

CENTRAL VALLEY MUSTANG CLUB
Fresno, California
December 2009

CLUB INFORMATION
Central Valley Mustang Club, Inc.

P. O. Box 9864, Fresno, CA 93794

Website: <http://www.cvmustang.org>

Club Purpose: To provide a common meeting ground for Mustang owners and further the enjoyment of ownership; to include workshops, discussions and technical meetings; to promote a more favorable relationship with the general motoring public; to further the preservation and restoration of all Mustangs.

Who Can Join: The club is open to all Mustang enthusiasts. Any individual or family can join. Ownership of a Mustang is not essential, but enthusiasm is. CVMC embraces the practice of encouraging diversity within the membership and involvement of the entire family in its membership and at all club events.

A Family Oriented Organization: As a part of promoting family involvement in the club, children are allowed and in fact encouraged at all club functions. In deference to this family involvement and the driving of motor vehicles, consumption of alcoholic beverages is discouraged at club events except where the club is staying overnight and there is no potential for any drinking member or guest to get behind the wheel.

Dues: For the first year only, \$30 for a one year Active Membership, of which \$5 will be an initiation fee and \$25 for dues. For additional family members, Active Membership dues are \$5 per member. Renewals due each January. Renewal notices are not sent.

CVMC OFFICERS

Jim Sanborn, President	229-1576
Allen Rasmussen, Vice President	322-5879
Carol DeLaPena, Secretary	453-0571
Michael Rube, Treasurer	297-8415

MEMBERS AT LARGE

Ron Deubner	213-0687
Fred Grove	243-1921
Don Hobbs	448-9690
Tony Kokalis	229-3219

Compliments or complaints should be presented to Members at Large.

MEMBERSHIP CHAIRMAN

Anna Rasmussen	322-5879
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CLUB MERCHANDISE CHAIRMEN

Garo Chekerdemian	434-6322
Bob Anderson	233-8983

ACTIVITIES & PUBLICITY COMMITTEE

Etta Black	448-9690
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Suggestions for activities should be directed to the Activities Committee.

CALLING COMMITTEE

Mary Kokalis	229-3219
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CHARITY COORDINATOR

Nancy Sharmer	225-4371
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NEWSLETTER EDITOR

Nancy Sharmer	225-4371
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ADVERTISING

Kenny Sellick	289-2872
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ADVERTISING RATES

Classified Ads (3 lines)

CVMC Members	FREE
Non Members per issue	\$3.00
With Photo	10.00

Business Card Ad

Issue	\$5.00
Six Months	13.00
One Year	25.00

Double Business Card Ad (1/4 Page)

Issue	\$ 7.00
Six Months	20.00
One Year	35.00
Half Page, One Year	70.00
Full Page, One Year	105.00
Half Page, Back Cover, One Year	80.00

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GENERAL MEMBERSHIP MEETINGS

Last Thursday of Each Month
Denny's Restaurant
Blackstone & Herndon, Fresno
Dinner - 6 PM ~ Meeting - 7 PM

SOCIAL GATHERINGS

1st Saturday of Each Month
Chubby's - 6 PM
First & Gettysburg, Fresno
3rd Saturday of Each Month
Travel Night

PAST PRESIDENTS

Wanda Hamshar	2008
Michael Metz	2006-2007
Jim Sanborn	2005
Doug Deffebach	2003 - 2004
Christina De La Pena	2001 - 2002
Jim Sanborn	2000
Jay Sharmer	1999
Brian Massey	1997 - 1998
Jim Sanborn	1996
Ron Deubner	1995
Paul Beckley	1994
Dave Rose	1993
Paul Beckley	1989 - 1992

PRESIDENTIAL RAMBLINGS



Greetings Mustang fans!

Well, as they say, "Tis the Season"! Halloween and Thanksgiving have come and gone and Christmas is fast approaching. Hope you've got your shopping done!

