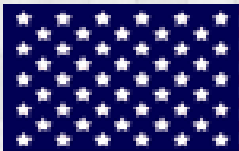


The **PONY PRESS**



CENTRAL VALLEY MUSTANG CLUB
Fresno, California
December 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



How could another year have gone by this fast? I have enjoyed being President of what I think was a good and successful year for the club. Of course, none of that would be possible without my great board. Jim "Got my back" Sanborn, Vice President; Carol "The Scribe" DeLaPena, Secretary; Jo-El "Moneybags" Vaughan, Treasurer. Members at Large - The mouthpieces for the club - Etta Black Hobbs, Karen Diaz, Don Hobbs, and

Bob Vaughan. Then there is the support group to us all. Brandon Walker-Membership & Webmaster; Bob Anderson-Merchandising; Mary Kokalis-Activities, Publicity and Calling; Jean Anderson-Cards & Remembrances; Nancy Sharmer (or by now, Nancy Deubner) for the all-important newsletter; and Kenny Sellick took care of Advertising. Thank you all and all the others that helped along the way to make this great year for the club.

Some of the high points, I think, were the successful move to the best place we've ever had for our meetings. And even though the motel for Knott's wasn't so good this year, we still had a great time. I want to thank Lanny V. for taking the initiative to find us new lodging for next year.

It's been my honor to serve as President this year of such a great club. Saying the word "great" so much can make it lose it's meaning, but not in this case. It's a great club. It has been for 22 years and it will be for many years to come.

See ya Thursday!
Allen Rasmussen, President

Cornered

by Mike Baldwin



"Car emissions are a major contributing factor to the glaciers melting. Our new designs take that into consideration."

A GOOD LAUGH FOR PEOPLE OVER 50

When I bought my Blackberry I thought about the 30-year business I ran with 1,800 employees, all without a cell phone that plays music, takes videos, pictures and communicates with Facebook and Twitter. I signed up under duress for Twitter and Facebook, so my seven kids, their spouses, 13 grandkids and 2 great grand kids could communicate with me in the modern way. I figured I could handle something as simple as Twitter with only 140 characters of space.

That was before one of my grandkids hooked me up for Tweeter, Tweetree, Twirl, Twitterfon, Tweetie and Twittererific Tweetdeck, Twitpix and something that sends every message to my cell phone and every other program within the texting world.

My phone was beeping every three minutes with the details of everything except the bowel movements of the entire next generation. I am not ready to live like this. I keep my cell phone in the garage in my golf bag.

The kids bought me a GPS for my last birthday because they say I get lost every now and then going over to the grocery store or library. I keep that in a box under my tool bench with the Blue tooth [it's red] phone I am supposed to use when I drive. I wore it once and was standing in line at Barnes and Noble talking to my wife and everyone in the nearest 50 yards was glaring at me. I had to take my hearing aid out to use it, and I got a little loud.

I mean the GPS looked pretty smart on my dashboard, but the lady inside that gadget was the most annoying, rudest person I had run into in a long time. Every 10 minutes, she would sarcastically say, "Re-calc-u-lating." You would think that she could be nicer. It was like she could barely tolerate me. She would let go with a deep sigh and then tell me to make a U-turn at the next light. Then if I made a right turn instead. Well, it was not a good relationship.

When I get really lost now, I call my wife and tell her the name of the cross streets and while she is starting to develop the same tone as Gypsy, the GPS lady, at least she loves me.

To be perfectly frank, I am still trying to learn how to use the cordless phones in our house. We have had them for 4 years, but I still haven't figured out how I can lose three phones all at once and have run around digging under chair cushions and checking bathrooms and the dirty laundry baskets when the phone rings.

The world is just getting too complex for me.. They even mess me up every time I go to the grocery store. You would think they could settle on something themselves but this sudden "Paper or Plastic?" every time I check out just knocks me for a loop. I bought some of those cloth reusable bags to avoid looking confused, but I never remember to take them in with me.

Now I toss it back to them. When they ask me, "Paper or Plastic?" I just say, "Doesn't matter to me. I am bi-sacksual." Then it's their turn to stare at me with a blank look. I was recently asked if I tweet. I answered, No, but I do toot a lot."

