

# THE GALLOPING GAZETTE

AUGUST 1994

CENTRAL VIRGINIA MUSTANG CLUB

ISSUE 94

## President's Perspective

Welcome Members.

I like to thank Rick Notcha for having us down to his place for a judging class. We had a few to turn out. I was hoping that a lot more people would have come out. We have a few loose ends that we need to tie up. We need to generate some funds to help with the show. I think we need to approach our sponsor's to see whether they would like to sponsor a trophy class. So if any body would like to see me.

Looking forward to seeing everybody at All Ford Day.

Kenny Fischer, President

## WHAT TYPE OF PAINT DID FORD USE? WHAT ABOUT ORANGE PEEL?

Enamel was used exclusively on the '64 1/2 through '73 Mustang. The one instance where we can recall lacquer that was stock is for the hood scoop and some of the blackout treatment for the Boss 429. Note that these components were painted at Kar Kraft. In every other instance, the type of paint was enamel. Most often acrylic enamel, but a small number of early cars came with alkyd enamel.

Does this mean you must use enamel to get the correct stock look? In reality, you can use any compatible enamel, lacquer, or modern urethane of your liking. Our paint sources tell us that urethane tends to fill imperfections and hide the body seams inside the door jams.

According to Bob Perkins, the key to a factory appearance is to refrain from color sanding and buffing. To appear stock, the paint will have orange peel. The Dearborn, Metuchen and San Jose assembly plants did not carry out post-topcoat application work. That is why the MCA deducts one to three points in Concours and Thoroughbred judging where there are "no visible signs of orange peel."

You cannot overlook the fact that many restorers consider orange peel to be a factory "flaw." Flaw is a harsh word. We prefer the word "condition." In reality, a "perfect" assembly line paint job requires orange peel - the result of paint contracting on the substrate surface. More often than not, the real need for color sanding and buffing is to remove dirt and other paint problems from the topcoat. Today's basecoat/clearcoat systems continually instruct that color sanding and buffing is not recommended.

For a Mustang to have the factory-appearing orange peel look means that the substrate must have been prepared correctly and the paint applied under correct, sanitary conditions. From the factory, the paint was thin, and contrary to the laymen's understanding, it is thin paint, not a thick layer of paint, that is the longest lasting.

Ford Mustangs have a certain look with the baked-on enamel. The factory didn't spray on a lot of paint, and that is the key to a factory-appearing paint job.



Happy Birthday to You,

Happy Birthday to You, Happy Birthday dear;

Becky Wagner ..1, David Lythgoe ..9, Melissa Thompson ..18,

Patrick Painter ..24, Mary Runnels Jr. ..27, Butch Williamson ..30,

Happy Birthday to You!



## CENTRAL VIRGINIA MUSTANG CLUB MEETING JULY 6, 1994

The Central Virginia Mustang Club met July 6, 1994, at Richmond Ford. The meeting was called to order at 7:37 pm by President Kenny Fischer. There were 36 members and guests present. Greetings were extended to new members and guests: Al Ricard who owns a '71 coupe with a 371 Cleveland he purchased new, Doug McGhee who owns a '66 fastback, Phillip Payne who owns a '67 Mercury Cougar and is a Shelby American member, and Kathy McWilliams who owns a '69 and a '70 convertible. Birthday greetings were offered to those born in July.

Second Vice President Don Smith was absent but reported 65 paid members. Treasurer Donnie Nichols reported \$1173.89 with deposits of \$115.00, deductions of \$96.84, for a balance of \$1192.05. National Director Don Lane reported that the national organization has requested a copy of our club roster. First Vice President Tom Barnett pointed out that Mustang Times did not pick up the advertisement for our September show in the July edition. He has sent a special letter and brochure to assure that it will be included in the August issue. The notice was correctly reported in the July issue of Mustang Monthly.

### Up-coming Shows:

July 30: AACA Temple All-Ford Day  
August 12 & 13: Kingsport, TN Regional MCA Show  
August 13: Antique Auto Meet, Fredericksburg  
August 27: Tidewater ACCA in Chesapeake  
September 17: CVMC 10th Annual Mustang and Ford Show  
October 15: Gloucester Car & Craft Show  
October 15: Lynchburg Mustang and Ford Show  
October 22: Varina Car Show

Nellie Fischer would like personal letters, etc. for the newsletter. She has the usual merchandise for sale. Carroll Lipscombe reported that it is too hot for cruises. We will have our monthly cruise to Bill's Barbeque this Saturday night, weather permitting. Karen Lane asked for suggestions for another outing for the summer. The Holiday Party is scheduled for December 10. Brenda Jones suggested perhaps a cruise on the Anabel Lee. We would need 200 people to rent the entire boat -- could include friends and family. Brenda introduced the refreshments and doorprizes. Marty Belt was not present for report for NASCAR but Fords finished first, second and fourth at Daytona. Monte Evans presented trivia and a letter from Chesterfield pertaining to Adopt-A-Highway safety citing a serious accident in California.