Looking over the year behind us I see one that has had more good times than bad. One of the bad was loosing a member and good

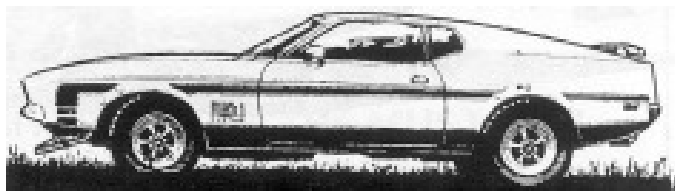
friend, George Hickerson. He will be missed. But a lot of good stuff happened, too. We drove a lot of places like the Blossom Trail, Fabulous Fords at Knott's Berry Farm, Shelby World Headquarters and the Las Vegas Speedway in Las Vegas, Kings Canyon National Park and Jeff Boyd's Mountain Run, to name a few. We did a few shows like the Knott's trip, Kerman's Easter car show, Clovis Motorsports, Shiner's, Bentley's and probably a couple others I've forgotten about. We did three parades: the Kerman Harvest Festival, Fresno's Veteran's Day Parade and Fresno City College's Home Coming Parade.

We stopped and ate along the way a few times, too. Chubby's, the Pizza Pit, Foster's Freeze, the Golden Chinese, Sizzler's, Humphrey's Station and Ducey's, to name a few. We even had a few picnics like the ones put on by Bill and Lucille Hall and Brandon Walker. And lastly was the club's 20th Anniversary Picnic out in Kerman. Thinking about it we are one well-traveled and well-fed Mustang Club!

Of course most of that wouldn't have happened without the hard work invested by not only the people who make up the club's board of directors, but by everyone else who dedicated their time and effort to put these events together. Because of your efforts you have made it so easy for everyone to have so much fun.

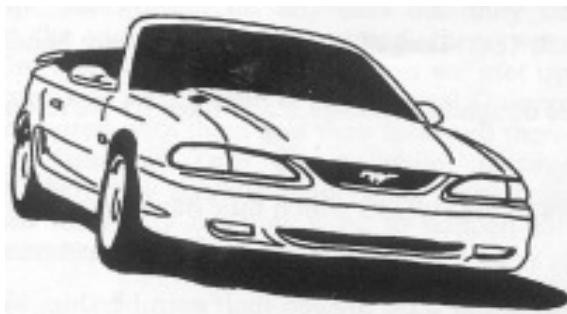
So now it's time to look ahead to the upcoming year. We already have a couple of things on the drawing board and, and with your input, we'll have a lot more. I've had a great time as your president this last year and I'm looking forward to letting the good times keep on rolling with our new president Ron Deubner at the helm. Thanks to everyone who pitched in and made my job not only easier but a lot of fun, too.

See ya on the road! Happy Mustanging!
Jim



ROAD TRIP TO DUCEY'S

By Jo-el Vaughan



Sounds of high-powered engines
Smells of pine
Sunshine
Crisp air
Fall colored hillside
Newly surfaced road
Yummy food
Good friends
9 members on the tour
3 reds, 1 blue
ABHV participants
Cold Stone closure

Meeting at the Heart Hospital we were a tiny but mighty threesome. We waited a bit for more, then Mustang time arrived and we left! A great drive on the Northfork Road, almost our own private road, except for that black and white car parked in the shadow, but Bill, our fearless leader, saw him in time.

We had great seating on the patio, sun or shade available at our table of nine. Smooth lake, then the roar of the high-powered boats making huge waves, with the back-drop of the lush forest across the lake.

We were busy with lotsa talk, sharing stories, laughter, and goooooood food. Then, Becky and Sarah wanted ice cream —just an itty bitty fat free ice cream —not too much to ask. Whatt?????????????No ice cream in October? "Closed for the Season". Becky was a much happier Mustanger when we reached Cold Stone.

Bob and Jean Anderson returned to Prather to hear his buddies play. Lucille and Bill Hall took the "way back" road home. Now, that left Carroll Bartee and Bob Vaughan driving down the road. They s-l-o-w-e-d to see if an ice cream shop was open in Northfork. What do YOU think? That road is now Bob's favorite . . .

We did the Mustang tradition proud, and gave Cold Stone in River Park our business. (Does the club have stock in that corp. yet?) We had lots of fun, but missed those of you who weren't able to be there.



Please forgive any boo-boos in this issue. I did it in between moving and almost forgot all about it altogether!

The old year is coming to a close and a new beginning is right around the corner. Let's wish for good health and happiness for all in 2010 and beyond. There has been too much loss and illness the past few years.

