

February 2012



the pony

OFFICIAL MONTHLY PUBLICATION

PRESS



Lanny's Strict Parking Rules

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 are due each January. Renewal notices are not sent out.

CVMC OFFICERS

Paul Beckley • President	323-7267
Lanny Vaught • Vice President	277-2510
Carol DeLaPena • Secretary	453-0571
Jo-el Vaughan • Treasurer	292-5595

MEMBERS AT LARGE

Tony Kokalis	229-3219
Allen Rasmussen	322-5879
Jim Sanborn	246-6835
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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WEBMASTER

Brandon Walker	323-2150
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CHARITY COORDINATOR

Nancy Sharmer	346-1096
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NEWSLETTER EDITOR

Garo Chekerdeman	906-7563
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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

CVMC 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
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, CA
Dinner: 6 PM • Meeting: 7 PM

PAST PRESIDENTS

Allen Rasmussen	2011
Ron Deubner	2010
Jim Sanborn	2009
Wanda Hamshar	2008
Michael Metz	2006-2007
Jim Sanborn	2005
Doug Deffenbach	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



Hear Ye, Hear Ye, Hear Ye! I wanted to use my space this month to thank all of you. The members that really make this club one of the best clubs not only in the valley, but the entire state. I have been so impressed at the way most all of us put the needs of the club before any of our own personal needs.

As I had mentioned in my last message, it is all about Family, Club, Community, and Charity. I have seen at times, there are issues I do not like, taking place. Rest assure, I want to include everyone in the decision making process and address EVERY ONES concerns. Remember, NO ONE PERSON is more important than anyone else!

All members are important to me and the entire board. If a member has a concern, it should be brought to the attention of the board. The best way to do this, would be to speak to one of the Members-At-Large. They can then convey the message anonymously to the board.

The decision that is made will be what is best for THE CLUB and not necessarily in favor with the members concern. We can not fix it if we do not know it is broken. I promise to try and make sure the issue is resolved in a timely and satisfactory manner.

OK, getting off my soap box now. We are getting close to Knotts and need to start locking up plans for the trip. We have hit a little snag with the club BBQ. We will be addressing this at the meeting on Thursday. Make sure you attend and get involved in the discussion. If you have not made arrangements at the hotel, you need to get that done now by calling:

Colony Inn Buena Park/Knotts Berry Farm
7800 Crescent Avenue , Buena Park, CA 90620
Telephone: 714-527-2201.

Spring is right around the corner and time to get those ponies out of mothballs and polish them up for cruising. On that note, I would like to get a group together in an instructional car care weekend. Something like what we used to do to share tips and tricks and share that immense knowledge that we all have tucked away. If anyone has any contacts, time and or location we can use, please let the activities director, Mary Kokalis (559) 229-3219 or myself know.

We are also going to discuss a program that could save you some money \$\$\$\$. You need to be at the meeting to hear it first and get involved in that decision.

Let's all get moving, get involved, and get motivated in making this club the BEST IN THE STATE and then the country!!

Paul Beckley - President

FROM THE EDITOR



First off, I want to thank everyone for all the contributions for the newsletter. It was fantastic and we are really starting to cook now!

I'd like to see if we can get some more ads from businesses to help the cost of the newsletter. Even though we send 90% out electronically, we do have some printed for those that don't have the means to retrieve it in that format.

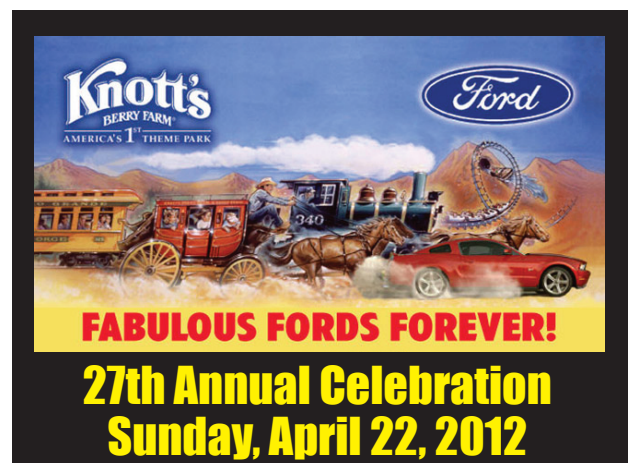
Due to issues with the size of the newsletter and various servers, we're going to be e-mailing a link that you can click on to retrieve the newsletter as opposed to an attachment in an e-mail. Evidently Comcast thinks it's some sort of cyber attack from a Communist country.

