



The Galloping Gazette

*The Official Newsletter Of The
Central Virginia Mustang Club
January 2011 / Issue 289*

CVMC News

*Happy
New Year*

2011 CVMC Membership Drive

It's that time of the year for you to renew your membership! CVMC has enjoyed having you as a member of our family and CVMC looks forward to having you with us for many years to come.

The membership fee is \$25.00, you may mail your membership fee to...

**Central Virginia Mustang Club, Inc.
P.O. Box 35-474
Richmond, VA 23235-0474**

...In 2011 CVMC will host two Shows, participate in many Parades and more Cruises so we hope you will be there to join us.



CVMC at the Mechanicsville Christmas Parade December 5, 2010

CVMC was honored to participate in the 2010 Mechanicsville Christmas Parade. The weather was clear but very cold. We had a very good turnout. CVMC had about 20 Mustangs at the parade.



CVMC was located near the front this year. The parade proceeded without a hitch and was very smooth.



The spectators were a little on the thin side this year but that was understandable considering how cold and windy it was.

*As always CVMC had a great time at the Mechanicsville Christmas Parade and we look forward to the 2011 Mechanicsville Christmas Parade!
Article and Photos by Tony Hall*

CVMC Elections Results December 1, 2010

At our Monthly Meeting on December 1, 2010, CVMC held our election for a new set of Director's to serve a term of two years from January 2011 to January 2012.

The following are your new Director's.

**David Lythgoe, Johnny McGrath,
Kathy McWilliams, Militza Simic, &
Rusty Wiseman**

CVMC would like to congratulate our new Directors for 2011-2012. CVMC also would like to thank everyone who ran for office and we encourage you to run again next year.

Article by Tony Hall



CVMC Christmas Party December 4, 2010

CVMC held our annual Christmas Party on Saturday, December 4, 2010, at the Holiday Inn on Staples Mill Road. Over 40 CVMC members & guest attended.



This is our second year at the Holiday Inn and the again the food was excellent and the entertainment was, well entertaining! Gordon Martin was a great Master of Ceremonies and we had great Chinese Gift Game. You will have to ask Dave Dickey to explain it.



Of course it would not be a Christmas Party without festive headwear!

CVMC looks forward to another great Christmas Party in 2011 and we hope you will be there!

Article & Photos by Tony Hall



***CVMC at the Chester
Christmas Parade
December 12, 2010***

For the second year in a row the Chester Christmas Parade had rain. It was a shame, they put a lot of hard work into the parade only to have it rain. Maybe next year they will have better weather. I would like to thank all the CVMC members who made it to the parade.

Article & Photo by Tony Hall

***Saturday April 30, 2011
The 6th Annual Central
Virginia April Car Show
Richmond, Virginia***

Come and join us for the Best Car Show in Virginia. See and/or display your antique, classic or muscle car. All car makes welcome to participate. Participants will be displaying cars from all over Virginia, North Carolina, Maryland and beyond. Popular Vote awards include Top 20 pre 1974, Top 20 1974 to the present, best of show for General Motors, Chrysler Corp., Ford Motor Co., Import and Truck. The car show benefits the Simon Youth Foundation.

Event hours are 9:00AM to 4:00PM with check-in running 9:00AM to 1:00PM. Registration fee day of the show is \$25.00. The non-refundable pre-registration fee is \$20.00 and must be post marked by April 15, 2011. Pre Registration forms and show fee should be sent to:

April Car Show Pre Registration, P.O. Box 35-474, Richmond, VA 23235-0474.

The show will take place at: Virginia Center Commons Mall; 10101 Brook Rd Glen Allen, VA. For more information, call George Bobrovsky at 804-698-8173 or Ron Martin at 804-347-8701 or email: springshow@centralvamustang.com



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***CVMC 26th Annual
Mustang & Ford Show***

CVMC has 26th Annual Mustang & Ford Show T-Shirts for sale at \$16.00 apiece. Contact George Godsey and get your shirts NOW!!!



CVMC now has CVMC Logo Car Magnets for sale at \$17.00 apiece.



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Article by Tony Hall



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CVMC December Monthly Meeting Minutes

By Michelle Jordan

Tony Hall, President, called the meeting to order at 7:28. The meeting was held at the Holiday Inn Crossroads on Staples Mill Rd.

