



The Galloping Gazette

**The Official Newsletter Of The
Central Virginia Mustang Club**

**February
2005**

Issue 218

CVMC News

CVMC Membership Drive! Yes, folk's it is that time again. Your membership is Past Due. The membership fee is a mere \$25.00 shamoli's. You can send your dues to the address below.

CVMC
P.O. Box 35-474
Richmond, Virginia
23235-0474

So, sign up now so you will not miss out on all the FUN in 2005! We have **52** CVMC members signed up for 2005 so far. Let's make our 20th year a record setting year.

BY Tony Hall



CVMC At The Virginia International Auto Show - January 14th to the 16th! CVMC had another great display at the Virginia International Auto Show (VIAS) this year.



CVMC had 9 club Mustangs in the display and Victory 7 had 2. This year our display had 7 new Mustangs, which has not been displayed at the show before.



Ford had great display this year and the highlight of their display was the 2005 Mustang Convertible. This is one beautiful Mustang. Be sure to check them out this spring at your local Ford Dealer.



Ford also had their Concept Coral, which included the "Ford 49", the "Ford 427", the "Model U" and the "EX". This is the most Ford has had at the VIAS as long as I can remember.

Overall I think the VIAS was a much better show this year. It also seemed to have more people attending.

VIAS is always good exposure for CVMC and I hope we will be a part of the show for the foreseeable future.

By Tony Hall



CVMC At G-Force Karts - February 20th! CVMC's January attempt at racing at G-Force Karts was canceled due to ICE.

We will try it again February 20th at 2:00pm. G-Force Karts is located at...

4245 Carolina Avenue, Bldg B
Richmond, Virginia

It is always a blast! Be sure to be there!

By Tony Hall

Asphalt Angels - February 11th to the 13th! CVMC will be displaying at Asphalt Angels again this year. We have 8 Mustangs in the show.

This is Great Show so come on out and support your fellow CVMC members at the show and check out all of the cool cars!

By Tony Hall

CVMC Merchandise! Jacket and Show T-shirt Update!



There are still show shirts available in sizes L, XL and XXL. These will be available at the next meeting. You can also e-mail me at JWEI516560@aol.com or call me at 804-379-7480 if you would like me to hold a particular size.

Remember to contact Judi Weidman for information on our new CVMC Club Jackets. We are planning to offer a lightweight blue & khaki jacket and a fleece lined blue & khaki jacket. Be sure and come to the next meeting to see the jacket and place your prepaid order.

Prices:

Jacket with front logo only: \$50.00
Jacket with front and back logo: \$65.00
With your name: add \$5.00

Same price for both kinds of jackets.

By Judi Weidman

2005 CVMC Cruise In's! For 2005 Cruise Ins, I like to get all CVMC Club members involved. What I like to do is a little different. In need of all suggestions that any club member may have to hold the cruise ins and I will do my best to set it up. Last year I have posted suggestions on the forums and received a couple. For 2005 I would like to see more. This is your club to, lets all get involved. You can either post on the forums or my e-mail address is Mustangmlc99@aol.com. Lets make 2005 a great year.

By Mike Cole

Thanks! I would like to take a minute to thank everyone who has contributed to the Galloping Gazette and let everyone know that if you have an article that you wrote on anything Mustang and or Ford related please send it to me to be used in the newsletter.

Ideas for articles are but not limited to the following... Car Shows that you attended; Parades; Restoration Projects; Unique Mustang's and or Ford's; Unique people connected with Mustang's and or Ford's; etc... Please include any pictures.

Be sure to send your articles to Tony Hall at 7702 Hudson Drive Richmond, Va. 23229. Or hand them to me at the next club meeting. You can also e-mail them to me at svt95cobra



News From The Blue Oval

How can you top something as successful as the all-new 2005 Mustang Coupe?



You drop the top!

The 2005 Ford Mustang convertible, which will reach showrooms in the spring of 2005, is the first in a string of specialty versions of the new Mustang. Just as noteworthy, it is the most solid, best handling and most refined open-air version yet of this American legend.

