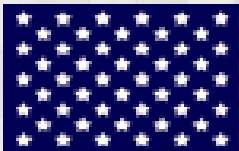


The **PONY PRESS**



CENTRAL VALLEY MUSTANG CLUB

Fresno, California

May 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 CHAIRMAN

Garo Chekerdemian	434-6322
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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!
Another year, another Fabulous Fords show at Knott's Berry Farm and all I can say is Wow, Wow and Wow!! Man, I love that trip! And apparently I'm not the only one. I don't have the exact count but we had 23 or 24 cars that left on Friday morning and about 45 people at the Bar-B-Que Friday night. The trip itself was pretty uneventful, right up to the point where Gavino and Karen had a blowout on one of

their rear tires. Gavino managed to wrestle it to the side of the highway and, with the help of several other Club members who had stopped to help, got it changed. The culprit turned out to be a 4" piece of a knife blade! The rest of the trip went fine. We got an idea of just how big the show might be when we had to wait to pull into the Iron Skillet, our lunch spot, as about 45 late model Mustangs pulled out!

The Friday night Bar-B-Que was a great success. I would like to thank everyone who participated by either helping to set up, clean up, or bringing something to eat. Kudos also go out to our head chef, Mike Aaron, who was responsible for the tri tip and chicken coming out so great.

The show on Sunday was excellent! There was no indication of an economic slow-down as the show field was filled to capacity. At least half of the cars there were Mustangs. Of those, though, I believe that the numbers of vintage Mustangs were down, as the late-models seemed to make up over half of the field. The Club looked sharp driving over as a group. Our annual picture came out great although it was delayed a few minutes as the president had to run (OK, walk quickly!) back to his car to get the bag of Mickey ears everyone wore for the picture. Many of the excess ears were donated to the nearby show participants with kids. About 30 of us went over to Knott's for a greatly-improved-over-last-year breakfast. All told it was a fantastic weekend and I'm looking forward to next year already!

Speaking of looking forward, we have a pretty full slate of events coming up in May. On the 1st. & 2nd. is the Clovis Chamber of Commerce City Tour and Car Show followed on the 3rd. through 5th. by our trip to Las Vegas for the Shelby Plant tour. On May 9th. is the Shriners Car Show at Clovis and Shaw, and on the 16th. is a travel night to the Pizza Pit at Blackstone and Princeton. On the evening of May 21st. is the Bentley Show & Shine at the Bentley Shopping Center at Fort Washington and Friant Road. And we finish out the month on May 30th. with a run up to Humphrey's Station.

Summer has practically arrived and things are really heating up. Not everyone can attend every event and that's fine, it's not expected. But I hope you can come to a few things as we always seem to have fun! See you on the road! Happy Mustanging!

Jim

HAPPY 45TH BIRTHDAY, FORD MUSTANG

Throughout its life, the 'Stang has always been one of our favorite sports cars, and with each new generation, Ford's Pony Car seems to get better and better. (Be sure to [read our review](#) of the all-new 2010 Mustang and stay tuned for our review of the 2010 Shelby GT500 in the next issue of *Winding Road*.)

To celebrate the Mustang's 45th, we've opened up a [forum topic](#) where we want to hear about your favorite Mustangs, past and present. If you've owned any of these cars, be sure to chime in with your personal experiences (good or bad) and any other Mustang anecdotes that you may have. And make sure you scroll through our mega-gallery of Mustangs, past and present.

<http://www.nextautos.com/forum-45-years-of-the-ford-mustang?gid=13867&nid=37113#gallery-13867>

2010 FORD MUSTANG PRICED FROM \$20,995

The 2010 Ford Mustang hits dealerships in the very near future, though it's got some pretty stiff competition going up against it. The Dodge Challenger, Nissan 370Z, Chevrolet Camaro, and Hyundai Genesis Coupe all pack similar power figures, rear-drive layouts, and hardcore performance. So, how will the Mustang stand up to this growing crop of sports cars? Easy — by offering an extremely low price point.

The base V-6 Mustang coupe will start at \$20,995, while the drop-top six-cylinder will command an additional \$5000. For V-8 power, the Mustang GT coupe rings in at \$27,995 and its respective convertible will retail for \$32,995. That's a pretty competitive price point, though the V-6 Genesis Coupe with over 300 horsepower will undercut the 'Stang GT's price by a couple thousand dollars.