Welcome New Members& Visitors: Doug Faulkner with a 2008 Shelby GT joined the group. This is his 8th Mustang!

Old Member News: Dave Dickey reported that CVMC looked good at the Ashland Parade on the Ashland cable channel. Rick has a new Shelby book for sale. It is \$32 so please see him if you are interested. Amy reported that a friend she works with has a 99 GT on Craigslist if anyone is interested.

Treasurers Report: Ron Martin provided a detailed report on the income and expenses for the month as well as the current financial standing of the club. A motion was carried to accept the report as made. Inquiries should be directed to Ron for further information.

Announcements: Elections: Tony asked that everyone cast their vote during the break Show T-shirts: George still has show shirts and reminded everyone that they make great Christmas gifts Christmas Party: Gordon will provide more details, it is this Saturday Christmas Parades: Llew to update

Christmas Party: Gordon reminded us that the Christmas Party is being held this Saturday, December 4, 7pm, at the Holiday Inn Crossroads. He held the drawing for the free overnight stay at the hotel and Cliff and Carla Adair are the lucky recipients!

MCA Report: Dave Dickey reported that CVMC was one of 22 world-wide clubs that received the President's Award, given out at the Biltmore show.

Also at the Biltmore show, we had several award winners, which took home first, second, and gold. He reminded us that we should start looking to make plans for the Grand National Show to be held next year in Waldorf, MD., as it is sure to fill up quickly. Please see Dave if you would like to join MCA. Dave also has information on a Spring Nascar tour so check with him if you would like further details.

Parade Report: Llew reported on several parades, both past and coming up. The Ashland Parade took place on November 21. After a confusing start, the parade went well with 21 cars in attendance. The Mechanicsville Parade will be December 5. We will meet at the same place as last year and should be there between 1 and 1:30. Details are on the forums. The Chester Parade will be December 12. The forum will be your resource for details on this parade as well. We will be sending out email blasts with details as the events draw closer. Remember that a big turnout of members will give us excellent exposure for the club.

Merchandise Report: George has coffee cups, travel mugs, polo shirts, denim shirts, stickers, and door magnets. Great gifts!

Open Agenda: Tony reported that Carroll Lipscomb's son entered one of Carroll's cars in a recent car show and took home a trophy. Carroll would have been very proud. You can read Tony's article in the most recent newsletter.

The meeting was adjourned at 8:33pm by Tony Hall.

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Thanks for Contributing To The Galloping Gazette

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 CVMC, 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... Club Functions; Car Shows that you attended; Parades; Restoration Projects; Modification's; 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
95SVTCobraVA@comcast.net



For Sale

1966 Ford Mustang Sprint 200

With 6 cylinder 200 motor; Automatic Transmission; manual breaks; manual steering; AM FM Radio and cassette player; Spare tire; Red exterior with very little rust above rear left wheel; Black interior with Bucket seats; full length console; night and day rear-view mirror; Car has been garage kept for last 10 years.

Rebuilt 6 cylinder motor,
 Replaced Steering box
 Replaced Radiator
 Replaced Gas tank
 Spare tire with original rim
 Replaced gas tank,
 New Tie rods

Asking price \$7,500. Car is located in Manassas Park Virginia 20111. Photos are available on request.

For all inquiries please contact Michael: mkatac@verizon.net

If you would like to advertise your Mustang or Ford related items "For Sale" or "Wanted" be sure to write them like you would see them in a newspaper and send your classifieds to...

Tony Hall
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News From The Blue Oval



FORD RACING ANNOUNCES 2012 COBRA JET MUSTANG

DEARBORN, Mich. – December 9, 2010 - Since its legendary introduction at the NHRA Winternationals in 1968, Ford's Cobra Jet Mustang has created a legacy of power, performance and triumph that has carried through the decades.

In 2008, Ford Racing unveiled the 40th Anniversary Cobra Jet Mustang, which promptly lived up to the legend of the original version, duplicating the NHRA Winternationals victory in its inaugural race. The subsequent 2010 Cobra Jet, built on the 2010 Mustang platform, has been setting class records and is competitive at drag strips across the country.

Today, Ford Racing unveiled the 2012 Cobra Jet Mustang at the

Performance Racing Industry (PRI) show in Orlando, Fla., and announced the intention to build 50 turn-key 2012 CJ's. For the first time the Cobra Jet will be available in three color options—Race Red, Grabber Blue and Winner White—and coordinated graphics.

