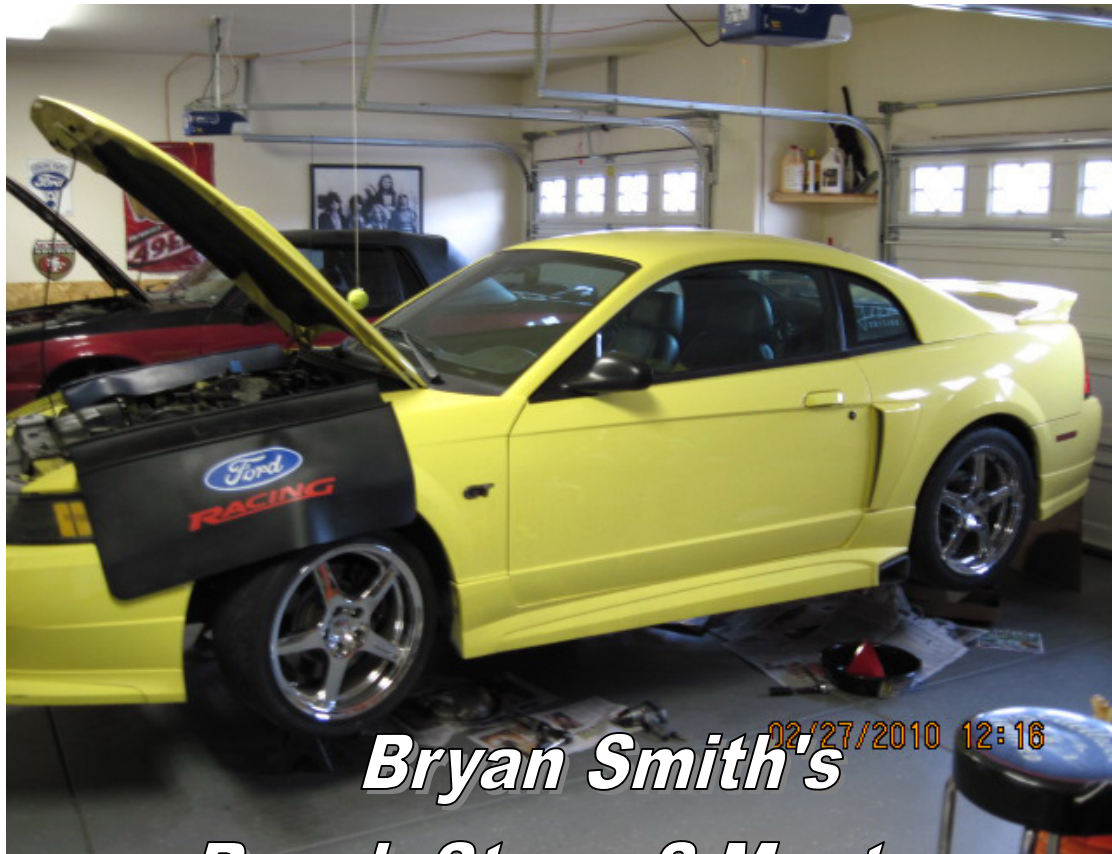
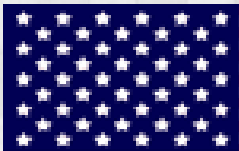


The **PONY PRESS**



*Bryan Smith's  
Roush Stage 2 Mustang*



**CENTRAL VALLEY MUSTANG CLUB**  
Fresno, California  
April 2010

**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**

Ron Deubner	213-0687
Allen Rasmussen, Vice President	322-5879
Carol DeLaPena, Secretary	453-0571
Jo-el Vaughan, Treasurer	292-5595

**MEMBERS AT LARGE**

Jim Sanborn	229-1576
Fred Grove	243-1921
Don Hobbs	448-9690
Bob Vaughan	292-5595

*Compliments or complaints should be presented to Members at Large.*

**MEMBERSHIP CHAIRMAN**

Brandon Walker	323-2150
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**CLUB MERCHANDISE CHAIRMEN**

Bob Anderson	233-8983
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**ACTIVITIES & PUBLICITY COMMITTEE**

Mary Kokalis

*Suggestions for activities should be directed to the Activities Committee.*

**CALLING COMMITTEE**

Mary Kokalis	229-3219
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**CHARITY COORDINATOR**

Nancy Sharmer	346-1096
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**NEWSLETTER EDITOR**

Nancy Sharmer	346-1096
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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

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 GATHERING**

10th of each month  
The Sizzler Restaurant  
3121 W. Shaw Ave, Fresno  
If 10th falls on the weekend we will meet the following Monday.

