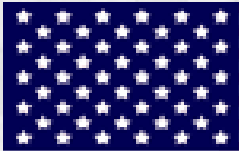




2010 Board of Directors



CENTRAL VALLEY MUSTANG CLUB
Fresno, California
February 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



Happy New Year!!

Boy, I won't miss an October meeting again. Ya miss one meeting and you wind up President. I wonder which meeting Obama missed, and I bet he won't do that again. Anyway, here we go again, Year 21, who would ever have thought that we would have made it 21 years without a total meltdown. OK, without two total meltdowns.

My first Mustang club was in 1967 at Vaniman Ford in Trotwood, Ohio, and we met in the service department in the evenings. I think it fell apart in 1968. I'm not sure, I was long gone by then. And my first Mustang jacket is at restaurant somewhere in Kansas, where I left it in 1970.

We have made quite a transition over the last 20 years, but we continue to thrive. We have gone from a group of young, enthusiastic Mustang owners, to a social group who likes to drive and eat. Oh, we do seem to be a little older now, too. Don't get me wrong; I love this club, and the people in it. And I'm sure as we successfully continue down the path we are following, we will transition into a very different club than we are today. But that's OK. Over the past few years, I've learned to appreciate low riders and Japanese cars that sound like a herd of bees. They are us, only younger. They love the cars that they grew up with, like we love our cars.

Where are we going? That is a question we need to examine, answer and move forward. I miss the workshops on restoration we did in the past, but most members have newer cars today. We built a raffle car that any one of us would have been proud to own. We rebuilt Garo's engine several years ago after the rebuild he paid for failed in a short time. Our engine continues to run today. Garo is a great artist, but he shouldn't be allowed to work with tools.

So, back to where are we going? I need your help to figure this one out. If we continue down the path we have chosen, we will get older, fatter and happier. Or we can choose a different direction. Maybe back to the workshops. Or performance tips for the late models? The Mustang turns 45 this year, with no interruptions in production. That's quite an accomplishment. How are we going to take CVMC to 45 years? I plan on being here to find out.

Ron Deubner

CASH FOR CLUNKERS: THE RESULTS

On September 9th, 2009, the National Highway Traffic Safety Administration, or NHTSA, released the results of it's Car Allowance Rebate System, or CARS Program also known as the Cash For Clunkers. As of August 25th, 2009, the NHTSA had authorized payment for vouchers for 677,842 cars and trucks ranging from 1984 through 2008 at an average cost of \$4,209 per voucher. The total cost of the vouchers was \$2.85 billion dollars. The top 10 vehicles traded in under this program were:

1. Ford Explorer four-wheel drive
2. Ford F-150 Pickup two-wheel drive
3. Jeep Grand Cherokee four-wheel drive
4. Ford Explorer two-wheel drive
5. Dodge Caravan/Grand Caravan two-wheel drive
6. Jeep Cherokee four-wheel drive
7. Chevrolet Blazer four-wheel drive
8. Chevrolet C1500 pickup two-wheel drive
9. Ford F-150 pickup four-wheel drive
10. Ford Windstar front-wheel drive van

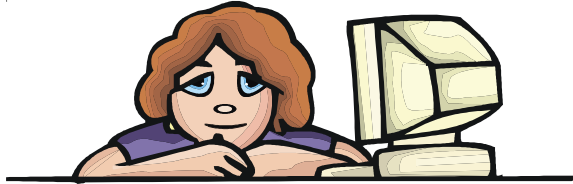
The top 10 vehicles purchased after the trades were:

1. Toyota Corolla
2. Honda Civic
3. Toyota Camary
4. Ford Focus front-wheel drive
5. Hyundai Elantra
6. Nissan Versa
7. Toyota Prius
8. Honda Accord
9. Honda Fit
10. Ford Escape front wheel drive

The vehicles traded in had their engines and drive trains destroyed and then the vehicles were crushed. Of the Fords that were crushed 1,611 were Mustangs, including one 2008 model. The year most commonly traded in was 1995 at 247 Mustangs with 1994 following closely at 212. Other notable Fords turned in were 107 1993-'99 Taurus SHO's and 3,061 1984-'95 Thunderbirds. Also turned in were a number of late model Fords like Crown Victorias and Crown Vic FFVs, Explorers, F-Series Pickups and Freestar Vans as late as 2007 and 2008.