"Ford Racing is proud to build the 2012 Cobra Jet and continue the tradition of delivering turn-key competitive race cars to Ford drag racing enthusiasts," said George Goddu, Business Manager Ford Racing Performance Group. "With every Cobra Jet build we strive to carry the spirit of the original Cobra Jet while developing the next generation of drag racing icon. The enthusiast who races the 2012 Cobra Jet can be competitive at virtually any event, from their local track up through NHRA Stock or Super Stock classes."

For decades, the Mustang has been the preeminent car in many forms of racing, including drag racing. The 2008 and 2010 Cobra Jet Mustang added to that legacy with high-profile wins at the NHRA Winternationals and U.S. Nationals, and by setting numerous Stock and Super Stock class records across the country.

The goal for the 2012 Cobra Jet is to build a turn-key race car ready to take its own place in NHRA history. The same as its predecessors in 2008 and 2010 it's a factory-built race car intended for NHRA Stock and Super Stock racing that can also be campaigned in other racing sanctioning bodies such as NMRA, NMCA, PSCA and IHRA. The 2012 CJ will come with all of the features of the 2010 car including a full race-prepared automatic transmission, drag race-specific shocks and springs, manual steering and brakes, 8.50 certified rollcage, and an Aeromotive return-style fuel system with trunk-mounted fuel cell.

For 2012, the Cobra Jet features a 5.4L supercharged engine based on the 2011 SVT Mustang with two supercharger options, a 2.3 liter TVS unit or a 4.0 liter Ford Racing Whipple supercharger. Each vehicle

has an aluminum block engine, standard automatic transmission, double keyed crankshaft, Manley H-beam connecting rods, low-drag racing brakes and optimized spring rates for the front and rear. Additionally the Cobra Jet will feature black anodized Cobra Jet wheels from Weld Racing and a new compound tire with unique Cobra Jet branding from Goodyear.

The same as Ford Racing's Mustang FR500S and the 2010 Cobra Jet, this ready to race Mustang will get its start at the Auto Alliance International (AAI) assembly plant in Flat Rock, Mich. in the first quarter of 2011. The entire 50-car run of 2012 Cobra Jets will be built on the same production line that produces the 2012 Ford Mustang production car.

The MSRP for the M-FR500-CJ is \$91,900 with a fully loaded Cobra Jet priced at \$103,980.

For racers who want to build their own cars, there is a Mustang Competition Roller based on the Cobra Jet that is serialized and complete, minus the power train. The third option would be to start with a Mustang Body-In-White or a donor car since nearly all of the CJ components can be found in the Ford Performance Parts catalog found online at fordracingparts.com.

The limited production 2012 Cobra Jet Mustang is available on a first come order, first delivered basis through Ford dealers.

Article & Photos by Ford Motor Company/ www.ford.com



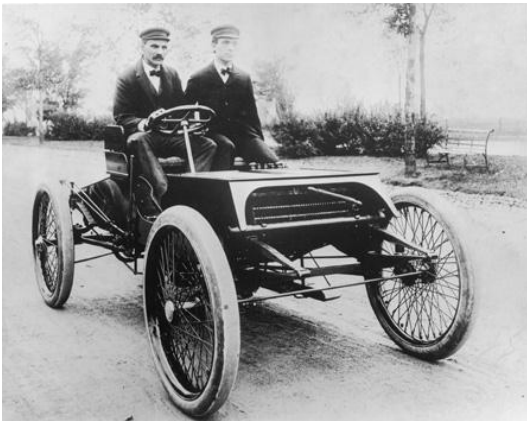
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1901 Ford Sweepstakes

The Race Car That Changed Everything

October 13, 2010 - 9:59am

From the Collection of Racing in America at Henry Ford Museum.

This week marks the 109th anniversary of the "Race that Changed Everything." A look at Henry Ford and his race car - Sweepstakes - part of the collection of Henry Ford Museum and Racing in America.

Genesis

When Henry Ford began building "Sweepstakes" in 1901, he had a specific purpose in mind: publicity and recognition. In late 1900, Henry Ford's fortunes were at low ebb. His first venture in auto manufacturing, the Detroit Automobile Company, was going out of business after producing 19 or 20 vehicles in a year of operation. The cars had not sold well and Ford wanted to develop a better one, but his stockholders decided to dissolve the company.