Submitted by Linda Higham

FROM THE EDITOR

We have come to the end of my 12-1/2 year servitude as your newsletter editor. I tried to pass the job on a few years ago, but nobody stepped up, so I stayed because the club needs a newsletter. Now poor, unsuspecting Garo has jumped into the abyss and will have the headaches. I think the memories of what he went through for eight years before me have receded and the pain has faded. Good luck, Garo! Love ya!

We are still recovering from the whirlwind Vegas wedding and activities. You wouldn't believe that people of our advanced ages could have so much fun and accomplish so much in such a short amount of time.

We had a nice group: The four of us and Brandon Walker, Pete Logoluso, Carol and Cindy De La Pena, Etta's daughter Eileen, her sister Bonnie and her daughter, Nicole, and my sister and her husband, Robbie and Steve,

We drove to Vegas on Saturday, had dinner at the Hard Rock, and then got our marriage licenses. Sunday Etta and I had our hair and makeup done. The less said about that the better. Then to the chapel where we were serenaded by Elvis and had a DVD and pictures taken. Off to the Olive Garden for dinner, then to see The Jersey Boys. What a fantastic show! Then cake and champagne at Robbie and Steve's.

Monday we took a tour of the Las Vegas Speedway and checked out the Shelby Museum.

Tuesday we took the Shelby factory tour and in the afternoon Don and Etta both drove around the NASCAR track, Etta at 126 mph and Don at 134. Don and Etta, please correct me if that's wrong. We went to Fremont Street in the evening, The covered area that shows videos was great, especially the Queen display.

Wednesday we went to the Hoover Dam and took a short tour, then in the evening took a helicopter ride over the strip in the dark to see all the lights. It was short but fun. Later we walked around the Bellagio Hotel and watched the gorgeous fountain display, then went to Paris Paris to check that out. We were suffering after all that walking.

Thursday we headed home and Don and Etta went on to Disneyland, as they weren't tired enough yet!

It's been fun – thanks for all the help all these years!

Nancy Sharmer, soon-to-be ex-editor



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BAKED PUMPKIN PUDDING



Ingredients

- Nonstick cooking spray
- 1 cup canned pumpkin
- 1/2 cup milk
- 1/3 cup packed brown sugar
- 2 egg whites, lightly beaten
- 1/2 teaspoon pumpkin pie spice
- 2 tablespoons quick-cooking rolled oats
- 1 tablespoon toasted pumpkin seeds or coarsely chopped pecans or pistachios
- 2 teaspoons packed brown sugar
- 1 teaspoon butter, softened
- Toasted pumpkin seeds (optional)

Directions

1. Preheat oven to 350 degrees F. Lightly coat four 6-ounce ramekins or custard cups with cooking spray. Place ramekins in a 2-quart square baking dish; set aside. In a medium bowl stir together pumpkin, milk, the 1/3 cup brown sugar, the egg whites, and pumpkin pie spice. Divide pumpkin mixture among ramekins.
2. In a small bowl combine oats, the 1 tablespoon pumpkin seeds, the 2 teaspoons brown sugar, and the butter, stirring with a fork until crumbly. Sprinkle oat mixture evenly over pumpkin mixture.
3. Place baking dish on oven rack. Pour boiling water into the baking dish around ramekins to a depth of 1 inch. Bake, uncovered, for 40 to 45 minutes or until a knife inserted near the center of each pudding comes out clean. Carefully remove ramekins from water. Cool on a wire rack at least 15 minutes before serving. (Or, after cooling for up to 1 hour, cover and chill for up to 24 hours.) If desired, sprinkle with additional pumpkin seeds before serving.

ROUSH ENHANCES MUSTANG STAGE 3

Performance builder's Premier Edition adds features and amenities to the 540-horsepower supercharged 2012 pony car unveiled at SEMA.

High Gear Media | <http://www.highgearmedia.com/> | Posted November 04, 2011 Plymouth, MI



The Roush Mustang Stage 3 Premier Edition raises the level of refinement for the high-performance pony car. (Photo: Roush Performance)

When it comes to pony cars, you can't have too much of a good thing. Enter the 2012 Roush Stage 3 Mustang Premier Edition, which provides plenty of go, improved handling and just enough bling to stand out from the rest of the herd.