Anyway, if you have any issues with the newsletter, please contact me at our new e-mail address for the newsletter:

newsletter@cvmustangs.org

Let's work on getting some member and car profiles put together for future issues of the newsletter. As I mentioned in last months newsletter, let's introduce ourselves to each other. With that, I'll be the first member to do so next month.

Garo Chekerdeman - Editor



24th Annual Blossom Day Festival Celebration

Join the Sanger Chamber of Commerce for this annual celebration.

This street faire will include a car show, food booths, live entertainment, arts and crafts, and more!

Don't miss the tours of the historic Sanger Depot Museum!

Start Date: 3/3/2012

End Date: 3/3/2012

Time: 9am - 4pm

Location: Downtown Sanger,
7th and N Streets

Contact Info:

Sanger Chamber of Commerce
(559) 875-4575

Southwest Chicken Skillet



Ingredients

- 1 - 1 1/2 ounce envelope fajita seasoning mix
- 1/2 cup water
- 2 tablespoons cooking oil
- 12 ounces skinless, boneless chicken breast halves, cut into 1-inch pieces
- Nonstick spray coating
- 1 medium yellow or green sweet pepper, cut into squares
- 1 small zucchini, bias-sliced
- 1/2 small onion, cut into thin wedges
- 2/3 cup salsa
- 1 teaspoon chili powder
- 1/2 cup frozen whole kernel corn
- 1/2 cup cooked or canned black beans, rinsed and drained
- 8 - 8 inches flour tortillas (optional)
- 1/2 cup shredded reduced-fat Colby-Monterey Jack cheese (optional)

Directions

1. For marinade, in a medium mixing bowl combine fajita mix, water, and oil. Add chicken to marinade. Stir to coat. Let stand at room temperature for 15 minutes.
2. Spray a large skillet with nonstick coating. Preheat over medium heat. Add sweet pepper, zucchini, and onion; cook and stir for 2 to 3 minutes or until crisp-tender. Remove from skillet.
3. Drain chicken; discard marinade. Add chicken to skillet. (If necessary, add 1 tablespoon cooking oil during cooking.) Cook and stir for 4 to 5 minutes or until no pink remains. Return vegetables to skillet. Stir together salsa and chili powder. Add salsa mixture, corn, and beans to skillet. Cook and stir for 1 to 2 minutes more or until heated through. Serve with warm tortillas and cheese, if desired. (To heat tortillas, wrap in microwave-safe paper towels; micro-cook on high power for 30 seconds). Makes 4 servings.

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weygandt.m@sbcglobal.net



Pony Tales

Tom Higham was hospitalized February 6th with pneumonia in both lungs, causing other problems. He had a week long stay at Kaiser and was sent home on February 14 with oxygen. Their car club trips will be put on hold for a while.

Linda says: Tom and I want to thank all of you for your calls, visits, e-mails and all of your prayers during his stay in the hospital. He is home. Drags an oxygen tank with him on his outside trips. It is really something watching him with his walker and trying to deal with an oxygen tank on wheels at the same time. He is also tethered to a 50 ft line while he is at home. Visitors are always welcome. With any luck, the oxygen will be short terms. The Coumadin may be lifelong though. He tried to go to Speedy Zapato's last night. The battery on the car is dead and we have to get a new one before it moves again. Thanks for your thoughts and prayers,

Ron Deubner spent a week in Connecticut in early February for training on a new piece of equipment. It's a little colder there than here in sunny California.

Wanda Hamshar was scheduled for an angiogram on February 21st.

Don Hobbs will be putting in time at the Ag Show in Tulare.

Jimmy Sanborn is ready to enter the dating game. Good luck, Jim and Stacy.

After four years of waiting for her name to be picked in the lottery, Amy Deubner Shipman was selected for the radiology technician program at Fresno City College. Orientation is in June and she starts classes in the Fall.

Mary says: Fred needs a brush up course on Disney characters, Pluto really got upset with Fred as Fred kept calling Pluto Goofy. Fred was in a great mood, thanks to Aurora, formally Sleeping Beauty, as he was her escort to the Grand Ball at the Disneyland Hotel.

