

THE GALLOPING GAZETTE

SEPTEMBER 1993

CENTRAL VIRGINIA MUSTANG CLUB

ISSUE 83

President's Perspective

Welcome Members,

I would like to thank everybody who came out for an adventurous day at King's Dominion. We had lots of fun.

I would like to congratulate all the members who attended the show at Petersburg Airport. I am sorry I couldn't make it.

I hope everybody will spread around our show flyers. I would like to see 125 to 150 cars on the field. We need everybody's help. "PLEASE" I need all the volunteer help in getting things together for the show. Time is running out.

If you are planning to attend the 30th Anniversary at Charlotte Motor Speedway next year, the motels are filling up fast. They are also limited to three hundred Concourse Show Car spaces and twenty seven hundred Judges Choice. They are going fast, so mail your entry early. I will have some registration forms at the meeting.

Until next time.....

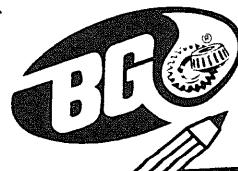
Kenny Fischer, President



RACE TICKETS!!!!

FOR PONTIAC EXCITEMENT 400 MARCH RACE WILL
BE ON SALE AT THE NEXT MEETING.
FIRST COME FIRST SERVE. DEAD LINE IS OCTOBER 6TH.

Guest Speaker:
We will have BG product representative,
Don J. Preskitt
to tell us about their products, and
how they can help better our cars.



MINUTES OF MEETING, AUGUST 4, 1993

The meeting was called to order at 7:40p.m. by Kenny Fischer. 48 members were present with no visitors.

Don informed the members that at the board meeting the directors decided to put Kenny in as President. Carroll made a motion that we accept his nomination by the Board of Directors to become the new President. It was seconded, voted on, and passed by the members present.

Don reported that we have 77 paid members.

Gene informed the members that any time anyone wants to see the financial records they are welcome to see them. Every check that is written has receipts to show what the money was spent on. He then presented his financial report for the month ending August 4, 1993.

Income...\$29.50; Expenses...\$552.00 (which includes insurance for the year);

Balance...\$454.80

Kenny reported on upcoming shows.

Manuel reported on other shows.

Al reported on some National events. Preview of the new 1994 Mustang.

Carroll reported that Richmond Ford will present the new 1994 Mustang on October 17, 1993. As many as are interested may attend the preview.

Kenny reported that Brenda has found an open car carrier to take some cars down for the National Show in Charlotte, N.C. in April, 1994. Insurance and driver will be provided. The charge will be \$150/car.

Nellie has the regular club merchandise. She will probably be asking who is interested in a jacket in the September newsletter. She also thanked everyone for the articles that were submitted for the newsletter this past month.

Steve reported on the club cruise at Bill's Barbecue on Sat.

Susan said thanks to everyone who went to King's Dominion. We sold enough tickets so that the club did not have to put out any money.

Brenda reported on door prizes and drinks available for sale.

Donna reported on NASCAR.

Kenny had a minute of prayer for Davy Allison.

After break Linda read a thank you note from Barbara, Tracy and Lori Selph.

Kenny reminded everyone of the upcoming show in September.

Door prize drawing was held.

A Henrico policeman shared with us how his department came into possession of a Mustang in the summer of 1990.

The meeting was adjourned at 8:35p.m.

Linda Cosier, Secretary

Rick's Tips

1970 Reproduction Fenders....

The 1970 fenders have some obvious differences from the Ford fenders. One of the first things I noticed was the unusual damage that comes on reproduction fenders. The corner on the fender was damaged as was a couple of other areas. I have found all reproduction fenders will come with some damage.

Most of the fenders will also have something wrong with the way it is made. One area I noticed was the inner brace is made one-half inch too long. Spacers will be needed to bolt the fender at the bottom. For concourse restorations, this will never work. For a street driver, probably no one will ever notice.

The quality of the metal is soft compared with Ford metal and during installation it is easy to dent it....a body man's nightmare.

The shape of the fender is close to an original but the fender is not as straight as Fords. There are waves in the reproduction which make it look like it has been damaged in a collision and sloppily repaired.

