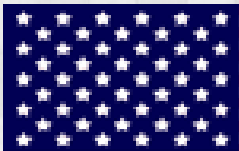
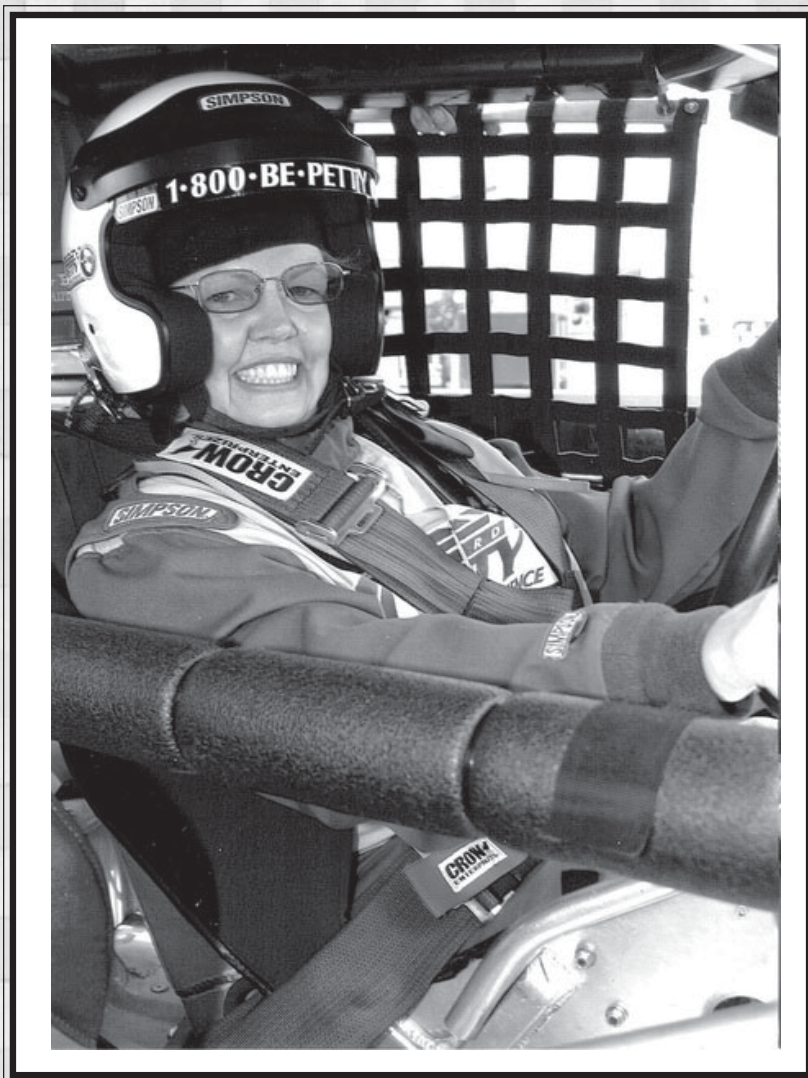


The **PONY PRESS**



**CENTRAL VALLEY MUSTANG CLUB**

Fresno, California

July 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	432-7192
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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

The Central Valley Mustang Club accepts paid advertising from legitimate businesses. CVMC does not necessarily endorse or accept responsibility for the quality or integrity of our advertisers' services.

**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!

Spring is pretty much a thing of the past as it is really starting to feel like Summer. The temps are picking up but we don't seem to be slowing down much! As I write this I've just come back from our Club picnic out at Bicentennial Park in Clovis, hosted by Bill and Lucille Hall. We had a great time playing Horseshoes and Lawn Bowling.

There were a few comments made about the size of the equipment used to play Lawn Bowling and how it was handled but we can't go into that here!

Dave Marean was our chef, grilling up the burgers & dogs. About 35 people spent the afternoon and evening eating & socializing until it got dark. Our thanks go out to the Halls for all they did to make this a wonderful event!