The convertible uses the same ingredients that have made the 2005 Mustang coupe magical:

- Totally new architecture
- Muscular stance
- Bold style
- Brawny engine
- Rear-drive excitement
- Affordability

And because the convertible was designed alongside the coupe and not as an afterthought, it is much more solid than coupe-derived convertibles of the past. Better still, it retains all of the personality that has made the Ford Mustang one of the most-loved automotive nameplates in history.

There are more than 250 Mustang clubs from around the world with the largest - The Mustang Club of America - touting some 11,000 members alone. And when you consider that of the nearly eight million Mustangs sold since 1965, almost one million of them have been convertibles - it's clear that the convertible is a key part of Mustang's success.

AVOIDING EXTREME MAKEOVERS

The 2005 Mustang convertible was designed from the ground up to deliver a more rigid body structure without adding burdensome weight. This was accomplished by engineering it in tandem with the coupe. An added benefit of this process - one that helped meet a goal set for the convertible's exterior design - was that it provided the car with a cohesive, integrated look. It does not look like a coupe that has undergone reconstructive surgery to become a convertible.

The fabric top also seals better than did those of previous models and it affords superior rearward visibility. Looking for new and better ways to do things, Ford engineers designed a z-fold top that gives the Mustang convertible a finished appearance with the top down.

Aside from the top, the 2005 Mustang convertible shares the look of a legend with its coupe sibling. The signature long hood, short deck and classic design cues may be found on both. There's an unmistakable hint of Mustang notchbacks of yesteryear in the convertible's profile and stance - with the same athletic proportions, save for today's bigger, wider wheels and tires, that make it look as good at rest as it does at speed.



THE INSIDE STORY

Just as it does with its exterior design and engineering, the 2005 Mustang convertible makes a statement with its interior.

Thanks to intelligent engineering that resulted in a convertible platform with more than twice the torsional stiffness of the previous version, this is the most quiet and solid drop top Mustang ever produced. The squeaks, shakes and rattles to which convertibles typically are prone are startlingly missing from the 2005 Mustang convertible.

Also improved is the rearward visibility. The 2005 Mustang convertible comes with a wide glass backlight (including a defroster), full quarter windows and slim C-pillars, all of which offer a driver a better look out the back.

Both passengers in the back and front will appreciate the lack of wind-related buffeting and noise when the top is down. With the windshield header more steeply raked than on the coupe and a modified rear seatback, the 2005 Mustang convertible has no need for add-on devices to block the wind.

Aside from these touches, the 2005 Mustang convertible shares the coupe's look of a much more expensive car. Mustang's past is honored by the twin-pod instrument panel and the present is addressed via modern materials and Ford's acclaimed attention to interior design and details. Plus, there's an optional color-configurable instrument panel, an industry first, that gives the driver more than 125 different color Backgrounds to illuminate the gauges and controls.

DONE RIGHT BECAUSE IT'S DONE LIGHT

The typical convertible "conversion" can add as much as 300 pounds. Much of the weight comes from the metal added to brace the structure to restore some of its strength after the top is cut off. Mustang engineers considered how they could add strength into both the 2005 coupe and convertible. For instance, they were able to design body joints and rocker panels that give the convertible a commendable level of stiffness without the need for additional bracing.

The payoff from "adding lightness" is evident. For one thing, the 2005 Mustang convertible shares its suspension geometry and virtually all its suspension tuning with the coupe. As a result, never before have the coupe and convertible ridden and handled so much alike. Another benefit of the convertible's sensibly managed weight program is that excess poundage does not sap acceleration. Like the 2005 Mustang coupe, the convertible uses a MacPherson strut front suspension and a rigid rear axle that has surprised the automotive press with its composure and handling prowess. The secret for its success is a three-link setup with a Panhard rod that maintains precise control over the axle.

Steering is via a power-assisted rack-and-pinion system.

Disc brakes are fitted at all four corners. The Mustang GT rotors are the biggest ever used on a mainstream Mustang and the calipers are the stiffest. A 4-channel anti-lock braking system (ABS) is standard on the GT convertible and optional on the V-6. ABS also comes with traction control. This all-speed system can be switched off when the driver desires to "hang it out" a bit on dry pavement, or when a smoky burnout is in order for an acceleration run.