Jo-el says: You have got to see Jeff Boyd's car! It is his version of a P-51 numbered P-5150 !!!! Complete with black & yellow checkered nose, with 2 machine gun barrel replicas in the grille. AWESOME!!!! The rest of the car is silver and blue, with rivets painted on the painted sheet metal panels. REALLY COOL!

For the dinner at Speedy Zapato's Lanny has made a stand for his new sign: MUSTANG PARKING ONLY He put that up for parking and we were all lined up. It was so cool!!! 16 plus 4 kids, 9 cars: Karen, Etta & Don, Mike Rube, 4 Boyd's, Becky & Carroll, Lanny & Roxanne, Bob & I, Peggy & kids, Anderson's and kids,

Peggy Lara sent this Mustang excerpt from *Dreams Unveiled*, her book:

Robert pulled up in front of Chuck's house. Chuck's stepson, Rockstar, was in the driveway washing his new car—new to him. It was a 1992 Mustang GT "Fox body." He had just turned seventeen and had been working at a pizza place to save enough money to buy the car. This car was black with black interior and tinted windows, which was the perfect muscle car for a teenage boy.

Robert admired Rockstar's dedication to work so hard to buy his first car. Since cars were Robert's business, he had thoroughly checked out the Mustang before Rockstar bought it. Robert was actually a little jealous of the deal the young man had gotten on this Mustang.

Tony and Mary and their family spent a week at the Californian Hotel in Disneyland, rode all the rides and had a great time visiting with the characters, and seeing all the new attractions in California, they are changing California to a new style, opening in the summer this year will be the new CARS attraction and we can't wait to see it. The theme is based on the movie CARS....really exciting.....

Phil Moreland wants to sell his yellow 65 or 66 Shelby clone Mustang. His number is 559-591-1973, if anyone is interested.

Bill Hall had his knee surgery on Wednesday, the 15th of February and he is recuperating at home.

Mary and Tony's grandson just turned 5 last night and they celebrated his birthday at Bella Pasta. His mother made his cake, R2-D2 and the Star Wars Legos took over the house.

CVMC had a great trip to Chukchansi. After eating all the food they had in the Buffet, we went out and tried our luck at the machines. Several members won and the others made their donations.

Ron and Nancy had a great day at Golden Gate Fields racetrack on February 18. For \$30 each they had valet parking, the racing program, lunch in the Turf Club, and a VIP tour of the saddling area, paddock and winner's circle. The track sits right on the Bay and has gorgeous panoramic views. The track is beautiful. It was their first visit to Golden Gate. Since it is slated to be torn down at some point, they wanted to see it before it disappears.

Jimmy convinces Jim to "get hip"



Detailing Tips and Tricks

By Doug Deffebach



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

Tire Care

You can use any tire and rubber cleaner to clean off dirt, soil and old dressing from the surface or, if you’re washing bucket-style, use soapy water to scrub the sidewalls. To remove heavy deposits you can use a firm nylon or natural bristle brush to really bear down on them. Usually it’s better to clean the tires and wheels before washing your car from the top down (that way you can take care of the dirtiest areas first, and avoid splashing wheel well grime on an already washed car).

Part of properly cleaning your vehicle’s tires should include taking care of them in the long run. Regular treatments with a tire dressing such as Mothers FX Tire Shine can help protect tires from UV exposure, cracking, fading and turning brown. You can apply this product directly on the tire, but it’s much more efficient and cost-effective to spray it into a closed cell sponge, and then rub the sponge onto the tire with a light buffing action.

Another caution: DO NOT use Mother Back-to-Black (or a similar type of restorative) on your tires! Heavy restorative chemicals like that are designed for exterior trim only. Let’s face it – if your tires need restoring, you probably need new tires. Also, avoid solvent-based tire and rubber protectants. Check the bottle for distilled petrochemicals – they can do bad things to the longevity of the tire surface.