Despite the upcoming heat we still have a pretty full slate of events in the next month. Next weekend, the 28th, Brandon Walker is hosting a potluck at his home from 5 to 9 PM. You can reach him at 323-2150 for directions and details. Brandon is also the go-to guy for our Kings Canyon National Park picnic on the 11th of July. Bring a lunch and something to share. Hmmm, the Club driving and eating! Where have I heard that before? Again, call Brandon for details. Later on in July on the 18th, we'll be headed to the Dam Diner up in Friant for another evening of socializing!

If you have any events that you think the Club might be interested in doing, or you just want to be the first to know what's coming up, then come to the Activities Meeting at the Hall's home on the 19th. For more info you can reach them at 291-1147.

That pretty much wraps it up for this month. I'll see you on the road!

Happy Mustanging!!  
Jim

If all the cars in the United States were placed end-to-end, it would probably be Memorial Day Weekend.

Confucius says:  
Man who drives like hell bound to get there.

Why is it that when you're driving and looking for an address, you turn down the volume on the radio?

## ROUSH 2010 427R MUSTANG

The ROUSH 2010 427R™ Mustang will be the first in the lineup of new ROUSH® 2010 Mustangs to have a ROUSHcharger® installed which boosts the horsepower to 435 and offers 400 lb.-ft. of torque. This is the first time that ROUSH has been able to offer a supercharged vehicle at the launch of a new body style.

Under the hood customers will see many differences in the ROUSH 2010 427R Mustang compared to previous years. One of the biggest changes is that the long air induction tube that wrapped around the engine was eliminated making a much cleaner appearance under the hood. The intercooler reservoir has more than twice the volume of previous generations, and the intercooler itself is a single core cross-flow radiator which means more efficient cooling. It is substantially larger than on prior model years, and is now raised higher off the ground which should offer much less potential for road debris damage. Even the hoses on the ROUSH 2010 427R have seen an upgrade; they are all now 100 percent molded rubber with abrasion resistance and have imprinted markings for things like the clamp locations. This makes for even more of a true OEM appearance under the hood, and ROUSH has taken this factory appearance to the degree of matching the Ford grain on the OEM radiator reservoir and duplicated it on the one used by the intercooler. Although much of the 4.6L, 3V powertrain components are a carryover from that used on the 2005-2009 ROUSH Mustangs, customers will notice much more refinement and OEM-level quality materials and appearance on the new ROUSHcharged™ engines. This new 427R™ is covered by a 3-year/36,000 mile warranty.

The 2010 427R™ includes an appearance package which is comprised of several components such as a new front fascia and front splitter, rear fascia, side splitters, and a three-piece rear wing. The new rear fascia is a one-piece design which improves the fit and finish; the part is injection-molded by ROUSH Manufacturing in an OEM-level TPO plastic which, in the black color with decorative grain, will help reduce rock chips. The vehicle rides on 18-inch cast chrome wheels with high-performance Cooper Zeon tires, with a new 20-inch cast chrome wheel as an available option.

This package also includes an all-new suspension package to greatly enhance the handling of the car and turn that daily commute into a slalom course. The ROUSH chassis engineering team has driven tens of thousands of miles on the streets and tracks to create the best blend of comfort and handling, and claim that this is the best suspension package they have come up with yet for the Mustang. A ROUSH wheel hop reduction kit will be included with all vehicles that have the upgraded ROUSH suspension package installed at the factory.

"I've driven every generation of ROUSH Mustangs and there is no question that these cars keep improving over the years. Our engineering teams never sit back and say, 'That's it. We are done working on this now.' They continually refine the components, whether it is in the engine, suspension, or any other part of the car. They are always thinking and testing and improving and creating the ultimate Mustang for the muscle car enthusiast. I think that there is no doubt that the ROUSH 2010 Mustang is our finest effort yet," Roush stated, adding that he will shortly be using one as his personal vehicles while traveling the NASCAR circuit.



Many thanks and five free raffle tickets go to Vic and Wanda Hamshar, Bryan and JoAnne Rippee, Etta Black and Don Hobbs, Brandon Walker, Ron Deubner, Jim Sanborn and Bob Vaughan for contributing to the newsletter. Your participation is invaluable, as you can tell from the lack of Pony Tales this month. There wasn't enough information given to me to fill up even half a column. If I don't know it, I can't print it.