Unveiled at the SEMA show in Las Vegas, the Premier Edition adds a higher level of features and upgrades to the standard Roush Stage 3 Mustang, along with painted stripes, Premier Edition badging, color-matched interior elements and the whole complement of go-fast parts that make up a **Roush Mustang**, including:

- Supercharged 5-liter engine, good for 540 horsepower and 465 pound-feet of torque.
- 20-inch wheels with ultra-high-performance tires.
- Performance-tuned suspension.
- Enhanced brake package.
- Roush body kit.

The Premier Edition cars come in show-quality, tri-coat metallic paint colors including Blue Bayou, Gold Rush, Mat It Mango, Motor City Iron, Red Blooded American and seven other hues that ensure you'll be able to find your car in the parking lot.

Roush Stage 3 Mustangs are legitimately quick around a racetrack, as demonstrated by Billy Johnson's third-place finish (behind a Nissan GT-R and a Porsche Turbo S) on this year's One Lap of America.

Considering the package contents, the price of a 2012 Roush Stage 3 Premier Edition (\$40,250, plus the cost of a Mustang GT) isn't all that bad. In fact, if we could sell unneeded internal organs for cash, we'd probably be e-mailing Roush by now.

Submitted by Paul Beckley

DETAILING TIPS and TRICKS

By Doug Deffebach

This is the fourth monthly installment of “Detailing Tips and Tricks” and we have finally reached the section on Wash and Wax. I hope that you enjoy this installment as much as I have enjoyed writing it.

Car Washing:

Before you start wetting and soaping your car, look down. Not at your feet, but at the wheels. Chemical wheel cleaners are often needed for really dirty wheels, but they lose their strength on wet surfaces. Ditto for the tires, so take care of those items first. Be sure to use the correct chemical for removing brake grime and make sure the wheels are cool, or you may end up dulling the finish.

Laying suds to sheet metal is a major opportunity to bond with your ride. Now it is time to caress every curve, check each gap and groove, and examine all the external parts. It’s important to pay close attention because just slopping on the soap and hosing it off is only half of what you need to do. There are several other things to keep in mind when the bucket’s in hand and your car’s coming clean.

Suds and Soap:

What kind of soap are you using? Be sure to keep all non-automotive wash soaps far, far away – dishwashing detergents and other sudsing cleaners are formulated to remove grease and wax (which are not too chemically different from automotive wax). Keep in mind that it’s not the amount of suds that matters, but how the detergent cleans. Automotive washing agents are the way to go. The right car wash should be strong enough to clean off all of the dirt, bugs, tar and grime yet not strip the important stuff (like waxes and sealers) from your car’s paint.

Pre-Treating:

A smart way to deal with really heavy dirt, sap, bird droppings and other stuck-on stuff is to pre-treat the extra-dirty sections of bodywork. Hit the nasty spot with a spritz of some extra soapy water or instant detailer. Soak the offending area liberally, and allow the solution to penetrate before washing the entire car.

Washing and Rinsing Your Car:

Try to avoid washing a car in direct sunlight, and never wash a car that’s hot. Hose down the vehicle with a thick, strong stream of water (but NOT a narrow jet). Concentrate on loosening dirt and unwanted buildup. If using a bucket of soapy water have it ready before you move on to wetting the vehicle down. You shouldn’t let any water dry on the paint while filling up the bucket. If it’s unusually hot or you must wash your car in the sun, be sure to keep it wet and cool with regular spraying of cool water.

Use a clean wash mitt or a large-pore sponge (natural or synthetic will work though neither is as effective as the wash mitt). Some experts recommend using an ultra-soft synthetic or animal-hair brush that’s effective for working dirt from cracks. Rinse the cleaning device with the hose frequently, and soak it periodically in the bucket as you clean. Work from the top of the vehicle down, because the lower portions of the car are usually the dirtiest. There’s no sense in dragging the filth from

the bottom of the car to the top. If the vehicle is excessively dirty, it might make sense to mix a second bucket of water.