Standard tires on the GT are W-rated P235/55ZR-17 all-season performance radials on 17-by 8-inch alloy wheels. The V-6 convertible comes with 16-by 7-inch wheels with T-rated P215/65R-16 all-season tires.

POWER PERSONIFIED - AND PERSONALIZED

Mustang is the very symbol of American muscle, and the 2005 Mustang convertible is no exception. The base engine is a 4.0-liter SOHC V-6. Producing 210 horsepower and 240 foot-pounds of torque, it is more powerful than the 260-cubic-inch displacement V-8 that was an option when Mustang was first introduced.

For those who want something more, the V-8-powered GT convertible boasts the same 300-horsepower, 4.6-liter V-8 as its coupe counterpart. The GT's new three-valve V-8 has variable cam timing and thus generates 40 more horsepower than the previous-generation Mustang GT V-8.

Automotive historians also will note that this new 281-cubic-inch engine produces 50 percent more power with less displacement than the legendary small-block 289 V-8 of 1964.

While they are responsive, both Mustang engines are respectful of the environment. Both meet Ultra-Low Emission Vehicle II (ULEV II) standards. On average, the 2005 fleet for Ford Mustangs will emit 57 percent less smog-forming pollution than the 2004-model-year fleet.



FIVE SPEEDS, TWO CHOICES

For the first time, the Mustang convertible is available with a five-speed automatic transmission. The 5R55S automatic is optional with either the base V-6 or the V-8 GT and has closely spaced gears to keep the engine running in its power band. This assists acceleration as well as fuel efficiency.

Standard on both V-8 and V-6 models of the 2005 Mustang convertible, is a Tremec five-speed manual.

TO PROTECT AND SERVE

While the agility and acceleration of the 2005 Mustang convertible can help a driver avoid an accident, not all bad situations can be escaped.

That's the point at which passive safety systems take over.

Here again a smartly structured body comes into play. The rigid core of the 2005 Mustang convertible creates a safety cage that helps protect the cabin from deformation and intrusion during an impact. The front of the car is designed to help channel the violent energy of a collision away from vehicle occupants.

The Ford Personal Safety System™ is also there to serve with dual-stage driver and front-passenger air bags as well as safety belt pretensioners and energy management retractors. Side-impact air bags for the driver and front passenger are optional.

And to help you keep a Mustang convertible in your stable, an optional active anti-theft package provides an increased level of protection, including a separate alarm sounder, new anti-tow sensor, ultrasonic interior motion sensor, perimeter anti-theft protection and even a high-capacity battery to keep sounding the alarm longer.

NEW HOME FOR THE RANGE

With the 2005 model year, Mustang has moved to a new plant from its long-time home at the Dearborn Assembly Plant at the Ford Rouge Complex. All Mustangs are now made at the Auto Alliance International assembly plant in Flat Rock, Mich. The 2005 Mustang convertible will go on sale in the spring.



By Peter Marshall

It was a long two days of meetings, votes, and looking ahead to the next year and what we at MCA want to accomplish.

85 degrees during the day, and 55 at night...WHY am I living in Richmond?

The general overview is that we need to broaden our appeal too more than the collector. Getting the enthusiast involved is a good way to go.

We also wanted to look at how the other family members of MCA are involved. We want to find things for the spouses and children to do at events around the country.

I got a private tour of the NPD (National Parts Depot) collection in Ocala, Fla. Rick has 152 collector cars ranging from Lincoln Continentals owned by William Clay Ford and Henry Ford II to muscle cars and pickups, Cadillac's, and more.

The showroom for parts purchases has a 64 Mustang coupe with a 6 Cyl and 3-speed tranny with only 1300 miles.

I also tripped over a 67 GTA Coupe with a big block 390 and AC and 35,000 miles. An Indy Pace Car Mustang that hadn't even had the dealer prep done was especially striking.

Rick said that NPD will do about 22 million this year JUST in Mustang restoration parts and it is still growing.