What I did hear is that Allen and Anna just got back from a fun-filled vacation in Hawaii. And I heard that Dave Marean had surgery several months ago. Mike Metz said that Rosemary is suffering from very bad back pain, which is why she missed the last meeting. I heard someone comment at that meeting that it was worth coming to the meetings just to enjoy the comedy show during the raffle drawing.

Speaking of the raffle, remember that it supports the newsletter, so if you have any thing to donate or re-gift, bring it to the meeting to be raffled off.

Also be prepared to drop some change in the charity coffee can at the front of the room. The change in your pockets helps us to donate money at Christmas time without the hassle of bringing food cans to the meetings.

If you haven't joined the CVMC Cold Stone Creamery Club, you are missing out on some hilarity. For some reason, as we sit outside with our ice cream it creates an atmosphere for laughter. Right, Fred?

Not much new in my life these days. I sure enjoyed our prolonged Spring with the cooler days and really comfortable evenings. Now I'm bracing for the hot Summer, knowing that I have to go from air conditioned building to air conditioned car and to the next air conditioned building. And I'll be visiting my sister in Vegas in July.

Jay's convertible is out of commission again. Looks like the carburetor needs to be rebuilt. I look forward to it being in its old perfect condition so we can take it out once in a while.

The next newsletter deadline will be Monday, July 20, 2009. In the meantime, think about some tidbits for Pony Tales you can send me. Your CVMC friends want to know what the heck you're up to.

Nancy Sharmer



## CREOLE CABBAGE ROLLS



- 12-14 cabbage leaves
- 1/2 lb. ground meat
- 3 T. bacon or sausage drippings
- 1 small onion chopped fine
- 2 T. well beaten egg
- 1 clove garlic, finely minced
- 1 t. salt and 1 t. cayenne pepper 3/4 cup cooked rice

Cook onion and garlic in bacon grease until tender. In a large bowl, thoroughly mix meat, rice, egg, salt, pepper and cooked onion. Place about 1 T. of the mixture in the soft end of cabbage, ending with the large end of the leaf. Continue until all are rolled. In a saucepan with tight fitting lid, place a pan rack, crumble foil or pieces of cabbage on bottom and add water. Place cabbage rolls "HARD" end down.

- 1 cup canned whole tomatoes and juice
- 1 cup water
- 1 t. salt and 1/2 t. cayenne pepper
- 1 t. sugar and juice from 1/2 lemon

Combine tomatoes, salt, sugar, and pepper. Pour over cabbage squeeze lemon over all. Skin may be used. Cover with a tight fitting lid. Cook 15 minutes, then reduce heat to low. Cook 45 minutes more.

For a different taste treat, cook the cabbage rolls without the tomatoes. Add 1-1/2 cups water and lemon juice, a few mint leaves and salt. Make your favorite tomato sauce and spread over them when served. Make an extra recipe. they freeze deliciously. Makes 2 servings.

JULY BIRTHDAY CAKE  
TO BE BROUGHT BY  
RON & JANN COPPOLA

# Kerman Car Show



## CVMC DOES LAS VEGAS

By Etta Black

Well, I have been in the club for four and a half years, and I am finally writing my first article. One reason is because I know if I didn't do this article Nancy would have my head.... I am glad it is the Vegas trip that I am writing about.

There was a small (but fun) group that went. The group consisted of Ron Deubner, Nancy Sharmer, Brandon Walker, Raylene Van Patten, Raylene's son Wayne, and Don, and I.

The first night we were there we went to the Hard Rock Hotel, and ate at the Pink Taco. Thanks to Nancy's sister Robbie we got to park in the VIP parking and was able to get a table pretty quickly. Needless to say Ron was in heaven with guitar, and Beatle paraphernalia. Don is also interested in guitars, so he was having fun looking at all of the guitars on display. But, I think his eye kept wondering off to all of the girls running around in skimpy bikinis. There are only two spots to really do some great people watching, and that is in San Francisco, and Las Vegas. As you have heard what goes on in Vegas, stays in Vegas, so I can't tell all....