The fit of the fender is O.K. for a driver but for a concourse car, the lines are off quite a bit. To correct all the problems on the reproduction would cost more than a new fender from Ford. I called to compare cost; Ford wants around \$450 where the reproduction is approximately \$250 with shipping. Save yourself a lot of heartache and buy the Ford.

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

Happy Cruisin.....Rick

SPOTLIGHT ON MEMBERS

NAME: Steve Smith BIRTHDAY: 7/8/52

MARITAL STATUS: Boni

MUSTANGS OWNED: Two- '69 Mach 1's, Two- '70 Boss 302's, '79 Cobra, '65 fastback, '91 GT

WHEN DID YOU ACQUIRE YOUR FIRST MUSTANG? When I graduated from High School in 1971. ('69 Mach 1)

HOW DID YOU BECOME INTERESTED IN MUSTANGS? When I saw a 1964 1/2 on a Showroom floor.

DESCRIPTION ON HOW YOU RESTORED YOUR MUSTANG: I completed all work myself with the exception of the paint.

ARE YOU AN ACTIVE CAR SHOW PARTICIPANT? Yes

WHAT IS YOUR CURRENT INTEREST IN MUSTANGS? Finishing my Boss 302

OTHER INTERESTS/HOBBIES: NASCAR Racing

OTHER CLUB AFFILIATIONS: MCA

ARE YOU INTERESTED IN SERVING AS A BOARD MEMBER OR COMMITTEE CHAIRMAN? Already serving

WHAT WOULD YOU LIKE TO BE DOING IN 5 YEARS? Win Lotto and Retire

SUGGESTIONS/ COMMENTS: Club meetings should be fun and enjoyable, with no arguments



This article was submitted by Don Nichols from Richmond Times Dispatch.

HIP HOT-RODDERS

Upscale Maniacs Now Rule America's Roads

CHICAGO. There has been a startling change in the socioeconomic profile of the high-speed driver on Chicago-area expressways.

This was disclosed in a recent study released by Dr. I.M. Kookie, the noted authority on lots of stuff.

The title of the study is: "Today's Hot-Rodding, Lane-Hopping Idiot and Why He/She Drives Like a Goof."

Because of the impressive length of the scholarly work, I asked Dr. Kookie for an interview so he could summarize his findings.

Here is our conversation:

Q: Dr. Kookie, how has the expressway hot-rodder changed over the years?

A: Do you remember what the traditional expressway hot-rodder was like?

Q: Yes, many of them were older teenagers or young adults in V-8 Fords, Chevies, and Pontiacs.

A: Correct. Or they were refugees from the Ozarks or Appalachians who lacked some front teeth, had eyes that touched at the nose, and drove aging beaters that burped smoke and had tailpipes that bounced on the pavement, giving off a spectacular sparks display.

Q: But you say that has changed?

A: Absolutely. Oh, you can still find some of them, depending on where you drive, especially in Indiana. But they are no longer the dominant presence among urban highway idiots.

Q: WHO ARE THE dominant idiots?

A: They are men and women ranging from their late 20s to their mid-40s, and they are driving cars such as the Lexus, Mercedes, Infiniti, BMW, Audi, Mark VIII, and other symbols of conspicuous consumption.

Q: But these would be mature, well-to-do individuals.

A: I don't know how mature they are, but, yes, they are well-to-do pains. They come zipping up on your right, then they zip around on your left, or they tailgate you, then they squeeze in front of you. They act like everybody else on the highway is insulting them by being there.

Q: To what do you attribute this aggressive behavior?

A: It's what they paid for and they got it, so they want to flaunt it. Even though some of them didn't really pay for it, because with car-leasing, any yuppie with a credit card can fake prosperity.

Q: Could you clarify that?

A: Sure. These are all expensive high-tech cars that advertise that they can go from zero to warp speed in six seconds, stop on a dime and get change, and do a complete 360 on a footpath on Mount Everest without skidding or sloshing the coffee in the cup holder. And if something goes wrong and they run into a redwood tree at 100 mph, don't worry because an air pillow with "There's No Place Like Home" printed on it will pop up to comfort them, and the car will fold neatly into a perfect

accordion shape, while they snooze inside until the dealer's service department arrives with a loaner.

Q: IN OTHER WORDS, because of their claims of power, superior handling, and safety features, these cars encourage aggressive driving?