The car Ford wanted to build would be mass-produced, uncomplicated, reliable, and sold at a price most people could afford. That was a revolutionary idea in 1901, when the automobile was still a novelty, and much too expensive for all but the very wealthy.

In fact, at that time Henry Ford was thought of in Detroit as being a bit of an eccentric. He was not well known, especially beyond Detroit. He had been a mechanical engineer at the Edison Illuminating Company when he produced his first working automobile, the Quadricycle of 1896. That car brought him some local recognition, but nothing like the sensations being created in the press by famous drivers and builders like Alexander Winton, Frank Duryea, Ransom E. Olds, and particularly such European racers as Henri Fournier and Fernand Charron.

Many years later when recalling that time, Ford said, "I never thought anything of racing, but the public refused to think about the automobile as anything but a fast toy. Therefore, we had to race."

Racing proved the worth of a builder's engineering talent by demonstrating the speed and reliability of the product. There was a lot to prove, because the infant auto industry of 1901 was bursting at the seams with ideas, experiments and innovations. It was in a state of entrepreneurial ferment: Total U.S. auto production was about 4,000 units, from more than 50 companies, and the short lifespan of the Detroit

Automobile Company was not unusual. No one knew what course the industry would take. At the turn of the last century, New England was the auto manufacturing hub, not Detroit, and the predominant sources of power for automobiles were steam and electricity, not gasoline.



Sweepstakes - A Gamble

Henry Ford was confident that somebody would succeed in producing the mass-market car he envisioned, and above all else he wanted to be the one to do it. But that would require significant financial investment. He needed to prove to potential backers that he had good, sound ideas, and that his automobiles could be a commercial success. Racing Sweepstakes would provide a high-profile way to promote his name and reputation.

Still, Sweepstakes was a gamble. Fame, as well as significant prize money, could be won, but only if the car proved to be a winner. And Ford was facing tough odds. There were plenty of successful builders and racers to provide fierce and experienced competition.

Construction of Sweepstakes started in May, 1901, in a shop at Cass Avenue and Amsterdam Street in Detroit. Working with Henry Ford were Oliver "Otto" Barthel, the overall project engineer, and Ed "Spider" Huff, who was responsible for the electrical and ignition systems, and also was Ford's riding mechanic. They were assisted by Ed Verlinden, a lathe operator, Charlie Mitchell, a

blacksmith, and George Wettrick, a lathe hand and engine assembler.

1901 Technology

The car's frame is made of ash wood reinforced with steel plates, suspended on its front and rear axles by leaf springs. The axles are located by a Ford-patented "reach-rod" system. The wire-spoke wheels are 28 inches in diameter, fitted with four-inch-diameter tires from the Diamond Rubber Company, which eventually became part of BFGoodrich Tires. These were an early form of "tubeless" tire, in that the tire is a one-piece circular tube with bolts embedded in the rubber for attaching it to the wheel rim.

The engine is mounted in the middle of the car on the left-hand side, under the seat. It has two cylinders, horizontally opposed, with the crankshaft aligned transversely across the chassis. The cast-steel connecting rods reflect steam-power technology, with brass crank bearings as separate pieces bolted to the ends of the rods. The block and pistons are cast iron and, with a seven-inch bore and seven-inch stroke, the total displacement is 539 cubic inches.

The cooling system holds eight gallons of water, circulated by a pump located on the outboard side of the engine. The pump is driven by a chain from a gear on the outboard end of the crankshaft.

The fuel tank holds approximately five gallons of gasoline, fed to the engine by gravity.

The engine oiling system is simply a series of drip mechanisms that deliver oil to the desired locations. Since the crankshaft spins in the open, a lot of oil is thrown around when the engine is running, soon covering not only many external parts of the car, but also the driver and riding mechanic. This was called a "total-loss" oiling system, because none of the oil is recovered or recirculated.

The cast-iron flywheel, mounted on the inboard end of the crankshaft, measures 24 inches in

diameter and weighs 300 pounds. A secondary wheel, which fits into a flange machined into the inside of the flywheel's rim, acts as the high-gear clutch.

