

THE GALLOPING GAZETTE

JULY 1993

CENTRAL VIRGINIA MUSTANG CLUB

ISSUE 81

President's Message

Hello Members,

Sad times have fallen on the Central Virginia Mustang Club. Most of you are probably already aware of this, but for those that are not we have lost a dear friend. Eric Selph, one of your charter members, recently passed away.

It was decided at June's meeting to dedicate this years show to Eric and to give the best in show, Mustang award in his honor. Eric, if you recall, won this award at last years show.

We have a new Club sponsor, Air Conditioning Service. They work on all types of heating and air conditioning systems. They also do change outs and new installations. Club members will receive a discount on labor. 257-0171 is the number to call.

The supplies for the picnic at Don's have been picked up. Hopefully we'll have a good turn out. Don't forget to get your King's Dominion tickets at the upcoming meeting.

I got a call the other day from a guy at T.C. Auto Sales on Williamsburg Road. He has 4 '87 rims for sale. He's asking \$275.00 but the price is negotiable. That's all for now!

Until the meeting,

Kevin

Tickets for King's Dominion are here!!!

Susan Thomas will have them with her at the next meeting. (July) or you can call her at home 262-9045

OK RACE FANS

Here's what you have been waiting for!

Tom Barnett is bring a professionally filmed

UCR tape. Covering Carroll Shelby's Mustang

Cobra GT 40's footage includes a Shelby Relay

Race, cockpit footage of a 427 full competition

Cobra in race in one cockpit lap of Le Mans with

Sterling Moss at speeds in excess of 200 miles hour!

Color - 20 minutes or so.

Minutes of Meeting, June 2, 1993

The meeting was called to order at 7:30pm by President Kevin Kean. Approximately 30 members were present, two visitors.

Eric Selsph passed away last Friday. A moment of silence was observed in his honor. A motion was made, seconded, & passed to dedicate the Fall Car Show to Eric. In his honor, a best in show trophy will be named after him and presented at the show. Flowers were sent by Brenda Jones from the Mustang Club. She will be reimbursed by the club. Nellie presented a large card she made with pictures of Eric on it for the members to write messages on and sign. Nellie said she will deliver it tomorrow to Barbara.

Don reported 69 members have paid.

Gene reported on finances: Income for May --\$84.58

Expenses for May -- \$223.48 Balance for June -- \$ 1,115.05

Kenny reported on a few car shows.

Cheryl put it up for a vote as to whether we would like to go to Huguenot Park for a fee of \$36 or go to Don Smith's. Everyone was excited about going to Don's, so it was decided to go there on June 27th. The Christmas Party will be December 18, 1993 - 6:30 - 10:30 pm.

Susan Thomas has King's Dominion tickets for \$17.75- Adults, \$14.95 2 to 12 yrs. old, Under 2 free. Contact Susan if you are interested. She will also have tickets at the next meeting.

Brenda reported on door prizes & assorted drinks.

Nellie reported on assorted items for sale including the new hat pins.

Monte presented trivia.

August 1- For the King's Dominion trip meet at Lewistown Rd. Exit Truck Stop at 9am. If you want to meet at the park, meet at the Eiffel Tower on Main St. in the park at 12 noon. Bring a picnic lunch.

Brenda collected \$134.00 from donations for Shirley Holtzclaw, who works at the Sunset Bowling Alley. Her house burned down and she lost everything. So it was decided to take up a collection for her.

Kevin adjourned the meeting at 9:05pm.

Secretary, Linda Cosier

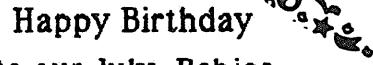
Coming Events

July

7 - Club Meeting at Richmond Ford at 7:30 pm
10 - All Ford Day from 8:00 to 4:00pm at the
ACCA Temple Activities Center 1712 Bellevue Ave.
10 - Club Cruise at Bill's Barbecue on Midlothian

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



Happy Birthday
to our July Babies

Sharon Blackman ...2
Al Azzarone4
Steve Smith8
Monte Evans21
Selina Nichols27
Mike Walker28

Thanks In The Mailbox

Thank you for the collection of \$134
it will help me get my life back together.
I can't thank the members of C.V.M.C.
enough. Thanks again,
Shirley Holtzclaw

Thank you for the contribution for the
carriage horse, that the members of
C.V.M.C. donated. Thanks,
Maymount Park Assoc.

Deadline for Next Issue : July 20



Our special thanks to all of the members
of CVMC for their support during our recent
loss. The arrangement of flowers that was
sent was beautiful. A very special thank you
to Kenny, Nellie, and Jason Fischer for their
help in so many ways. They have been wonderfull
Barbara, Tracy and Lori Selsph

The Keystone court case has finally been settled. Keystone, the largest distributor of aftermarket body parts, was found guilty of false advertising. Keystone claimed they made crash parts that were equal in quality to Ford Original Equipment of the Manufacturer (OEM) parts. Ford spent a fortune to put Keystone in its place.