The real bargain here is the Shelby GT500. It carries a supercharged V-8 engine packing 540 horsepower (taken from last year's GT500KR) and will be priced at an extremely reasonable \$46,325. We're hard pressed to think of any other vehicle that offers such staggering performance figures for under \$50k.

From <http://www.nextautos.com/2010-ford-mustang-priced-from-just-20995>

The March 9th. [NASCAR](#) Sprint Cup Series event at Las Vegas Motor Speedway was sponsored by Shelby Automobiles. Renamed the Shelby 427, the race was lengthened to 427 miles in commemoration of the Shelby 427 Cobra.

George Reid's How to Rebuild the Small-Block Ford book has been updated with over 500 color step-by-step photos. Published by S-A Design, the book is [available from most bookstores](#) or from www.carttechbooks.com.

Mustang Monthly Magazine, February 2009.



This month five free raffle tickets go to Wanda Hamshar, Sue Atkisson, Mary Kokalis and Tom & Linda Higham, along with my gratitude for contributing to the newsletter. That's what it takes to get this thing out every month and I couldn't do it by myself. Remember that you must be present to get your tickets, and they don't carry over to the next month. Paul B., I will use your photos next month.

Because our Knott's trip ate up the time I'm generally working on the newsletter, there aren't any articles or pictures of that trip, but you can be sure that next month there will be a lot of pictures from our long weekend. Other than being uncommonly HOT, it was a great trip with lots of fun, food, and friends, as usual.

Our next big thing is the Las Vegas trip to the Shelby Factory and the Las Vegas Speedway, where Etta will see how much of a lead foot she is. I can't wait for that, not least because it's a great opportunity for me to see my crazy sister. I will have to pull myself down off the ceiling for that trip, because the day before, May 2nd, is the Kentucky Derby. I haven't been able to settle on just one horse to root for between I Want Revenge, Friesian Fire, Pioneer of the Nile and Quality Road. Chocolate Candy's running, too.

A really exciting thing has happened to me – I was invited to an exclusive lunch on May 23rd at Hollywood Park with the California Equine Rehabilitation Foundation. Unfortunately, they have a dress code in the Turf Club, so I have to go shopping for something a little nicer than jeans. So, Mustangs with four wheels and racehorses with four legs – something in common.

The next deadline will be Monday, May 18th. Please, please, please try to get your articles, photos, tidbits, gossip, etc., in on time. I'm begging!

Nancy Sharmer



MEXICAN STYLE CHICKEN

Makes: 8 servings

Prep: 20 minutes

Bake: 45 minutes

INGREDIENTS:

- 2 10-3/4-ounce cans reduced-sodium condensed cream of chicken soup
- 1 10-ounce can diced tomatoes with green chiles, undrained
- 3/4 cup chopped green sweet pepper
- 1/2 cup chopped onion
- 1-1/2 teaspoon chili powder
- 1/4 teaspoon black pepper
- 12 6- or 7-inch corn tortillas, cut into thin, bite-size strips
- 3 cups cubed cooked chicken*
- 1 8-ounce package (2 cups) shredded [cheddar cheese](#)
- Tomato slices (optional)
- Sliced green onions (optional)

DIRECTIONS:

1. **Combine** soup, tomatoes with chiles, sweet pepper, onion, chili powder, and black pepper; set aside.

2. To assemble, sprinkle about one-third of the tortilla strips over the bottom of an ungreased 3-quart rectangular baking dish. Layer half of the chicken over tortilla strips; spoon half of soup mixture on top. Sprinkle half of the cheese and another one-third of the tortilla strips over the soup mixture. Layer with remaining chicken, soup mixture, and tortilla strips.

3. Bake, uncovered, in 350 degree F oven about 45 minutes or until bubbly around edges and center is hot. Remove from oven; sprinkle with remaining cheese. Let stand 10 minutes before serving. If desired, top with sliced tomatoes and green onions. Makes 8 servings.

ToTote: Cover tightly after sprinkling with cheese. Transport in an insulated carrier. If desired, transport tomatoes and green onions in an insulated cooler with ice packs.

*Note: About 1 pound boneless chicken breasts will yield 3 cups cubed cooked chicken; 1/2 pound yields about 1-1/2 cups cubed cooked chicken

For 4 Servings: Prepare using method above, except assemble in an ungreased 2-quart square baking dish. Bake, uncovered, in a 350 degree F oven about 35 minutes or until bubbly around edges and center is hot.