Submitted by Jim Sanborn





Congratulations to the new board for 2010. In case you didn't keep track, here are their names:
 President Ron Deubner/ Vice-President Allen Rasmussen;
 Treasurer Jo-el Vaughan; Secretary Carol DeLaPena;
 Members at Large: Jim Sanborn, Fred Grove, Don Hobbs
 and Robert Vaughan. Membership is Brandon Walker and
 Activities Mary Kokalis..

This has been a busy few months. In late November we started moving into our new house a little at a time. Boy, do friends make a difference. Bob Vaughan with his handy-dandy trailer helped us get our large pieces moved, which meant we didn't have to borrow or rent a truck. Thank you so much, Bob. I don't remember moving being this hard! We love the house and once everything is in order, you all will be invited over to help us break it in.



Right before Christmas we lost Sophie the Hellcat, who is now an Angelcat. (I hope!) She's probably in Kitty Heaven bossing the other cats around. I sure do miss her extra large personality. What a traumatic experience. We still have Mommy cat, but she is the total opposite of Sophie; quiet, meek and hides under the bed when people come.

I spent a few days with my sister in Vegas before Christmas while Ron flew on to Hawaii. On Christmas Eve I flew over to meet him (he found me wandering around looking for the right baggage claim carousel). This was my first trip to Hawaii, so it was an informative and fun time. I took a LOT of pictures.

Now it's back to reality and back to the newsletter after all this time off. I am wondering how you all liked getting your newsletter by email. All the comments I have received so far have been positive. It saves money on printing and stamps, which is the main reason for this option. Aside from that, the pictures are in color and you can receive it and print it out as soon as it's completed, rather than having to wait for the meeting. I'd like to hear what you think..

It's time to start thinking about Knott's, which is April 25th. I can't wait - how about you?

Thank you to Jim Sanborn, Gary Cook, Wanda Hamshar and Peggy Lara. For your help with the newsletter you will receive five free raffle tickets. (Must be present to receive them.)

The next newsletter deadline will be Monday, February 15, 2010.

Nancy Sharmer

MEXICAN BLACK BEAN PIZZA

Makes: 4 servings
 Start to Finish: 30 minutes



Ingredients

- 1 10-ounce package refrigerated pizza dough
- 1 15-ounce can black beans, rinsed and drained
- 2 tablespoons snipped fresh cilantro or parsley
- 2 tablespoons salsa
- 1 teaspoon ground cumin
- 1/4 teaspoon bottled hot pepper sauce
- 2 cloves garlic, quartered
- 1-1/2 cups shredded Cojack or cheddar cheese (6 ounces)
- 1/2 cup chopped red sweet pepper
- 1/4 cup sliced green onion
- 1/2 cup dairy sour cream
- 2 tablespoons salsa

Directions

1. Lightly grease an 11- to 13-inch pizza pan. Unroll pizza dough and transfer to greased pan, pressing dough out with your hands. Build up edges slightly. Prick generously with a fork. Bake in a 425 degree F oven for 7 to 10 minutes or until lightly browned.

2. Meanwhile, in a blender container or food processor bowl combine black beans, cilantro or parsley, 2 tablespoons salsa, cumin, hot pepper sauce, and garlic. Cover and blend or process until smooth, stopping to scrape down sides if necessary.

3. Spread bean mixture over hot crust. Sprinkle with Cojack or cheddar cheese, chopped red sweet pepper, and green onion. Bake about 10 minutes more or until cheese melts and pizza is heated through.

4. In a small bowl combine sour cream and 2 table-
 spoons salsa. Serve pizza with sour cream mixture. Makes 4 servings.



Mike Metz had surgery on his back on December 21st and is feeling so much better. He's able to walk without his big stick now so it's safe to get close..