Next to the high-gear clutch is the two-speed planetary transmission, with a first-gear band and a reverse band. A sprocket, mounted at the center line of the car, carries the drive chain, which runs to another sprocket on the differential in the rear axle.

According to Oliver Barthel, the engine block and pistons were cast elsewhere, but all the machining and assembly was done at their Cass Avenue shop.

Several elements in the car were innovative and technologically advanced for the time.

The induction system, then called a "vaporizer," is a rudimentary form of mechanical fuel injection, throttled by varying the amount of intake valve opening, and the ignition system is a forerunner of today's distributorless coil-on-plug systems. It is called a "wasted-spark" system, because the spark fires on both the compression and the exhaust strokes. Both the vaporizer and the spark coil system were patented by Ford.

The "Huff" ignition system was innovative because it has porcelain insulators on the spark plugs. Spark plug fouling was prevalent in those early engines, so Ford and his team engaged the services of a Detroit dentist, Dr. W. E. Sandborn, to make ceramic insulators for their plugs. The electrical insulation gives a hotter, more consistent spark. In fact, after the 1901 race Alexander Winton bought several of Ford's spark coil systems for his cars.

Fifty-one years later, Barthel said he believed they were the first porcelain-insulator spark plugs made anywhere.

In the same reminiscences, recorded in 1952 for the Henry Ford Museum Archives, Barthel described their first test session: "The first trial run was made in July, 1901, on the north boulevard over a measured half mile. It was timed by an electric timing

device that Huff and I had specially made for this test. This section of the boulevard was closed off by a special police guard for the duration of the test. The timer recorded the speed for this straightaway test run at the rate of 72 miles per hour."

While there are no records or descriptions about how Sweepstakes was operated, from the positions of the controls it is reasonable to assume that Henry Ford operated the steering, the throttle lever, the reverse gear pedal, the gearshift lever, and the brake lever. From his position crouched on the left running board, the principal job of Huff, the riding mechanic, was to counter-balance the car in the turns. He also would operate the controls for spark advance, the ignition on/off switch, and the oiling system if necessary.



First-Time Winner

Sweepstakes carried Henry Ford to victory in the first and only race he ever drove — the race against Alexander Winton on October 10, 1901, in Grosse Pointe, Michigan. Since Ford was the underdog, and the local favorite who defeated one of the best and most successful racers in the country, his victory was popular and widely publicized. In fact, Ford's win changed everything for him, and ultimately for the history of the auto industry. Several people watching that day came forward with offers of financial support, which set him on the road to establishing Ford Motor Company in June, 1903. Ford went on to prove his belief in low-cost

production with the Model T, the car that put the world on wheels.

The Sweepstakes Saga

Following Ford's October, 1901, victory, he received several offers from people who wanted to buy his race car. "Ford's machine caused a lot of talk among the visiting chauffeurs," reported the Detroit News on Oct. 11, "and one of the best of them is today dickering to buy the car or a new one made on the exact pattern."

However, Ford did not sell Sweepstakes until March of 1902. That was the same month he left the Henry Ford Company (which ultimately became Cadillac), his second manufacturing venture, launched after the October, 1901 race. Ford was dissatisfied with his situation there, and wanted to build better, faster race cars. The 999 and Arrow were the results, appearing later in 1902.

William C. Rands bought Sweepstakes for approximately \$2,000. Rands, who owned a bicycle store on Woodward Ave., entered it in several races with a driver named Harry Cunningham, who also on occasion drove the Arrow for Henry Ford and Tom Cooper.

As the auto industry grew, Rands became a large aftermarket supplier of such parts as convertible tops and windshields, and he offered Sweepstakes back to Henry Ford sometime in the early 1930s.

By then it had been stored in a warehouse for many years, and the wooden body had been destroyed in a fire. Ford had new bodywork made to restore the car, and promotional photographs taken in the '30s show that the result of this work was not an exact replica of the original.

After this point, the car was stored at Henry Ford Museum and, over time, all but forgotten. With no papers to verify it as the original Sweepstakes, museum personnel came to believe it was a replica built by Henry Ford in the '30s.

It wasn't until the approach of the 1901 race's 100th anniversary that

steps were taken to verify the car's authenticity. Conservation of the original Sweepstakes, along with the building of two working replicas, began in preparation for the Ford Racing 100th Anniversary celebrations.