I also attended the Silver Springs car show. It is an all Ford event with 1200 cars mostly from the 60's and 70's. There must have been at least 400 mustangs, Shelby's, Panteras and everything in between. I talked to a fellow with an immaculate black Boss 429, and he wouldn't sell. Not ONE California Special in sight.

One of my new MCA director friends told me the story of escorting Carroll Shelby around the 40th in Memphis, and they pulled up near a friend who had an immaculate GT/CS. Jim Silverman asked Carroll what he thought of the California Specials and Carroll said..."I'll tell you the story...I called Ford in late 67 and told them I had a bunch of spoilers and scoops left over from 67 Shelby production. I told Ford I was going to toss the stuff in the trash unless the Detroit people wanted the parts back. Ford said ship them and thus was born the California Special.

Overall, it was a very pleasing trip. I shot over to Ormond Beach to visit my stepmother and brother. Passed through the forest on route 40 between Ocala and Daytona Beach. I'll tell you it's DARK and NO cell service for 40 miles.

I didn't get the 2005 Mustang Hertz promised, they had let it go FIFTEEN MINUTES before I go there. They upgraded me to a luxury car and gave me a free tank of gas in amends.

Our next meeting is in Atlanta in March, but we are trying to plan a meeting around SEMA in Vegas or possibly the Barrett-Jackson Auction in Scottsdale for next year. Life is GOOD!



News From THE 2005 PONY DRIVE

By David Turnbull

1/19/05 Announcement

Due to the number of Mustangs that we feel will be manageable; we are now **limiting** the number of Participants purchasing a new Mustang during the June, 2005 **Pony Drive '05** event to **101**. **We will take applications until that limit is reached.**

Any applications received after the 101 limits will be placed on a waiting list in case anyone is unable to finalize their purchase by the time prescribed by Ford. Replacements will be determined by the order in which the waiting list applications are received- earliest applications first.

When I first thought of this event, we had hoped to reach as many as 36 cars, but the enthusiasm about the new Mustang has exceeded anyone's imagination and expectations. I thank every one of you for your support and know this will be another **"Experience of a Lifetime"** for those that come along. We still encourage everyone that is able; to bring your current Mustang along with us for however much time you have to join in on the fun. We had **10%** of the cars that showed up at the 40th in Nashville, so let's see if we can't have **50%** of those at KC! The current number stands at 83.

Be sure to check the Pony Drive website for more information.

www.ponydrive.us



News From The CCCCVa

By Fred Fann

The General Assembly is in session and as usual no creature or thing is safe. Although this is a short session whose purpose is to tweak the budget, that hasn't stopped a ton of bills from being introduced.

The Virginia Association of Car Councils and the four state councils have an agenda of stopping photo red bills, getting an exhaust noise bill passed and stopping legislation that could hurt the car hobby. Three photo red bills sailed out of the Senate the first week the Assembly met. They passed three different bills because they knew that the measures faced tough going in the House. House Majority Leader Morgan Griffith has stated he will fight against these bills. I have been in communication with his office and we have decided that car hobbyists should contact their delegates and ask them to vote against the photo red program.

Why are we against photo red? The photo red bills would allow cameras at any intersection in the state. Supposedly if you run a red light a photo of your plate would be taken and you would get a ticket of \$50 to \$75 in the mail—no points, no court. In reality the cameras miss large trucks and motorcycles because they are timed for cars and pickups. The Richmond paper recently printed a story about two studies that showed that rear end collisions increased at photo red intersections. The biggest reason to oppose this is that it will not increase safety but is solely about money. There are lights in DC and Maryland that have generated over a million dollars for their localities. In North Carolina a citizens group sued and won when the yellow light times were decreased in order to bring in a few more bucks. A study has shown that by delaying lights from turning green and/or increasing the yellow light time that accidents could be cut by a large amount. But that's not what is important—it's the money!

Delegate Fralin introduced a measure to allow non-stock exhaust systems on all vehicles unless the noise exceeds 95 decibels. This is about the amount of noise made by a gasoline push lawn mower. The current law only allows stock exhaust systems and is due for an overhaul. The only negative thing about this is that a couple of law officials are considering asking for equipment to measure decibels. This is not the intent of this legislation—it only wants to make headers and non-stock mufflers OK for use in this state.