Carlos Roth took the California High School "on track exit test" for graduation. (He is a Sophomore.) He scored exceptionally well and received a letter from UC San Diego accepting him for enrollment when he finishes high school.

Don Hobbs had surgery for two hernias on January 21st, so Etta will has him home for two weeks. They will be scheduling his last visit to Stanford for his AVM where he will have to have an angiogram, so Etta will be doing the driving. I can see Don's white knuckles now.

Jay Roth will be having surgery soon for a torn rotator cuff injury.

Does it seem like some months Pony Tales is more of an organ recital than social information?

Allen and Anna Rasmussen got the motor into the 1968 fastback, but Allen says it will take several more weekends to get it connected and running.

Club members who went to Speedy Zapato's on January 13th enjoyed the food and the price was right. Of course the evening ended up at Cold Stone where the members sat outside and ate their ice cream and shivered..

Brandon Walker enjoyed his three week visit to Spain and put many miles on his rental car driving all over the country. We look forward to informative articles and photos about his travels.

It's January, which means before we know it, we'll be enjoying ourselves on the Knott's trip. The date of the show is April 25th, which means we'll leave on Friday the 23rd. Ron Deubner made arrangements with the motel to hold 40 rooms for the CVMC, so call right away to reserve your room at the Rodeway Inn in Buena Park,, 714-994-6430. Be sure to tell them you are with CVMC.

The most fun Bob Vaughan has had in a long time is when a young girl walked into the side of his truck while texting.

It's time to pay your dues for 2010, as annual dues are payable every January. They are still \$25 for one person, and an additional \$5 for each additional family member. What a deal! Your paid membership includes your monthly newsletter, reminder telephone calls and reminder emails, so be sure to pay by March to continue receiving your member benefits.

FORD BRINGS WI-FI TO THE HIGHWAY

Ford is making its cars into mobile Wi-Fi hot spots.

The next generation of the Sync in-car entertainment and information system will use a USB mobile broadband modem to establish a secure wireless connection capable of supporting several devices simultaneously.

The system will be available next year on selected models — no word yet which ones — and you won't need a subscription or hardware beyond the modem.

"While you're driving to grandma's house, your spouse can be finishing the holiday shopping and the kids can be updating their Facebook profiles," said Mark Fields, Ford president of the Americas. "And you're not paying for yet another mobile subscription or piece of hardware because Ford will let you use technology you already have."

Several automakers already offer in-car Internet access; Japanese drivers have been using it since 1997 and many others are rushing to bring it to us. Ford's announcement follows General Motors' promise to make in-car connectivity available in seven models of trucks and SUVs.

Mercedes recently announced it has successfully tested in-vehicle Internet applications — including web browsing, vehicle software updates and VOIP — on a prototype 4G network. It follows BMW's Internet-connected iDrive system and Chrysler's Uconnect Web in-vehicle mobile hotspot. With so many automakers getting in on the action, there's a push to introduce hardware standards.

Ford is taking a decidedly different approach, opting to allow consumers to plug in their own USB modem to get connected.

General Motors, on the other hand, offers a dealer-installed system called Chevrolet Wi-Fi by Autonet Mobile. It creates a Wi-Fi hot spot 300 feet in diameter around the vehicle, and GM claims the 3G network achieves speeds of up to 1.5 mbps. The hardware costs \$199 after the \$200 mail-in rebate, and the service costs \$29 a month.

Given how connected we are, it makes sense for automakers to put the Internet in our cars. The number of iPhones and other mobile devices being used to connect to the Internet jumped 75 percent in the third quarter of this year, according to JiWire Mobile Audiences Insights Report.

Letting people log on from the road will be a big selling point among 20-something buyers, the so-called Millennials who have propelled much of Sync's success. Millennials will make up 28 percent of the driving population next year, a nine-point increase from 2004.