David Lythgoe was absent, but Rick Nockta reported that there will be a judges workshop Saturday, July 16, from 9-11:00 am, at his shop. Members are asked to bring their cars for the training session for our judges. Tom Barnett suggests that no one should judge their own car, and there should be no classes split between judges. Carroll, Richard Jones, Don Lane, and Kenny have agreed to provide cars, but more are needed, especially later models. More judges are also needed, if anyone is interested.

Tom discussed the idea of CVMC members withdrawing their cars from competition in their own show. Kenny mentioned that only one advance registration has been received, and that is from a club member. The matter will be discussed at the next Board of Directors meeting to be held Sunday, July 10, 1994 at Debbie Shaver's house. There are also new window cards available for anyone interested.

Debbie presented raffle tickets available from the MCV-VCU Hospital Hospitality House. The prize of a '94 Mustang GT will be presented to the holder of the winning ticket, available for \$50.00 per ticket, with a maximum of 1000 tickets to be sold, and a minimum of 600 tickets or money will be refunded. Tom made a motion for the club to purchase a ticket with the idea of giving

the car away at our up-coming show. Discussion followed pertaining to the tax and license issue and the possible loss of our tax-exempt status under our Articles of Incorporation. The motion was withdrawn. The matter will be discussed at the next Board of Directors meeting.

Kenny reported that the Shockhoe Slip Merchant's Association is dragging on printing, etc. We are guaranteed \$2500 income from the show but must pay for trophies and dash plaques out of this money. Last year we spent \$700.00 for 99 trophies. Nellie's grandmother would like to donate another quilt for a raffle. Nellie to take care of getting tickets printed in time for the August meeting. Tom reminded everyone we still need to work out the details of the raffle for the lease of the '95 Mustang available from Richmond Ford. K95 will be selling their own advertising.

Under new business, Monte requested permission to purchase a new answering machine for the hot line. The old one has broken for the final time. With the hot line number listed in the magazine advertisements, it is important to have the machine in working order. Donnie made the motion to purchase, and Rick seconded. All in favor. Carroll had a technical tip for anyone interested: use Semi-Chrome Polish on a Q-tip to shine the circles on a woodgrain steering wheel. Under old business, Brenda reported it would be a lost cause to pursue the car carrier issue although in the State of Virginia a verbal contract is just as binding as a written one.

Congratulation to Chuck Fraley who did very well at the show in Roanoke at Magic City Ford, finishing first in his class, '68 - '72 models.

Adjourned 8:57 pm.

## HOME DIAGNOSIS 101

I was hoping you could point me into the right direction. I have read a few general articles on EEC-IV diagnosis, plus I have the engine/emissions diagnosis factory manual for my '90 5.0 hardtop. I have also ordered "How to Understand, Service and Modify Ford Fuel Injection and Electronic Engine Control" by Charles O. Probst. I feel quite confident in trying the "quick test" and other checks. My question is, could you recommend a hand-held diagnostic tool compatible with my EEC-IV controls? I know I can go with the "check engine" light or with an analog voltmeter and count the flashes or sweeps, but I want codes. I also realize this could cost as much as a grand. Thanks for your time and help.

Rick DeCandido  
Scarborough, Ontario  
CANADA

The Ford/Rotunda tool, the Super Star Tester II, is the dealership-supported tool that most Ford/Lincoln/Mercury technicians use for EEC-IV management diagnosis. This electronic tool costs about \$250 (the last time we checked), and comes with an instruction man-

ual and cable hook up for EEC-IV and electronic transmissions, but no code guide or repair guide. It is strictly meant for the professional user.

