markings...

I have always been amazed at magazine articles that show factory markings. I have learned from Mustang Monthly more than the other magazines on what goes where. However those articles a lot of time talk in absolutes. All 65 v-8 Mustangs have this or that color on a particular part. I have found this to be untrue.

Each car has factory markings that can be different. I have seen different color factory markings on original untouched cars that differ from plant to plant and month to month. When Mustang Monthly quotes Bob Perkins that all tie rod ends have a brown dab this is not necessarily a direct quote. I Talked to Bob Perkins on some of the articles and he stated he was sometimes misquoted.

The only way to determine what markings are where is to inspect your car and talk to other owners at the same plant within the same month.

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

Happy Crusin Rick



December 2, 1992 Minutes

The meeting was called to order by President Kevin Kean. Kevin greeted everyone and he asked if we had any visitors or new members; Craig Tompkins who has an '85 GT and Doug Andrews who has a '70 fastback stood up. They are both new members. Kevin thanked Nellie for the newsletter this month. He also thanked Susie Thomas for the Christmas cookies that she made for the meeting. Kevin called on various officers and chairpersons for their reports

- Kenny, Show Chairman, had no shows for now.
- Terry, Membership, said that we have 93 members with 2 renewals tonight.
- Gene, Treasurer, we have a balance of \$1285.70 in the treasury.
- Al, National Director, had no report at this time.
- Nellie, Merchandiser, said that she has the usual shirts and hats.
- Steve, Cruise Director, said the only cruise is to Bill's on Sat. Dec. 5.
- Carroll, Parade Chairman, mentioned that the St. Patrick's Parade is the next one on the calendar.
- Cheryl, Picnic & Party Chairperson, said our Christmas Party will be Dec. 19th at the Belmont Golf course. She needs people to come early and help set up. The party will start at 6:30.
- Bill & William Jarvis, Refreshments/Door Prizes, had the usual drinks and a lot of nice door prizes.
- Bill Thomas, Sponsors, mentioned we have several new sponsors for members to receive discounts when they show their membership cards.
- Monte, Trivia, had several good trivia questions and fun was had by people trying to figure out the answers.
- Kevin said that no word had come from Va. Center Commons in regards to our car show for next year. He also mentioned the James Center Lighting ceremony on Friday Dec. 4th. No cost, everyone is invited, at 6:00pm lights go on.

Kevin brought up the bylaw changes - Donnie Nichols made a motion to accept the 1st bylaw change and Monte seconded. The 1st bylaw change was voted on and passed. - Brenda Jones made a motion to table the 2nd bylaw change until it could be looked into as far as wording of the change. Monte seconded, motion passed. - Richard Dawson made a motion to accept the 3rd bylaw change regarding Board of Directors meetings. Bobby Harding seconded, motion was passed. - Bobby Harding made a motion to accept the bylaw change regarding the review of the bylaws every year. Cheryl Kean seconded the motion, motion passed. - Bobby Harding made a motion to accept the change that deals with the ballots and voting - The change states that absentee ballots must be in by the 1st meeting in November so they may be included in the vote. If the absentee ballot is not in by that date, they will not be counted. Linda Cosier seconded the motion, motion was passed.

- New Business - Kevin brought up about a scavenger hunt possibly to be held in Feb.. Nellie and Brenda Volunteered to head it up. The date was set for Feb 6th. If it snows on this date, we will postpone it to the March meeting. He then brought up about having a road rally. Sunday afternoon was the choice day of the week, more details later on this. ----- BREAK WAS CALLED -----

Kevin thanked everyone who ran for an office and the new board of directors.

- Al gave a talk on MCA and how all officers must be a member of MCA for us to keep our charter. He also told us about the MCA NATIONAL SHOW coming up in April, 1994 at Charlotte Motor Speedway. More details will follow on this and he will keep us posted.

- Terry Wagner gave a short speech on the clunker bill that is currently in congress. Congress is trying to keep older cars off the highways. They are trying to put a bounty on the cars. He is going to draft a letter and have each one of us to sign a copy and send it to our representatives.

- Door prize drawings were held.

- Good and Welfare - Don Nichols made a motion to vote on spending money for the WRVA Shoe Fund, motion passed. Carroll made a motion to expend a total of \$65.00 to cover the cost of 2 pairs of shoes. Monte seconded the motion, motion passed.

P.S. - on Dec. 8th, Brenda Jones heard the Club's name on WRVA four times when they were thanking people for donating to the shoe fund. Kevin adjourned the meeting at 9:30 pm.

Secretary, Brenda Jones

Meet our
Club's Newlyweds from 1992

Mark McChesney & Glenda Howard
married on Oct. 17th.

Mark Miller & Kim Royall
married in November

**JANUARY BABIES**
Happy Birthday to:
Mike Timms2 **Rodney Turner22**
Gregory Brannon...17 **Nellie Fischer 30**
Donald Herndon18 **Michael Polich .. 30**

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

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	

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
Picnics/Partys	Cheryl Kean	275-0771
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 Gaze 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 8-1/2 x 11 paper. Include name and phone number. Ads must be resubmitted each issue.

Coming Events

January

- 6 - Club Meeting at Richmond Ford at 7:30 pm
- 9 - Club Cruise at Bill's on Midlothian Trnpk.
- February
- 3 - Club Meeting at Richmond Ford at 7:30 pm
- 6 - The Cupid's Scavenger Hunt more details to follow
- 19,20,21 - 31st Rods and Customs Car Show at the Show Place

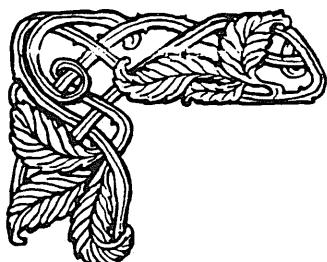
Deadline for Next Issue : January 20

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
FIRST CLASS TOWING
Lloyd Liggan, 746-1871
\$27.50 Fee for up to 12 miles
NAPA GENUINE AUTO PARTS
All Richmond location
(Reference Cash Acct. #1918)
RAY BROYHILL FORD
Hopewell, Va. 1- 743-4405
RICHMOND MOTOR COMPANY
4600 W Broad St. 254-9254
RICK'S RESTRACTIONS
near the Airport, 222-8481
SEREDNI TIRE & AUTO PARTS
Northside 266-4955
Southside 232-4515
Mechanicsville 730-1440
ADVANCED MOBILE GLASS
226-1296
WEAVER TRANSMISSIONS
2406 Mechanicsville Pike, 643-2398
DAVE'S UPHOLSTERY & TOP SHOP
5702 Mechanicsville Pike, 746-7879
MIDAS MUFFLER & BRAKE SHOP
3700 Hull Street Road
C.P.'S MUFFLERS
3320 Mechanicsville Trnpk.
804-321-7397
DOCKSIDE MOBILE MARINE INC.
Hanover Ind. Air Park 752-2054
TCBY'S
Three Chopt Rd. Richmond 673-9020
INGE SPORTSWEAR & GRAPHIC DESIGN
Hanover Ind. Air Park 752-2272
COMPETITION ENGINE SERVICE
Hanover Ind. Air Park 798-1675

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



**Please join us
Wednesday, January 6th
for our next meeting at
Richmond Ford
4600 W. Broad Street
at 7:30 p.m.**