Monday morning we went to the Shelby World Headquarters, and the Las Vegas Speedway for tours. For Mustang people (as of course we are) did a little drooling with all of the Mustangs, and the original Cobra on display. The tour of the garage area was interesting; at least what they let us see. After the tour there is an area that they have for you sign your name on the walls. Of course Don went high on the wall, and I went low (ha ha). One thing that defiantly got my attention was when the tour guide started talking about a package for the 2005, and newer V6 Mustangs. They turn your ordinary V6 into a Terlingua. I was very interested until I found out that the base package was \$10,000.00, and the performance package was \$20,000.00. So much for the transformation of my car. The stories on how they came up with the numbering on the cars i.e....GT 350 and the like was very interesting. With the GT 350 the 350 is for the distance between two buildings.

The tour of the racetrack turned out to be anything but ordinary. The guide we had, had just been our cashier in the souvenir shop. We got into this 12-passenger van and headed out. She showed us all of the tracks, nine total. But, the last one was the best. She took us onto the speedway. Somehow I thought it would be wider than it is. I now have a new appreciation for when I watch NASCAR, and they are going three wide at almost two hundred miles an hour. I also have a new appreciation for banking. When we first heard that this track had 20 degree banking it didn't sound like much. When our driver pulled over at the start/finish line and we walked up to the top of the track it was a different story. After we did that we all piled back into the van. We started off, then all of a sudden the driver (remember she was the cashier just minutes ago) floored it. We took three laps at hundred miles an hour in a twelve-passenger van. There were a lot of different words being shouted out.... Besides the driver I think I was

the only one really enjoying the ride. I was hoping that maybe we could go faster. The first thing Ron did when we got out of the van at the end of the tour was check the tires....

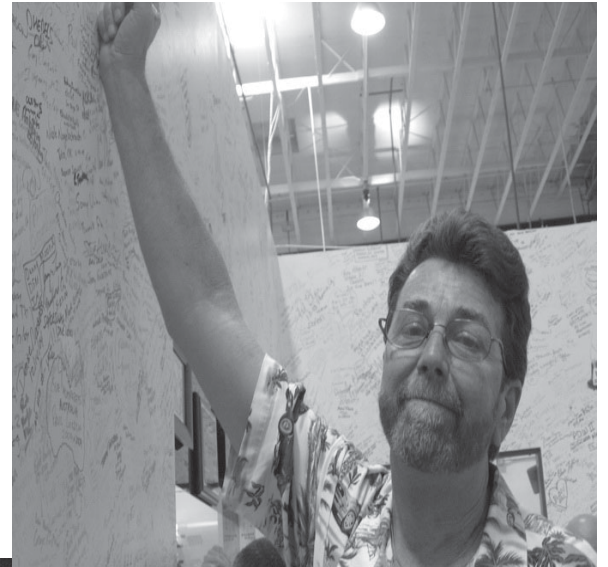
If you want anything but an ordinary tour, I would recommend this tour.

Monday evening Ron, Nancy, Brandon, Don and I ate at the Olive Garden. The five of us stayed at the same hotel. Raylene and her son stayed with friends, and met up with us whenever we would go do things. After dinner we all met up at the Luxor and toured the Titanic exhibit. The exhibit had a huge piece of the hull on display. There was also this one display that had a leather satchel with vials of perfume. Even after being in water for eighty-eight years you could still get a faint whiff of the perfume.

Tuesday Brandon had to head home, and so did Raylene and her son. But, Ron, Nancy, Don and I headed back to the racetrack. But that is another story.

Many, many thanks to Ron and to Nancy for putting together such a great trip.