A diagnostic monitor that is more forgiving on the wallet and easier to use for the enthusiast is the Actron model #CP9015 code scanner sold by the Actron Manufacturing Company (9999 Walford Ave., Cleveland, OH 44102, (216) 651-9200). This diagnostic code retrieval device is designed for Ford/Lincoln/Mercury vehicles only, and is not a "universal" system like others that claim to work on everything ever made. Besides the scan tool itself (which works very similar to the Super Star II), the system comes with a comprehensive book on electronic engine controls, including code listings. With your factory "H" emissions manual and the new book on engine controls that you have purchased, you should have no trouble retrieving and deciphering the trouble codes from your Mustang.-MH



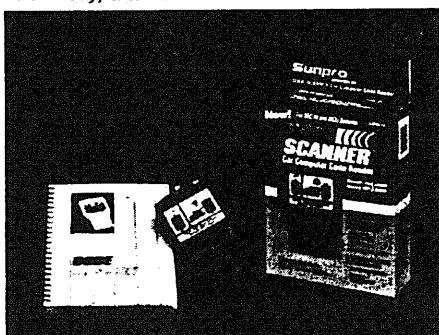
## Carroll Shelby Announces That He Will Do It Again

Never let it be said that ol' Carroll Shelby doesn't have a little fire left in the furnace. Seems Shelby has announced that he will build a 1990s version of the famed 1960s Cobra roadster. Shelby said that the Cobra name has been slapped on nearly everything over the years. He intends to bring some new meaning back to the Cobra name.

Shelby American Management says that this new roadster will debut in 1995. If you would like to place an order, the new Cobra will be priced competitively in the low six figures.

Order yours today!!! For more information on the new Shelby Cobra roadster, contact Shelby American Management Company, Dept. MCA, One Shelby Way, McKinney, TX 75009, (214) 548-9611. Heck, this could be the start of something really big.

Debbie,  
We hope  
you are feeling  
better!



CENTRAL VIRGINIA MUSTANG CLUB BOARD OF DIRECTORS  
JULY 10, 1994

The Board Of Directors for the Central Virginia Mustang Club met on Sunday, July 10, 1994, at the home of Debbie Shaver. The meeting was called to order at 4:20 pm with the following members present: President Kenny Fischer, Second Vice President Don Smith, Secretary Debbie Shaver, Treasurer Donnie Nichols, National Director Don Lane; Directors Carroll Lipscombe, William Jarvis, Richard Jones, Mark McChesney, and Manny Nichols.

The first order of business was to discuss up-coming social events. The pool party scheduled in June was a great success. The major function for July will be the ACCA Temple All-Ford Day on July 30. Brenda Jones had previously mentioned gathering information on a dinner and cruise on the Anabel Lee. It was decided to try to schedule this event for August 21 or 28, preferably for the lunch cruise from 1-3:00 pm. Debbie will call to confirm the details and report back. The main activity for September will be the car show on September 17. Don Lane suggested a cruise to White Post in the Shenandoah Valley in October to tour the restoration shop there. Donnie suggested an autumn picnic and cruise of a shorter duration for the majority of the members, such as Route 250 to Charlottesville. He also recalled a theme scavenger hunt done several years ago that was quite a lot of fun. The Christmas Party is scheduled for December 10.

Donnie would like to encourage members to get their registrations in for the car show to boost the treasury in anticipation of show-related bills that must be paid up front. We will try to get monies from the Shockhoe Slip Merchant's Association up front to cover expenses such as trophies, raffle tickets, etc. Donnie also needs a copy of the contract with the SSMA to file with the insurance certificate -- he was referred to David Campbell. There is currently no chairman for the sponsor committee, so we will ask Nellie Fischer and Tom Barnett to contact the merchants on our sponsor list during business hours and ask them to donate trophies for the classes or items to be used for doorprizes. Mark suggested we draw for the doorprizes before the show starts and post the winning tickets on a board for anyone purchasing the tickets to check their numbers against. The eliminates the necessity of having an announcer be constantly calling numbers and everyone straining to hear the numbers called. Mark will handle organizing the doorprize drawing.

We will be able to park cars at 45 degree angles on Cary Street, these will probably be the display cars. We will encourage the members to provide foot traffic around the cars for security purposes. Radio advertising will start about a month prior to the show. Funds collected from vendors will go directly to David Campbell of the SSMA, therefore we have no idea about vendor response yet. Monte Evans needs to get a new answering machine for CVMC as soon as possible since this is the number listed on all the brochures and in the magazine advertisements. Advertisements in "The Snakebite", the Shelby newsletter, appear to imply that we will be providing rooms in Shockhoe Slip. We will once again ask Paul Oliver to emcee the show. We need to "lock in" two people to run the registration desk. Terry Wagner has volunteered, so we only need one more person.

Donnie suggested having the judging sheets ready to hand out to the general membership at the August and September meetings to each member can judge their own cars and familiarize themselves with the judging sheets. Carroll will get them from David Lythgoe and make copies. David and Rick Nochta are training judges. About eight people are interested so far. We have contacted clubs in Tidewater, Lynchburg, and the Capitol Region concerning participating in the show and possibly supplying some judges. There has been no response as yet. No single class will be split between judges -- only a single judge or judging team will judge a given class. Someone from the Mustang Club of America will be observing, to we need to demonstrate cohesiveness.