KERMAN CAR SHOW

By Mary Kokalis

Brian & Joann Rippee, members of our CVMC, won the first place trophy at the Easter in the Park Car Show in Kerman. The show was put on by Pete Logoluso with the Kerman area churches. They had a live band playing music all day; they provided free rolls and coffee for breakfast, and a delicious tostada lunch with all the trimmings, with free drinks.

Tony & Mary Kokalis, Phil Moreland, Bob, Jean, & Tracy Anderson, Tom & Linda Higham, Bob & Joel Vaughan, Vic & Wanda Hamshar, Carroll & Becky Bartee, Fred Grove, Jim Sanborn, Andi Bitter, Ray, Connie and Carol DeLaPena, Etta Black, Peggy, Emma & Jack Lara, Pete & Dicie Logoluso, all enjoyed the music and food and the *camaraderie* that CVMC members seem to create when they get together. (Some people might call it Loud and Crazy).

This was a very nice car show that we should all try to attend next year if we are lucky enough to get invited again. Lots of interesting and complimentary remarks were heard from the people walking around enjoying all the gorgeous cars: Is that your Teddy Bear, my girls are voting for your car, We really like your car, Can we hear your engine, Does your car go fast, Jim Sanborn answered one question about Tony's Shelby, What are those bars for and he had several different answers, not sure which one was the correct one. Brian and Joann had lots of interest in their Mustang with all the wonderful Star Trek Decorations, congratulations on winning a trophy.



MUSTANGS, MUSTANGS, MUSTANGS

By Wanda Hamshar

Last month we reported on the planned “Mustangs Across America” trip and our excitement about being able to go this time. Sometimes the best-laid plans just do not conclude in the results you had wanted.

Thursday, April 9th saw Mary and Tony in their Shelby and Tom and Linda in their Roush leave about 5-6AM. Vic and I left in the 2007 GT Boss at 9. Almost to Mojave a dash light comes on “Check tire pressure, tires low”. “What the heck, these are brand new tires and wheels.” Turn off 58 onto 14 and into Mojave stopping at the Ford Dealership. A nice young man knowledgeable in Mustangs tells us, “Oh they forgot to put the sensors back on”! Sensors, what sensors! Seems there is a sensor and a ring of some type inside the wheel that is programmed to let you know when there is tire problems. Shouldn’t hurt the tires or the car to continue on our trip. Just have that warning signal blaring at us. Vic says okay, lets go

Now we have been told of a diner before you get to Baker that is called Peggy Sue’s. Said to have Malts and Milk Shakes that are outstanding. Okay, sounds like Mustang People’s choice of a lunch stop. It’s getting to be hunger time and we pull off looking forward to a nice filling lunch. Oh yeah, it would be if one could get in the door and find a place to sit down to eat. Talk about a packed house. Now this is a good-sized place and it is full and running over with patrons eating or waiting to eat. Naw, we don’t need a milkshake that badly. Back into the Boss to go on to the next place. Maybe we can get in at the “Mad Greek” in Baker, they have great shakes and malts. Nope, not happening, that line was out the door into the parking lot. Good old Bob’s Big Boy got our business. Seems that if you are eating at the other two places you don’t do it between 11:30 and 2PM. Go in the off hours.

Back in the car and on to Vegas——oh no, road construction on I-15!! Took us nearly an hour from the entrance into town to the Sahara at “stop and go 15 mile an hour” travel time. Can’t say who was the more exhausted, the car or us. Whew, were we glad to get parked. Thurs evening we chose to stay at the Sahara, have a nice dinner and play a few slots. Not that they paid us anything back, but we had a good time. Every now and then we would meet Mary and Tony or Tom and Linda and visit with friends for a spell. Friday, following our breakfast we headed over to the Aliante Hotel where the check-in point for the caravan was to be. Found old friends and met new ones from Australia, New Zealand, Germany, the States of Colorado and Arkansas and saw some of the most outstanding Mustangs you have ever laid eyes on. From the coupes, convertibles and fastbacks of all years to the new Shelby GT, Sam Haymart was driving, down to a 1965 coupe a couple of ladies from Washington State were in. Later that afternoon, we toured the Shelby plant, interesting, but as I know some of you are going in a month or so, lets leave that for another report.