**PAST PRESIDENTS**

Jim Sanborn	2009
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



OK. Are you ready yet? Me neither. But we have to go to Knott's again. I don't think the place would be the same without us. The Friday night BBQ, exploring on Saturday, some kind of a car show on Sunday, and Claim Jumper Sunday night. Driving and eating. Somewhere this has to be in the club bylaws but I can't seem to find it. I hope we get a great turnout this year. I know

times are tough, but that's a great reason to get a hundred or so of your best friends together for a fun filled weekend! I think for the first time ever, I will be driving a Mustang to Knott's instead of a company van full of club stuff. Those of you who have been to Knott's know how much fun it is, so tell everyone else and make it a great weekend.

Also coming up is the Clovis Jamboree on May 7<sup>th</sup> and 8<sup>th</sup>. I haven't been to this, but I've talked to a few people who have, and they say this is a great event. It has a driving and eating event, followed by some kind of a car show. Sound familiar? And this is in our own backyard! Let's see what we can do to help make this a success for Clovis and car clubs in the Valley. More information to follow at the meeting this month.

I had the opportunity to go an Activities meeting recently. If you haven't been to one, I strongly recommend you go sometime. It's very difficult to come up with activities for the club. This is car show season, and several members have shows they have been to in the past and think we should be a part of in the future, far more shows than we can possibly do. And then you add in all the non-show events at a reasonable cost, and it can be a nightmare. If you want to attend a meeting, let Mary know so she can plan for a larger group. If you have an event you think we should be a part of, this is the place to bring it up.

As I hope all of you know by now, we are trying out Yosemite Falls Café on Blackstone this month. We will be in the bar area and the bar will be closed to the public for our meeting. We will be voting at the end of the meeting as to staying there or back to Denny's. If you have any concerns about this move, talk to me or any of the Members-at- Large about your concerns. Remember, this is your club and your opinion does count.

Now for a little hidden message, if you are reading this online, please send me an email at [rondeubner@sbcglobal.net](mailto:rondeubner@sbcglobal.net) and say "Jimmy. Tuba. Grateful Dead." This will accomplish two things, I'll know you are reading this online and I get to harass Jimmy. If I didn't do it, who would?

Ron Deubner, President

## MY NEW ROUSH STAGE 2 MUSTANG

By Bryan Smith

I was just browsing on Craig's List when I came across this ad for "A REAL ROUSH STAGE 2 MUSTANG". This caught my curiosity so I called the seller and set up a test drive.

The car looked good, just really dirty. I don't understand someone wouldn't wash a car before selling it. Anyway, the car sounded good and looked cool with the Magnaflow side exhaust. But I knew as soon as the car started rolling forward that there was something wrong in the drive train. The clutch engaged properly and didn't feel like it was slipping. The noise was too hard to find during the test drive so I asked the seller to bring the car by my house later that night for a closer inspection. He didn't seem to think the car was making any strange noises of course.

When the car arrived that night, I put it up in the air and crawled underneath to see if anything was scraping on the driveshaft or a brake dust shield maybe rubbing on a rotor because the noise now sounded like a metal scraping sound. Unfortunately it wasn't something that simple.

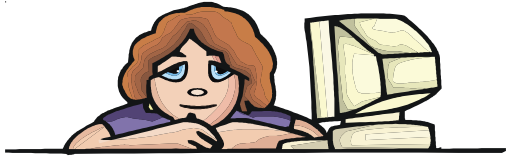
When I put a mechanics stethoscope on every piece of the drive train's moving parts from the transmission back, the scraping noise was obviously coming from somewhere in the rear differential. Well, I still like the car because the Roush stage 2 comes with the body kit and the interior upgrade and these 18x10 deep dish rims in the rear that are undeniably cool. So I decided the car would be mine right there, but I still had to negotiate a price taking into account the rear end rebuild. I ended up getting the car for two thousand less than the asking price, which brought the car's price down to less than that of a regular 02' GT.

