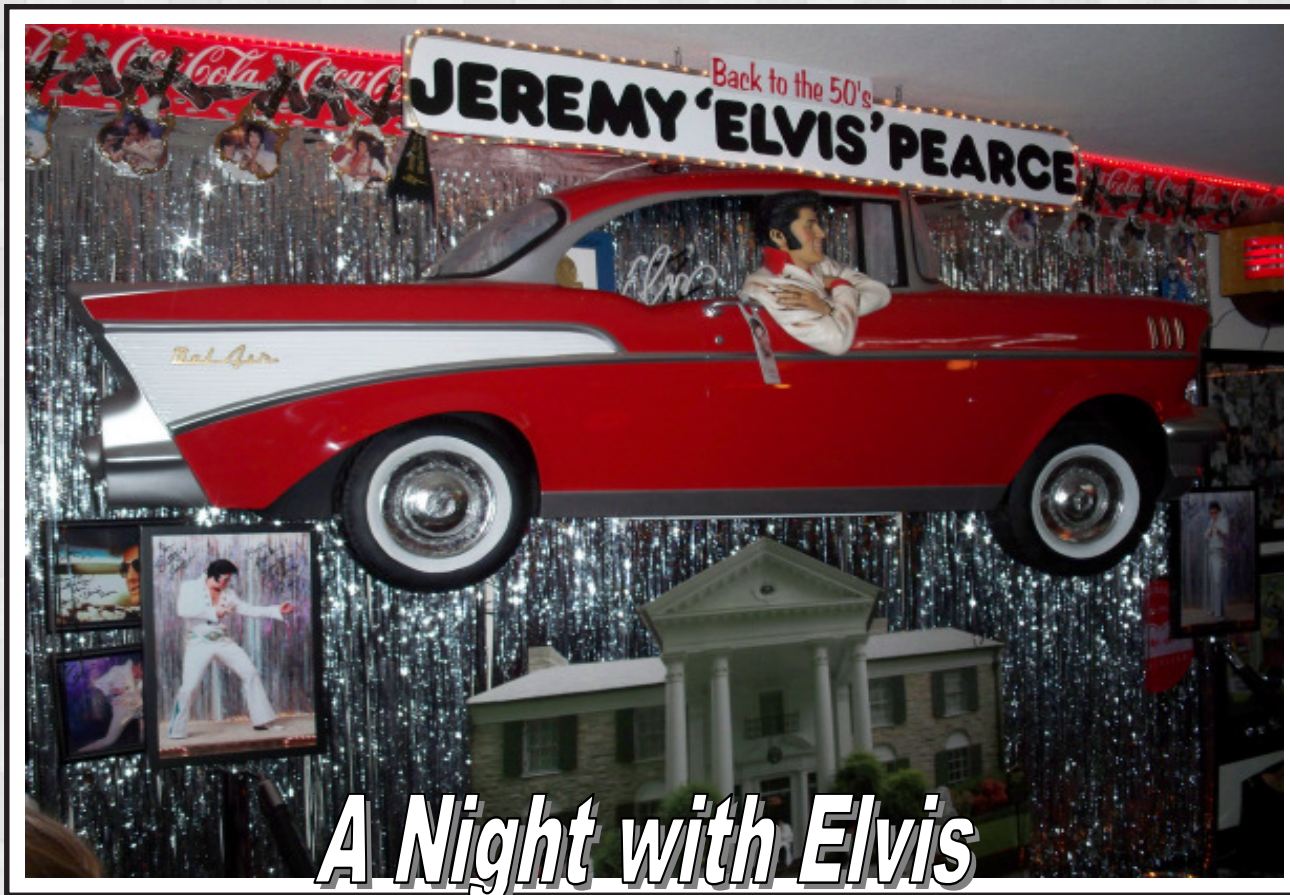
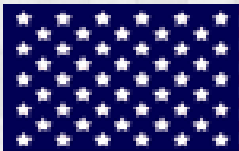


The **PONY PRESS**



A Night with Elvis



CENTRAL VALLEY MUSTANG CLUB
Fresno, California
August 2011

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

Allen Rasmussen, President	322-5879
Jim Sanborn, Vice President	229-1576
Carol DeLaPena, Secretary	453-0571
Jo-el Vaughan, Treasurer	292-5595

MEMBERS AT LARGE

Etta Black	448-9690
Karen Diaz	224-2492
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 CHAIRMAN

Bob Anderson	233-8983
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ACTIVITIES & PUBLICITY COMMITTEE

Mary Kokalis	229-3219
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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	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

Members	FREE
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
Yosemite Falls Restaurant
4020 N. Cedar Ave, Fresno
Dinner - 6 PM ~ Meeting - 7 PM

PAST PRESIDENTS

Ron Deubner	2010
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



Well, we're in the "Dog" Days of Summer, whatever that means. Actually it's been pretty nice lately. It could easily be above 100 degrees. Great weather to drive and enjoy our cars.