Don’t let water dry on any surface as you wash – spray surplus water onto the vehicle after you attend to every couple of body panels. Another key “Don’t” involves the mitt, sponge or rag you’re washing with. If it falls on the ground, replace it or clean it thoroughly before reuse. No matter how hard you try to shake and rinse it some small particles will be left behind, and they are likely to scratch your paint. It’s smart to toss the wash mitt in the washing machine after each car wash (as particles of dirt will certainly be trapped in the fibers), but at the very least submerge it in a bucket of water and give it a good strong rinsing.

Drying Successfully:

When drying, start with the glass because a dry towel works best there. Dry the vehicle as soon as you finish washing it, and be sure to use soft cotton or microfiber towels. I recommend one in each hand.

With cotton towels, quality is important – the thicker the towels nap, the more pile there is to cushion the dirt and debris picked up while drying. Also make sure the towel has not lost its softness, or it may be too abrasive on the finish. Even though microfiber has less of a nap than cotton, it dries well without scratching. Microfiber towels are able to hold more water than cotton, pound for pound, and use super-small synthetic fibers that won’t scratch your paint. If you can’t dry the entire car quickly enough you’ll probably end up with water spots. A quick burst of detailing spray on the offending spots followed by a towel will remove all but the badly etched water spotting which requires a cleaner or polish and some extended attention. A valuable step in the drying process involves further washing. It’s difficult to thoroughly clean jam areas on any vehicle without getting water in the interior. Hit the difficult-access sections after drying the rest of the vehicle. A clean, damp cotton towel can swipe away most of the offending dust and dirt.

More Drying “Don’ts”:

I have discovered some drying “Don’ts” that may surprise you. First off, don’t use the drying towels to remove dirt that you missed while washing – you risk scratching your paint.

I also do not recommend using a natural or synthetic chamois for everyday drying. The chamois material, especially a natural chamois, develops a large amount of friction when being pulled across your paint, almost to the point of suction. The problem: this “dragging traction” is sufficient enough to distort and/or strip wax from your paint. Also, there is very little nap to a chamois, so any particles not washed off have a higher chance of being rubbed directly onto the paint, thus causing scratches and swirl marks.

Another sensible “Don’t” is to stay away from squeegees. They can pick up dirt and drag it through your paint for as long as you wipe. So unless you are dealing with glass, don’t squeegee.

Be sure to use limited amounts of detergent when washing cotton car towels, and don't dry them with fabric softener – it leaves trace chemicals in the towels that can contaminate your wax. Also, a hot wash with a cold rinse for your cotton towels can help reduce lint.

Next month I will be discussing Tires, Wheels and Tops.

GRIZZLIES STADIUM WINE CORNUCOPIA

The Grizzlies Stadium Wine Cornucopia event on October 22nd was much better than last year. We parked on the same level as the food booths and demonstrations. The wine jellies and pomegranate vinaigrette were big hits. I didn't see any of our group stumbling as a result of enjoying the wine.

Robert's girl friend wanted to stomp the grapes. I thought he was going to choke, but he followed her to the grapes. Lucky for him and his car, they had already shut it down.

One of our new members has a hobby of making dolls and had a magazine with her with a full-page display of one of the artist's works on display. We were all able to sit together and visit in between walking through the exhibits. Many thanks to those who arranged this event.



Photos by Lanny Vaught

TOYS FOR TOTS

By Mary Kokalis

Photos by Lanny Vaught

On a nice sunshine day the CVMC participated in the Toys For Tots Car Show in the parking lot of the Clovis Toys R Us, oops I forgot, it was a cold and misty day and we were freezing as we sat and visited at the Toys For Tots Car Show.

Starbucks provided coffee and the Pontiac Club had a great supply of doughnuts for all the participants. It was really nice to see the Rippees at the show; we had missed them over the last few months, as they were busy helping with their grandchildren.

We had a delicious lunch at the Clovis Yosemite Falls Café, and the wonder of the show was that Bob & Jo-el Vaughan's Rousch just happened to show up in the parking lot without a driver, as Bob had to work that day. Hum, I wonder how the car just drove itself over bright and early. It was so nice that they could be at the show.