The next day I called Roush and inquired about my new car and found out that the stage 2 package on my car cost ten thousand dollars on top of the price of the car. Now a few weeks later, the rear differential was taken apart and the very last bearing to come out was the pinion bearing and that was the culprit. The pinion-bearing race was pitted and galling. I have started the rebuild process and the rear end is getting upgraded to 31 spline moser axles and a new traction lock. I'm also going to put 3:55 gears in it. I also swapped over the 13" COBRA brakes from the front of my '93 Fox body and the Ford racing aluminum drive shaft.

I am also adding some other parts while the car is in the air. I'm putting in a drive shaft safety loop. New upper control arm bushings. Reinforcing the torque boxes by adding torque box plates. I am going to also add full-length sub-frame connectors, which will be tricky due to the side exhaust.

I would like to thank Allen Rasmussen for loaning me some jack stands as I had two cars in the air at the same time and needed 8 jack stands. Thanks Allen.

I hope to be driving this car very soon and plan to take to a few track days at Buttonwillow, anyone wanna go?



It seems like my "What, Me Worry!" message had a positive result. I really appreciate all of you who took the time to contribute something this month. Wanda Hamshar, Jo-el Vaughn, Jay Roth, Bob Vaughan, Bryan Smith, Etta Black, Mary Kokalis and Gary Cook sent articles, information, or photos, and I believe this makes for a much better newsletter. I hope this will continue and not be just a one-time shot.

Next month is our annual Knott's trip. I don't know how the time goes by so fast – it was just the first of the year. I guess it really is true that time goes by faster the older you get. I'm really looking forward to this trip, even though by the time we go, Santa Anita's meet will be closed already, since we're going a touch later than before.

Shirt assignment colors will be easy to remember – just think red, white and blue. Red for Friday, white for Saturday, and the new blue shirts for Sunday, the day of the show. This March meeting will be the deadline for placing your blue shirt orders if you want to have them for Knott's.

Don't forget that, as usual, we are still collecting personal items for the Marjorie Mason center, so try to remember to bring soaps, shampoo, lotions, toothpaste, etc. to the meetings. There's a box at home to fill for the residents there at Christmas. Also remember to drop some change (or a little more) into the red coffee can each meeting for the Food Bank.

We still want to hear your comments and opinions about getting the newsletter by email. How does it work out for you? Do you read it? Do you print it out or just read it on the computer? Do you save it to disk or just delete it? Please let me know.

We got to see the unbelievable, Zenyatta run again on Saturday, March 13<sup>th</sup>. She won her 15<sup>th</sup> straight race, and she's still undefeated! This is a superhorse, people! If she wins her next race in Hot Springs, Arkansas, at Oaklawn, on April 9<sup>th</sup> she will match the great Cigar's record. There are no words to tell you the feeling I get watching her lope along in the back of the pack for most of the race and then step on the gas and muscle her way to the front in time to get to the finish line first. It is heart stopping, even though I know that is her normal routine.

Because of the Knott's trip, there won't be a newsletter next month. With your help, in May we can have a really nice issue showing lots of pictures of all of us having a great time down there. Be sure to let me know what you all did and we can write it up!

The next deadline will be Monday, May 17<sup>th</sup>.

Nancy Sharmer, Editor

## DUMP CAKE

This is a recipe sent to me by my cousin, Chris, in Santa Cruz. I haven't tried it yet, but she says it's very easy (a definite requirement if I'm going to try to cook anything!) and good. She has two different options here, Black Forest and Cherry Pineapple.

Set oven to 350 degrees.

Grease a 9 inch pan (or you can use a 10 inch pie plate). If using the pie plate it is best to put it on a cookie sheet as it sometimes spills over a bit.

### Black Forest

1 can cherry pie filling  
1 package chocolate cake mix  
1 stick butter (1/2 cup), chilled and cut into small cubes  
1/2 cup slivered almonds

Dump pie filling into prepared pan. Spoon DRY cake mix over top, sprinkle nuts on top and dot with the butter.

Bake for 30-35 minutes or until toothpick in the middle comes out clean.

### Cherry Pineapple

1 can cherry pie filling  
1 can crushed pineapple (20 oz. do not drain)  
1 package yellow cake mix  
1/2 cup chopped pecans  
1 stick butter (1/2 cup) chilled and cut into small cubes

Mix pie filling and pineapple together, put in prepared pan. Spoon dry cake mix over top, sprinkle with nuts and dot with butter. Bake as above.

You can also use apple pie filling or blueberry pie filling with the pineapple and yellow cake mix.

It's extra good served warm with vanilla ice cream.