Thanks so much to the board for 2009 for all your hard work and dedication to the club. Without you, nothing would have gotten done. Now it's up to the new board to carry on. Congratulations and thanks for agreeing to serve. Here is the new board:

President: Ron Deubner
Vice President: Allen Rasmussen
Treasurer: Jo-el Vaughan
Secretary: Carol DeLaPena
Membership: Brandon Walker
Members-at-Large: Bob Vaughan, Jim Sanborn, Fred Grove and Don Hobbs

Remember that this is YOUR club and you only get out of it what you are willing to put into it. It's nice when different members step up to plan an event and make sure it is carried out. It shouldn't just be the same people taking responsibility all the time. Besides that, it's fun!

On a personal note, Ron and I have survived the move into our new home. There are a few things left to move, but they are small and time consuming rather than hard. Other than me falling down a couple times and breaking a few things, it has gone pretty well. They don't call me Klutz Butt for nothing, and I have the bruises to prove it. The cats are adjusting fairly well and we are beginning to feel at home. I knew Sophie the Hellcat would take it well because she is so curious, but at any loud noise Mommy scurries under the bed.

I take the month of December off, so there won't be a newsletter at the January meeting. I will be on vacation during most of the holidays and I know we'll miss several functions, which is sad, because I always enjoy them. Hopefully we'll be around next year for all the holiday events.

Merry Christmas and Happy New Year to you all. It's been a blast!

Nancy

TURKEY and CRANBERRY ENCHILADAS

Ingredients

- Nonstick cooking spray
- 2 to 2-1/2 cups shredded cooked turkey
- 1 16-oz. can whole cranberry sauce
- 1 15-oz. can black beans, rinsed and drained
- 1-1/2 cups bottled salsa
- 1 cup shredded colby and Monterey Jack cheese (4 oz.)
- 1/2 cup dairy sour cream
- 3 green onions, sliced
- 1/4 cup snipped fresh cilantro
- 1 tsp. ground cumin
- 1/2 tsp. salt
- 1/2 tsp. ground black pepper
- 8 7- to 8-inch whole wheat or regular flour tortillas
- 1 tsp. bottled hot pepper sauce

Directions

1. Preheat oven to 350 degrees F. Lightly coat a 3-quart rectangular baking dish with cooking spray; set aside. For filling, in a large bowl stir together turkey, half the cranberry sauce, beans, 1/2 cup of the salsa, 3/4 cup of the cheese, sour cream, green onions, cilantro, cumin, salt, and pepper. Spoon about 2/3 cup filling on each tortilla. Roll up tortillas around filling. Place, seam sides down, in prepared dish; set aside.

2. For sauce, in bowl stir together remaining cranberry sauce, remaining salsa, and hot pepper sauce. Spoon over filled tortillas. Cover with foil. Bake for 45 minutes. Uncover; top with remaining cheese. Bake 5 to 10 minutes more or until heated through and cheese is melted. Sprinkle with additional cilantro and green onions.



PONY TALES

Allen Rasmussen served as President for the October meeting, and did a fine job. (With help from his loving wife.) Jim and Stacy attended one of Jimmy's special chorus events.

We must have broken a monthly record for new and potential new members, with five people/families checking us out, to much applause.

Peggy Lara hit the jackpot in the raffle, snagging several prizes. She was banned from collecting more prizes.

The night of the meeting Ron Deubner ended up in the hospital in Las Vegas and had a four-day stay. Nancy flew there and drove back home with him, after spending the night at her sister's. He's feeling much better now, other than a cold he picked up somewhere.

Ron Coppola was hospitalized and underwent cardiac ablation fibrillation. Once home, he immediately threw out his back! Jann says he is doing much better, feeling better, more energy and not feeling the racing heart, and irregular heart beats.

Jay and Chris Roth's son, Michael, has purchased a 2006 green Mustang. They keep it in the family!

Nancy Sharmer, Ron Deubner, and their friend Louise, attended the Breeders' Cup races on November 6 and 7, and were thrilled with the two days of exciting racing, especially the Classic, which Zenyatta won without much effort.

Word is that the Halloween party at Gavino and Karen's was lots of fun, and it was Josh's birthday, too.

Etta Black bought Don Hobbs a yearly pass to Disneyland for his birthday. The Disneyland craze is still going strong within CVMC.

Jimmy Sanborn auditioned for and was accepted to sing in Texas for the OAKE (Organization of American Kodaly Educators) group in March. Only about 400 kids nationwide get accepted.

Jeff Noel says: I ran the Big Sur Half Marathon in Monterey yesterday 11/15 and finished in 1:33:05, 140th out of 6000+ runners, and 12th in my age group M45-49.