I think we need more warm blankets to have with us on the cold, damp days in the Fresno Winters. The Marines were there collecting the toys for their Toy Drive. We will also be attending the ONS Volkswagens Toys for Tots Car Show on Dec 3 at the Clovis Volkswagen Dealer on the southwest corner of Herndon and Hwy 168. Come on out and bring your new \$10 toy as your entry fee.



PONY TALES

I had the unofficial start of my Team in Training Spring Season with the completion of the Two Cities Marathon in Fresno/Clovis. This is my second marathon. Set a new PR of approximately 4 hours and 45 minutes which knocks about 45 minutes off my first marathon's time. I am waiting impatiently for the official results to be posted. Had an awesome group around me supporting me and you all know who you are. Thank you. I now get to start all over again and raise funds for an April Marathon in Nashville, TN (no fundraising needed for Fresno/Clovis). Yes you will be hearing from me and please give generously to the Leukemia Lymphoma Society again this year. Give me your money and I will run with it!
www.tntsteve.com.

Stacy Lairson is recovering from having a hysterectomy and bladder suspension surgery, and says she feels better than she has in a long time.

Ron Coppola and Rich Atkisson took their wives furniture shopping after the Veteran's Parade. Rich was heard to say he would take everything Sue bought home on top of his '68 Mustang California Special, That would make it real special. Wonder how many couches they purchased.

Tony and Mary bought a new 60-inch television and we heard they took it home from Costco in Mary's 1999 convertible. That must have looked cool driving down the street.

At the Shelby museum in Las Vegas, Don Hobbs had an interesting interlude with some jackets and a gray van. He will never hear the end of it.

Erin Maloney Dotson, a CVMC alumni, has joined Team in Training and will be training along side of her Uncle Steve this season to eventually run a half marathon in San Luis Obispo in April. Uncle Steve is training for a full marathon in Nashville, Tennessee.

Our annual trip to Knott's Berry Farm will be here before we know it, so get your reservations for our new motel ASAP. They are holding 30 rooms for us. The actual show is April 22, 2012, but the majority of our members leave on Friday, April 20th and return either after the show on the 22nd, or Monday the 23rd.

We will be staying at the BABU COLONY INN, previously a Super 8. The rates are weekdays per night \$55.00 plus tax, and weekend per night \$59.00 plus tax. This is very close to what we were paying at our previous motel. The phone number is 714-527-2201 or you can reserve a room online at <http://www.super8buenapark.com/>

Be sure to mention that you are a member of CVMC.

Ron Deubner would like to get a group to attend the taping of the Jay Leno show on Monday afternoon, the 23rd and leave for home directly afterwards. If you would be interested in this, please sign up in the orange binder and/or let Ron know.

For Sale: 1964 1/2 Mustang Coupe Beautiful car - restored condition \$12,750.00. Call 250-2089.



VETERANS DAY PARADE

By Mary Kokalis

On Friday, 11/11/11 our club made it's annual drive in the Fresno Veteran's Parade. I don't know if every one enjoys this event as much as I do; it gives me a great feeling just driving my Mustang in the Veteran's Parade. It makes me feel like I can say "THANK YOU" to all our service men and women for the great sacrifices they make to keep our country free for us to have the awesome life we live in the Good Ole USA. We are truly blessed that we live in such a great country.

We started our day at our famous Mervyn's parking lot at 11:30 on Friday morning. Dave Marean did a wonderful job of getting our cars all lined up in order for the parade. We had 19 cars, all decorated with their red, white and blue. We had flags of all sizes in and on the cars. Jean Anderson was a hit with her Mickey Mouse decorations and her fancy sunglasses. Tony Kokalis made the children along the route very happy with Santa riding with him, and Mary Kokalis was a hit with all her Teddy Bears, and the boys with the big engines revved up the crowds with their big vroom, vrooms. Gary Cook was a big hit as he peeled out with his car. I thought we made a great addition to the parade with our Mustangs of many colors. Thanks to Bob Anderson, Paul Jon Zischa and Paul Beckley for driving the VIPs at the beginning of the parade and then coming back to make another round in the parade with the club.