**Bryan Smith's Roush Stage 2 Mustang**

# PONY TALES

From Bob and Jo-el Vaughn: A HUGE THANKS TO EVELYN HICKERSON!! We were the lucky winner of your handmade quilt in the raffle at the February meeting. A huge thanks for your generosity. It is beautifully made—what a talent! It is the perfect cuddle size. Thank you.

The Club owes a debt of gratitude to Jo-El for saving the club \$30 a month. She went to the bank and found a way to have our service charge on the checking account eliminated. Thank you, Jo-el!

Our new member, Ron von Tersch, is a man to look up to. He sold his Corvette and bought a Mustang! He also attended the Activities Meeting and offered several good new ideas.

If anyone is interested in buying a club jacket, see Bob Anderson. The cost is \$110 and includes the club logo on the back and your name on the front.

The biggest laugh at the February meeting raffle was when Allen raffled off the Flush Light. Allen says now there are no excuses for misfires.

When Jay Roth won the 20<sup>th</sup> anniversary cup and a small light, he said he'd rather have an Aflac duck. Does anyone remember the night there were about 10 ducks quacking all at once? Lots of laughs that night!

The February raffle brought in \$137.00. Great going, guys!

Ask Jean Anderson why she keeps a baby's diaper pin on her purse.

Paul Jon Zischka's beautiful Acapulco Blue 1968 Mustang convertible was stolen sometime during the night of March 8<sup>th</sup>. If you see it cruising around the area, call the police. The license number is 914EZI.

Jay Roth says: Last weekend, as we are members of the Monterey Bay Aquarium, we took one son's family as their rotation. I took this photo, they liked it, and should shortly be on PERMANENT display!



Here are some pictures of the present state of our 65 Mustang fastback. It will be a resto-mod car, with many updates to the rear suspension, brakes, front suspension, dash units, and interior. The ultimate plan is to paint it white with the GT 350 blue stripes, and to replace the rear vents with quarter windows. We will keep you all posted on a semi-regular basis; (coded message which means as funds permit). We want to do this restoration right, so it will take time. Stay tuned....

Bob and Jo-el Vaughn



## ARE CLASSIC CARS DEAD AS HISTORY REPEATS ITSELF?



Today's automakers prize function over form, and there are few if any cars being made that will be "classics" in 50 years, comedian and car buff Tim Allen said. "I'm passionate about automotive art, and there isn't any," he said. Many enthusiasts argue classics are in the eyes of the keyholders, but Allen's not the only collector noticing history repeating itself.

Chevy's new Camaro, Ford's Mustang and even Mercedes' AMG Gullwing harken back to designs popular five decades ago. "It's not an art piece, that Gullwing; it just reminds people my age, 'Oh, the Gullwing,'" Allen said.

The 56-year-old actor said he'd like to see more designs like the 1962 Ferrari 250 GTO — "the source of all cool cars" — or the 1966 Shelby Mustang 350GT Hertz, which wasn't known for its handling. "It can't get out of its own way," Allen said. "It's like a Hawaiian shirt. Only guys think they're cute."

Passion and handcraft are absent in today's cars, Allen said, and he yearns for more Shelybs and Scaglietti Ferraris, cars akin to those on display at Atlanta's High Museum of Art this month.

"Allure of the Automobile" features 18 cars manufactured between 1933 and 1959. Pierce-Arrow, Porsche, Bugatti and Aston Martin are among the honorees, and the exhibit includes two of Clark Gable's cars and a Jaguar XKSS Roadster once owned by Steve McQueen.

Matt Stone, editor of Motor Trend Classic and author of "McQueen's Machines," said he once took the Roadster for a spin down Mulholland Drive in Los Angeles, California. "Just to sit in that seat gave me chills," he said. "To be sitting in that seat where the King of Cool used to go out street racing at night is pretty cool."

Cool is often defined during adolescence, said Craig Jackson, chairman and CEO of Barrett-Jackson Auction Company. To Jackson, cool is the Porsche 911 Slopenose. "I'm looking for a good original," he said. "You always want in life what you couldn't afford and couldn't have when you were younger."

Jackson has 28 cars in his collection, many stemming from his tastes as a young man who restored an 11-year-old Corvette Roadster because he didn't like the cars being built

when he graduated high school in 1977. He likes "American muscle" — think Plymouth's Roadrunner and Hemi 'Cuda — but his brother, a drag racer, and his father, a collector of French cars and Cadillacs, also influenced his tastes. Hence his fondness for hot rods and the Delahaye 165 Figoni et Falaschi Cabriolet he sold in 1989 (he flew to Tokyo to "visit" the car in 2000).