We were to meet at the Shelby plant the following morning by 7AM for check-in time and be ready to leave by 7:30. Told Vic I’d set our alarm for 6 so we make it on time and was told don’t bother, we aren’t going any further. Okay, that was a surprise, when I asked why, Vic stated that he had been watching the weather station and felt this was not the time to do a trip across country, plus with that blaring light on the dash

board of “Check Tires”, he really did not want to take the car into snow, wind, sleet or what ever. Well, never question your “Sixth Sense”, learned the next Day that Mary and Tony turned around in Flagstaff and returned. SNOW, Linda and Tom had gone on, to run into HAIL storm outside of Santa Rosa New Mexico, but to my knowledge they continued. Called my cousin in Oklahoma City to let them know we weren’t coming and they said just as well, were having brush fires south of town that had smoke everywhere, and down into Texas, there they had terrible rain storms. Now if you have never been in Texas when a rainstorm hits, you haven’t been in a storm. You can be sitting there watching a clear blue sky and just watch the black clouds roll in and dump buckets of heavy rain right where you may be standing.

For what time we were on the road we had a lot of fun together in our 2007 Mustang and talk about “Photo Opportunities”. Everywhere we stopped, for gas or a meal or just a break, someone was right there with a camera wanting to take pictures of the Boss.

We met a lot of nice folks and yes, given another time and a shorter trip we might consider it again, but that’s another story...

WHY CARE ABOUT YOUR CAR’S APPEARANCE?

By Jim Pyatt

Some people feel, “All I want is that my car gets me safely where I want to go. It’s not silverware. Why sweat over keeping it shiny?” That’s okay. It’s a free country. Different folks have different values. But I will give even these “I just want to get there” folks a very serious reason why they should follow my advice. What is the primary purpose of a car’s coat of paint? You think it’s to make the car look pretty? Think again! It’s to keep the car from rusting. Take a brand-new car, never driven. Sit it in an apple orchard in Washington State and let it sit off the road in the open exposed to summer heat and winter snow. If the car had not been painted, it would be so badly rusted in a year that it would not be safe to drive, and extensive rust would keep it from passing inspection.

You may be thinking, with the new, improved, long-life paints, with no exhaust fumes from traffic, with no shocks to the whole structure from hitting potholes, with no nicks and scratches from loading it with groceries and attaching a bicycle to its roof, with no dents from careless people in parking lots, wouldn’t it still be brand-new perfect after five peaceful years? The answer is absolutely no. Without regular treatment—washing, drying, adding sealant, polishing, waxing—it would start rusting away, more slowly than the unpainted car, but the metal would be rusting nonetheless, and the paint oxidizing and flaking. Given the nature of oxygen, paint, water, metal, it is most likely that such a seal is outright impossible. This book will teach you how to keep your car looking factory-new to the naked eye for five or ten years of regular driving, and that, will protect your car’s body from the hazards and decay of everyday exposure to the elements and to man-made pollutants.

Commonly found paint problems fall into two categories: contamination on the surface and damage that goes into the paint layers. Surface paint problems include environmental

fallout, ferrous-oxide deposits (rail dust), paint overspray, bug and tar splatters, and water spots.

“Environmental fallout” is a generic term that refers to all of the particulate crud that is floating around in the air. This stuff settles down onto the paint surface of the vehicle as it sits outside in the open air—it involves things like dust, jet fuel, paint droplets, industrial particulate, including sanding and grinding debris, and any number of atomized chemicals released from industrial operations.

Most of this by itself is not a problem for the paint, but when combined with water from precipitation or dew, most environmental fallout becomes fused with the surface of the paint. In the extreme case, like acid rain, the combination of fallout and water combination actually etches into the paint, creating a subsurface problem.

Ferrous-oxide deposits are a specific form of environmental fallout. They consist of tiny iron particles that come from industrial operations. You may have heard the term “rail dust,” which refers to the ferrous-oxide particles that come from railroads. As the trains run along the rails, the contact and friction between the steel wheels on the train cars and the iron rails causes small, almost microscopic pieces of iron to spit out and float away in the air.

Ferrous-oxide particles can also come from other metalworking industries such as shipbuilding. They appear as small brown nibs on the surface of the paint. Sometimes, especially on white vehicles, there is a brown ring surrounding the particle. The total width of the ring is less than 1/32 of an inch. On darker vehicles, the iron particle might be surrounded by an iridescent ring.