Anna and I took a few days off a couple of weeks ago and went to Lake Tahoe; hadn't been there in 7 or 8 years. We forgot how beautiful the area is. Spent the better part of a day and drove all the way around the lake, over 85

miles, but it was awesome driving the new car. Wow! It handled and ran like a champ. The next day, we went to Carson City. To and from Tahoe, we used Highway 88 through Carson Pass (8900 ft) Just beautiful, light traffic and great scenery.

A big thanks goes out to Lanny V. While in Southern Cal recently, he found what could be a good place for our Knott's Berry Farm Trip. He says it's clean, no hookers or permanent residents. You can see Independence Hall from the parking lot, so it's close. He also said the management was OK with us barbequing in the parking lot or anything we wanted. Pricing is the \$75-\$80 range. It's called the Colony Inn. Anna looked it up online and it looked nice. There will be more information as we find out more about the place. Again, thanks Lanny!

I apologize for being absent at some activities this month but family and friends have required a little more of my time.

Anyway, it's great weather... Drive your cars, wear your club T-shirts, fly your pennants and show your club colors. Your club-The best car club in town. See ya Thursday!

Allen Rasmussen President

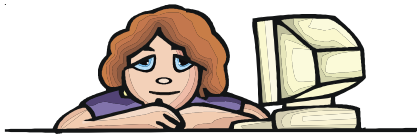


MUSTANG FUN FACTS

- The Mustang I Prototype was debuted on October. 7,1962 at the Watkins Glen racetrack in New York
- Ford introduced the Mustang II prototype at Watkins Glen on the weekend of October. 6,1963
- The Mustang was premiered on April. 17, 1964 at New York's World Fair
- 22,000 Mustangs were sold within the first day of its release.
- Within 2 years, over one million Mustangs were sold
- The first Mustang off the assembly line was sold (by mistake) to an airplane pilot.
- By December. 31, 1964, Ford had sold 263,434 cars.
- When the one-year anniversary of the Mustang rolled around, Ford had already sold 418,810 Mustangs.
- Independent Rear Suspension was actually considered for performance versions of the Mustang way back in the 60s.
- There was no 2002 edition of the Mustang Cobra.
- The 1964.5 Mustangs were not really 1964.5 models. They were considered to actually be EARLY 1965's. So, the first digit of the VIN number (last digit of the model year) was 5, not 4.
- The first Mustang's VIN Number was 5F08F100001.
- The Fastback Mustang debuted on October. 1, 1964.
- Phil Clark is the original designer of the galloping horse logo.
- John Najjar, the original designer of the Mustang I Prototype (drawings) supposedly named his design after the P-51 Mustang airplane, but Lee Iacocca has stated a few times that it was directly named after the horse itself, not the airplane.
- Mustang production began on March. 9, 1964.
- The one-millionth Mustang was produced on February. 23, 1966.
- The popular movie (among Mustang enthusiasts), 'Bullitt', premiered on October. 17, 1968.
- Apparently, Lee Iacocca wanted the switchover to the Mustang II to occur in 1968, but Ford's President Bunkie Knudsen preferred the larger Mustangs. When Bunkie Knudsen left in '69, Lee Iacocca got to work on the Mustang II.
- Even though most people say that the first Mustang to roll off the assembly line was a White Convertible, Lee Iacocca says that the first Mustang was a hardtop.
- The 1974 Mustang II sold 3 times the amount of Mustangs that were sold in 1973.
- The first 1993 Mustang Cobra was built on December. 17, 1992.
- In the late 80s, Ford was considering moving the Mustang over to front-wheel drive. Thankfully, the loyal Mustang fans kept Ford from doing so. The Probe was the replacement that Ford produced.