A: Aggressive, yes, that is one word for it. Deranged, demented, wacko are other words one might use. Especially when they are talking on a car phone while driving on Chicago expressways like they are the Indy 500.

Q: I note that you omitted other cars that have many of the same safety and performance features.

A: Such as?

Q: What about Volvo drivers?

A: Forget it. People who drive Volvos are making a social statement.

Q: What is it?

A: They are saying: "Hi, there, I am a Volvo driver. Therefore, I am intelligent, independent-minded, and kind of a dull sort of stiff. In fact, when I have a party at my home, I don't even allow smoking in my

back yard because I don't want my plants tainted with second-hand smoke." No, your average Volvo drivers will not drive too fast or lane-hop because they are so socially responsible that they are afraid they will hit a beached whale and hurt it.

Q: What about the Lincoln Town Car or the big Cadillacs?

A: You have to be kidding. The driver of a Lincoln Town Car or a big Caddy is about 68, worries about his prostate, has a 26 golf handicap, and is playing a Glenn Miller tape. He drives slow because he's on his way to visit his grandchildren and is running down a mental checklist to make sure he remembers their names. Even on an expressway, he drives his car like it's a golf cart and he's looking for a lost ball. And the only time he looks in the rearview mirror is to reassure himself that he is not going backward by mistake.

Q: INTERESTING. But it seems to me that you have left out one large group of modern hot-rodders. I have noticed certain young female persons.

A: You mean the blond person in the smaller red vehicle, often of Japanese origin?

Q: Precisely.

A: Yes, they are in my study, under a chapter called "Doodlebugs and Other Pests." They don't drive nearly as fast as the above-mentioned maniacs, but they refuse to stay in one lane for more than half a mile. I believe this reflects their reluctance to make a lasting commitment. Young men should be wary of such females because they will soon switch the lanes of life, so to speak, and run off with a rock musician or a bartender.

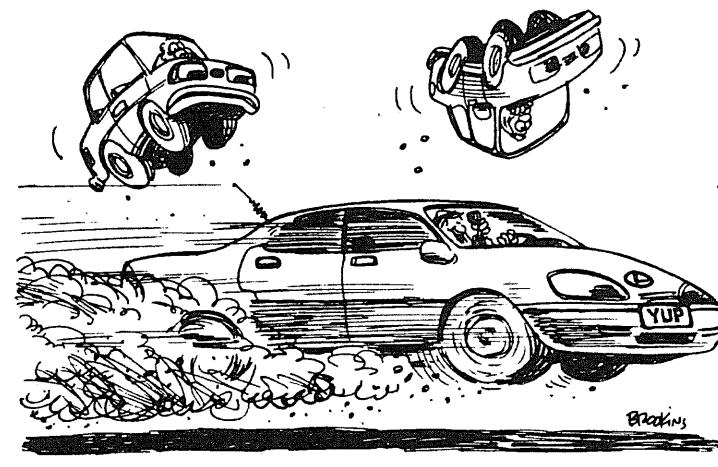
Q: Fickle females aside, how can a person defend himself against the high-price, high-performance hot-rodder?

A: Just get out of their way and let them pass. And to display your disapproval, roll down your window and give them a piece of your mind.

Q: That's all?

A: All? Thirty or 40 grand is a lot to spend just to get yelled at.

© The Chicago Tribune



"American as All Hell"

One of the hottest cars in the U.S. these days is neither a Japanese import nor one of Detroit's new front-wheel drives. It is the Ford Mustang of the early breed: the slim, economical and sporty little models built between 1964 and 1968. Suddenly they are more sought after than any other classic. An early model in only fair shape sells for \$6,000 to \$8,000. Low-mileage convertibles in top condition have fetched as much as \$18,000. In California, old Mustangs rank near the top on police lists of most-stolen cars.

Automen have no firm explanation for the renewed popularity of the cars, which has taken off at a gallop over the past 16 months. But one reason may be nostalgia. When the first Mustang was unveiled in April 1964 at the New York World's Fair, a Ford flack said that its name was chosen because it sounded "American as all hell." Lyndon Johnson had just pushed through tax cuts, the dark days of Viet Nam were still far over the horizon, and the post-World War II baby boom made people under 25 almost as numerous as their elders. Press pundits began calling them "the Mustang generation."