Water spots are left on the surface when water is allowed to dry on the car’s surface. The spotting is caused by leftover minerals and other solids that are contained in most tap water. As the water dries, the minerals settle onto the paint surface, leaving rings the size of the original water drops.

All of these surface contaminants cause the paint surface to feel rough, even after waxing. The remedy for minor surface contamination is to use detailing clay before polishing or waxing. Heavier concentrations of surface contamination, especially deposits of ferrous oxide, may require using acid-washing techniques before applying the detailing clay. The acid wash removes most of the particles and the remaining particles are loosened so that detailing clay removes them.

Removing bugs and tar can be accomplished with one of the many chemicals designed just for these contaminants. If the contamination is light, simply pour the chemical on a microfiber and wipe the affected area. If the contamination is heavier, it may be necessary to use a nonscratching scrub sponge to help agitate away the tar or bugs. Always apply wax to the cleaned area, as most of these chemicals will remove any existing wax.

Subsurface paint problems occur when the damage goes below the surface of the paint. Such damage includes oxidation, scratches, chips, staining, and etching. Oxidation is the result of the drying out of the paint. Paint starts as a liquid that is sprayed onto the car. The paint dries to the point where it feels “solid.” But the paint never stops drying out. The liquids that made up the paint before it was sprayed onto the car continue to evaporate, albeit at a slower and slower rate, over time. Without regular waxing, and after many

years or heavy exposure to heat and sunlight, the paint will dry to the point that it becomes dull. This dullness or chalkiness comes from oxidation.

In single-stage paint systems, oxidation can be mostly removed by compounding or polishing the paint surface, which removes the “dead” paint. Assuming that the paint is thick enough to begin with, the remaining paint can sometimes be made to be almost as shiny as when it was new. It is most noticeable on single-stage paint systems. On clear-coat paint systems, oxidation appears as cloudiness in the clear coat. Unfortunately, clear-coat oxidation begins deeper in the paint and is virtually impossible to remove. Waxing makes it look a bit better and helps slow the process, but there is otherwise little that can be done to correct oxidized clear coat. If the problem persists, the clear coat will eventually begin to separate from the base coat. A body shop can apply a new clear coat to the infected areas.

Scratches can fall into one of three categories: microscratches, moderate scratches, and deep scratches. Microscratches are superfine scratches caused by normal washing. Some people call them “cobwebs” or “spider webbing.” Swirl marks, caused by inappropriate high-speed polishing, are another form of microscratching.

Moderate scratches can be removed or at least made to look less noticeable. These are often caused by accidental contact with the paint, like rubbing up against a side panel with a gym bag or sliding a box onto the trunk. Deep scratches go as deep to the base coat or primer. Unfortunately, they cannot be removed, nor can they be made to look less noticeable using standard detailing techniques. Some deep scratches, however, can be made to look less noticeable by using professional paint touch-up techniques.

Scratches can be filled in with glazing products, but this is a temporary fix. The fill material will evaporate in weeks, exposing the scratch once again. To remove scratches completely, the paint must be removed around the scratch down to the lowest point of the scratch. The problem is that removing too much paint can cause problems later on. So a good compromise is to sand down the scratch only part way, and then fill the remainder with a glazing wax.

Other problems include staining and etching, which can be caused by acid rain, bird droppings, and engine fluids. Etching occurs when the surface contaminant eats away at the paint. Bird droppings and eggs are famous for causing this problem. It is difficult to repair etching, especially if it goes deep into the paint. The best solution is prevention by regular waxing or by the application of sealant.

Paint chips or nicks are caused by sharp impacts of rocks or keys or other car doors, and the like. Some nicks can be improved using remedies similar to those used for scratches. Chipped-off paint, however, cannot be improved using standard detailing techniques. Instead, professional touch-up paint techniques can be used to fill in the chip, making it less noticeable.

Often there are several types of damage that cause the paint to look dull. By understanding the damage, and using the correct chemical, equipment, and technique to correct it you can go a long way to making most cars look great.

PONY TALES

Mary says: Just a little note from the Queen of Sending e-mails to the wrong person and wishing for something that might blow up her computer when she made a major mistake and couldn't take it back. Well, she just heard on the news that they are now putting an "undo send" button on computers; the only problem is that it only has a five second time limit on stopping your mistake E-mails. Well, that is better than not having one at all, so we have something to be thankful for and hopefully we will never need to use the new undo send buttons. I wonder if we can add them to our computers or are they only available on new computers? Just thought you might like to know the world is a safer place now with the new undo send button.