From <http://www.muscularmustangs.com/database/mustangfacts.php>





July has sure been a fun month with a lot of great activities. Brandon hosted his now annual 4th of July bash where we ate, laughed, told lies, and watched the fireworks from our lawn chairs out in the street. Nothing to endear you to your neighbors like having your friends impede traffic. ☺

The short trip to Kingsburg to see Jeremy “Elvis” Pearce at The 50s Place was a real blast from the past. It’s amazing how much he talks, acts and sings like Elvis. He has his own entourage that seems to follow him to all his performances and he knows them all by name. Ron and I enjoyed it so much we’re going to his New Years Eve show.

We really loved getting out of town and away from the heat on our drive to Fort Bragg/Mendocino. It’s so green and lush up there. We hit fog and at times couldn’t see the ocean, but we could hear it. Thanks to Brandon for planning such a fun drive. Lets do it again! (But slower!)

We were able to get in a day at Hollywood Park for the Hollywood Gold Cup. First Dude won that big race, and I just read today that he’s been retired with a tendon problem. We met some really nice people at the tables around us when we were all ready to form an overthrow of the restaurant because of bad/no service.

Many thanks to Doug Deffebach, Don Hobbs, Paul Beckley, Vic & Wanda Hamshar, Peggy Lara, Tom & Linda Higham, Jo-el Vaughan, and Lanny Vaught for the articles and photos. I really appreciate it.

The next newsletter deadline will be Monday, August 15, 2011. You know the drill.

Nancy Sharmer, Editor



**Thanks to
CAROL DE LA PENA
for volunteering to donate
the July Birthday Cake.**

VEGETABLE STEW WITH CORNMEAL DUMPLINGS

Ingredients

- 3 cups peeled butternut or acorn squash cut into 1/2-inch cubes
- 2 cups sliced fresh mushrooms
- 2 14-1/2-ounce cans diced tomatoes, undrained
- 1 15-ounce can Great Northern beans, rinsed and drained
- 1 cup water
- 4 cloves garlic, minced
- 1 teaspoon dried Italian seasoning, crushed
- 1/4 teaspoon ground black pepper
- 1/2 cup all-purpose flour
- 1/3 cup cornmeal
- 2 tablespoons grated Parmesan cheese
- 1 tablespoon snipped fresh parsley
- 1 teaspoon baking powder
- 1/4 teaspoon salt
- 1 egg
- 2 tablespoons milk
- 2 tablespoons cooking oil
- 1 9-ounce package frozen Italian green beans or frozen cut green beans
- Paprika

Directions

1. In a 3-1/2- or 4-quart slow cooker, combine squash, mushrooms, undrained tomatoes, Great Northern beans, the water, garlic, Italian seasoning, and pepper.
2. Cover and cook on low-heat setting for 8 to 10 hours or on high-heat setting for 4 to 5 hours.
3. For dumplings: In a medium bowl, stir together flour, cornmeal, Parmesan cheese, parsley, baking powder, and salt. In a small bowl, whisk together egg, milk, and oil. Add to the flour mixture; stir with a fork just until combined.
4. If using low-heat setting, turn to high-heat setting. Stir frozen green beans into stew. Drop the dumpling dough into six mounds on top of the stew. Sprinkle with paprika. Cover and cook for 50 minutes more. (Do not lift lid while dumplings are cooking.) Makes 6 servings.

RESTORED vs. UNRESTORED

They both have their place, but it's hard to beat originality!

By Doug Deffebach

What is better: an unrestored original Mustang, or one that was painstakingly restored from stem to stern? This question never goes away, because there are positives and negatives to both types of vehicles.

It is interesting to watch the public's reaction to each type. When a new-looking 1968 Mustang positions at a concours, people will stop to examine the perfect workmanship of the detailer's art, but the same people turn up their noses at a nearby original version of the same car. That is, until they read the little sign displayed with the car mentioning how the unrestored version still had the original interior and paint, was stored for twenty years and finally pulled from the barn last year. When such facts are discovered, the tide of attention may turn toward the less-sparkling Mustang.

That's one big factor in owning and enjoying an old or collector car. The two owners of the just mentioned Mustangs could easily delight in the images conveyed: one basking in the rays of perfection, the other bathing in the accolades of onlookers wondering who had owned the car or why it had such low miles. As for the owners, either course can bring a feeling of satisfaction. I am not talking about "better than thou" snobbery, but a sense of peace and a feeling of accomplishment.

The owner's selection of a restored or unrestored car is certainly an individualized choice. Many collectors have purchased a nice original intent on doing a complete restoration. Then they are somehow mesmerized by the originality of the car and become its savior instead of its surgeon. At the opposite pole, long-time collectors of unrestored cars may develop a hankering to have one – just one, mind you, fully restored car to enjoy.