There's little dispute that Shelby Cobras and late '30s Delahayes are classics. Allen, Stone and Jackson concur that Ferrari Daytonas of the late '60s and early '70s also fit the definition. Jackson is restoring one, he said. Allen said, "There was an art to that [car]." And Stone would sacrifice a great deal to get his name on a title. "I'm a Daytona fool," he said. "That's the one I'd probably sell body parts for."

Stone believes classic cars embody a combination of style, performance, rarity and success, but differences of opinion abound: Allen believes performance can be tweaked and success is overrated. Opinions vary on new models, too. Stone believes the Ferrari Enzo, first built in 2003, could be an "instant classic." Jackson likes the re-releases of the Corvette ZR1 and Dodge Challenger.

Allen had mild praise for the ZR1, but said, "There's nothing artful to it." He's unimpressed with the Enzo, and Denise McCluggage, an automotive columnist who is no stranger to Italian classics, said the comic is correct. "The Enzo Ferrari, as far as I'm concerned, could age right off the map," said the 83-year-old former racer who began competing when hay bales on an airport runway constituted a track.

Her favorite car is a 1959 Ferrari 250 GT Berlinetta in which she won the 1961 Sebring GTIII. "It was not only my only car; it was my only thing. I had a Ferrari, and that was it," she said. McCluggage said she sold it for \$6,000 and a Mini Moke in 1962, long before the model commanded \$1 million and Motor Trend Classic named it the fifth-greatest Ferrari ever. "Timing is everything," she joked.

McCluggage and Allen might appear to have similar tastes, but McCluggage said she thinks classics might one day include distinct designs, such as the Mazda Miata and Chrysler PT Cruiser. At the same time, McCluggage said American muscle cars "were great in a straight line" but didn't appeal to her as a racer.

"It will be surprising what people consider classics," she said, adding that when she isn't driving a car from the AutoWeek press fleet, she is tootling around Santa Fe, New Mexico, in her 1993 Suzuki Sidekick. "I always like the car I'm in. I'm very fickle that way," she said.

Allen also is fickle. He modifies almost every car, a cardinal sin for collectors who believe original parts must be preserved. "They're never like I like them," he said. "The look isn't right. The sound isn't right. The performance isn't where I'd have it."

The Detroit, Michigan, native said cars are for driving, and he recalls how he used to drive a 1932 Ford more often than he should have. "It was like using a Rembrandt for a placemat," Allen said. "But I can't let it sit there and not drive it."

McCluggage chuckled when she called collectors who tow their prized automobiles to shows "trailer queens."

Classics or not, Jackson believes the days of the re-introduced muscle car might be numbered. Government ownership of GM and tighter fuel standards (taking effect in 2016) could bring a lull in manufacturing high-performance vehicles.

In the 1970s and 1980s, public demand for safety and better mileage yielded cookie-cutter cars that Jackson said he couldn't differentiate on the freeway at night. Similarly, today, car companies might think twice before building 612-horsepower ZR1s that could skew a fleet's fuel standards. Experts agree technology advances more quickly today than it did in the 1970s, and Jackson has faith form can keep pace with function. Allen said he'll keep taking performance into his own hands, even if cars go electric.

"I don't need the government telling me what to drive," he said.

By Elliott C. McLaughlin, CNN  
<http://www.cnn.com/2010/LIVING/personal/03/16/modern.classic.cars/index.html?hpt=Sbin>

On May 8th there will be a FREE car show at Ranchos Automotive and Transmissions  
Car clubs are invited.  
Prizes, Raffles and FREE FOOD.  
If interested, please contact Jay Roth for information.



Thanks to  
**BILL & LUCILLE HALL**  
for volunteering to donate  
the April Birthday Cake.



Jay Roth sends these photos:  
Everybody has heard of the  
P51 Mustang - This is our  
son David's take on it.

## FABULOUS FORDS FOREVER

The car show is April 25<sup>th</sup>, 2010.  
Most members will leave Friday morning,  
April 23<sup>rd</sup>. Meet at Manning & Hwy 99  
at the Shell Station at 8:30 AM.  
Leaving at 9:00 sharp!

Friday at 6 PM is the BBQ at the motel.