Kids aside, Ford says interest in in-car connectivity is high among the general public, with one-third of people surveyed by the Consumer Electronics Association expressing interest in being able to check e-mail or surf the Web from the car.

By Chuck Squatriglia

<http://www.cnn.com/2009/TECH/12/26/wired.ford.wi.fi/index.html>

MUSTANG'S 400 HORSES MAKE ONE POWERFUL PONY

Mustang's 5-liter V-8 vrooms into next decade with good gas mileage

It sounds better than it looks, and the 2011 Ford Mustang GT 5.0 looks great.

Ford Motor Co. was to officially announce today the return of the 5-liter V-8, and the public will get its first look at the muscle car in January at the North American International Auto Show in Detroit.

The legendary engine has lived in the Mustang on and off for nearly 30 years but never with as much ferocious power or outstanding gas mileage. The new GT will be able to get up to 25 miles per gallon while cranking out more than 400 horses.

The current GT, powered by Ford's bullet proof 4.6-liter V-8, produces 315 horsepower and averages 23 mpg on the highway.

By the numbers the new naturally aspirated engine will deliver 412 horsepower, 390 pound-feet torque and a rumbling growl that can make the hair on the back of your neck stand up.

"I've been waiting 48 years for this," Jim Farley, Ford's vice president of marketing and a longtime Mustang enthusiast, said during a media preview of the Mustang GT. Farley drives a Grabber Blue Mustang GT. "When I joined Ford, as soon as I heard about this engine, I knew we had something special," he said.

The hallowed engine block — a 5-liter engine has almost the same displacement as 302 cubic inches or a Boss 302 — has a long Mustang history. When the 1983 Mustang GT 5.0 High Output arrived, it cranked out a then-thunderous 157 horsepower. A four-barrel carburetor on the 1986 GT wowed consumers with its 210 horsepower. The last GT to use the 5-liter V-8 was the 1995 Mustang.

Ford could use the new engine in other vehicles, such as the F-150 pickup, to provide more power than the current 4.6-liter V-8, though executives would not comment on that possibility.

Engineers and designers said they were challenged to top 400 horsepower on a 5-liter displacement engine. Additionally, they were given only a few years to create it, losing 12 months of development time.

"It's faster than we've ever done it," said Mike Harrison, V-8 engine programs manager, of the work his 10-person team did.

Engineers opened up the intake and created new headers for a "better breathing engine," Harrison said.

They also gave the V-8 twin independent variable valve camshaft timing to enhance its performance.

Ford will showcase the new GT with the black and red 5.0 badge at the auto show in Detroit. But this car adds more than just power.

Ford will add a new six-speed automatic or manual transmission to the GT, replacing the five-speed gear box on the current model. With the improved gear ratios and with lots of low-end torque, drivers no longer will have to downshift to third to find power at 70 mph. (The new speedometer goes up to 160 mph, up from 140 mph.)

It will feature electric power-assisted steering, known as EPAS. This fuel-saving technology operates without a traditional steering pump, and Ford has worked to dial in a solid steering feel, engineers said.

There also were changes to the car's suspension and tuning. Ford promises a much quieter ride in the 2011 Mustang GT due to additional sound-deadening materials. Engineers added support to make the body 12 percent more rigid to improve its handling. The Mustang GT will keep its solid rear axle, perhaps the one sharply criticized attribute, but one many enthusiasts have come to embrace.

A special Brembo brake package also will be available on the new GT with 14-inch disc brakes (taken from the GT 500), 19-inch wheels and summer performance tires.

Ford said it also will add features such as integrated blind spot mirrors, illuminated visors, and a universal garage door opener on the 2011 Mustang GT.

The 5.0 V-8 engine upgrade follows the introduction of a new powertrain to the 2011 Mustang V-6, which comes with a 3.7-liter engine that provides more than 300 horsepower and still allows the car to hit 30 mpg.

"This car is beautiful," Aaron Bragman, an automotive analyst at IHS Global Insight, said of the new 5.0. "Mustang enthusiasts will love it."