With the benefits come some downers, of course. A restored car, properly done by artisans, steals the show with great looks. Viewers stand awed by the unblemished finish and excruciating attention to detail. The car is set upon a proverbial pedestal much like a rare Ming vase in a museum. One small imperfection on the restored car (a ding, scratch, dirt or grime) however will stick out like a rotten banana in the bunch. Not so with the unrestored car, since such imperfections are a mark of service rendered and miles conquered. That is as long as the imperfections are minor.

If trophy collecting is what the owner wants, then the cure is evident. A restored car will garner more trophies. Trophies are nice. They bolster a person's pride and, for a fleeting moment or a few days, bring satisfaction. But when the dust accumulates on the trophy and the memory fades, the luster of the moment recedes. And keeping the car trophy-worthy demands a high level of maintenance and detailing.

Not so the unrestored original. The public does not expect perfection, but looks for evidence of gentle use. The owner of this type of car can crank it to life and zip off to an event with little more than a spray bottle of quick detailer, a couple of clean rags, and the expectation of a lot of fun. This is not to mean to imply that a low-mileage cream puff doesn't require attention to its moving parts. Of course it does, and there is a down side. Original replacement parts or new-old-stock parts come at a premium and can be very hard to get.

This discussion could go on for a long time, and it will not be settled here. I just wanted to open our eyes to view our cars from the owner's perspective, whether it be an early production car (1965 – 1973), a mid-production car (1974-2004), or a late-production (2005-present) example of our favorite car THE MUSTANG! They are all worthy of our praise.



**This is
what happens
when Don
takes Etta's
car to work.**



2013 SHELBY GT500 TO GET 650-HP TURBOCHARGED V8



Ford has transformed the Mustang from a muscle car into a true sports car, with a ride so dialed-in that even even the Germans want to take it for a spin. Not forgetting the car's roots, however, there's still the raw and mean Shelby GT500; a car that harkens back to the glory days of Detroit.

That is about to change in 2013, when Ford launches a very modern version of the GT500, tossing aside the big supercharger in favor of some very modern turbocharged technology. Ford will carry on using a V8, although the exact displacement of the powerplant is not known. Rumors of a 5.0-liter and a 5.8-liter have surfaced.

Power, as expected, will be tremendous. Move aside Camaro ZL1. Forget it Challenger SRT8. The 2013 Shelby GT500 will reportedly make an astonishing 650-hp.

To "one up" General Motors' releasing of the 556 horsepower Chevrolet Camaro ZL1, Ford's SVT will give the 2013 Shelby GT500 a heart transplant. Unlike the current supercharged 5.4-liter, the new engine will be turbocharged. Though FIN cannot bring you the engine's new displacement, a 5.0 and 5.8 have been rumored. We can tell you that the engine will deliver a Camaro-killing 650 horsepower according to our sources. This upgrade will make the 2013 GT500 the most powerful, factory made Mustang ever.

Source: FordInsideNews

Submitted by Paul Beckley

FORD MUSTANG TROUBLESHOOTING GUIDE AND TIPS
We've Got The Answers For Typical (and Non-So-Typical)
Mustang Malfunctions
From August, 2010 Issue of Mustang Monthly
By Jim Smart
Submitted by Vic and Wanda Hamshar

Engine Cranks But Won't Start



- Is there gasoline in the carburetor

1: Remove air cleaner and work the throttle. Does fuel spray into throttle bore?

2: If not, is there fuel in the float bowl? If there is, you have a faulty carburetor accelerator pump.

3: If there's no fuel in the float bowl, is there fuel in the tank? Don't laugh, this happens way too often.

4: If there's fuel in the tank, disconnect the fuel line from the carburetor and have a helper crank the starter. If there's no fuel on the pressure side, check the fuel supply

at the pump. If there's fuel, you have a faulty fuel pump or blocked fuel line. Check the fuel line between the tank and pump for debris, faulty hoses, or a damage (kinked or smashed) fuel line.

If there's fuel, check the ignition.



1: First, check for a spark by taking one spark plug lead and grounding the spark plug to the engine. Have someone crank the starter while checking for spark. (Don't lean against the car body or you could get shocked).

2: If no spark and you're still using traditional points (as opposed to an electronic ignition conversion), remove the distributor cap and inspect for badly pitted or damaged points, improper point gap, faulty breaker plate ground wire, cracked distributor cap or damaged rotor, or damaged ignition coil primary (-) lead.