Saturday is a free day with members attending  
various activities. Sign-up sheets are available.

Sunday is the Fabulous Fords Forever show.  
Leaving the motel for the show at 7 AM  
Group picture at 8:30  
at Independence Hall  
Breakfast afterwards at Mrs. Knott's.

Motel information:  
Rodeway Inn Buena Park  
7930 Beach Blvd  
Buena Park, CA 90620

## DO HUBCAPS SERVE A PURPOSE?

Dear Tom and Ray: I am having a philosophical debate with my father that I hope you can offer some closure on. About two years ago, my 2007 Toyota Matrix lost a hubcap during a 220-mile drive. Immediately, my father told me to go to the dealership to get the hubcap replaced. The next day, I went to the dealership, paid 70-odd bucks and off I went. Within a week, another hubcap fell off. And again, my father was quick to say it NEEDED to be replaced. I made the argument that it was too expensive, and that I didn't mind the look of a missing hubcap. I held my ground for a while, but he conspired against me and got a new one for me during an oil change. My father's argument is that it makes the car look ugly, cheap, poorly cared for and run down (which, consequently, sounds like one of Tom's cars!). I think it's too expensive, and view hubcaps as lacking a functional purpose that would warrant immediate replacement. We could then get into further discussion about cheapskate-ism, but for now I'd just like to know if there is a real need to replace a hubcap quickly, and is there a functional (not aesthetic) purpose of a hubcap? — Chris

Tom: Not really, Chris. Hubcaps have only two minor "functional" uses, aside from keeping Harry the Hubcap King in business.

Ray: If, for example, someone rotated your tires and forgot to tighten the wheel nuts, the wheel nuts might then work their way off. That would result in the wheel falling off the car, and you needing much more than a new hubcap.

Tom: Right. But if you had a hubcap on that particular wheel and it was metal rather than plastic, as the wheel nuts fell off, they would fall INTO the hubcap, and you'd probably hear them clanging around in there. You might then wonder what that racket was, investigate and find out that your wheel was about to fall off BEFORE it fell off.

Ray: Granted, that's an unlikely scenario, but we're trying to give your old man something to hang on to here.

Tom: The other function hubcaps can serve is to protect the wheel nuts and wheel bolts from getting rusty and corroded, which can make the nuts hard to remove someday when you have a flat tire and semis are speeding by your rear end at 80 mph.

Ray: But again, if you have your tires rotated or your brakes inspected every 10,000 or 15,000 miles, your mechanic will be loosening and removing those wheel nuts anyway, and they'll never have a chance to rust shut on you.

Tom: So, the real reason for replacing missing hubcaps is exactly the reason your father states: So your car doesn't start down the road to heapdom.

Ray: As your father clearly understands, the appearance of neglect leads to real neglect. Once you look at your car and say, "Aw, my car's becoming a heap," you then allow it to become a heap. It's a self-fulfilling prophecy.

Tom: It's true. Once you decide your car has begun its downward ride toward the crusher, you stop caring about it. You stop changing the oil so often. You stop worrying about noises that crop up. You stop washing it. And before you know it, you have mushrooms growing in the back seat, like I do!

Ray: So it's a slippery slope, Chris. Be careful. This is exactly how the Roman Empire fell. One hubcap fell off Titus' chariot around 150 AD, and it was all downhill from there.

<http://www.pe.com/cars/content/click/stories/cars1226clickclack.376122c32.html>

Submitted by Wanda Hamshar

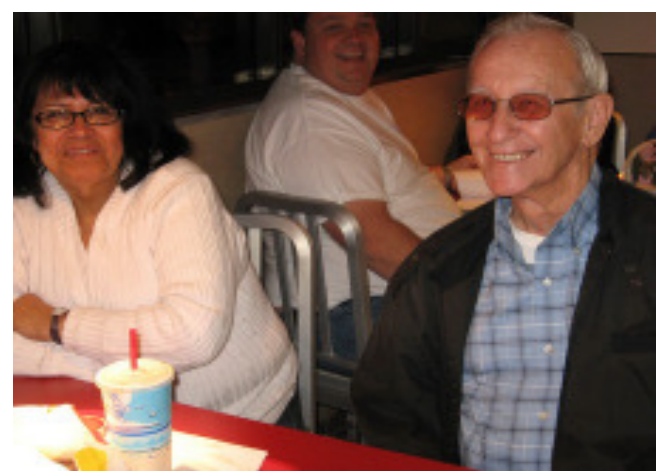
## AT THE GOLDEN RESTAURANT, February 20