The original Sweepstakes is now on display at Henry Ford Museum, and The Henry Ford acts as caretaker of one of the running replicas that was built in 2001.

Photos & Articles from Ford Racing

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The annual Board of Directors (BOD) meeting will be held January 22 – 24 at the Airport Marriott in Phoenix, Arizona. Schedule includes: Friday orientation for new and current BOD members, Saturday attending the Barrett-Jackson auto auction, and Sunday BOD formal meeting and installation dinner of new Board members.

The other three BOD meetings for 2011 will be held in Dallas, Texas.

2011 National and Grand National show schedule:

NATIONAL SHOWS:

April 8-10 – Wild West Pony Show at Mesquite Memorial Stadium North Texas Mustang Club; Hampton Inn and Suites (\$98) - 800.426.7866 Mesquite, TX, <http://www.ntmc.org>

May 20-22 – River City National at River City Market Place Jacksonville Mustang Club; Crowne Plaza Jacksonville Airport (\$85) mention MCA National 2011; 1-800.227.6963 River City Market Place; Jacksonville, FL.

June 17-19 – Mustangs at the Beach at Sands Point Preserve; (Guegenheim Estate) Mustang Shelby Club of Long Island; Hampton Inn – Garden City; \$149/night, Code MAB Sand Point, New York.

August 12-14 – Midwest National Mustang Show Mustang Club of Central Iowa, Des Moines Airport Holiday Inn (\$99/night); 1-800-248-4013 Des Moines, Iowa

GRAND NATIONAL SHOW

September 2 – 4 – Monuments and Mustangs at Regency Furniture Stadium National Capital Region Mustang Club Waldorf, Md.

If you would like to join this worldwide Mustang organization and receive a great magazine full that has stories, pictures, and "how to do" articles, see me during the break.

Check our newsletter, Face Book and website for shows, upcoming Christmas parades and cruise-ins in the Richmond metro region.

Dave Dickey

MCA Regional Director

Phone: 804-730-1450

E-mail:

mcadirector@centralvamustang.com

CVMC - MCA Gold Card Judges

1964½-1966: Don Lane

1967-1968: Dave Dickey

1965-1970 Shelby's: Rick Noctha

CVMC – MCA Certified Judges

1966: Karen Lane

5th Generation: Tony Hall, Dave Dickey & David Lythgoe



News from the Car Club Council

Weeks ago the EPA gave the go ahead for E15 for use in 2007 and newer vehicles. Now the EPA has put E15 on hold after a lot of comments from the public. EPA has also announced that it will not make a decision on E15 for 2001 – 2006 vehicles for months.

The EPA only tested a handful of vehicles with E15. In fact there was only one Energy Department study of 16 vehicles. This was premature and more testing should have been done. The EPA was apparently giving in to the ethanol interests. And so has the US Senate because it didn't let the \$6 billion a year subsidies to the ethanol producers expire. Looks like they got what they wanted for Christmas.

Richmond is electric city or at least Ford Motor Company thinks so. Richmond was picked as one of only 19 cities to get the first all electric Ford Focus cars. Richmond was chosen because of high sales of hybrid and electric vehicles plus the local electric companies can handle the added demand these vehicles will put on the flow of electricity. The electric Focus is said to go up to 100 miles per charge. Richmond was also the kick-off for a 14-city tour of the Ford Transit Connection Electric demo van. The City of Richmond is buying and testing four of the vans and may buy up to 40 of them. Let's hope this experiment goes better than the previous one with electric buses back in the 80s. Despite costing almost three times as much as a diesel bus the electrics didn't make it a year until the batteries failed and they were junked.

All electric vehicles will be an interesting experiment. They failed just after the turn of the 20th century and we will see how they do in the 21st century. While some electricity in Virginia is produced by nuclear power most electricity is produced by burning coal. These vehicles are therefore not zero emissions vehicles.

We may need that coal and electricity as the Obama administration has announced a continued ban on drilling off the Atlantic coast for oil. Virginia Governor McDonnell has called for off-shore drilling for oil and natural gas to help fund road projects in our state. McDonnell said he was "extremely disappointed" in what he called the "irresponsible and shortsighted decision." No off-shore drilling is not good for the ailing economy. It means lost jobs, less revenue for the state and a continued dependence on foreign oil.