**Adam's Waxes & Polishes**

**Everything you need to keep your car a  
*SHOW WINNER!***

**July 25, 2009**

**Central Valley Mustang Club is invited  
to a Detail Clinic.**

**This clinic will give you the one on one  
time you need to keep your ride looking brilliant.**

**Event will include lunch, entertainment  
for the kids,  
and will be held at:**

**The California Motoring Company  
1063 Brookhaven Drive Clovis, Ca 93612.**

**Time: 10:00am-1:00pm**

**Adam's**  
PREMIUM CAR CARE PRODUCTS

Blake Dudley

1063 Brookhaven, #101  
Clovis, CA 93612

559.274.8370  
blake@camotoringco.com

## MY NASCAR DRIVING EXPERIENCE

By Etta Black

This story starts back four and a half years ago when Don and I met. As we got to know each other we found out how much we had in common. One of the biggest things was our interest in cars, and for racing, or at least for Don it is the watching of racing. I on the other hand do get a little (LOL) fun from driving fast, too. I have always enjoyed watching open wheel racing, as in formula one racing. The first time Don and I watched a formula one race, Don told me to pick out a driver. And, my driver for the next two years was the world champion. We have had a little rivalry going on ever since. Just ask Fred.

This last Christmas Don surprised me with an eight lap Richard Petty driving experience, and a three-lap ride along (which he got to do also). This was the best gift I have ever gotten. I don't know how he is going to top this one, but I am sure looking forward to him trying. We were debating as to which NASCAR track to go to. We were going between the Las Vegas Speedway, and the Fontana Speedway. When the club decided to put together the trip to Vegas that pretty much made up our minds as to which track to go to. I am really glad I was able to combine the club trip with my drive.

I have to thank Ron and Nancy for going out to the speedway to watch me drive. A special thank you to Nancy for sitting out in the heat just to watch me, love you...

To get into the pit area where the driving school is you have to drive through a tunnel. Don and I got a big surprise as we drove through the tunnel. Right behind us was one of the NASCAR's from the school. Boy if you like the sound from a racecar this was the place to be. I thought the tunnel would crumble just from the noise, boy were we in seventh heaven...

The first thing that we did was the ride along. I wanted to do that first to get a feel for the track and the car. But, I was having so much fun going fast I forgot to pay attention to everything that the driver was doing. With the ride along the driver takes the car up to 165 miles an hour. Going at that speed it doesn't take very long to go around a mile and a half track. The three laps went by in the blink of an eye.

After Don and I did our ride along we went back into the building for my instructions for my drive. They were very nice and let family and friends attend. After our instruction we all filed out to have our picture taken by one of the Richard Petty cars. Then it was off to the pits to wait a turn at driving. I was next to the last in the group I was in, so there was a lot of waiting around before I got to finally drive. I wasn't afraid of going fast; I just didn't want to mess up.

It was interesting watching the different people go out to the cars, and watch them take off. One of the drivers went so slow they were actually helping push the car. In the material that you get before hand states quite clearly that you have to know how to drive a car with a manual transmission. Don said I took off with the most authority (but I think he is a little prejudiced). All I know is they didn't have to tell me twice to go. You are only allowed to go up to 150 miles an hour. They have you follow a pace car to monitor your speed. During the instructions you are told a lot of times to make sure you stay behind your pace car. After being out there for a while I realized why. When you are driving there are other cars out on the track with you. Some doing the ride alongs, and others doing the driving like you are, but all are going at different speeds. So, sometimes you are led up on the track to go around slower traffic, and other times you are led down on the track to let faster traffic go by. They also have cones at the beginning of the turns, and at exits to help you know when to let up on the gas and when to put your foot into it. I didn't need help with this, as there were few times I wanted to slow down. Going around on those banked turns is a real blast. There is so much stimulation that it is hard to remember what they had told you to do. I finally just started following my pace car and not worrying about the other stuff and that is when I started doing better, and going faster.

Being as short as I am, I had to have two cushions placed behind me so I could reach the pedals. When you get into the car you are strapped in pretty tight. Before you get in the car they have you put on a neck support and then the helmet, which is then secured to the back of the seat. After you are all strapped in, and secured they tell you to look to your right (like you can do that being fastened down as you are) for a picture. With the helmet so tight my glasses wouldn't stay down, so for most of my drive it was a little blurry. After having done this now, if I ever get to do it again, I am going to get a cushion to sit on too.

The whole experience was fantastic. I ended up not going as fast as I had hoped. My fastest lap was 118 miles an hour. I know, I know, most of you have gone faster, but I didn't have to watch out for cops. With everything I learned this time I know I can outdo my top speed. I will probably get the chance to do this again as Don is now chomping at the bit to get to drive, too. I see another trip to Vegas in my future.