Then he looked at a black Mustang GT in front of him: "I'll take that one."

Additional Facts The return of the 5.0 V-8

The Ford Mustang GT used the 5-liter V-8 from 1982 to 1995. Some models included an HO version, which stood for "high output." Here's a quick look at some of those engines.

1982: First 5.0 HO appeared in the GT. Total power: 157 horsepower

1983: 5.0 HO included four-barrel carburetor and produced 175 horsepower

1984: Fuel-injected 5.0 HO lowered power to 165 horsepower

1985: The most powerful four-barrel 5.0 produced 210 horsepower

1986: Only a fuel-injected 5.0 HO produced; total power: 200 horsepower
1987: The 5.0 HO produced 225 horsepower
1993: Ford revised horsepower rating to 205
1994: 5.0 offered 215 horsepower for the GT.
1996: Ford replaced the 5.0 V-8 with a smaller 4.6-liter V-8 for the GT, producing the same 215 horsepower.
Source: Mustang 5.0 magazine

By SCOTT BURGESS, The Detroit News

COMMON TOOLS DEFINED

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting whatever freshly-painted, finished work you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint and rust off bolts and then throws them somewhere under the workbench at the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh sxxt..."

SKILL SAW: A portable cutting tool used to make studs too short.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WELDING GLOVES: Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

BAND SAW: A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of

the line instead of the outside edge.

TWO-TON ENGINE HOIST: A tool for testing the maximum tensile strength of everything you forgot to disconnect.

CRAFTSMAN 1/2 x 24-INCH SCREWDRIVER: A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

And last but one of the most important tools, at least in my shop.

THE DAMMIT TOOL: Any handy tool that you grab and throw across the garage while yelling 'DAMMIT!' at the top of your lungs. It is also, most often, the next tool that you will need.

Submitted by Wanda Hamshar

FABULOUS FORDS FOREVER

The car show is April 25th, 2010. Most members will leave Friday morning, April 23rd.

Specific details will follow in the months to come.

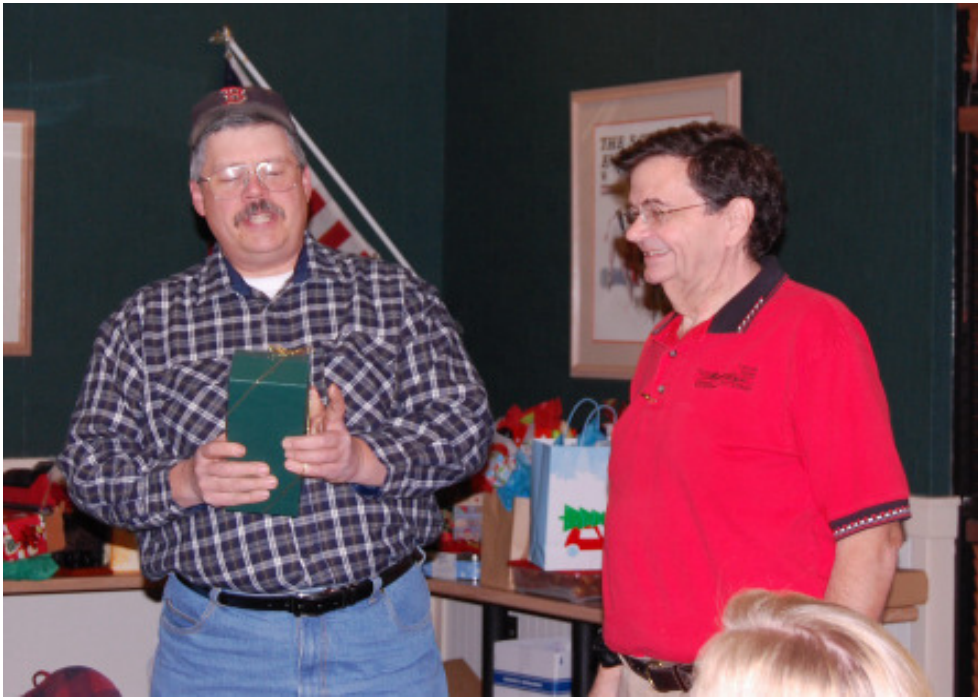
Applications for the car show can be found at <http://www.fabulousfordsforever.org/>