Please contact your delegate and ask them to vote against all photo red bills and for HB 2895 (exhaust bill). You can call or email them but please do so. You can find your delegate and contact info at this link:
<http://conview.state.va.us/whosmy.nsf/main?openform>

The inoperative vehicle bill that passed last year has two minor changes that have been submitted. Senator Quayle has submitted a change in a phrase that appears to be a housekeeping measure. Delegate Rupp has submitted an increase in fines as requested by the elected officials of a county.

There are quite a few bills of interest including one that would force plants to clean up their pollution, Mustang Club of America license plates and a process to correct title errors. See them all at www.vaacc.org

CVMC Guess the plate

The object of this game is to guess which CVMC member the license plate belongs to.



Dave's Mustang Trivia

By David Lythgoe

1. How many engines were available in the 1985 Mustang?
2. What year were airbags first installed in the Mustang?
3. How many engines were available in the 1994 Mustang?

Rick's Tip's

By Rick Nohta

Starting An Old Mustang That Has Sat For A While!

The definition of "sitting for a while" could be a week, a month, or 3 months and hopefully not longer. A Mustang should be driven at least around the block once a month. This keeps the seals in the engine, transmission, wheels, rear end etc. from drying out. If you plan on not starting or driving your Mustang for a while I suggest you use a fuel stabilizer. A fuel stabilizer will keep the fuel from drying in the carburetor and causing a rebuild or worse a replacement of the carburetor.

Most people when they start a Mustang or any Ford that has sat will pump the pedal and engage the starter. Depending on how long the car has sat will determine how long you will need to turn the starter over. Long engagements of the starter will heat it up and in some cases cause damage to or even replacement of the starter.

Starters are engineered to turn over 1 to 6 times, any longer than this can cause harm.

To get around this simply pour 2 tablespoons of gas into the carburetor. The car will start and then cut off. This is ok. The fuel pump has not been engaged long enough yet to fill the carburetor bowls. A couple more tries and the car will start.

If you have any questions please feel free to give me a call during the day at 804-321-5383. I have MCA and Shelby Club judging experience to help with those difficult decisions.

Happy Cruising!
Rick

Central Virginia Mustang Club

Minutes of Meeting,
December 1, 2004
By Brenda Jones

Tony called the meeting to order at 7:30 p.m. We had voting tonight for the Board of Directors. Tony asked if we had any visitors. We had 2. They were Greer Fullerton who has a 69 GT and Deon with an 88 GT. We now have a total membership of 40 so far for next year.

Tony called on Llew to update us on the parades that have taken place and those coming up, Mechanicsville parade - Dec. 5th, Chester parade Dec. 12th. We had 16 mustangs in the Ashland parade.

Judy gave us a report on our club jackets. She had blue and khaki lightweight and heavyweight. She still has some t-shirts from the show. We can put our name on the front along with the small version of the logo and put the large logo on the back.

We had 13 mustangs show up for the Dyno Day on the 13th of November.

The Tri Cities Mustang Club is having their toy run to Children's Hospital on Saturday December 4th. Meet at Willow Lawn at 10:00 and leave for the hospital at 11:00. The club gave them \$100.00 to go towards the drive.

Tony talked about the engineer who was in charge of the 05 has been promoted to the special vehicle team. The petition apparently did its job. Nice work!

Pony Drive - X plan - New mustang 2% below invoice if you are a member of the Pony Drive. The cars will be coming off the line June 11th and you can see them being built and you will be able to drive them off the line.

Tony, George B., and Dave Dickey went to RIR and talked to them about having the show out there next year. They quoted them a price of \$1600.00. The only date they could give us was October 15th. George is also looking into The Boulders, Capital One, Cloverleaf Mall, Diamond, and Virginia Center Commons. It was discussed about asking for a rain date.

Break

The drawings were held for the door prizes and for the 50/50. Steve Coleman won the 50/50 of \$36.00. We tried to get him to pay for dinner but he refused. It pays to come to the meetings. The new directors elected tonight were: Richard Jones, Rusty Wiseman, David Lythgoe, Jimmy Clements and Steve Coleman.