Everyone with the Richard Petty Driving Experience was very professional, and very, very nice. This is very routine for them, but they didn't make you feel like you were just another number. I highly recommend them if you ever want to do something like this. If any one is interested I brought several brochures back with me. Just let me know and I will get one for you.



## MUSTANG WINS! BEATS CHEVY PLUS DODGE WITH LESS POWER

### The Highs

Lighter and tighter in every way  
 Good visibility  
 Fab 1-3 turn signals  
 The king of V-8 roars

### The Lows

**Only a five-speed**  
 Cap less fuel filler frequently spills  
 Smallest fuel tank

### The Verdict

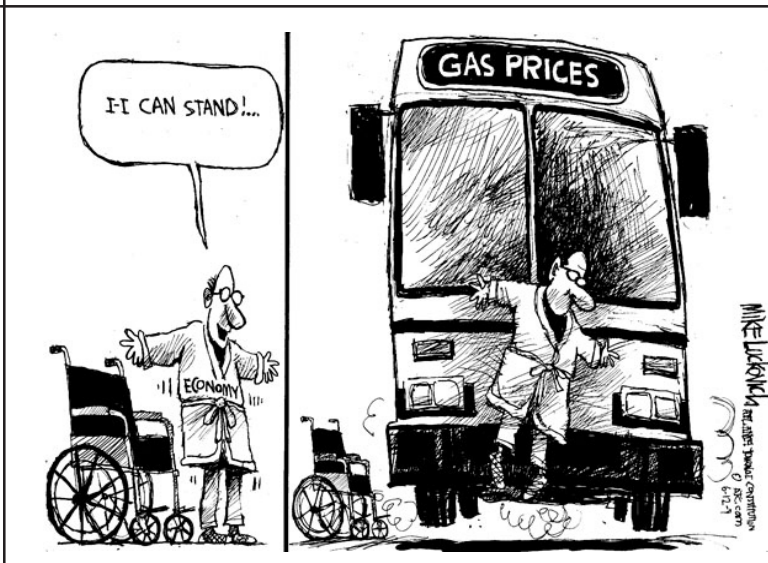
Yeah, we're shocked, too, but this Mustang ROCKS!

Watch video of the Mustang, Camaro, and Challenger flexing their muscles at  
[www.caranddriver.com/musclecars](http://www.caranddriver.com/musclecars).

From the July 2009 issue of Car and Driver

*OBJECTIVE		BEST IN TEST		VEHICLE										POWERTRAIN					CHASSIS					EXPERIENCE		GRAND TOTAL		
RANK	MAXIMUM POINTS AVAILABLE	DRIVER COMFORT	ERGONOMICS	REAR-SEAT COMFORT	REAR-SEAT SPACE*	TRUNK SPACE*	FEATURES/AMENITIES*	FIT AND FINISH	INTERIOR STYLING	EXTERIOR STYLING	REBATES/EXTRAS*	AS-TESTED PRICE*	SUBTOTAL	1/4-MI ACCELERATION*	FLEXIBILITY*	FUEL ECONOMY*	ENGINE NVH	TRANSMISSION	SUBTOTAL	PERFORMANCE*	STEERING FEEL	BRAKE FEEL	HANDLING	RIDE	SUBTOTAL		GOTTA HAVE IT	FUN TO DRIVE
		<b>1</b>	<b>FORD MUSTANG GT</b>	8	8	3	3	4	6	8	8	8	0	19	<b>75</b>	17	4	5	9	8	<b>43</b>	20	4	4	9	8	<b>45</b>	22
<b>2</b>	<b>CHEVROLET CAMARO SS</b>	7	7	2	1	3	6	8	7	8	0	20	<b>69</b>	20	4	4	7	7	<b>42</b>	18	3	4	8	7	<b>40</b>	21	21	<b>193</b>
<b>3</b>	<b>DODGE CHALLENGER</b>	8	7	5	5	5	10	7	6	8	1	17	<b>79</b>	17	4	4	7	7	<b>39</b>	15	3	3	6	9	<b>36</b>	17	19	<b>190</b>

\*These objective scores are calculated from the vehicles' dimensions, capacities, rebates and extras, and/or test results.