Now that the case is settled, many insurance companies are having second thoughts about calling for the use of what is known in the repair industry as "Taiwan tin." Repair estimates based on the cheapest non-OEM parts are scrutinized by informed car owners like never before. Keystone had to run full-page advertisements telling the automotive world that Keystone parts DO NOT meet Ford quality standards.²

BOGUS PARTS Q & A

Q. What's the difference between a bogus part and a counterfeit part?

A. None, just different trade names. They are called various names: Bogus, imitation, counterfeit, aftermarket, non-OEM, Taiwan Tin.

Q. Why does Ford care about the poor quality of sheet metal and parts that are not made by Ford?

A. Because in the long run, the manufacturer is blamed for the poor quality of imitation parts. The consumer doesn't know where the fender or bumper came from and assumes it is OEM. When it cracks, warps, buckles or rusts, the carmaker looks bad in the consumer's eyes.

Q. Are non-OEM body parts really that bad?

A. Yes. According to the owners of body shops we interviewed, an average of 25% of these parts are unusable because of poor fit, finish and/or overall quality. Some bumpers and fenders are so bad that 100% of them are unusable. Some are better than others. Honda aftermarket parts are reportedly terrible.

Hans Martinsen, body shop owner in Alexandria, VA, says "I reject at least one out of every five aftermarket parts that come into my shop because of inferior fit and quality. I suspect that other body shops, with lower standards than mine, may use more [of the non-OEM parts] than I do."²

Bogus Bodies

Q. Why do body shop owners care? Isn't the vehicle owner the one who suffers?

A. No, both the vehicle owner and the body shop owner suffer. Non-OEM parts have to be reworked to make them fit, at the expense of the body shop. Only the insurance company wins.

David Truslow Jr., a body shop owner in L.A. says, "Frequently these parts are stamped more roughly and require more buffing and finishing [before they can be installed]. And the holes don't line up. By the time you take into account the extra time needed to make a non-OEM part work, it's as expensive as an OEM. You might save money on parts, but the labor column goes up."²

Matt Munsey, body shop manager for a dealer in Annapolis, MD, says he will use non-OEM parts "...only after I ask myself, How much time do I have to play with this thing."²

Q. Are they safe? What happens if I am in a wreck and the bogus parts are damaged. Do they hold up? Are they crash tested?

A. Using non-OEM parts is a bit like playing Russian Roulette. You never know how they will withstand a crash. Chrysler, Ford and GM all conduct crash tests on their body parts and design into them an added margin of strength and safety. Bogus parts are not crash tested by their makers. However, the crash tests conducted by Chrysler and Ford have found non-OEM parts to be highly inferior. Non-OEM parts crumple and crush more readily than their OEM counterparts.

For example, when Chrysler crash tested imitation hoods, they found the spot welds were insufficient to hold the hood mounts in place. Additionally, the hoods simply buckled in half, without offering any resistance to the crash. In contrast, OEM hoods crumpled and absorbed the force of the crash as they were designed to do.

In one case, the imitation hood vibrated and shook like a leaf. The sheet metal was so thin and lacking reinforcement that it looked terrible when the car went over bumps.

Q. Is there any certification of non-OEM parts?

A. Yes. Certified Automotive Parts Association (CAPA), an organization funded by the State Farm Insurance company, is supposed to certify that these parts meet OEM standards for safety, fit and finish. Keystone's parts had the CAPA seal of approval. When Keystone lost in court, the CAPA seal of approval became practically meaningless to many people. Now, CAPA claims to have decertified Keystone parts. How can you certify parts one day and decertify the same parts the next?

Munsey, the MD body shop manager says, "I have continuous problems [with non OEM parts]...even with CAPA parts...It's a lot more work to get it on, to make it fit. OEM parts are headache-free."

Q. Isn't this a conflict of interest?

A. Yes. There is a big conflict of interest with CAPA. CAPA receives funding from State Farm, who also owns a non-OEM parts company called Parts of America. CAPA certifies Parts of America. That's like having the rat guard the cheese. All you are left with is the smell of a rat.

The conflict goes even deeper. Clarence Ditlow, head of the Center for Auto Safety (CAS), only recommends the use of CAPA certified parts. Ditlow is a friend of Jack Gillis. Ditlow and CAS promote Gillis' book *The Car Book* through CAS. Gillis is the head of CAPA.

Q. Don't the insurance companies benefit from the non-OEM parts because they cost less? Isn't this savings passed on to the person buying insurance?

A. The savings go into the profits of the big insurance companies, not to the consumers. No rate reductions have been made in response to the proliferation of bogus parts. We all know insurance rates have continued to spiral upward unchecked. In the end, the car owner is short changed.