## FOSTERS' FREEZE February 27, 2010

What can I say? Our small but mighty group did what CVMC is famous for; we drove, and we ate. But that doesn't tell the whole story. What our club is famous for is for enjoying each other's company, and having a good time while we do it. As you can see from the pictures there were some serious conversations going on. There was business being taken care of and of course there was a lot of horsing around being done. Then there was Jessica showing us how to look great in braces. But, we failed to honor one of our most treasured traditions, and that was to end our wonderful evening over at Coldstone's. As it is early in the Mustang year, I am willing to over look it this one time.



## BLOSSOM TRAIL DRIVE

By Mary Kokalis

Our Sanger Blossom Trail on March 6<sup>th</sup> started out as a cold morning. We left on Mustang Time after everyone stood around and talked and talked some more. Finally we got our engines started and roared on down the road.

Brandon was our fearless leader and took us on a very different route this year; it turned out to be beautiful. We saw many pink, white, off white and bright pink blossoms. The orchards were filled with an array of different size and shapes of trees. We stopped and chatted and took some pictures and then we drove and saw more blossoms.

It was a perfect day for the drive. We could see the snow on the mountains, fields of green and lots of fruit trees with their blossoms. It started to sprinkle, actually just a few drops on the windshield, so we lost Doug as he was driving his Cobra and it was a little chilly without a top on your car. The other convertibles kept the tops up and the heaters on.

After a beautiful drive and a snack of almonds shared by Brandon, we caravanned into Sanger and went to the Sanger Car Show where Linda and Tom Higham won a special award for their Mustang Rousch and The PT Cruiser. Our group had lunch at a small Chinese Café downtown and then walked and enjoyed the Sanger Street Fair, which had lots of booths and lots of different types of food. Of course I had to try some crepe type dessert, actually it was a fruit delight and it was delicious. Jean and Linda were drooling over it, but they used their will power and missed all the great fruit.

We enjoyed the Blossom Trail and we hope more of the club can make it with us for the next Blossom Trail.

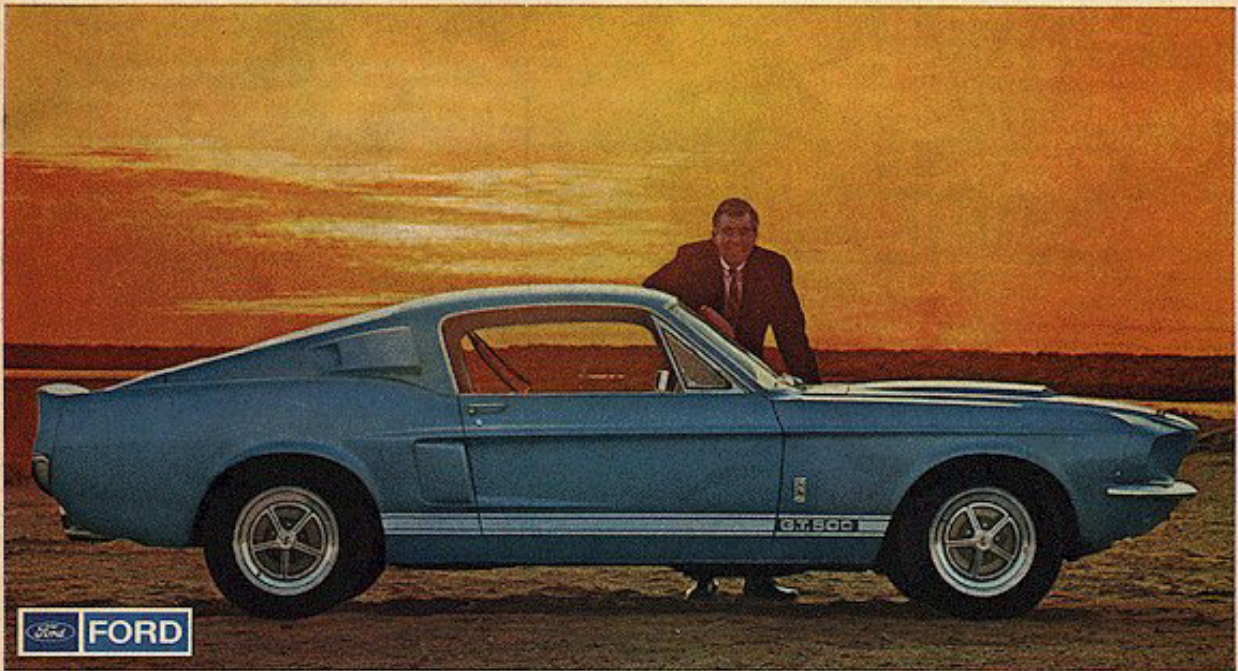


## *Gary Cook's Rides Over the Years*





Order your Mustang as hot as you like



...even Shelby hot!