After a very successful day without rain, the car tops got to stay down to show off our cars. We all met at the Silver Dollar Hoffbrau for a delicious lunch and a great visit with our friends. As we were walking out of the Hoffbrau, it started raining, perfect timing. Here's wishing everyone a great year and we will see you again at the next Veteran's Parade in 2012. Sounds weird, but it will be here before we know it.

A RECEIVED NOTE OF THANKS

By Wanda Hamshar

In 1993 plans were being made for a 30 year celebration of our beloved Mustang. Persons all over the United States were making plans to converge on Charlotte North Carolina the following April of 1994. Many from Europe and Australia would also be in attendance.

Now knowing that our current President, Bill Clinton, owned and drove a Mustang Vic thought it would be nice if that particular car could be in the drive around the Charlotte speedway, thus joining many Mustang owners in their celebration. He sat down and wrote him a letter offering to drive the car for him should he not be able to attend in person. Believe or not, he received an answer back from the White House. They had declined the offer but thanked him for his consideration. A copy of that letter is shown following this article.

As many of you may know, President Clinton did show for the celebration causing a great deal of concern and upset due to the amount of required security. It also created long lines for attendee's to get into the many events, yet still showed he had an interest in an American Icon, the Ford Mustang!

THE WHITE HOUSE

WASHINGTON

November 12, 1993

Mr. Victor Hamshar
Sierra Mustang Club
Post Office Box 1793
Fair Oaks, California 95628

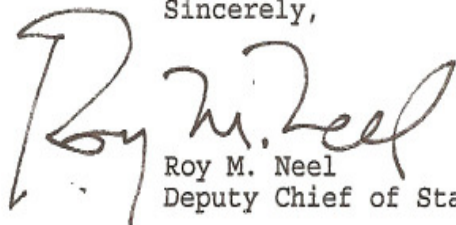
Dear Mr. Hamshar:

Thank you for your kind invitation to President Clinton. He does appreciate your offer and is sorry he will be unable to join you.

Unfortunately, the tremendous demands on the President as he works to move our country forward do not give him the opportunity to accept as many invitations as he would like.

On behalf of the President, thank you again for your invitation. Your continued interest and support are deeply appreciated.

Sincerely,



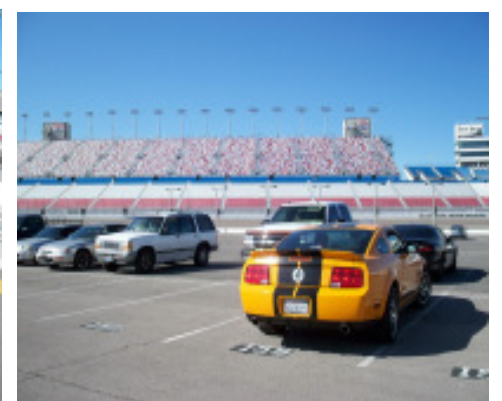
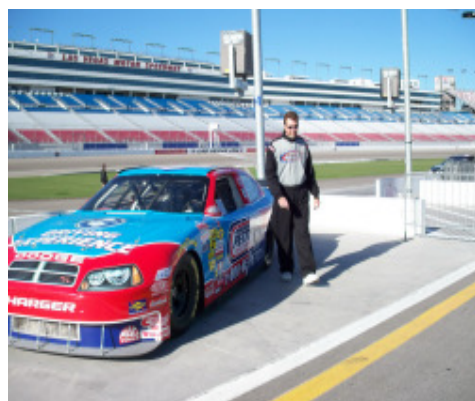
Roy M. Neel
Deputy Chief of Staff

RMN/inh

Ron and Nan and Don and Etta Get Married



November 6, 2011





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.

2012 FORD MUSTANG GT PREMIUM CONVERTIBLE

an Autoweek Drivers Log Car Review, By: [Mac Morrison](#) on 8/11/2011



MOTORSPORTS EDITOR MAC MORRISON: Every chance I get to drive the [Ford Mustang GT](#) with the 5.0-liter V8, I smile because I know exactly what I'm in for—a great engine, great sounds, fun on-throttle handling and just an all-around throwback experience.