Central Virginia Mustang Club

Minutes of Meeting,
January 5, 2005
By Karen Lane

Tony opened the meeting at 7:35pm with a welcome to all visitors. There were three, Cliff Adair with a AC Cobra, Bill Soffel with a 1998 Mustang GT and Phillip Tolley with a 2005 Mustang GT. There were 47 members present.

Llew has received information on the Bon Air Parade to be held on May 7, 2005. Meeting times and time of the parade will be discussed at a later date.

The Virginia International Auto Show is being held on January 14, 15 and 16th. Anyone wishing to enter his or her car should see Tony Hall.

The Asphalt Angels Show will be in February. Anyone who wishes to enter his or her car should see Gordon Martin.

We are very fortunate to have a member of our club to be elected to the Board Of Directors of The Mustang Club Of America. Congratulations to Peter Marshall!

Also, congratulations to George and Karen Bobrovsky on the birth of their bouncing baby boy, James Gordon, who was born December 11, 2004. Best Wishes to the THREE BOBROVSKY'S!

Our 21st Annual Mustang and Ford Show will be held at Virginia center Commons Mall this September. This is a Simon Properties Mall and they have their own charities organization that we will be supporting with out 50/50 Drawing and nay monies collected from the raffle and etc.

There will be a Directors Meeting on Monday, January 17th at 7:00pm at the River City Diner on Parham Road. We will be making plans for the year. Anyone who has some ideas of activities such as cruises, parties, picnics, etc. Please come out or get in touch with an officer or director to let your voice be heard.

Somewhere during the meeting Karen gave the Treasurers Report and reported on Membership but since she was also trying to keep the minutes of the meeting and take membership dues from all that wanted to renew. The information got lost in the shuffle.

The meeting was adjourned at 8:40pm.

Central Virginia Mustang Club

Minutes of Board of Director's Meeting,

January 17, 2005

By Brenda Jones

George Bobrovsky called the meeting to order at 7:15 p.m. due to President Tony being under the weather and not at the meeting. Members in attendance were: George Bobrovsky, Llew Stakes, Brenda & Richard Jones, Don & Karen Lane, Rusty and Betty Wiseman, David Lythgoe, Dave & Judy Dickey, Steve Coleman and Peter Marshall.

George arranged the trash pick up dates for this year. This is our two-mile stretch of highway that we have adopted. The first one for this year will be March 12th, second one will be June 11th and the final one will be October 15th.

George also set up the director's meetings for the year. The next one will be March 7th, followed by June 6th, and the last one will be October 24th. The director's meetings will be held at Joe's Inn in Mechanicsville in March, River City Diner-Huguenot in June and River City Diner-Parham in October. The time will be 7:00 p.m. for all of the meetings.

Dave Dickey had several things he brought to the board. First he told us that he is on the AACA board. They have a small trailer that they are in the process of selling. He will be checking on this plus checking out the trailers at Commonwealth Trailers also. Dave also brought up about not publishing the amount that we have in our treasury in the newsletter. We can hand out the treasurer's report to members at the meetings or the members can call Karen if they need to know. Dave also asked us to think about having a two-day show in the future. Hotels are right next to the show site and the site itself is in a good location. Dave also wanted to get a map of the Virginia Center Commons parking lot with all the stores labeled so we can see how much space we will have.

Tony told George of a bylaws change that he would like to propose. The change would read "Any member who has been a member of CVMC for 20 or more consecutive years, they would be exempt from paying dues". This was voted on by the board and was passed unanimously by the board. It will be brought up to the membership at the next meeting.

George Bobrovsky, Tony, Gordon Martin, and Dave Dickey had a meeting with the folks at Virginia Center Commons and it was agreed we would be having our car show this year in the parking lot. We will be near Dillard's end of the lot. The date will be September 24th with a rain date of October 8th. Thirty days (30) after the end of

the show, we will be sending a check for \$600.00 to the Simon Youth Foundation as our charity this year, and for Virginia Center Commons letting us have the show there. We will be roping off the area on Thursday, September 22nd at 9:30 p.m. We will be setting up on Friday. The food court and surrounding restaurants will be available for meals. We won't need the food vendors this year, nor will we need the porta-potties, as the mall will be open. We also have been offered Johnnie McGrath's RV to use to tally up the scores. Mark Szafranski (Metro Sound Music) will be providing us with a sound system and tunes this year.