The Ford Racing '08 Cobra Jet prototype sold at the January Barrett-Jackson auction for a staggering \$412,500. You read that right. But the good news is Ford Racing is donating the money to charity, which apparently positively influenced the bidding. The FR500CJ prototype is one of 2 built and was driven by a variety of celebrities in the racing world, including John Force and Gas Ronda. Each driver signed the dash.

From Hot Rod Magazine, May 2009.

Submitted by Jim Sanborn

## OUTANDABOUT

- June 6** 8<sup>th</sup> Annual Northside Christian Church Fun in the Sun Car Show, Swap Meet and Car Corral, 8 to 4, 2709 E. Nees Ave, Clovis. Details: Bill, 432-6772
- June 7** Belmont Concours d'Eleganza, Belmont Country Club. 917-6002 or thebelmontconcours.com.
- July 18** Second Annual Northeast Assembly Car and Bike Show. 4386 N. Chestnut. 940-0933 or northeastassembly.org.
- July 19** Downtown Fresno Super Car & Bike Show, Eaton Plaza @ Fresno & N Sts, Fresno. Details: 447-9789.
- July 12** Mustangs and Fords in the Park X, Rancho Cordova, sponsored by Sacramento Area Mustang Club. Details: sacramentoareamustang.org
- July 13** Annual Classic Auto Swap Meet and Car Show, Stockton. Details: rocknrod.com
- August 15-18** Classic Car Week, Monterey
- Sept 12** Chowchilla classic Cars in the Park Car show, 8 to 4, Veteran's Park on 6<sup>th</sup> St. & Robertson Blvd, Chowchilla. Details: Dan 999-5070.
- Sept. 13** Mountain View Community Church, 3<sup>rd</sup> Annual Mission Car Show, 3600 N. Fowler Ave, Fresno. Details: 559-291-9199.
- Sept. 13** 6<sup>th</sup> Annual Rolling for Christ Car & Bike Show, downtown Selma. 891-1835
- Sept. 13** 8<sup>th</sup> Annual chowchilla Classic Car Show, pre-72 cars and trucks, Veteran's Park on Robertson Blvd. 665-5603
- Sept. 27** Parkin' in the Park Car Show, Selma District Chamber of Commerce, Lincoln Park, Selma. 891-2235 or 307-3630
- Thursdays** Car Show Thursdays, Bentley's and Riverview Shopping Center, every Thursday evening. Fort Washington Road 892-4200



*Whose Leg is This?*



**We went to the Dinuba car show and came home with two trophies, one for best display and one for merchant's choice.**

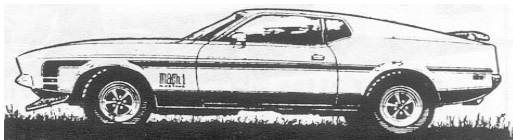
**Nobody else from the club was there but we had a lot of interest in our club affiliation from several Mustang owners at the show.**

**JoAnne & Bryan Rippee**



## A BLAST FROM THE PAST

All Articles This Page From The Pony Press  
July/August 1992



It never fails, a car will always die on you at the worst possible time it can. Unfortunately most of us are not wealthy enough to just pop out an engine one weekend, have it rebuilt and put back in the next. Usually something of this magnitude happens when you've taken on the national debt or loaned \$200.00 to your younger brother for outstanding traffic fines, which you know you'll never see again. The timing is never right.

May 22nd, a day of sheer horror. That's when the old faithful Mach decided to take an indefinite vacation from me. I'm sure everyone knows by now that I almost had to get psychiatric therapy. The Mach has been sitting on the driveway ever since. When the topic of repair comes up with my wife she says, "Honey be patient, we have to buy a refrigerator for the new house." I think to myself, we'll eat out for a helluva long time. My father asks me if I'm going to repair the Mach as if all I have to do is change the tire. The thought of selling it crossed my mind. Jim offered me \$100.00 for it, I said say it a couple of more times and I might. The bid went up to \$300.00. My cousin slapped me into reality and said, "Do you want to be part of that statistic that says: 'I used to have a Mustang?'" Nooooo I yell, I've decided to keep the car', and repair it to a point where it can get me around town when need be. In another month I'll be in my new home with my new garage. The Mach will be torn apart and after all the sweat, grease, bloody fingers and swear words, I'll stand back and yell, IT'S ALIVE! ITS ALIVE!! There, I said it. I feel much better now. Right doc?