Rich and Sue Atkisson have a new granddaughter. Riley arrived Saturday, November 21st. She was 9 lbs. and 23 inches long!

Jann Coppola is planning on visiting her Dad in Arizona for a few days in December and received her eligibility form to schedule her nursing board exam.

Nancy Sharmer and Ron Deubner are finally living in their new abode.

TRAVEL SCENE

By Karri Latimer

From November/December 1991 newsletter

It was a bright sunny Saturday morning on the 12th of October when the club packed up and headed for the coast. Leaving Fresno around 7:00 a.m. and with a brief stop in Lemoore to add to our party, we were Pismo bound with a group totaling 8 ponies (7 FoMoCo and 1 Japanese!). With CB equipped Mustangs posted at the front and rear of the caravan we would our way up through the hills and with only two rest stops en route, we made it to Pismo in a club record time of only 4 hours.

Driving through Pismo on the way to our campground, we seemed to be the center of attention. There were numerous waves and greetings from passersby. After setting up camp, some of us went down to the beach to have lunch and play with the wildlife and other flotsam which had washed up.

Dinner was a potluck and the rest of the evening was spent around the campfire telling tales which got progressively worse. It was about this time we found out that the railroad tracks, about 20 feet behind our tents, had NOT been abandoned but indeed were in full use every hour on the hour. Rail traffic ran the full spectrum from speeding Amtracks to long and slow moving freights which had a square wheel every other car.

Awakening refreshed the next morning we ate breakfast and then decided on a full days activities working our way up the coast before heading home that night. But first came the mandatory stop on the beach with our cars for some pictures. As we traveled up the beach, we stumbled into an area which had been torn up by 4X4s and the 3 lead ponies got bogged in the sand. We pushed them out only to find that sand had torn up the front seal in Paul's transmission and that it was gushing ATF. We left the beach and found a parts store where Paul bought a case of fluid and some sealer in hopes of making it to the Madonna Inn.

When we reached the Shell station at the Madonna Inn, it was obvious by the clouds of smoke that this wasn't going to work. Paul tried to work out a deal with the "mechanic" for the use of his lift. In the end Paul agreed to pay \$115.00 for the man to repair it. After accomplishing almost nothing, 2-1/2 hours later, the mechanic asked for help. With Paul and Scott doing the work, the Stang was back on the ground and ready to go 45 minutes later. It was now getting late at that point so we headed back to Fresno, arriving home around 11:00 p.m.

Although we didn't get to do all the things we4 had planned on, all of us still had a FANTASTIC time! We hope that more of you can come along on future trips. See you then!

Submitted by Van Noble

BLOSSOM TRAIL CAFÉ

November 7, 2009
By Linda Higham

The Blossom Trail Cafe has always been a great place to eat. No matter how many show up unexpectedly, they have always been gracious and the food great.

We had a great lunch and at least one glass of water to remember the temperature of the day. Most of the participants returned to Fresno after lunch. Tom and I took advantage of the location and drove up Belmont to Piedra, made the loop and came home by way of Kings Canyon Road through Centerville. Always a nice drive. Would have been great with the top down.

I'm sure that this location will be on the venue for future events. Well worth the effort.

DUARTE POINSETTA NURSERY

November 21, 2009
By Linda Higham

Tony and Mary and Tom and Linda met for breakfast at Yukon Jack's at Herndon and Hwy 99. The service was great and the food very good. We received a call from Bob and Jean indicating that they would be joining us and we all left Taco Bell parking lot about 9:15.

After one rest stop, we arrived at the nursery about 11:00. We had lots of parking space and with it being the first day open to the public, we had a wonderful selection of plants and a magnificent view of these wonderful flowers. It was very difficult to make a choice.

We were pleasantly surprised to see members of the T-Bird and PT Cruiser Clubs of Fresno. Even more surprised when we all met a second time at the Hilmar Cheese Factory in Hilmar. (They suggested a stop at the vinegar and/or olive oil processing plants on any tours for next year.) I think that Mary and Jean really enjoyed the squeaky cheese at Hilmar. There was also a wonderful gift shop and served a great lunch.

Bob and Jean made a side trip to Castle Air Base while the rest of us headed home. We arrived in Fresno about 3:30 in the afternoon. This was a great outing and would be a good one to repeat next year.