Volunteers for the show so far are as follows: Richard Jones - Chairs, trailer parking; Dave Lythgoe - Card tables, generator, judging; Brenda Jones - Door Prizes, trash boxes; Peter Marshall - Registration.

Karen suggested we have a 20th anniversary party this year since the club is 20 years old. George Bobrovsky made the motion and David Lythgoe seconded it. The vote was unanimous. Karen is going to go through the membership to see about the Charter members and will have more details at a later date.

Rusty brought up about asking Richmond Ford to be the sole sponsor for the show. Tony is going to be talking to Richmond Ford about this.

Dave Dickey suggested a committee to be formed from board members and volunteers from the membership to draw up a show check list. This would let us know if we need 5-6 people at registration, etc. It would also let us know if we need a backup team of members who have done the jobs in the past and which ones we might have to give some training. Dave told us that the flyers have been printed and was available at the International Car Show held at the Richmond Convention Center this past weekend. The modified cars and the kit cars have been separated this year. Rusty caught some mistakes in the flyer and Dave said he would make corrections before the next batch was printed.

George adjourned the meeting at 8:26 p.m. He had to get home for Baby duties. He and his wife had a son on December 11th, 2004 at 10:09 p.m. James Gordon Bobrovsky weighed 6lbs. 9oz and was 21" long. Congratulations George and Karen!!

New Member's

Phillip Tolley, Cliff Adair, Glen Motto, Maurice Tinsley

Welcome! We at CVMC hope you will be a member for many years.

Renewed Member's

Billy Sutton, Paul Oliver, Ted Roberson, Mike Cole, Mike Young, Peter Marshall, Bill Jarvis, Thomas Enroughty, David Lythgoe, Larry Noble, Billy McDaniel, George Godsey, Linda Cosier, George Cosier, George Bobrovsky, Ronald Martin, Kathy McWilliams, Rusty Wiseman, Walter Harley, Thomas Nolan, Tom Tignor, Bob Overbey, Nancy Overbey, Don Lane, Jay Rue

Thanks everyone for joining and coming back for another great CVMC year! CVMC has 69 signed up so far for 2005.

Dave's Mustang Trivia Answers

By David Lythgoe

1. 4 engines - 2.3L IV 4cyl. 88HP; 2.3L EFI 4cyl. Turbo 205HP SVO; 3.8L EFI V6 120HP; 5.0L EFI V8 210HP
2. 1990 Driver side only.
3. 3 engines - 3.8L EFI V6 145HP; 5.0L EFI V8 215HP GT; 5.0L EFI V8 240HP Cobra

CVMC Guess the plate answer

Answer: Peter Marshall - 2001 Black Mustang Bullitt

February Birthday's

February 6th Kendall Alexander, February 7th Leslie Phaup, February 8th Susan Dasher, February 12th Ben Bruno, February 13th Mark Szafranski, February 15th Don Lane, February 15th David Stankovic, February 17th Dave Dickey, February 18th Mike Cutright, February 18th Karla Adair, February 22nd Margie Koogler, February 26th Whitney, February 26th Paul Rhodes, February 28th Alexandra Stankovic

Looks like we have a bunch of birthday Guys & Gals!

Happy Birthday and Many Happy Returns!

Upcoming Car Shows For February 2005

MCA Events

March 11th & 12th

11th Annual Spring Fling

Pigeon Forge, Tennessee

Hosted by First Tennessee Regional Group at MainStay Suites 410 Pine Mt Rd. Event hours are 8-5. Pre-register before February 25, 2005. FTRG will host the 11th Annual Spring Fling in Pigeon Forge TN on Mar. 11-12. NOTE: THIS IS A SOCIAL EVENT & NOT A CAR SHOW. For reservations identify yourself w/ Mustang Club. The room rate for Fri & Sat March 11-12 is \$65.00+ tax per night. If you want to come in on Thurs the rate will be \$49.00+ tax. Reservations must be made before Feb. 25, 2005. Cancellations up to 24 hours prior to arrival. For more information, call Margaret Davis at 423-323-2262 or email davis-mustang@chartertn.net or visit the website at <http://www.mustang-club.net>