**THE MORAL OF THE STORY: KEEP YOUR CAR!**  
By Garo Chekerdemian

## PROFILE CAR OF THE MONTH

Been Around a While

This month's profile is Paul Beckley's '66 Mustang. It all started for Paul when he was 12 years old. He was always dreaming of owning a Mustang because of its styling and power. After Paul turned 16 and had saved some money working, the search was on. With he and his mother in LA. and his father in Fresno, they had a wide area covered. Then it happened, June 30, 1983. Paul's mom came to pick him up from work in a beautiful burgundy coupe. They paid \$2,400.00 for it and the first tank of gas was on mom!

The Mustang needed a paint job along with a few other items due to age. It had 178,000 miles on it 9 years ago, it now has 392,000 miles on it and still counting. The car has had two paint jobs, two engines and two transmissions. The engine is a 289/4V with an Automatic Overdrive transmission out of a 1985 Lincoln. This motor is producing approximately 300 horsepower and gets (If you can believe this) 32 miles to the gallon on the highway.

In the course of owning this car, the engine compartment has caught fire, and has gone to Hawaii from 1986 and back to California in 1989 while Paul was in the Marine Corps. Paul says his next car will be a 1994 1/2 Mustang convertible loaded with every option available.

## IF IT'S JUNE IT MUST BE TIME FOR PISMO BEACH



Our club's third trip to Pismo Beach was June 20th & 21st for the Pismo Business Owners All Car Show. Most of the group left Friday evening and stayed at the Sand & Surf Campground with the remainder of the group making the trip early Saturday morning. Saturday turned out to be a beautiful day with mild temperatures and not too much sun. After registering and spending some time cleaning the cars, it was time to check out the other entries. There were about 250 vehicles of all makes and models and, besides our five cars, Mustangs were fairly well represented.

The line of show cars stretched halfway through town, down a hill, through a parking lot and out onto the Pismo Pier. Competition was tough and in the end Jay and Louise Coberly won the Club's only trophy with their First Place Showing in the Contemporary Restored 1958-1978 Class. After the show we returned to the Sand & Surf for an evening of good company and excellent food around the campfire.



Sunday dawned clear and after breaking camp we headed into Oceano in search of Father's Day breakfast. Eventually we found an IHOP with some room and spent the balance of the meal custom-mixing pancake syrups looking for that just-right blend. After breakfast we headed back down to the beach and then went up north for a driving tour of San Louis Obispo and a stop at the infamous Gum Wall.

At that point, we decided to head for home. The trip was uneventful, broken up only by radio conversation about radar techniques with a very accommodating CHP officer and a brief stop at a mobile home that was on fire. All in all the trip was another success and a good time was had by all.

See ya next trip!!!  
Jim Sanborn

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

# July 2

Sun	Mon	Tue	Wed
		1	
5	6	7	8
12	 13	14	 15
Gavino Diaz		Stephen Bartee	



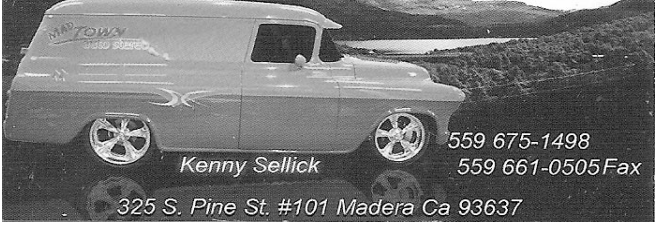


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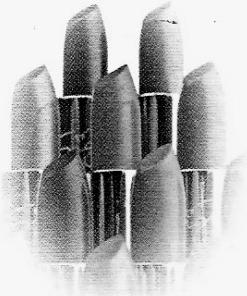
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# Membership Application

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

<b>MEMBERSHIP COMM. USE</b>	<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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