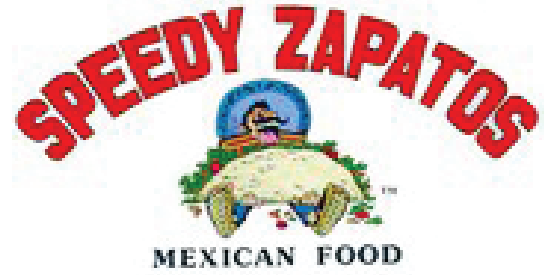
Wheel Care

Maintenance of painted, anodized and clear-coated wheels is not much different than cleaning the body paint. First, wash off any deposits with soapy water using a wash mitt or soft brush (do NOT use the same brush as your tires; it will scratch the surface of the coating). If the wheel is heavily soiled with super-sticky brake dust or road grime, some wheel cleaners can help remove them. Manufacturers make specially formulated cleaners that can be used on painted wheels and other coating. However, when applying them do so with a hose nearby so you can rinse off the cleaner within a couple of minutes.

Even though the basic approach to cleaning is simple, not all wheels are the same, and therefore require different types of chemicals. For instance, if you are not sure whether your wheels are uncoated aluminum or not, do a spot test. Rub a small amount in a low-visibility area with aluminum polish. If it doesn’t turn black, stop immediately. There is a coating of sorts on that wheel, and you must use a different product. Be sure to check your owner’s manual or with the wheel manufacturer to make sure the cleaner you choose is not going to harm your wheels.

When cleaning polished aluminum wheels without a clear-coat, or open metals like magnesium, use a proven mag and aluminum polish. Rub a thin layer of polish onto a portion of the wheel until a black residue appears. Add more polish as you go along, and don’t be in a hurry to remove the dark residue because it acts as a secondary polishing agent. Once the wheel is sufficiently clean, wipe it dry with a clean, dry cotton towel so that you don’t let the polish dry on the wheel- make sure you turn the drying towel frequently. Or to get the job done in a fraction of the time, use a “Power Ball” and “Power Metal Polish” to bring out the maximum shine to your wheels. Simply attach the Power Ball to any standard drill (cordless drill work great). Pour the metal polish right on the foam and begin polishing. Start out on the “low” setting, and then slowly increase the speed. The unique closed-cell foal allows the ball to compress tightly to get those hard-to-reach places. After just a few minutes you’ll be able to use a clean terry or microfiber cloth to wipe the polish away revealing an amazing shine that used to require hours of hand polishing.

Some wheels need extra cleaning power such as chrome wheels and those made of roughcast metals. In this case, strong cleaners such as chrome/wire wheel cleaner can be employed. Take extra care to prevent the cleaner from coming into contact with other parts of the car, and don’t let it sit too long before hosing off. When doing chrome wheels, you can chase the cleaner with a chrome polish to properly finish the job.



good food...



...great company

What a great time we had at Speedy Zapatos on Saturday night. We had seven Zapatos on Saturday night. We had seven Mustangs to show off! Boyd and Sheila showed up with their newly custom paint job the (P5150) with what appeared to 50 caliber machine guns coming out from the grille! Very cool.

Great food and great company as always.

Thank you Speedy Zapatos for having us.

*Good times,
Lanny*



Pennant Time

by: Wanda Hamshar



After nearly 5 years, it seems that we have run low on pennants. In November I was asked if I could assist with them. Between myself and Jo-el Vaughn our efficient treasurer, we looked into the archives and found where the fabric had been ordered and called the company. Fabric received. Both Andi Bitter and Shelby Presser volunteered to assist with the procedure of putting them together. Spend a pleasant 3-4 hours visiting, giggling and cutting them out and then onto the silk screener.

As luck would have it Nancy and Ron located all the art work in the club items and got that to me. Upon their return I contacted Shelby for assistance and she came over with her trusty sewing machine and away we went. Total of 50 pennants made the grade our first session and Granny here got tired. We will get together again and finish up the balance of 40. All in all it was a pleasant project and left the dining area in the house with completed pennants, those waiting to be completed, along with scraps and thread everywhere.



Flashback

“On the padded fingers of an assembly line hoist at Ford Motor Company’s San Jose plant at Milpitas, Calif., a Mustang convertible body swoops in to meet its rear axle. The plant’s passenger car production switched July 10, 1964, exclusively to Mustangs to meet a growing backlog of orders with an added 420 cars per day.”
Western Public Relations Office, Ford Motor Company, San Francisco.



**Fire destroys
service department
at Future Ford**



The fire that destroyed the 100,000-square-foot service shop, was generated by electricity. The spark ignited a fuel source and spread through the shop rapidly. Damages are estimated at \$1.5 million including the loss of 16 cars. Incredibly, no one was hurt and they were open for business the next day.