Robert Grant didn't want to wait too long for dinner at the March meeting, so he zoomed out for Wendy's take out and brought it back to Denny's to eat..

During the discussion of upcoming activities, Ron Deubner said that if there is food, we'd take a trip to watch paint dry.

Peggy Lara's children, Jack and Emma, have been renamed Jack and Jill by the club.

The March raffle brought in \$110 towards supporting the newsletter.

Jay and Chris Roth welcomed a new granddaughter on April 11, Vanessa Marlene. She was 8-1/2 pounds and 20 inches.

Sue Atkisson says: One of our "Ponies" is in the corral, (actually the body shop). Rich did it again. He was going about 50 mph on Herndon Avenew when the "pony" went one way and his "shoe" went the other! Just a little over four grand this time to "Fix her up". One would think he would take better care of her. Why is it that women drivers have the bad name, but every time the '68 has been wrecked "Rich did it". Any of you ladies out there care to give him driving lessons? Gimme a call!

I wonder what Don and Etta accomplished on their stop at Fahrney Ford on their way home from Knott's.

We send our sympathy to Jann Coppola and her family on the loss of her brother-in-law, the result of a car accident.

Allen & Anna Rasmussen and Ton & Mary Kokalis got sick at Knott's and spent the rest of the week pretty miserable. Hopefully they're on the mend now.

Sorry this is so short, but the Knott's trip took up newsletter time. Not that I'm complaining!

MAY BIRTHDAY CAKE
to be brought by
PEGGY LARA

A BLAST FROM THE PAST FROM MAY 1994

IN THE BEGINNING

Ron Deubner Tells Us How It Started

To explain my enthusiasm for Mustangs, I must go back to 1967 in Dayton, Ohio. I had my driver's license for almost a year and was driving a very unsafe and rusted '50 Ford coupe that I had bought for ten dollars. Since I was working after school, my father agreed to sign for a car. Not just any car, but a '65 Springtime Yellow Mustang coupe with a white pony interior. I've never seen another one like it. After four years of teenage abuse and many Midwest winters, I gave it up.

Now that I am as close to 16 and 1965 as will ever be, I decided it was time to start a new hobby and get into a Mustang again. It started with a white '65 coupe that a Contra Costa deputy was about to have towed as abandoned. Then the fever started. Every time I saw a less than perfect Mustang, I saw an opportunity to restore. Next was the '65 Fastback with 58,000 miles but a lot of rust. Then another '65 Fastback, then a '65 coupe for my son. Next the "parts" car that turned out to be an all original '65 A-body coupe. (This car would look great painted Springtime Yellow with a white interior.) Finally, and I do mean finally, I picked up a '66 Fastback shell.

I hope to, no, I mean I will recondition or restore these to show condition, but drive all of them. I really enjoy the cars and the wonderful people here at MA (Mustangs Anonymous) or as you prefer to call it, The Central Valley Mustang Club.

MUSTANGS ACROSS AMERICA

Senator Ford Show, by Jim Sanborn

The 1994 show season began April 2nd with The Mustangs Across America Show and Shine at Senator Ford in Sacramento. This event was hosted by the Sierra Mustang club. Our group left Fresno about 5:30 am (that's 5:00 am CVMC time!) with 5 cars including Lucky, our 1964-1/2 coupe raffle car on a trailer. After a stop at the Turlock rest area where Lucky drew quite a bit of attention from our fellow travelers, we took the opportunity to sell some more raffle tickets. We arrived in Sacramento just after 9:00 am. At our exit we entered a brake light check area. As our group was trying to leave the freeway, we encountered an even larger group trying to enter the freeway. This scattered our group and left us wondering about the sanity of the Caltrans engineer who designed that road with overlapping exit and on-ramps!!

There were about 80 Mustangs at the show. All three generations were represented, with the emphasis being on the 64-1/2-66s. There was even a scattering of new '94s getting their first show exposure. Senator Ford also had a large number and variety of Mustangs available to purchase. Included was a bright red '94 Mustang Cobra Convertible Indianapolis Pace Car. It could be had for a cool \$50,000.00. And no, they weren't giving test drives. A local classic rock station provided the tunes and excitement with a large number of contests and giveaways. The Sierra Mustangs also had a very nice raffle. A Ford Motorsports dealer was there doing business with those of us who had no luck.