3: If no spark and you've inspected the distributor, check for power at the ignition coil's positive terminal (+) with the ignition switch in the "on" position. Then check for power at the coil's positive terminal while cranking the engine.

4: If there's power at the positive terminal but no spark at the secondary harness, suspect the ignition coil.

5: If there's no power at the coil's positive terminal with the ignition on and while cranking, suspect the ignition switch or its resistor wire.

6: If there's no power at the positive terminal with the ignition switch in "start" mode, check for power at the "I" terminal on the starter solenoid. "I" is what fully energizes the ignition coil with 12 volts during start.

If there's spark and fuel, here are other items to check.

1: Does the engine crank normally or does it crank unevenly like a spark plug has been removed?



2: If it cranks unevenly, check compression. Compression should be close across the board. Unusually low compression on one or more cylinders indicates a serious mechanical problem such as failed timing set, broken camshaft, blown cylinder head gasket, cracked cylinder head or block, or damaged piston.

3: If there's a failed timing set, you will hear the tell-tale clicking of valve-to-piston contact along with an unfamiliar cranking pattern. Stop cranking immediately to prevent engine damage. Sometimes, there's also backfiring through the intake or exhaust system.

PONY TALES

Those of you who knew our previous member, Jeff Birchenall, who passed away recently, will be interested to meet new member Tony Calvillo, who bought Jeff's 1966 Mustang coupe.

Bob and Jean Anderson's son, Robert, came to our June meeting. He bought a new 2011 Mustang on March 7th and on the 15th he was rear-ended. It's almost repaired now.

Brandon Walker, our membership chairman, says we have 97 paid members now.

The raffle at the June meeting was quite interesting. We would like a report from Fred and Robert on the results of their raffle prizes.

At the Chubby's car show on June 25th, Doug Deffebach won Best Daily Driver Under Construction for his white 1968 Shelby. The fact that it is not under construction seemed to have escaped them.

From Greg Stewart: Kathy and I were in San Luis Obispo (at the beach with the Great Dane play day). During the day, I stepped backwards off a step, and something popped in my right calf muscle. I suffered a muscle tear from a 'sudden' movement and direction change. Stuff they say starts to happen once you get past 50. Oh fun! Anyhow, it's supposed to be self healing, if I stay off of it. I hate sitting still, unless I'm drawing or designing something. We'll see how it goes. Work is screaming for me to come back, but when I said I'll be on crutches, they said to wait until I get better.

Jay and Chris Roth are in Seattle visiting with her ill father.

Carol DeLaPena is recovering from surgery at home.

Thanks to Brandon for hosting the 4th of July party at his house. Lots of good food and fun times.



A NIGHT WITH ELVIS

By Wanda Hamshar

The month of June saw those of us who chose to, drive to the outskirts of Kingsburg for dinner at the "The 50s Place", followed by entertainment from Jeremy Pearce, an Elvis Impersonator. Now I am sure that this will come as a surprise to all of you, but I am not an "ELVIS FAN".

Oh, sure I spent my twenties with his music and saw a lot of the movies, but that was as far as it went. Perhaps I was too busy raising little ones to be gung-ho. So the fact that this gentleman was a good impersonator really did impress me. He was not only pleasant and presentable, but did the songs with style and gusto. Jeremy is the most booked Elvis impersonator in California, and Graceland says he is one of the best 10 in the country. Two of his songs really did set his performance a cut above the rest. The rendition of "My Way" and his singing of "America".

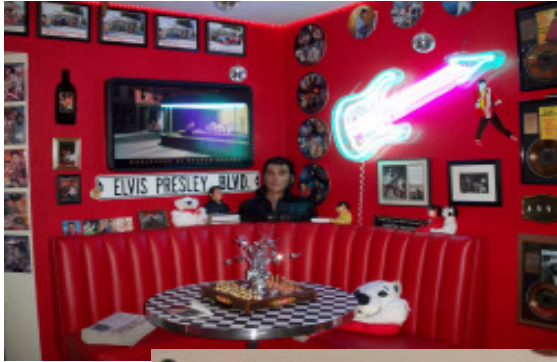
Most of the impersonators will sing "My Way" and really mess it up. He did not. It was done very well and did leave an impression. The presentation of America was outstanding and he deserved the standing ovation that he received.

Would I go again, yes, I believe I would, and if we can arrange it, get Vic's brother and his wife to visit from Los Angeles and take them there, as she is a gung-ho fan.