TWENTY YEARS OF MEMORIES



From Gavino Diaz: I have mixed emotions because some of my best memories are of friends that have passed on and that loss sometimes brings tear to my eyes, but the good times spent always bring a smile on my face. Like the time I decided to cut my hair in to a Mohawk for the first time right before we went to Knott's. I rode with the top down all the way. Then I realized that I forgot my hat so I had no way to cover my head, so by the time I got to Knott's I had a sunburn on my head. When we got to Knott's everyone noticed that my head was a different color (burnt); some people touched it . So by the time I got to my room and took a shower all my skin started to peel off. Needless to say that was a painful and a fun day.

From Karen Diaz: My best memory was when we gave one of our Halloween parties and Gary Cook attended. When he came to the door I thought that he was one of the kids because he had a helmet and race car suit on and (he's not very tall). He said "Trick or Treat" and I said, "Aren't you a little to old to be Trick or Treating?" He answered, "No, I came for the party", and he handed me a bag of candy and walked in. I told him to wait a minute and take your helmet off who are you? He took off his helmet and it was Gary!!! I was so embarrassed because I was not letting him.

From Gary Cook: In the spring of 1990 I was cruising Blackstone in my 1969 red Mustang convertible. I made the turn-around and pulled into the K-mart parking lot where some of my street racer buddies habitually hung out. As I drove through a sweet '65 Mustang coupe came and stopped alongside. The driver introduced himself as Paul Beckley and that he had started a Mustang club and asked me if I would be interested in joining. I said that I might be so he gave me the info about it. It took me about 6 months to finally go to a meeting as I was in the middle of what was to be my final year as a full time racing driver and spare time was at a premium. When I did finally get around to going to a meeting later in the year I met a bunch of really great people who had some of the same interests as I did and I have been a fixture in the club ever since. I had been a charter member in the first Mustang club which was established by the Ford Motor Co. and meetings were held at the Dealership at Blackstone and Clinton. I had also been a member of the Norcal Shelby club since the early 70's as I was the owner of a Guardsman blue with white stripes '66 GT350.

My first Mustang was a '65 Rangoon Red fastback that was a graduation present for my succesful completion of U.S. Navy bootcamp in Jan 1965. The car had been specially ordered and was on reflection probably one of the first fast-backs sold in the central valley. The '66 Shelby GT350 was my second mustant and I seem to have managed to buy one of every 10 yr anniversery since having owned a 75, 85, and now a 95, maybe one of these days I can buy a 2005.

In 1991 I was given the oppportunity to purchase Fresno Mustang and for the next 10 years until I sold the business in 2001 I was in hog heaven. Imagine being able to make a living doing something you already loved. I had the inside track on buying the business because I was a good friend of the owner Marty Hobbs and indeed he and I had teamed up to campaign a '67 Mustang built as a stock car at Madera Raceway in 1982 through 1984 and had won our share of races with me behind the wheel and Marty behind the wrenches. The business was a great platform for promoting the club, which I did shamelessly. I don't know how many members I recruited for the club but I do know that most of the club newsletters from that era didn't have a back page because they had the membership form on the back and I had passed them on to a prospective new member.

I have totally enjoyed my membership in CVMC and have made some good friends along the way, I am just sorry that all of them are not still with us. At the present time we only have about 5 to 6 people who are still active in the club when I joined 19 years ago but we have picked up new members along the way who have added their spirit and energy to the club and have kept it the great club it is today.

VETERANS' DAY PARADE

By Mary Kokalis

I am starting my article on the 2009 Veteran's Parade with a big thank you to CVMC's Veterans for their participation in protecting our country. THANK YOU to Louie Acuna, Rich Atkisson, Gary Cook, Ron Coppola, Mike Metz, Dave Marean, Patrick Matteucci, Allen Rasmussen, Mike Ruby and Jim Sanborn for protecting our country and driving cars in the parade. If I missed any veterans I am truly sorry and a big thank you goes to you also.

We met at the Manchester Theatre parking lot and caravanned down to Broadway, where we parked and waited for the parade to start. We started rolling around 1:30 for the parade. The fun of the parade is sitting around with our cars in the middle of Broadway and chatting with our members, decorating our cars with all the red, white and blue we can find. Our cars have flags all over them, with members waving the flags as we drive in the parade; it is a great sight to see. (I think Jim Sanborn had enough time to polish up the great Mach I.)

As we drove the parade route, people were waving and trying to get us to rev up our engines. I think of few of our members might have given in to the temptation of pleasing the crowds.