Did Obama call Ford's Shelby GT500 "sick?"

By Mark Kleis - Wednesday, Feb 1st, 2012



Yesterday, President Barack Obama made a visit to the Washington, D.C., auto show, where he took time to check out about a dozen cars, even sharing some feedback from time to time.

During his walk-around, it appears that Obama was particularly enamored by a pair of muscle cars: A Chevrolet Camaro with an American flag and Bald Eagle mural and the other a 2013 Ford Shelby GT500 in Grabber Blue. Depending on which transcript you follow, some believe Obama suggested that the Shelby was "sick," while David Shepardson from The Detroit News says on second thought the President might have said "this is a stick."

Either way, Obama seemed quite taken aback by the 650 horsepower ponycar, joking while cracking a smile, "This is what I needed in high school."

All jokes aside, Obama also used the time to deliver a short speech praising the American auto industry, proclaiming the cars at the show and General Motors' return to the world's top volume automaker as proof that "Detroit is back." Obama was also sure to remind the press that "some" opposed the bailouts of the automakers, referring to some Republican candidates currently campaigning against the President.

Source: leftlanenews.com

Image Credit: Getty Images.

Which Ford Mustang is most popular with thieves?

By Jeff Sabatini - Feb 1st 2012

Source: autoblog.com



We'd guess a thief's favorite Ford Mustang is whichever one he happens to be hooning around in – ahead of either illegally selling it, stripping it for parts or falsifying its VIN to pass it off as a legit car. But the 'Stang that's attracted the most attention from this scourge of society is none other than the 2000 Mustang.

While we're not sure what it is about the venerable Ford pony car in that model year that's caused it to rise to the top of the inaugural National Insurance Crime Bureau "Hot Wheels Classics" report on Mustangs, we are finding the study to be compelling reading. Who knew that 411,155 Mustangs have been stolen since 1981? The report is similar to NICB's annual report on the most stolen cars, but focused on just Mustang thefts, with data dating all the way back to 1964. Apparently NICB got the idea to do a Mustang-centric report after being asked for data from MustangEvolution last year.

Even more interesting than the report, however, is that NICB has also posted a six-minute documentary about how it helped reunite a Shelby GT350 with its rightful owner some 25 years after the car had been stolen. While not exactly part of the report, the video is a pretty cool showpiece for the nonprofit group that investigates car theft and insurance fraud.

2013 Cobra Jet Drag Test

February 02, 2012 • By Evan J. Smith, Marc Christ • Photography by Evan J. Smith, Marc Christ



Mustang. It screams performance, whether you're looking for a V-6, GT, Boss or the new 650hp GT500. Ford also builds turn-key racer cars, both for drag racing and road racing. And these cars win!

And this winning comes as a direct result of the hard work, passion and dedication of the Ford Racing engineering and development team. Recently, we caught up with them at a private track test of the latest Cobra jet Mustangs.

When we were asked to join in on a test session of the yet-to-be-released 2013 Cobra Jet, we jumped at the chance. Ford Racing invited us to accompany its Cobra Jet development team for a research and development test session--and to drive the mighty machines. We were able to work with the engineers as they put the mechanical and electrical finishing touches on what will undoubtedly be the greatest Cobra Jets ever. The team--consisting of skilled technicians, suspension experts, engineers, calibration experts, and drivers--had one naturally aspirated 5.0L CJ and one supercharged version (also with a 5.0L). Since it was a development session, the team was ironing out a couple of issues, but spent most of the time testing hardcore race parts like torque converters and rear gear ratios. Not to mention trying to get as many runs as possible on both to quantify its evaluations and to see the effects of various launch rpm, shift points and chassis setup.

In fact, the team even tapped our own Evan Smith to test drive, and Smith whittled the e.t down with some tried and true tricks. While we can't yet publish elapsed times, the crew was very happy with the overall vehicle performance and durability.

"We are here to finalize gear ratios, torque converters, shock setting and a few other things," said Ford Racing's Jesse Kershaw. And the team made run after run, making changes and noting the results. Some stuff worked, while of stuff didn't, but in the end, a lot was learned. Ultimately, after three days of testing, both cars were turning competitive numbers, which will make them perform well in their respective classes.