As to the diner, now that was a trip, all decorated in Elvis memorabilia and other entertainment stars. An old gas station on one side of the drive with 40's, 50's, and 60's items and set to the back of the main road where one really had to be determined to find it in order to attend. We missed it twice and had to turn around and try again, then Vic spotted the station. Good club outing.

The 50s Place hosts "Elvis" once a month and donates much of the profits to charity. They are also hosting a New Years Eve performance with a full dinner rather than the "50s diner" meal usually served.





CVMC DOES THE NORTH COAST



From Peggy Lara: Brandon planned a great trip to Mendocino. My boyfriend John and I had a great time with the whole group. Thank you to my club members for making him feel welcome. The best part about the trip was hanging out together and talking with everyone. So many great jokes were made which made the trip so much fun. We have so many fun memories from our misty, curvy drive through the trees to the many good - and not so good - meals we had together. Lettuce anyone?? It's always a fun time with the Central Valley Mustang Club!!! We are looking forward to the next fun club event!!

From Tom & Linda Higham: This was a wonderful trip and Tom & I both appreciate the patience that everyone showed us during the drive. The radios worked great. It was fun to listen to the conversations between the cars. Of course, if the battery is low, not all the message would translate. They really helped when we were looking for a Greek restaurant and found no parking in the next one. Tom & I did leave early on Sunday morning and arrived home at about 5:00. We want to thank Brandon for organizing this trip for us.

From Jo-el Vaughan: Haven't had so much fun and laughter with such a great bunch in years. We still cannot believe how lucky we have been to be with the CVMC . And yes, WE DO ROCK!!!!!!!!!!!!!!!!!!!!

From Mary Kokalis: Just a few of my thoughts about Brandon's Hwy 1 trip to Mendocino. We met at Mervyn's as usual and took off on our little trek North on 99, It was a nice drive to Modesto where we had a very delicious dinner at the Black Bear Diner, great food with great friends and a very friendly waitress, then on down the road to our motel in Pleasanton.

Early the next morning after a little breakfast we started on down the road. After driving across the Bridge, we started the interesting part of our trip. It was foggy and misty and we didn't get a really great view of the ocean as we drove along the curvy highway. The road wasn't as curvy as I had thought it might be and the Mustang Boys made the drive very enjoyable. Stopping at several Photo Ops to take some pics, then on to the next part of the journey. I was excited to be able to make this trek and I really appreciate Brandon's work putting such a beautiful drive together for our club. I am looking forward to the next part of Hwy 1 we will get to view and enjoy.

Fort Bragg was a quaint little old town, very different than what I had pictured, I was pleasantly surprised at the Motel. Thanks to Ron and Nancy for finding a lovely and delicious restaurant at the delightful Cliff House in Fort Bragg. Sunday dawned with a beautiful sun; the day was extremely beautiful, bright blue ocean, trees, and outstanding scenery.

Victorian Cottages, Houses and Shopping in Mendocino, photos along the beach and ocean, a great breakfast at the Depot Café. We tried to take the waitress home with us, as she was really friendly and super nice. Then on to the exciting part of the trip, Boys racing through the curves and mountains from Fort Bragg to Willets, some white knuckle turns and lots of nerves for the Pink Ladies. We enjoyed wearing our Pink Jackets on the trip; we can't wait for the cold weather to wear our jackets to the meetings. If you are interested in getting a jacket, check with me and I will give you the place to get yours. Then on to the Bay area traffic and enjoying the view of the cars in front, beside, behind and all around us. We had dinner at the Olive Garden in Modesto and then a quick drive home. I hope to see more of our club on the next Hwy 1 Journey.

From Nancy Sharmer: When you get a group of CVMC members together and away from home, you never know what will happen or what will be said. This trip proved that beyond a doubt. Here are a few examples, and you'll have to ask the individual members about these, as I know nothing!