Nellie's grandmother has once again offered to make a quilt to be raffled off. We will have tickets printed in time for the August meeting. It was decided to raffle the lease of the '95 Mustang being donated by Richmond Ford for \$1.00 a ticket, available the day of the show only. We need to contact Richmond Ford for details, but anyone purchasing a ticket must have a valid driver's license and must be 21 years of age. It was suggested that we let K95 radio handle the actual drawing to promote impartiality.

The decision was made not to purchase a ticket for the MCV-VCU Hospital Hospitality House raffle for the '94 Mustang. There was concern that should we win, the tax-exempt status of CVMC would be compromised.

Adjourned 5:45 pm.

## Clunker Capers Affect You

**The Classic Preservation Coalition (TCPC)** is yet another organization looking out for our rights as old car enthusiasts.

A recent newsletter tells us that the Commonwealth of Virginia's State Motor Vehicle Administration Scrappage Committee is made up of representatives from Ford Motor Company, the Virginia Automobile Dealer's Association, the Virginia Petroleum Institute, and the domestic auto and oil industries. This situation applies to any state with a scrappage committee. And it could apply to your state.

How do we as enthusiasts fight clunker bills? First, keep a close eye on what your elected representatives are up to in State and Federal levels. Sitting on your hands and complaining won't do it.

Clunker bills, at least temporarily, have created a situation where oil companies, automakers, and other corporations are advertising and buying up pre-1980 cars and light-duty trucks for anywhere from \$300 to \$700. And, like guppies, citizens are responding to these ads with old cars - lots of them. These are parts cars and restorable pieces lost forever.

The TCPC suggests that the old car hobby and industry implement a plan to buyout the collectible older cars that risk being lost to the clunker crusher programs. This may be extreme, but the TCPC also suggests warehousing these older cars at strategic geographic locations throughout the nation, then sold to people in the old car hobby.

This is one suggested means to saving older cars from slaughter.

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Welcome,  
New Member  
JJ

## 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 Ligan, 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

AIR CONDITIONING SERVICE

All types A/C's & Heating

Mike O'Connor 739-8239

Kevin Kean 271-0771

CAPITAL WINDSHIELD REPAIR

Steve Fine

Rich. (804) 750-2864

LAY OAK

Don Lane (804)748-0723

## Welcome New Sponsor's

## CVMC CLUB OFFICERS

		Home	Work
President	Kenny Fischer	743-1490	794-0500
1st V.P.	Tom Barnett	360-2349	
2nd V.P.	Don Smith	790-1211	
Secretary	Debbie Shaver	768-1209	
Treasurer	Donnie Nichols	358-7764	
Nat'l Director	Don Lane	748-6889	

## 1994-95 Directors

Carroll Lipscombe	329-5901
David Lythgoe	781-0105
William Jarvis	262-2137
George Cosier	271-2139

## 1994 Directors

Richard Jones	740-2096
Mark McChesney	458-4674
Manny Nichols	795-2183

## 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
Membership	Don Smith	790-1211
NASCAR/Motorsports	Marty Belt	556-3848
Newsletter	Nellie Fischer	743-1490
Parades/ Cruises	Carroll Lipscombe	329-5901
Judging	David Lythgoe	781-0105
Picnics/Partys	Karen Lane	748-6889
Program Speakers	Tom Barnett	360-2349
Publicity		
Refreshments/Door Prizes	Brenda Jones	740-2096
Scrapbook	Bonnie Fischer	276-3384
Sponsors		
Trivia	Monte Evans	730-2864

## Coming Events

### July

30 - All Ford Day : 8 - 4pm at ACCA Temple

### August

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

6 - Club Cruise to Bill's on Midlothian Trpk.

10 - Judges Meeting at Richmond Ford at 7:30pm

13 - Antique Automobile Meet in Old Mill Park,  
Fredericksburg, VA from 8 am to 3 pm.

27 - Tidewater ACCA show in Chesapeake

### September

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

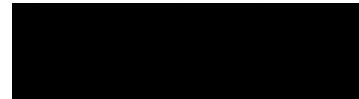
3 - Club Cruise to Bill's on Midlothian Trpk.

17- CVMC 10th Annual Mustang & Ford Show

Deadline for Next Issue : August 19th

**Central Virginia Mustang Club, Inc.**

P. O. Box 35-474  
Richmond, VA 23235-0474



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