This is one of the best activities of the year. It gives you a good feeling inside to honor our veterans and see all the people along the route honoring them. The parade was televised on Channel 24 and they showed some really good shots of Jimmy waving and yelling to his mother. They also showed my granddaughter waving to her mother (working in the office of Channel 24). Some really good shots of our cars were seen on the news.

We had lunch at Speedy Zapata's Mexican Café afterwards; I think everyone enjoyed the food and the fact that we could watch our cars sitting in the parking lot. A big thanks to all the members for driving their cars in the parade and I hope we can have more cars in next years Veteran's Parade.





★★★★★
VETERANS DAY
★★★★★





SHOCK & FALL!

By Ron Branlet
Photos by Michael Wallace

Question: Is there an easy way to take the front suspension and steering parts off my '65 Mustang? I have beat on the threaded part sticking through the spindle until it is so mushy/coined over that even if it did come off, it will never fit through the hole. My friend says he has a special tool to use to take the suspension apart. Do you know what tool he means? Do you know where I can get one? Thanks for any help you can give me on this.

- Bob J. via the internet.

Every month customers contact me with a question concerning how to take the front suspension off their Classic Mustang something like the one above. In actuality getting the front suspension and steering parts off your classic Mustang and many other classic Ford cars and trucks for that matter, is very simple, provided you know the trick of the trade.

What is this trick? Simple. Get a bigger hammer! And I'm totally serious. To answer the question above, yes, there is an easy way to take the front suspension and steering parts off your '65 Mustang. A very simple way. You simply "shock" the parts apart. In all my years of playing with Mustangs, this method has never failed me.

So what can I mean by "shocking them apart"? Let me explain. Ford designed the Mustang's front upper and lower ball joints, tie rod ends, pitman arms, and other attaching points with tapered studs and holes. When connected together, the tapered stud is pulled up into the tapered hole to the proper point and then, no matter how tight you tighten the nut, the stud can not go through the hole any further. A special castle nut is used and a cotter pin is inserted through the nut and stud so that the nut can't loosen up and come off the stud. (Later model Mustangs don't use the castle nut and cotter pin. They use a nylon lock nut). This tapered fit works extremely well. Now that we've put it together, let's take it apart.

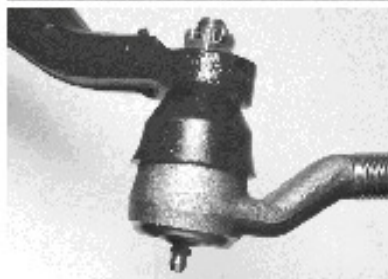
Here's where the trick of the trade becomes important and where the term "shocking it apart" comes into play. Since the stud has been forced into the tapered hole, taking the nut off does not let the two parts just fall apart. They are still being forcibly held together. To shock the two parts apart, a very forceful hammer blow, or a series of blows, on the part holding the stud will shock them and let the two parts simply fall apart! Yes, it's that simple but with one varying degree. The tighter the nut was torqued, the harder the parts are to get apart. So hit it few times, HARD!, and if it's still being stubborn, hit it again, HARDER! Just repeat this process until the parts come apart. I know what you're thinking. No, I've never seen or heard of anyone breaking the part they're hitting. Of course, using a little penetrating oil such as Liquid Wrench can't hurt although I've found that on the Mustangs here in California that it just creates a mess. Use it if you want to.

Over the years, I've seen products and tools that are designed to take suspension components apart. But this is the simplest method I have found and there are no special tools needed, except for maybe a bigger hammer. I keep a short handle 5lb sledge in my tool box and it has never failed me. What is very important to remember is to make sure if at you only hit the part that is holding the stud and that you never hit the stud or the nut. I know that when you're laying on your back on the garage floor, trying to get the contact angle to hit the right piece, it can be very tempting to try to drive the stud out of the hole. But don't do it. Most times you'll damage the stud and have to replace the part you're trying to remove. Especially if you're only wanting to clean and detail the parts you're taking off the car.

Follow along with me as I show you exactly how to "Shock" and then watch as the parts "Fall" off your classic Mustang.

- Ron

BELOW THE BOOT



This is how the ball end looks when attached to your Mustang's shock. The grease boot for the back shock that sits between the axle and spring has a zerk fitting located in it. It should always be filled with grease.