From the body style to the well-thought-out yet simple interior, the Mustang GT in many ways is a car from another era, outfitted with a modern engine, sound-isolation and tire and brake technology to deliver a pure driving experience without the vices of true, old muscle cars. It's by far my first choice in the modern muscle-car class.

I would be happier in the coupe, but the removal of a fixed roof does little to dampen the driving fun. And while the chassis shakes and oscillates a bit at times over bumps, I've experienced worse in modern cars costing more money and carrying more well-heeled nameplates.

The Mustang remains a winner, pure and simple. Come to think of it, those last two words describe it perfectly as well.

NEWS EDITOR GREG MIGLIORE: Dashing into work early one Monday morning with the top down and the engine roaring, I came to the conclusion that the 2012 [Ford Mustang GT](#) convertible is about as fun an experience a driver can hope to have in a nonsupercar.

The 5.0-liter V8 has truly given the 'Stang a foundation that puts this car at or near the top of the segment. I would argue it's slightly ahead of the Chevrolet Camaro, since the Chevy feels bulkier and more cumbersome to handle. But they're both very good.

The sounds this powerplant makes are exhilarating, raspy and growling, but never dull. It's at its best when the driver really steps into the throttle and lets the revs build. Theoretically, that's how muscle cars should be—but the Mustang GT responds with eagerness.

I like the taut nature of the body and the chassis, which produce less lean than the Challenger and the Camaro during turns and aggressive maneuvers. I did detect a bit of squirrelness from the rear suspension at times, perhaps accentuated by the strong torrent of power being sent to the rear wheels. The convertible element might contribute to that, but otherwise didn't detract from the drive character.

Despite its sporty character, the GT is fine for around-town driving, too. I spent a Saturday rolling around the suburbs, hitting a few stores, and was quite comfortable. The heat this weekend was oppressive, but for the most part, I didn't mind cracking the top. Really, that's the best way to experience this car.

The interior is well executed, with mostly pleasing materials, sharp gauges and easy-to-use controls. No confusing MyFord Touch here. The driver looks at 1960s-styled dials and actually gets to turn knobs to operate the radio. This is a car for people who want to drive and not mess around with colors and connectivity.

The Mustang GT, with or without the convertible option, is a winner in my book.

INTERACTIVE ASSOCIATE EDITOR DAVID ARNOUTS: The more time I spend in this car, the more I realize why I have a soft spot for muscle cars. The latest incarnation of the famed Mustang, with the "resurrected" 5.0-liter V8, is a great reminder that certain American cars can evolve over time but remain true to their roots.

Greg said it best about the interior—its style harks back to the 1960s. The traditional manual operations and modern technology are a combination that proves to be a winner in the Mustang GT. The six-speed manual aluminum shifter with laser-engraved gear patterns is a nice touch and matches the rest of the interior nicely. The seats were comfortable for the most part; I blame myself for never really taking the extra few minutes to get a great fit. I was too excited to get the pedal down and the road rolling underneath me.

The mirrors were an interesting first for me. Integrated into the side mirrors were blind-spot-reduction mirrors; think bubble mirrors on semitrucks. I didn't really care for the addition. While functional, the aesthetic wasn't my taste.

Once rolling, though, the 412-hp, 5.0-liter V8 was an ear-to-ear-grin-inducing machine. While the exhaust was a touch quiet, it is still one great-sounding domestic engine. And if the sound wasn't enough, the lateral velocity was a close second.

The car is quick and would make a great sports car to drive around town or drive across the country. As for the drive, the clutch and pedal feel, with the close ratio shifts, are superior to the long-throw experience of the Chevrolet Camaro.

The suspension is matched well, giving the Mustang GT a nimble feel without the overly harsh feeling of many rear-wheel-drive sports cars. Expect to feel bumps—this isn't a luxury sedan, but you shouldn't lose your fillings on a standard street.