A Brief History

Very few manufacturers offer turn-key race cars, and even fewer do it like Ford Motor Company. From the Boss 302R, to the Focus ST-R, and of course the Cobra Jet, no other car manufacturer offers such a wide variety of ready-to-race cars--not even Porsche, BMW, or Ferrari. And the original turn-key race car that started this lineage was the '68 Cobra Jet. In 1968, 50 units were produced, all modified from production-style Mustangs. In its first appearance ever, the Cobra Jet scored a win at the NHRA Winternationals. Though the project was a success, it was discontinued after its first year.

Then in 2008, Ford Racing Parts re-released the Cobra Jet to commemorate the 40th Anniversary of the original. And like the original, it too won on its first outing--at the 2009 NHRA Winternationals!

The New CJ

Since then, Ford Racing Performance Parts has continued to produce the FR500CJ with a '10 model and a '12 model, and the program has been a huge success. Recently, Ford Racing announced it will build 50 '13 models to be equipped with either a naturally aspirated 5.0L engine (\$85,490), or a Whipple supercharged 5.0L engine (\$92,990).

The NA version features a special CJ induction system, CNC-ported heads, high-lift camshafts, and a low-drag accessory drive. The supercharged version houses a 2.9L Ford Racing/Whipple supercharger utilizing a 10-rib belt, CNC-ported heads, and a port-matched manifold. All versions are comprised of a lightened body optimized for weight distribution, EPAS, an optimized rollcage, Recaro seats, and many other features. Stay tuned for more exclusive information on the Ford Racing CJ program and more exciting news from Ford and elsewhere in the Mustang hobby.

Greenlight Mustang II / MIB3 Movie Car is a Galaxie 500 / New BBR tooling....

Joe Kelly Jr. - Feb 01, 2012



Our man in the street – actually man in the showrooms – Andy Goodman is starting to send back images from the 2012 Nuremberg Toy Fair, and there's some great stuff on the horizon, as seen in these quick snaps.

GreenLight is tooling up an all-new Mustang II in 1:18 high-detail; this resin looks like it's going to be a great looking car – we can't wait to see the Cobra version; also from GreenLight is this 1964 Ford Galaxie 500, deco'd as a movie car from the feature film Men In Black 3, coming this summer (sourced from the old Sunstar mold set, in a new deco; GL has improved every mold they've done this to, so this one may have some new details), and lastly, a brace of prototypes from high-enders BBR in 1:18 and 1:43. The subjects: Ferrari and Alfa Romeo; these models routinely emerge as high-end, high-detail pieces of the very best quality.

We'll be doing more in-depth coverage as the days go by – and bringing you the best of the show in in-hand reviews in the coming weeks, and in the pages of Die Cast X magazine!

Source: diecastxmagazine.com

FUN FACT:

For the Boss 302 development program, the engineers drove across the country with seven test mules.

Here are their nicknames:

- Kid Rock
- Red
- Barely Legal
- Smoke
- Grey Goose
- Dinoco Blue
- Vader



Source: *Car and Driver Magazine*

Ummmmmm.....



No, this is not a Photoshop picture. It's a Roush 427R convertible with 28" rims. I really don't have anything else to say....

-Garo



REMINDER



Have you
RENEWED
your Membership Dues



MERCHANDISE ORDER FORM

To order merchandise contact Bob Anderson (559) 233-8983

All orders must be prepaid

PLEASE PRINT NAME:

NAME: _____ DATE: _____

PHONE NUMBER: _____

T-SHIRTS: (Color for 2012 is Maroon)

- S - XL = \$10.00
- XXL = \$11.00
- XXXL = \$12.00
- XXXXL = \$13.00

POLOS or WINDBREAKERS

- S - XL = \$25.00
- XXL = \$26.00
- XXXL = \$27.00
- XXXXL = \$28.00

● ● Add \$2.00 for pockets on T-shirts & Polos ● ●

HATS = \$11.00 ● PENNANTS = \$8.00 ● NAME BADGE = \$8.50

ITEM	SIZE	COLOR	QTY	AMOUNT DUE
				\$
				\$
				\$
				\$
				\$

TOTAL DUE: \$ _____ METHOD OF PAYMENT: CASH _____ CHECK # _____

RECEIVED BY: _____ DATE: _____



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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RENEW your Membership Dues - Don't miss the excitement!

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P.O. Box 9864
Fresno, CA 93794-9864

ADDRESS CORRECTION REQUESTED

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