The trip home was uneventful and we arrived in Fresno in time to meet the rest of the club at our new hang out, Chubby's. If you didn't go, you missed a great show. We hope to see you there next time.

OUT AND ABOUT

- May 3** **11th Annual Sunday Spring Classic Car Show & Family Event, 3 to 7 PM @ Church of Christ, 1284 E. Bullard Ave. Details: Gene Sue 252-1476.**
- May 9** **7th Annual MVCC Show & Shine Car Show from 1 to 5 PM, Mtn Valley Community Church, Hwy 180, Squaw Valley. Details: Norm, 338-3171**
- May 9** **Golden West High School's 30 Anniversary Celebration and Car Show, 4 to 8 PM at Clovis West High School, 1717 N. McAuliff St, Visalia. Details 730-7814 ext. 1407**
- June 6** **8th 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**
- 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 6th St. & Robertson Blvd, Chowchilla. Details: Dan 999-5070.**
- Sept. 13** **Mountain View Community Church, 3rd Annual Mission Car Show, 3600 N. Fowler Ave, Fresno. Details: 559-291-9199.**
- Sept. 13 6th** **Annual Rolling for Christ Car & Bike Show, downtown Selma. 891-1835**
- Sept. 13** **8th 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**



"If only they knew how we power our vehicles!"



"Honey! We just won the ten million dollar lottery!"

MUSTANGS ACROSS AMERICA

The event of a lifetime. We left Fresno on Thursday, April 9th and Tony & Mary Kokalis and Tom & I had lunch at the Mad Greek in Baker. We took pictures of the cars by the thermometer and the Mad Greek. You have no idea how difficult it is to cross that street to take those pictures.

We spent two nights in Las Vegas. During our time, we had a wonderful buffet dinner at the Sahara; we drove to the Alliant Hotel on Friday for the check-in for those who had not received their packages, and then dropped by the Shelby Plant to view the museum. Tom & I were given the opportunity to take some really special photo at that location, and we returned to the Sahara for a good nights sleep before departing on Saturday morning for our ride to Birmingham.

On Saturday, April 11th we left Las Vegas and headed toward Holbrook, AZ. By way of the Old HWY 66. We were scheduled to have lunch at the Cavern Caves. As luck would have it, lunch was not ready and we stopped at the wrong place anyway. We decided to drive on to Seligman for lunch and we filled the restaurant with Mustang Participants. The food was extremely good and the staff (though swamped) were very gracious and provided relatively fast service. It was a nice was to meet new people and visit with others traveling with us. We continued on, and found ourselves with snow all around and we stopped along the road to take pictures of our cars in the snow. By the time we reached Holbrook, we were exhausted. We found a grocery store that was open and took care of our own meals. There was a hospitality event at the Wig -Wam Hotel. We chose not to attend because (1) we were exhausted, and (2) it was held outside and it was too cold.

The car washes in Holbrook made a killing. Everyone had to wash the mud off their cars.

On Easter Sunday, April 12th, we left Holbrook for Santa Rosa. Mary & Tony were not feeling well and chose to return home. Tom & I continued on toward Albuquerque. The lunch plans for the group was to go to a shopping area and eat on your own. We chose to have lunch at La Placeta in Old Town Albuquerque, enjoyed some shopping and headed on toward Santa Rosa. We were able to tour the Route 66 Museum at that location and I had the opportunity to purchase a sweatshirt. It was cold. Our room at LaQuinta had a refrig and microwave, and we were able to warm up our "left-overs" from lunch and had a very relaxing evening.

On Monday, April 13th, we headed toward Clinton/Oklahoma City. We had snow in Flagstaff, but we had hale on the road to Clinton. There was an arranged lunch at the Ford dealership in Amarillo with the Panhandle Mustang Club as the hosts. I think most of the cars stopped there. They served sandwiches/chips and water for \$7.00. There was a Sam's Club next door and many of us took advantage of the lower price of gas. There were some beautiful cars, the hosts were gracious and we were on our way. We did pass the Cadillac Ranch and did see the cars sticking up out of the ground. When we reached Oklahoma City, we were able to check in and rest a bit before going to Mustang for dinner. They provided Bar-B-Q pulled pork sandwiches, potato salad, sodas, and home made desert. I would love to have the recipe for the chocolate/mocha parfe. It was wonderful. It was so cold that we went back to the room after a very short time.