According to the National Insurance Crime Bureau, a car is stolen every 19 seconds. The national cost for stolen cars in 1990 was \$8 billion with 1.6 million stolen vehicles. Here are the top five most frequently stolen cars:⁵

1. '89 Mitsubishi Starion
2. '87 Pontiac Firebird
3. '88 Mitsubishi Starion
4. '88 Pontiac Firebird
5. '87 Mitsubishi Starion

Rick's Tips

What to do with emergency brake cables

Emergency brake cables are located coming out of the rear brake drum plates. They are silver in color and go up towards and under the transmission

I have tried several methods to restore these to a like new appearance. I have tried using mild acids to remove oxidation. This works fairly good but if any rust was on them it will reappear. I have tried sandblasting and then coating with clear paint followed by a light coat of Armor All. This works for about 6 months before rust begins to show. I have lightly glass beaded followed by clear paint. This worked the best because it will knock off the corrosion and leave the zinc coating. However if there was rust before glass beading it will return even with clear on the cables. I have even tried sandblasting the cables followed by replating but rust does come back because the rust is still in the coiled lines.

Well, if none of these work then what does a person do to make and keep these in show condition besides constant upkeep or locating a new old stock set? The answer is quite simple. They have been duplicated in stainless steel and the pair are under a \$100. Of the half dozen I have installed, I have experienced no problems with these and they will never rust.

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

Happy Cruisin...Rick

I RAN INTO TROUBLE

Last summer during one of the car shows I had the opportunity to notice several early Mustangs with fan shrouds tucked between the fan and the radiator. Kenny Fischer happened to be by his car and explained they were intended to help with the cooling. As my '66 tended to heat up some during the summer months I was interested. Kenny further explained where to get one and how to install it and if I needed help to call him. Several months later while trying to install the shroud while working in my garage I came upon two bolts that would not cooperate in being removed. After doing all I knew to do, I recalled Kenny's offer of assistance if needed. I called Kenny and explained my problem. He asked if I could drive it and if so to bring it over to his house. I got there just before Kenny arrived home from work. He arrived, I know tired after a full days work, I'm sure hungry as well, and immediately started attacking those bolts that would not cooperate with me. Well, after a short time the bolts were out and the shroud installed and I was on my way home. I could not have done it without Kenny's kind assistance. Thanks Kenny.

The story does not end there. This past month while driving the Mustang back from an outing, I heard and saw the unmistakable signs of a water pump failure. Again I called Kenny to solicit his advice about removing it. Of course, he offered to come over and help but after talking with him, I felt I could get it off. He assured me, if I needed assistance, just call. Well, after taking off or loosening everything between the block and the radiator, the pump still resisted coming off. Now what? Yep!...call Kenny. Later that Saturday, Kenny and Nellie came by and in about 10 minutes Kenny had the pump in my hands. I assured him I could replace the new one, and again Kenny offered if I ran into trouble, just call. The following Saturday after struggling for several hours and not sure what went where, the call went out again. Kenny, I need help. On that beautiful Saturday afternoon Kenny and Nellie came by again and in just a short time the Mustang was assembled and running smoothly.

How do you express enough thanks for that kind of unselfish willingness to help a fellow club member. I came to the Club a little over two years ago, not knowing anyone. Now, I feel I have made several friends and have gained an appreciation for the mutually supportive attitude and cooperative spirit which I have seen demonstrated. The club has become more than meetings, cars and writing checks. Among other things, it's about folks who care, and are willing to get involved. Thank you Kenny for all your help and Nellie for being patient with Kenny when he's helping others. In my opinion y'all have demonstrated the real meaning of our Club.

Gene Lopreste

PROUD SPONSOR'S

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

DICK STRUSS FORD

Hilliethian Trnpk. 794-0500

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Kar Kraft & Mirror Glaze Products
near the Diamond, 356-4995

FIRST CLASS TOWING

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\$27.50 Fee for up to 12 miles

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All Richmond location

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RICHMOND MOTOR COMPANY

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Southside 232-4515

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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

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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

PREMIER FORD/MERCURY INC.

3490 Anderson Hwy

Powhatan, Va. 23139

(804)794-5655

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

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.

New Sponsor

A/C Services

Repair and installation

of all types of

Heating and Air

Conditioning systems.

call

275-0771 Kevin

257-0171 Mike

Club members receive
a discount on labor.

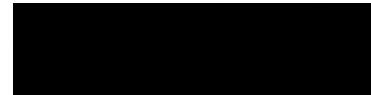
WHO TO SEE FOR WHAT

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/Parties	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 ...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

CENTRAL VIRGINIA MUSTANG CLUB
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RICHMOND, VA. 23235-0474
(804) 730-7756



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