The 2010 United Nations Climate Change Conference was held in Cancún, Mexico, from November 29 to December 10. Yes, I know you didn't hear much about it and in fact we don't hear much about global warming and climate change anymore after some of the things that leaked

out just before last year's climate conference. So what was the outcome? Below is from Wikipedia:

The outcome of the summit was an agreement, not a binding treaty, which calls on rich countries to reduce their greenhouse gas emissions as pledged in the Copenhagen Accord, and for developing countries to plan to reduce their emissions, to limit global warming to less than 2 degrees Celsius above pre-industrial levels. The agreement includes a "Green Climate" fund, proposed to be worth \$100 billion a year by 2020, to assist poorer countries finance emission reductions and adaptation. There was no agreement on how to extend the Kyoto Protocol, or how the \$100 billion a year for the Green Climate Fund will be raised, or whether developing countries should have binding emissions reductions or whether rich countries would have to reduce emissions first.

The New York Times described the agreement as being both a "major step forward" given that international negotiations had stumbled in recent years, and as being "fairly modest" as it did not require the changes that scientists say are needed to avoid dangerous climate change. John Vidal, writing in The Guardian, criticized the Cancun agreements for not providing leadership, for not specifying how the proposed climate fund will be financed, and for not stating that countries had to "peak" their emissions within 10 years and then rapidly reduce them for there to be any chance to avert warming. Also criticized were the deferral of decisions on the legal form of and level of emission reductions required. Reuters Environment Correspondent Alister Doyle reported that to some delegates, particularly those from vulnerable African nations and low-lying islands, the Cancun talks seemed like rearranging the deck chairs on the Titanic and the Cancun agreements "fell woefully short of action needed".

Mark Twain once said "No man's life, liberty, or property are safe while the legislature is in session." The

General Assembly begins the 2011 session on January 12. We are checking all bills introduced and will let you know if anything that could affect the car hobby is proposed. All the automotive related bills are posted on the VAACC website. Go to <http://www.vaacc.org> and click on legislation, then click on The Latest News on Legislation for all the bills. Each bill is linked to the General Assembly website so you can check the status. There have been some pre-filed bills with many bills banning texting and use of a cell phone while driving along with the usual DUI bills, special license plate bills and bills on various traffic laws.

**CCCCV President
Fred Fann**

Upcoming Car Shows

MCA Events

April 8th to 10th, 2011

2011 NATIONAL SHOW

Wild West Pony Show At Mesquite Memorial Stadium; North Texas Mustang Club; Hampton Inn and Suites (\$98) - 800.426.7866
Call Ralph Perkins at 972.979.8840
perkinsiii@yahoo.com Call Jerry Flowers at 972.948.1941
Mesquite Memorial Stadium; Mesquite, TX <http://www.ntmc.org/>
www.WildWestPonyShow.com

For more information on other MCA Car Shows and Events please visit the Mustang Club of America's website at...
[Mustang Club Of America](http://www.MustangClubOfAmerica.com)

Non-MCA Events

January 29th, 2011

12th Annual Polar Bear Run - This is a mystery run so no one knows where they are going until they get there. We will leave the Valero gas station (23002 Airport Street, Petersburg, VA 23803) at the intersection of Route 226 (Cox Road) and Route 460 in Dinwiddie at PRECISELY 8:30 AM on Saturday January 29th. If you show up at 8:31 be sure to look for the

taillights in the distance. We will take a ride to a small town where you will be able to see a shop full of interesting stuff. And I have a wonderful luncheon buffet set up for us in another town. It will all be over by 1 or 1:30 including lunch and you'll only be about 50 miles from Richmond. You must sign up at the website! More info and sign up form at the website: PBR 12.

February 11th to 13th, 2011

49th Annual Rods & Customs Car Show - Presented by Asphalt Angels Car Club. The East Coasts Biggest & Largest Indoor Rod & Custom Show is known up & down the Coast for its Unique and Unusal Trophies and Laid Back Atmosphere. The Location is "The Showplace Exhibition Center" 3000 Mechanicsville Turnpike, Richmond, Va. 23223. Info: Phone Number: 804.225.8877 or check their web site www.asphaltangels.net

For more information on other Area Car Shows and Events please visit the Car Club Council of Central Virginia website at...

[Car Club Council of Central Virginia](http://www.CarClubCouncilofCentralVirginia.com)

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