We left for Bossier/Shreveport, LA on Tuesday, April 14th. At the morning meeting, we were advised that the car dealership in Dallas were prepared for 550 persons and that we had more than that standing in front of him. He encouraged those that wanted to, to eat at other locations. Tom & I chose to by-pass the lunch at the dealership and we stopped at "Lindy's" for lunch. We sampled fried pickles, onion rings and fried jalapenos. But for an addition \$6.50 each, we had Bar-B-Q beef, mashed potatoes and gravy, vegetable, and a squash casserole. You've got to experience the fried pickles. We stayed at the Rodeway Inn that night in Bossier, and we enjoyed the sandwiches that we made with the left over beef from Lindy's. That lunch really was good. The next morning, we tried to eat breakfast at IHOP. We received a cup of coffee but they never did take our order and we went next door and got a breakfast burrito and then checked out of the motel. Alas, there was an issue with the published price and the clerk had to re-do all of the charges. I think she was glad when we left. The hotel has a lot of potential but needs some maintenance repairs and updates.

It is Wednesday, April 15th and we are on our last leg to Birmingham. Lunch was going to be served at a football stadium and then scheduled to arrive in Birmingham at 5:15. We had lunch at Wendy's because we were at the tail end of the caravan. When we saw some of the other cars pass on the freeway, we pulled in behind and managed to arrive at our final destination with the first group. We took lots of pictures when the other cars arrived. We never did see the celebration that we expected. Some sat around in lawn chairs, most waited for Mustang One to arrive and then left to find their lodging for the night. Did you know that the Double Tree Hotel charges an additional \$9.95 per day to connect to the Internet.

Thursday, we drove out to Barbers Motorsport Racetrack to register. Unless you were in your car, they would not pull your packet. So, we toured the museum. They had the prototype of the mustang on the lower level. They belong to Ford Motors and the insurance was not available until Friday. So, we were unable to get to them. We were able to take photos from the upper level though. This was a wonderful experience and we highly recommend it. On the way back to the hotel, we turned the wrong way, found some excellent Bar-B-Q and made the most of it.

Today (Friday), we drove back to the Race Track. All you could see was cars. We could not get parking anywhere close, so we will try again tomorrow.

Saturday, April 18th, we drove back to the track, set the car up and visited with a couple from Texas. We eventually rode the tram over to the vendors and we were able to pick up a hat for Tom that said ROUSCH (a visor for me), we also found a couple nice shirts and hatpins related to the 45th anniversary. We returned to the car and I climbed the side of a hill taking pictures of the track and as many cars as I could from that location. By 1:30 we were both exhausted and returned to the hotel – picking up some Bar-B-Q on the way.

Sunday morning, the 19th, it was raining. We packed the car, drove out of town and stopped at the first Cracker Barrel that we saw and had a very good breakfast for \$16.00 instead of the \$39. That we would have paid at the hotel.

After breakfast, we drove to New Orleans, took some pictures and drove back to Slidell for night. It was a very interesting week. The next two weeks we will take one day at a time and experience as much as we can.

Submitted by Tom & Linda Higham




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

May 2

Sun	Mon	Tue	Wed
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3 Vegas Trip
 Clovis Motorsports Car Show

4 
 Randy Sharmer
 Shelby Tour


5  6
 Steve Goehring

10

11
 Hometown Buffet

12  13 
 Ken Sellick Armenda Met

17

18 

19 20

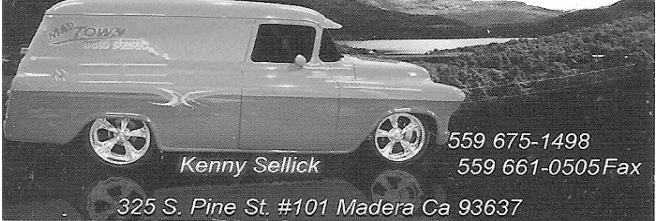


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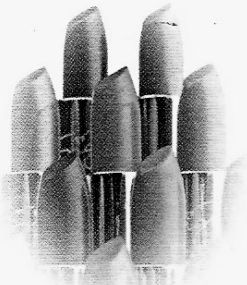
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ITEM	SIZE	COLOR	AMOUNT

			TOTAL \$ _____

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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:
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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

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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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