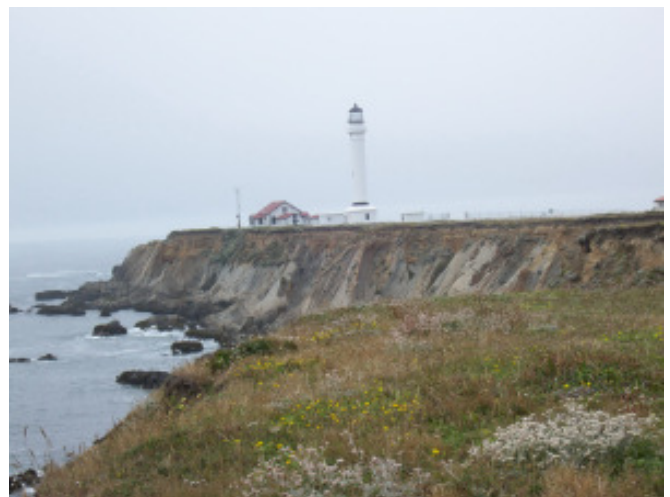
Robert Grant asked Bob Vaughn if he had ever had a Fuzzy Navel, and he said "Every morning".

Robert's hair looks so good because he uses Monkey Snot #8 from CVS.

Really, Peggy Lara is swearing yet again! Oh, no, she was just ordering halibut.

Tom said he was not going to touch Brandon's nuts. Oh my.

Had a great time (other than the curvy roads which scare me to death) even though we had to leave on Sunday morning and miss the shops and restaurants in Mendocino that morning. I recommend these trips to all members.





THE LATEST RUMORS ON THE 2014 FORD MUSTANG



by Patrick Rall

The Ford Mustang will officially turn 50 years old in April 2014, and while Ford hasn't issued anything official, many people expect that to be the beginning of the next generation of the fabled pony car. Rumors have been swirling for months about possible new engines, but thanks to some recent reports, we have an idea of what could be coming for the 50th birthday of the mighty Mustang.

First off, we have expected for months that Ford will pack an EcoBoost engine into the Mustang, with those rumors somewhat confirmed by Ford execs in an informal manner. There is no indication as to whether it will be a 4, 6 or 8 cylinder engine with Ford's EcoBoost turbocharging technology, but the recent rumors suggest that it will be a 4-banger larger than the 4-cylinder EcoBoost coming to the US in the Ford Explorer. This could happen sooner than the refresh, but if we will have to wait until 2014 to see an EcoBoosted Mustang, that is the biggest news on the drivetrain front. The new 5.0L V8 is amazing, and the 3.7L V6 is a great engine, leaving no real reason to introduce new engines in 2014, but there could be power bumps by then.

Next, the popular rumor is that the 2014 Ford Mustang will be built on a global platform that is more acceptable in more markets, including new markets like the United Kingdom. This means that we can expect the next generation Mustang in 2014 to be slightly smaller than the 2011 Mustang. The original Mustang in 1964 (and a half) was smaller than what the Mustang has evolved into, but this new Mustang could be more closely related in size to the original Mustang - further giving it a weight and handling advantage over the comparably equipped Chevrolet Camaro. Also, helping the global efforts, the 2014 Mustang is rumored to be coming with a right hand drive option, with those models still being built in the good ol' USA.



Finally, the current rumors suggest that the 2014 Ford Mustang will feature an independent rear suspension (IRS) setup that could vastly improve the handling capabilities, but it may not be a popular decision with the drag racers who prefer the solid rear axle. The last time Ford offered an IRS setup in the Mustang was the 2003-2004 SVT Cobra models, known best by the name Terminator. While those models were a dream on the turns, many less advanced drivers had a difficult time getting good times at the drag strip, as the IRS makes the car more difficult to launch hard.

Regardless of what the 2014 Ford Mustang looks like, we can expect Ford to carry on with the popularity of the longest running car in the American market. Ford has a great combination with the current Mustang, thanks to the lightweight chassis and the powerful engine lineup, but for the golden anniversary of Ford's legendary pony car, the folks from the Blue Oval might just introduce the whole world to the next generation of American muscle.

From www.mustangforums.com

Submitted by Lanny Vaught



Mustang Mach I... a horse of a different color



FAST: (And all standard equipment)

- 351 CID 2-barrel V-8
- Wide-tread belted E70 x 14 white sidewalls
- Styled steel wheels • Handling suspension
- Pop-open gas cap • External hood latches • Matte-black hood
- Three-spoke sports steering wheel • Faired side mirrors
- 3-speed manual box



FASTER:

- 351 CID 4-barrel V-8, or . . .
- 390 CID 4-barrel V-8 • Power steering
- Floating caliper front power discs
- 3-speed SelectShift Cruise-O-Matic
- Wide-tread belted Polyglas F70 x 14 tires



FASTEST:

- 428 CID 4-barrel V-8, or . . .
- 428 CID 4-barrel Cobra Jet V-8 with Ram-Air induction
- 4-on-the-floor • Staggered shocks • Traction-Lok differential
- 6-grand tach • Competition handling suspension

Now that you've built it, all you have to do is tame it. Start at your Ford Dealer's Performance Corner.