There's a GT package for every kind of Mustang. From the 289- to the 390-cu. in. V-8 and you choose pure stick shifting or SelectShift fully automatic/fully manual.

Every Mustang GT sits firmly on special wide oval tires, plus higher-rate springs, shocks, and stabilizer bar, GT stripes, natch, four-inch

fogs, and front power discs, too.











Want more? There's always Mr. Shelby's sizzling Mustang-based GT 350. Above, Mr. Shelby with his GT 500—Le Mans developed 428-cu. in., modified front suspension, four-leaf rear springs. And all the standard Mustang GT features. Order your Mustang as hot

as you like. Every Ford Dealer can get you a Mustang GT; many handle the Shelby cars. And you can add almost any extras, all the way to stereo tape. That way, even a hot Mustang can keep its cool.

THE ORIGINAL  
**MUSTANG** 

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

# April 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 Me & Ed's Pizza, Fowler & Shepherd
4 EASTER 	5	6	7	8  Etta Black	9	10  Peggy Lara
11  Erin Dotson	12 The Sizzler	13  Jessica Smith Sami Hickman	14	15	16  Naomi Atkisson	17  Jean Anderson  Chubby's B'stone & Sierra
18  Board Meeting	19	20  Vic Hamshar	21	22	23 April 23—26 Knott's Trip	24  Carol DeLaPena
25 Fabulous Fords Forever Car Show	26	27	28	29  Mark McKinney  Monthly Club Meeting	30	



Join us at The Sizzler Restaurant on the  
10th of each month at 6 PM for  
Food, Fun and Friends.  
3121 W. Shaw Ave, Fresno, CA

(If the 10th falls on a weekend we will  
meet the following Monday.)



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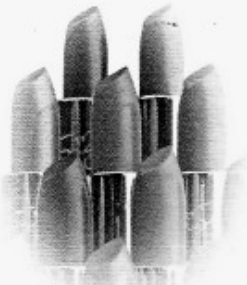
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Paul & Linda Neufeld



Phone 559.661-0500  
Fax: 559.661-0505

325 S. Pine St. #101  
Madera, CA 93637

**CVMCMERCHANDISE ORDER FORM**

PLEASE PRINT INFORMATION

NAME: \_\_\_\_\_ DATE \_\_\_\_\_

PHONE NO: \_\_\_\_\_

**T-SHIRTS:**      (Royal Blue Only)

**POLO SHIRTS** (Royal Blue Only)

XS, S, M, L, XL    \$ 10.00

XS, S, M, L, XL    \$21.00 (Men or Women)

XXL                    \$ 11.00

XXL                    \$23.00

XXXL                 \$ 12.00

XXXL                 #24.00

XXXXL                \$ 13.00

XXXXL                \$25.00

Tall    Add         \$ 3.00

Tall    Add         \$ 3.00

Pocket   Add       \$ 2.00

(No pocket available)

**YOUTHSHIRTS**

Youth Chart

All sizes of T-shirts \$ 9.00

XS = 4

L = 14 to 16

All sizes Polo shirts \$20.00

S = 6 to 8

XL = 18 to 20

M = 10 to 12

NAMETAGS    \$ 7.50

HATS (Black only) \$ 10.00

Size ?	Polo or T?	Y, M or W?	Tall ?	Pocket ?	Total Price

TOTAL            \$ \_\_\_\_\_

RECEIVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

PAYMENTMETHOD    CASH \_\_\_\_\_ CHECK \_\_\_\_\_

For previous years' colors contact Bob Anderson 559-233-8983

**\*\*\* Deadline for orders are March 25, 2010. All orders must be pre-paid. \*\*\***



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

**ADDRESS CORRECTION REQUESTED**

Website: [www.cvmustang.org](http://www.cvmustang.org)  
Club Information: 559-485-1010