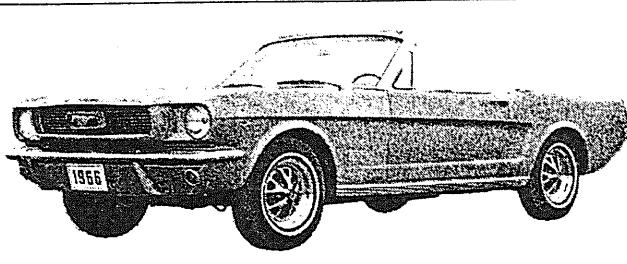
The car's innards were those of a utilitarian Ford Falcon, but its shell was sleek and jaunty enough to make it the only auto ever to win a design award from Tiffany & Co. Not even Lee Iacocca, the Mustang's chief progenitor and now chairman of Chrysler Corp., expected it to be the most popular new car of the decade. The first weekend the Mustang went on sale, 4 million people visited Ford showrooms. Over the next two years, the company built 1.28 million Mustangs. Young people

snapped them up because they looked racy, yet cost as little as \$2,368. Older folks bought them as second cars that had much more pizazz than the Volkswagen Beetle. Whooped a rejuvenated Texas bachelor of 44 in a letter to Ford: "Man, this pony is the greatest. A widow with 7,000 acres came 60 miles so I could take her riding in it. I thought the jig was up for me. Thank you, thank you, thank you."

Most prized are the 1964 to 1966 models, says Tex Smith, publisher of *Car Exchange* magazine. So durable were these "square Mustangs" that 300,000 to 400,000 of them, or about a third of the total built, may still be on the road. Says Automotive Writer Wallace A. Wyss: "Ford made the car better than it planned. Detroit expects the average auto buyer to trade in a car after three years, but there are plenty of people still driving their '65 Mustangs with 200,000 miles on the clock, almost unaware that it's 1980." Many owners trade Mustang parts and stories at regional swap meets.

A number of entrepreneurs specialize in returning old models to pristine condition. J. Orion Brunk, founder of Beverly Hills Mustang, Ltd., has an eight-week waiting list of buyers. A network of sleuths buy old Mustangs and parts for Brunk, and he has an agreement with Racing Car Designer Carroll Shelby to turn old 1966 models into souped-up Shelbys. Price of the new Shelbys: \$40,000.

Detroit cannot keep its hands off a winner, though, and the classic Mustang died after 1968—of obesity. Ford gradually fattened the car, boosting its size, adding 584 lbs. to its weight by 1971. Sales slowed, prompting Iacocca to confess, "The original Mustang buyer is still there, still wanting a good little car. We walked away from the market."



This article was submitted

TIME, DECEMBER 1, 1980



Happy Birthday
to our September Babies
Richard Jones 1
Terrie Lynch 5
Llew Stakes 16
George Cosier 19
Tom Barnett 14
Donny Seay 20
Mary Beth Barnett 28
Carroll Lipscombe 26
Ralph Mangum, Jr. 30

Happy belated to
Butch Williamson 8/30

Bits -n- Pieces

If you are interested in a club jacket
please let Nellie know. The cost \$75. ea.
they are Black jackets with clubs logo
embroider on back.

We would like ask the members to please turn
in all membership surveys and spotlight forms,
these will help all of us.

The Barnett's
Cordially Invite
The Members C.V.M.C.

for Halloween Party at
their home Sat. Oct. 30th

7:30-until?