Overall, I was pleased with the Mustang GT. It is a well-balanced sports car that is fun, enjoyable and for the money, provides plenty of value, just like the original muscle cars. But in this decade, we don't have the side effect of smelling like gasoline and vinyl after a going for a drive. I could do without the convertible option as I prefer a coupe with a bit more sport-oriented performance. That doesn't take away from the fact that driving with the top down was enjoyable. Since I enjoyed this "plain-Jane" Mustang GT so much, I can only say one thing: Bring on the Boss 302!

ART DIRECTOR TARA KLEIN: After one night in this 2012 Ford Mustang GT convertible, I come away impressed, enthused and wanting more time behind the wheel.

I am a huge fan of the current body style that tastefully merges the 1960s lines with a more modernized approach. The front fascia and overall silhouette produce a menacing image, one that is instantly recognized on the road. Unfortunately, the gray clouds proved to be too threatening for me to put the top down.

This Mustang felt incredibly solid, well-grounded and controlled. I never once felt uncomfortable, whether driving down the expressway or through a rural downtown area. The growl of the V8 provided an awesome soundtrack during my drive, and the substantial amount of power was impressive.

I agree with others here that the Mustang's simplified interior has a nice throwback vibe, making the car a consistent package. While a lot of hard plastics were used, it was well composed and comfortable, and the aluminum shifter really popped in the otherwise dark cabin. The large gauges backlit in blue at night also made a loud statement that meshed with the intensity of the Mustang overall. While I only had this bad boy for one night, I'm sure I won't be forgetting my time with it anytime soon.

EDITOR WES RAYNAL: I'll never turn down the chance to drive a 5.0-liter Ford Mustang GT, coupe or convertible. They're just terrific hot rods whether or not one takes price into account.

The car has a fantastic engine with good power, one that makes all the right hot-rod sounds. When I was a kid, the Hemi Cuda was the bogey, with its 425 hp—and this car is dang close to that. The exterior looks good, the interior is simply laid out and the materials are a bit better than decent—Chevrolet should look at this interior when doing the next Camaro, especially in terms of materials. Driving the car over the potholes is impressive in terms of body/chassis stiffness. Having the top down is a joy. Overall, I dig Mustangs, and this car is a good example of why.

2012 Ford Mustang GT Premium Convertible

Base Price: \$38,995

As-Tested Price: \$42,545

Drivetrain: 5.0-liter V8; RWD, six-speed manual

Output: 412 hp @ 6,500 rpm, 390 lb-ft @ 4,250 rpm

Curb Weight: 3,754 lb

Fuel Economy (EPA/AW): 20/15.9 mpg

Options: Brembo brake package including 19-inch premium painted aluminum wheels (\$1,695); comfort package including six-way power passenger seat, heated seats (\$595); RR Sensing system/security package (\$695); HID/security package including active antitheft system, wheel-locking kit and HID headlamps (\$525) yellow blaze metallic tri-coat exterior paint (\$495); rapid spec 401A including premier trim with color accent (\$395)












Submitted by Lanny Vaught

FOR DETAILED INFORMATION ON CLUB ACTIVITIES
 SEE THE CVMC WEBSITE: <http://www.cvmustang.org>
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December 2011



Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2 Summer Worsham 	3 Decorating Party 1 PM El Mariachi 5 PM
4	5  Robin Johnson	6	7	8	9	10
11 CVMC Christmas Party 4:30 PM	12  Kelly McKinney	13  Jason McCook	14	15	16  Jay Roth Jeremy Deubner	17 Shanghai 4 PM Christmas Tree Lane 5 PM Chocolate Fest
18  April Grijalva	19	20	21	22  Chris Roth	23  Lori Sandelin Bob Vaughn Lynelle Beckley Jennifer Atkisson	24
25 CHRISTMAS 	26  Mike Aaron Ron Bramlett	27	28	29	30	31  Zifred's

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XXL	\$ _____	JACKETS	\$ TBA
XXXL	\$ _____	PENNANTS	\$8.00 EA

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CITY:	STATE:	ZIP CODE:	NAME & PHONE IN CLUB DIRECTORY?	YES	NO

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NAME:			
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OTHER FEATURES: _____					

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TYPE OF VEHICLE(S)					
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OTHER FEATURES: _____					

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Applicant's E-Mail Address: _____

Please send this form with your check to:

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