Be sure to make your motel reservations quickly, as the rooms go fast. Here is the motel information:

Rodeway Inn Buena Park
7930 Beach Blvd
Buena Park, CA 90620
714-994-6430

2009 Christmas Party





FORD UNEILS TWEETING CAR

By Rupert Neate, Las Vegas
January 8, 2010

Ford President and CEO Alan Mulally gives the keynote address at the 2010 Consumer Electronics Show Photo: EPA

Alan Mulally, Ford's chief executive, said the company will produce a range of vehicles which can read motorist's twitter messages to them as they drive down the street.

Drivers may even be able to Tweet replies as the cars will feature voice recognition technology. But composing Tweets will not be possible on the first models, due out in the US later this year, because of safety fears.

US Road safety group the AAA warned that the new technology could put lives at risk. "The more things that are going on in a vehicle, the more things can distract a driver," a spokeswoman said. "You only have so much attention to give, and we really want everyone to keep their attention on the roadway for safety reasons."

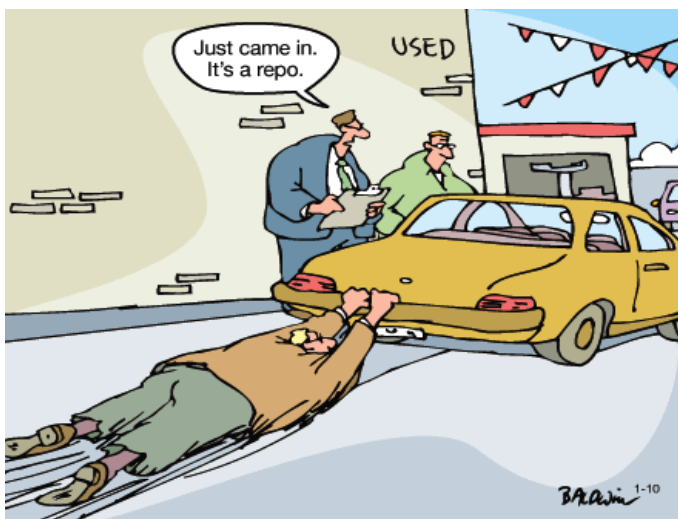
However, Doug VanDagens, Ford's global director of connected services, said people currently read Twitter feeds while they are driving anyway, and the new system would increase road safety by enabling motorists to keep both hands on the wheel.

"We take what people do – they talk on the phone, they fumble with mp3 players, they look at maps. We take these activities and make them safer," he said.

The tweeter function is part of Ford's plan to connect cars to the internet. Ford said drivers will also be able to stream music live from Pandora, a website similar to Last.fm.

The technology, developed in partnership with Microsoft, works by connecting an on-board computer to a mobile phone with 3G internet browsing capabilities.

In a speech at the Consumer Electronics Show in Las Vegas said the technology, called Sync, is designed to allow drivers to attend to their social lives, "all while keeping their eyes on the road and their hands on the wheel."



MEET THE \$90,000 MUSTANG



A typical Ford Mustang GT costs about \$30,000. Now a custom carmaker is transforming 45 of those regular Mustangs into \$90,000 hand-built Iacocca Edition Mustangs.

Galpin Motors, the Los Angeles dealership selling these cars, is well known for custom cars. This model aims to commemorate the role legendary auto executive Lee Iacocca played in creating the original Mustang in 1964.

For three times the cost of a regular V8 Mustang, the Iacocca Mustang is equipped with a 4.6-liter 300-horsepower engine, just like a stock 2009 Mustang GT, but with Ford's Racing Handling suspension package. Performance options include a Ford Racing brake upgrade, a Cold Air Kit that boosts horsepower to 320 and a supercharger that boosts horsepower to 400.