SHOCK THOSE TIE RODS



When removing a tie rod end, loosen the nut, but leave it on the stud with a couple of threads. Then use the hammer assembly shown to hit the spindle end. It can vary down or up of the car depending if the nut is removed.

SHOCK THOSE BALL JOINTS



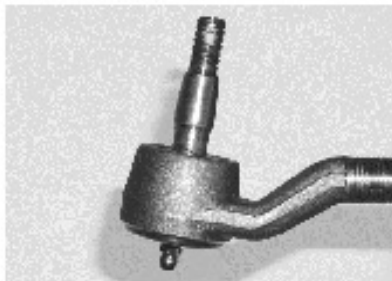
Upper and lower ball joints are basically the same as tie rod ends only they are a lot bigger and heavier. Use the same hammer shown in the tie rod job to safely make these fall away from a couple of blows.

DO'S & DON'T'S

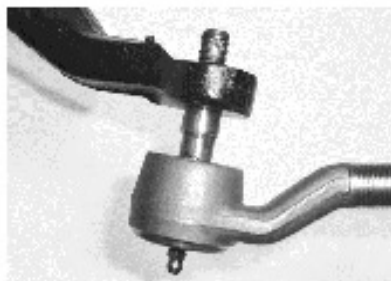


Even if you have a good, heavy hammer handy when removing suspension and steering parts, if they shatter the nut then it will do you in a few weeks. Don't make it your job during the restoration.

BELOW THE BOOT



Here is the same piece and spindle from the spindle end with the grease boot removed. You can see the machined tapered wheel and the tapered stud end. The hole in the tapered wheel is where the center pin is installed.

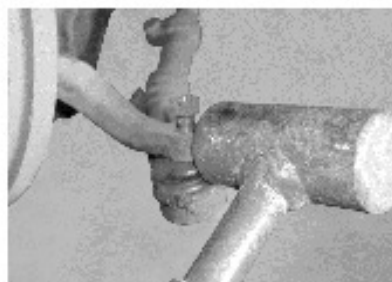


Here the boot and end are slid into the spindle. It stops at a pre-lubricated spot on the stud in the spindle end. This is a 99-99.98 outer diameter. The boot and stud are 1.8 cylinder and open .001-.002" clearance as you install.



Here after you finish you tighten the nut. The grease end of all boots vary to be from 1/2" to 1" in size. Different pieces and make use different sizes nuts and tapered end wheel maching equals life moment when swapping parts.

SHOCK THOSE TIE RODS



With the hammer, give the ball end a couple of good whacks. Observe the ball end will come faster than the stud end. It will come loose, give it a few more hits if it doesn't come loose, get a hose hammer and run over it.



This is the result. The tie rod and stud will drop out of the ball end and the nut will come down swinging on the tie rod. This is very important as you can damage other parts of the nut. This may assembly it right.



After removing the nut, you can separate the tie rod end from the spindle. This is the reason the nut is used on the nut side. The tie rod is open up for several years. It took 5 seconds with a little hammer and a nut.

SHOCK THOSE BALL JOINTS



Place a good angle and whack it a couple of good ones! Be careful not to miss the nut by striking the nut. The nut will come loose, give it a few more hits if it doesn't come loose, get a hose hammer and run over it.



The result. The ball end will drop off the upper ball joint. A word of warning, when it is hit it may break the nut. It may break. Spring pressure and other parts can prevent it from breaking and the nut will be hit. It is a risk.



With the nut removed from the spindle, you can pull the spindle straight out from the nut. This is the reason the nut is used on the spindle. It is open up for several years. It took 5 seconds with a little hammer and a nut.

DO's & DON'Ts



Never hit straight down, always angle, avoid the nut. The nut is the most important part of the ball joint. If the nut is damaged, the ball joint is dead. The nut is being removed from.



Never hit the ball joint, and avoid the nut. The nut is the most important part of the ball joint. If the nut is damaged, the ball joint is dead. The nut is being removed from.













Never hit the ball joint, and avoid the nut. The nut is the most important part of the ball joint. If the nut is damaged, the ball joint is dead. The nut is being removed from.

FOR DETAILED INFORMATION ON CLUB ACTIVITIES
 SEE THE CVMC WEBSITE: <http://www.cvmustang.org>
 OR CALL CLUB INFORMATION LINE: 559-485-1010

December 2009

If your birthday is this month and is not on the calendar, please notify Nancy Sharmer.