Please
R.S.V.P.
360-2349

COSTUMES
PRIZES

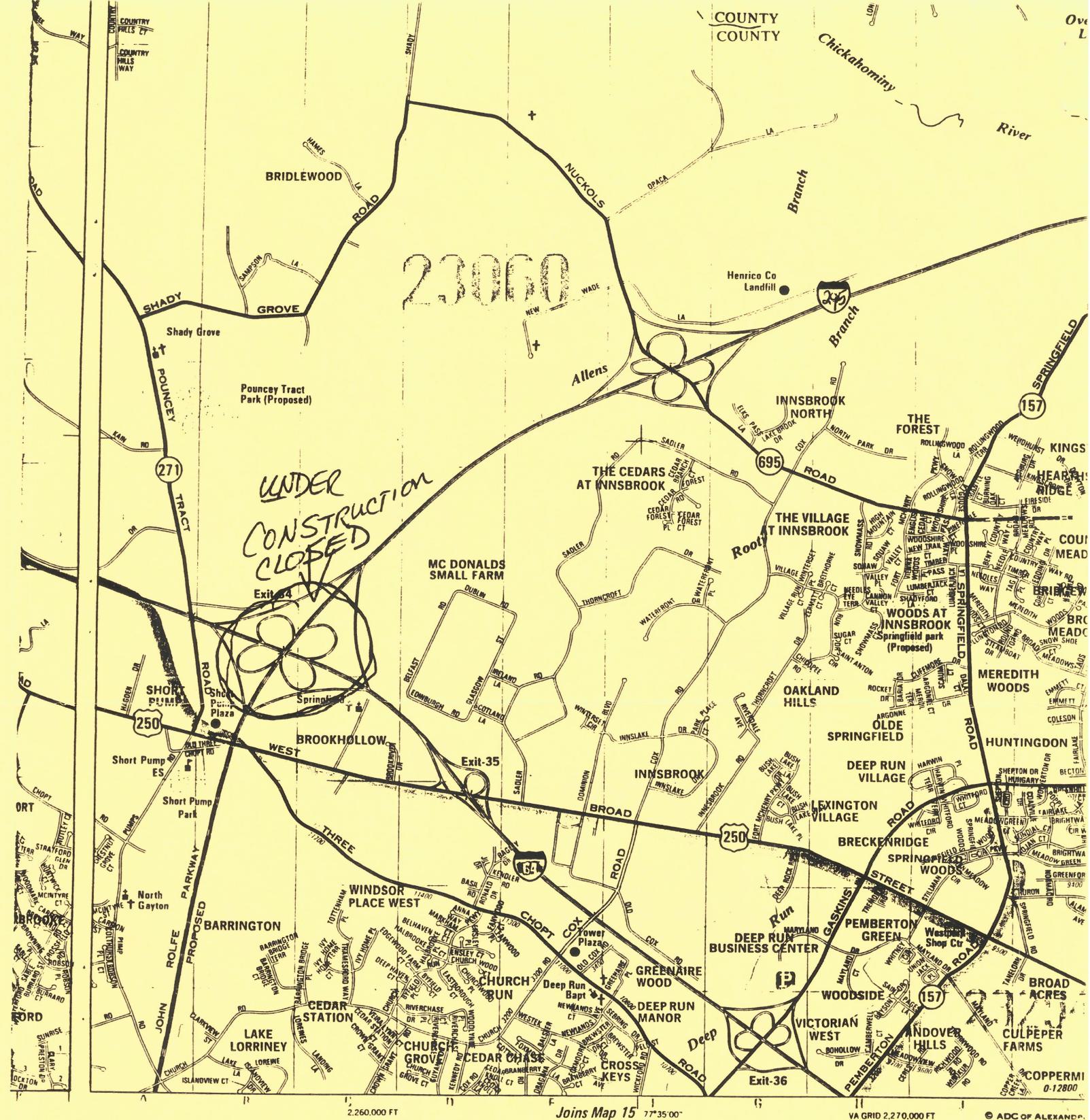


and
more
surprises

B.Y.O.B.

P.S.

WATCH OUT FOR THE GOOSE!!



TCM & MARY BARLETT

11111 HAMES LA.

GLEN ALLEN, VA 23060

PHONE - 360-2349

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

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

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
19 - National Capital Region Mustang Club Fall Concours Mustang Show from 8 am to 3 pm

October

6 - Club Meeting at Richmond Ford at 7:30 pm
9 - Club Cruise to
16 - Gloucester's October Car & Craft Show from 10 am to 4:30 pm
17 - Ford Motor Co. introduces "1994 Mustang"

Deadline for Next Issue : September 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
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 RESTORATIONS	
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	
PREMIER FORD/MERCURY INC.	
3490 Anderson Hwy	
Powhatan, Va. 23139	
(804)794-5655	
AIR CONDITIONING SERVICE	
257-0171 Mike	

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

Please join us
Wednesday, September 1st
for our next meeting at
Richmond Ford
4600 W. Broad Street
at 7:30 p.m.