MUSTANG



OUT AND ABOUT

- Mar - Oct** Every 3rd Saturday, Cruise Nights, A & W Mooney, Visalia.
Info 625-1513.
- Each Friday** Car Show at Chubby's, 6451 N. Blackstone, Fresno, 9 PM.
Info: 448-9999
- Last Fri ea month** Cruise In at the Spike N Rail, Selma. Classic rock band, dancing,
President east free with 6 or more cars in your car club.
- Thru Sept 27** Thursdays, Cruisin' the Pavillion, The Pavillion West Car Show, 6 to 9 PM,
2035 W. Bullard Ave, Info: 431-1844
- Saturdays** Classic Car Owners Meet, 7 to 9 PM, SE corner Clovis & Herndon, Clovis
Info: 222-2005
- 2nd & 4th Fri** May through Sept. 30, Madera Classic Cars Car Show, 6 to 10 PM, Walgreens,
2020 Ave 15-1/2, Madera. Info: 706-1699
- Aug 3-6** Hot August Nights, Long Beach, CA
Aug 7-9 Hot August Nights, So. Lake Tahoe, CA
Aug 8-14 Hot August Nights, Reno, NV
Info: www.westernpacificevents.com
- Aug 9** All Ford Car Show, by Orange County Mustang Club, 22722 Old Canal Rd, Yorba Linda.
Benefiting the Orange County Food Bank. Bring a can of food. Info: Renee King 714-750-8570 or
horc65@aol.com.
- Sept. 11** Car show sponsored by VFW Post #5845 to benefit Biola Area childrens programs.
Biola Community Center, 4925 N. 7th Ave, Biola. Info: 559-433-7115
- Sept 15-18** Route 66 Rendezvous, San Bernardino, 909-388-2934 or www.route-66.org
- Sept 17** Blaze Fest On the Green, classic rock festival and car show. Fresno Regional Sports Complex.
Tickets at www.vallitix.com or 888-825-5484
- Oct 8 & 9** Hot Rods at the Beach, Santa Cruz Beach Boardwalk. presented by Santa Cruz Police Officers Assn.
Info: 866-8HOTROD or www.hotrodsatthebeach.com



NATIONAL MUSTANG EVENTS

Submitted by Linda Higham

April 27-29, 2012 — Ivins, UT - Northern Utah Mustang Owners Association

June 22-24, 2012 — Concord, CA - Diablo Valley Mustang Association

August 31 - September 2, 2012 — Mustang, OK - Oklahoma Mustang Club

I believe that this is the group that put together the show that just finished in Branson, MO.
They welcomed us with open arms when we stopped there on the 45th Anniversary Run to Birmingham, AL.









These are MCA car shows. The West Coast Regional is in Concord next June. The Grand National will be Mustang, OK in August, 2012. This time it will be centrally located instead on the East Coast. It's a good event whether it is a Club Event or an Individual Event. We need to get the info out. Information is provided by the Mustang Times, Vol. 35, No. 7. More specific info will follow as time goes by.

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



August 2011



Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4  Jim Sanborn Ken Sellick	5	6 Mystery Run
7	8	9	10	11	12  Heather Atkisson	13  Ana Paulson Mendota Car Show
14  Robert Moore	15  Stacy Lairson Newsletter Deadline	16  Dave Marean	17	18	19	20 A & W Visalia
21 Board Meeting	22	23	24  John Anderson	25 Club Meeting	26	27  Jim Hamilton Greek Festival
28	29	30	31			



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 Fri, Sat or Sun, we will meet the following Monday.)



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**CENTRAL VALLEY MUSTANG CLUB
MERCHANDISE ORDER FORM**

**To order merchandise contact Bob Anderson 559-233-8983
All orders must be prepaid**

PLEASE PRINT INFORMATION

NAME: _____ **DATE** _____

PHONE NO: _____

T-SHIRTS:		HATS	\$10.00 EA
S, M, L, XL	\$ _____	NAME BADGES	\$7.50 EA
XXL	\$ _____	JACKETS	\$ TBA
XXXL	\$ _____	PENNANTS	\$8.00 EA

ITEM	SIZE	COLOR	AMOUNT
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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:
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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

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
Club Information: 559-485-1010