For more information on other MCA Car Shows and Events please visit the Mustang Club of America's website at... www.mustang.org

Non-MCA Events

February 5th, 2005

Auto Zone Show

It will be at 1 Auto Zone Way (Mercury Blvd. at King St.) Hampton Va. 23669, 10:00AM to 3:00PM. \$5 entry fee, Food Available, Trophies and NASCAR giveaways. Vaughn Ellis at 757-727-7729

February 11th, 12th & 13th, 2005

43rd Annual Asphalt Angels Show.

More info at the club website: www.asphaltangels.net

March 4th to the 6th, 2005

25th Annual Car Show to Benefit the Muscular Dystrophy Association

Location: Roanoke Civic Center, 710 Williamson Road, NE, Roanoke, VA - Car corral , car show , flea market , model show , motorcycle show , swap meet - Sponsored by Roanoke Valley Charity Car Show Committee, Inc, - Time: Friday 5 pm-10 pm, Saturday 9 am-10 pm, Sunday 10 am-5 pm; Spectator Fee: \$8, Registration Fee: \$10 - Info: David Jenkins - Address: 6536 Back Creek Road, Boones Mill, VA 24065 or Phone: 540-774-3380 or Email: grumpycarnut@yahoo.com or check Web Site at : www.mdacarshow.com

March 6th, 2005

Tidewater Regional Swap Meet

(Collector Car Parts and car-related items only) to be held at Khidive Temple Activities Center, Chesapeake, VA. - Info: Neil Sugermeyer, Telephone 757-486-5456 or Terry Bond 757-482-5222 or www.aaca.org/tidewater

March 13th, 2005

"RACE TO THE RESCUE!"

Benefit Stephens City Fire & Rescue sponsored by CB's Deli, T & H Auto & the Winchester Speedway - pre-register at CB's Deli-\$5.00 or \$10.00 at the gate- free BBQ lunch for all registered cars (1 per car) - Auction, bake sale, kid's games, Virginia Lottery, raffles, 50/50, special guests, Music hosted by the Valley Cruisers. Open for racecars, antiques, muscle, classics, etc. - NO PETS PLEASE - NOT RESPONSIBLE FOR ACCIDENTS entry forms also available at... www.winchesterspeedway.com

For more information on other Non MCA Car Shows and Events please visit the Car Club Council of Central Virginia's website at... www.carclubcouncil.com

Officers

President: Tony Hall Phone: 804-285-0759 Phone: 804-282-0592 (leave message) E-Mail: svt95cobrava@aol.com	Vice President: George Bobrovski Phone: 804-794-0350 E-mail: georgeb@globalweb.net
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Volunteers

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and
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Show Chairperson:

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E-Mail: svt95cobrava@aol.com

Judging:

Don Lane
Phone: 1-800-379-5353
Email: layoak@aol.com

Social Events:
VACANT

Technical Advisors - 1st Generation Mustangs

Sonny Coble
Phone: 282-4932

Webmaster:

Rusty Wiseman
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E-
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Club Merchandise:

Sharon Burke
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and
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Parades:

Llew Stakes
Phone: 262-5789
Email: Llew.Stakes@SSCOOP.COM

Track Events:

George Bobrovski
804-794-0350
E-mail: georgeb@globalweb.net

Assistant Show Chairperson:

Dave Dickey
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E-mail:
drdickey@centralvamusang.com

Monthly Door Prizes:

Brenda Jones
Phone: 804-740-2096
Email: jonesauto1951@aol.com

Carroll Lipscombe
Phone: 329-5901

Richard Jones
Phone: 740-2096

Email: jonesauto1951@aol.com

Rick Nochta
Phone: 321-5383

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Reference Cash Account #1918

Next Meeting

Wednesday, February 2nd, 2005 at 7:30 PM
At The Science Museum of VA,
2500 West Broad Street .
See Ya there!!