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5  Robin Johnson
						Christmas Party
6	7	8	9	10	11	12  Kelly McKinney
				Dinner at Sizzler		
13	14	15  Holly Goehring	16  Jay Roth Jeremy Deubner	17  Kim Grant	18  April Grijalva	19
						Christmas Tree Lane & Chocolate Fest
20	21	22  Chris Roth	23  Lori Sandelin Jennifer Atkisson	24	25 CHRISTMAS	26  Mike Aaron Ron Bramlett
						
27	28	29  Luis Acuna John Brymer	30	31  Dinner at Zlfred's		



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NAME: _____ **DATE** _____

PHONE NO: _____

**For orders and/or questions contact:
 Garo Chekerdemian 434-6322 or Bob Anderson 233-8983**

T-SHIRTS: \$10.00	HATS	\$10.00 each
(RED, PURPLE, GREEN)	NAME BADGES	\$ 7.50 each
S, M, L, XL \$ _____	JACKETS	TBA
XXL \$ _____	PENNANTS	\$ 8.00 each
XXXL \$ _____		
OTHER \$ _____		

ITEM	SIZE	COLOR	AMOUNT
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
			TOTAL \$ _____

RECEIVED BY: _____ **DATE:** _____

PAYMENT METHOD **CASH** _____
CHECK _____



Membership Application

This section will be forwarded to the CVMC Membership Committee. Please type or print in block letters.

MEMBERSHIP COMM. USE	<input type="checkbox"/> NEW	<input type="checkbox"/> RENEWAL	DATE:	AMOUNT:
-----------------------------	------------------------------	----------------------------------	-------	---------

MEMBER INFORMATION					
NAME:			BIRTHDATES:	MONTH	DAY
ADDRESS:			PHONE:		
CITY:	STATE:	ZIP CODE:	NAME & PHONE IN CLUB DIRECTORY?	YES	NO

FAMILY MEMBERS			
	BIRTHDATES:	MONTH	DAY
NAME:			
NAME:			
NAME:			
NAME:			
NAME:			
TOTAL NUMBER OF ACTIVE (VOTING) MEMBERSHIPS FOR WHICH YOU ARE PAYING:			

Car 1

TYPE OF VEHICLE(S)					
YEAR:	BODY STYLE:	MODEL:	ENGINE:	TRANS:	
EXTERIOR COLOR:		INTERIOR COLOR:	HOW LONG HAVE YOU OWNED THE VEHICLE(S)?	YRS	MOS
OTHER FEATURES: _____					

Car 2

TYPE OF VEHICLE(S)					
YEAR:	BODY STYLE:	MODEL:	ENGINE:	TRANS:	
EXTERIOR COLOR:		INTERIOR COLOR:	HOW LONG HAVE YOU OWNED THE VEHICLE(S)?	YRS	MOS
OTHER FEATURES: _____					

Membership Requirements: Insurance - Each active and honorary membership will be required to carry and produce to the Membership Committee evidence of public liability and property damage as follows: a) In the minimum amount required by California law. b) Or, in individual cases, the amounts recommended by the Membership Committee or the Executive Board. This insurance must cover the car owner and any driver of the member's vehicle. Lack of, cancellation of a member's policy immediately invalidates his/her membership in this club. Operator's License - Each active and honorary member must have a valid vehicle operator's license at all times. Lack of, cancellation of, or expiration of this license immediately invalidates membership who operate a vehicle.

Release of Damages: By signing this document, applicant / member agrees to hold the Central Valley Mustang Club, Inc. harmless for and to protect and defend the Officers and Club Members from any damages that may occur en route to, during or from an event in which the applicant / member is involved.

Applicant's Signature: _____ Date: _____

Applicant's E-Mail Address: _____

Please send this form with your check to:

Central Valley Mustang Club, Inc.

Post Office Box 9864
Fresno, California 93794-9864

The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company

MEMBERSHIP DUES: For the first year only, the sum of \$30.00 for a one year Active Membership, of which \$5.00 will be an initiation fee and \$25.00 for dues. Thereafter, a member shall pay each January a \$25.00 fee for dues. For additional family members, Active Membership dues are \$5.00 per member. Dues are prorated by month. Please contact Membership before paying dues.



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*Merry
Christmas*



Central Valley Mustang Club
P. O. Box 9864
Fresno, CA 93794-9864

ADDRESS CORRECTION REQUESTED

Website: www.cvmustang.org
Club Information: 559-485-1010