"The majority have sold with the supercharger and brake upgrades," said Terry Miller Galpin general sales manager. With those options, the price rises to \$105,000.

But this car really isn't about raw performance. In this case, the price has much more to do with exclusivity and style than just smoking the tires. Only 45 of the cars will be made and it takes a long time to make them.



Not everyone is convinced these cars are worth the money but, then again, fewer than four dozen people will need convincing. Iacocca, who started out at Ford and ascended the corporate ladder through the sales department, isn't known as an automotive genius as much as a deft marketing hand. He knew what buyers wanted, sometimes even before they knew it themselves.

Of course, most people associate Iacocca with Chrysler, not Ford. Iacocca led Chrysler out of a grave financial crisis in the early 1980s and became the carmaker's public face, even appearing in TV ads. As general manager of the Ford car brand in the 1960s, he was the Mustang's driving force. He wanted a fun, inexpensive car with just enough practicality.

Michael Leone, who designed the Iacocca Edition, insists that Iacocca himself was intimately involved with every detail of his namesake car. "He really wanted this to be the car that represented the 50 years he put into the automobile business," Leone said.

Besides the Iacocca Edition's limited run, what makes this car cost \$90,000 are the high-tech materials it's made of. These cars start out as factory-built Mustangs, but they're torn apart and rebuilt with new bodies.



Their original sheet metal is completely removed and mostly replaced with "composite construction laminate," a light-weight but strong material that's used mostly for race cars.

The most obvious difference, visually, from a stock 2009 Mustang is that the Iacocca Editions are "fastback" cars, meaning that the roof line flows cleanly down to the back with no flat "deck" for the trunk lid. Also, the car's lines have been smoothed out. The rear bumper and taillights, for instance, are flush with the back of the car and don't bulge out.

The interiors of the stock Mustang GTs are also removed and replaced with specially designed leather seats featuring a unique "Iacocca Mustang" crest. The same crest appears on a badge on the car's hood, each one handcrafted.

Roughly half of the 45 cars have already been sold, Miller said. Most buyers are, of course, Mustang collectors.

But anyone hoping that these rare cars will only go up in value will probably be disappointed, said McKeel Hagerty, president of the collector car insurer Hagerty Insurance. Beyond performance upgrades that could be had for much less, the Iacocca Mustang's uniqueness is largely cosmetic, albeit expensive.







"Bloated cost structures don't equate to great vehicles by any stretch," said Hagerty. These cars will likely sell, though, he said, "to folks who are huge fans of the man, maybe."

by [Peter Valdes-Dapena](#), CNNMoney.com senior writer

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

February 2010

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

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
						Chubby's
7 Sarah Bartee	 8	9	10	11	12 Jeffrey Bohrer	 13
			Sizzler			Wahoo's
14 Valentine's Day	15 Presidents' Day Newsletter Deadline	16	17 Mick Paulson	 18	19 Maricela Torres	 20
						Golden Chinese
21	22	23 Pete Logoluso Rosemary Metz	 24	25 Bob Anderson	 26	27 Cindy DeLaPena
Board Meeting				Club Meeting		
28						



Join us at The Sizzler Restaurant on the
10th of each month at 6 PM for
Food, Fun and Friends.
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(If the 10th falls on a weekend we will
meet the following Monday.)



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**CENTRAL VALLEY MUSTANG CLUB
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PLEASE PRINT INFORMATION

NAME: _____ **DATE** _____

PHONE NO: _____

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

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

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

RECEIVED BY: _____ **DATE:** _____

PAYMENT METHOD **CASH** _____
CHECK _____



Membership Application

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

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

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

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

Car 1

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

Car 2

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

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

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

Applicant's Signature: _____ Date: _____

Applicant's E-Mail Address: _____

Please send this form with your check to:

Central Valley Mustang Club, Inc.

Post Office Box 9864
Fresno, California 93794-9864

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

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



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2010 Membership Dues are due.



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

ADDRESS CORRECTION REQUESTED

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