

November 2012



the pony

OFFICIAL MONTHLY PUBLICATION

PRESS



2012 Veteran's Day Parade



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

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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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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



There's no message from our fearless leader this month because he's recovering from surgery. We want to wish him a speedy recovery and get him back in the swing of things.

**Get well
soon
Paul!**

FROM THE EDITOR



The end of the year is right around the corner and boy what a year. I think we as a club have had an awesome year with the shows, traveling and new members that have joined. Over a 100 members for a club going for over 20 years ain't bad at all.

I've done the newsletter for a year now and have to admit I was VERY concerned about how this was going to go. I hope you've enjoyed it as much as I have putting it together for you.

Yes, there have been bugs along the way but we always managed to work them out. I would also like to thank everyone for the support and positive comments throughout the year. Those that have contributed have been a valuable piece in the project ever month. Thanks you.

I've got some ideas for next year along with resolving some technical issues. My goal is to get even more members involved and come out with an even better newsletter for 2013.

Thanks!

Garó Chekerdeman - Editor

What are you waiting for?

DO MESS WITH PERFECTION.

Perfection is subjective. So go ahead. Use this tool to redefine your idea of the ultimate Mustang. Then see your dealer to help make it a reality.

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Pick a model to start customizing

V6 » GT » **BOSS[®] 302** » SHELBY GT500[™] »

17 CITY / 26 HWY MPG⁺
(Manual. EPA-estimated)

444 HORSEPOWER

BATTLE MODE: YOU VS. THE INTERNET

It's your custom Mustang vs. another. Whose car gets bragging rights? The people decide. Log in through Facebook to enter your car into a battle and be able to vote. Or, you can just act like Switzerland and browse the gallery of custom rides.

SEE OTHERS BATTLE »

<http://www.ford.com/cars/mustang/customizer/>

Pumpkin Dump Cake

Submitted By: Nancy Sharmer



Ingredients

- 1 large can of pumpkin
- 1 can (12-ounces) nonfat evaporated milk
- 4 eggs
- 1 cup white sugar
- 1 teaspoon ground nutmeg
- 1 teaspoon ground ginger
- 1 teaspoon ground cloves
- 2 teaspoons ground cinnamon
- 1/2 teaspoon salt
- 1 package (18.25-ounces) yellow cake mix
- 1/2 cup butter, melted
- 1 cup chopped pecans

Instructions

- 1) Preheat oven to 350 degrees F (175 degrees C). Grease and flour a 9x13 inch pan.
- 2) In a large bowl, whisk together the pumpkin, sugar, salt, nutmeg, ginger, cloves and cinnamon. Stir in the milk, then beat in the eggs one at a time.
- 3) Pour pumpkin mixture into the prepared pan. Sprinkle the yellow cake mix over the pumpkin mixture, then sprinkle on the pecans.
- 4) Drizzle melted butter over all.
- 5) Bake in the preheated oven for 55 minutes, or until the edges are lightly browned. Allow to cool. Start watching this after 45 minutes, and don't let it get too over baked.

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Central Valley Mustang Club Upcoming Events

December 8, 2012

Our annual Christmas Party at Yosemite Falls Cafe (in the back room) NE Cedar @ Dakota Aves starting at 5:00. Afterwards we will have the installation of the new officers for 2013.

December 15, 2012

Chinese Dinner at Shanghai
We will meet for dinner at 4 pm to 5:30 at Shanghai (on the west side of Blackstone just south of Ashlan).

Christmas Tree Lane starting right after the dinner.
We will drive as a club down Christmas Tree Lane.

Choc-fest 2012 at Peggy's House after the Christmas Tree Lane drive.

December 31, 2012

Our annual New Years Party at Zilfreds Cafe (on the east side of Blackstone just south of Ashlan) hosted by Mary & Tony at 6:00 pm

From the WTH Department



This doesn't "LOOK" so good...



This doesn't "TURN" out so good...



Pony Tales

At the October meeting, we had nominations for the 2013 board. Usually nominations are not very entertaining, but this year it was a little different, since everyone, shall I say, reluctantly, accepted their nominations, except for a few who rejected them outright. However, Lanny promised that if elected President, he would repeal Camaros, to a round of applause.

Here's the list of nominations:

- President:** Paul Beckley, Lanny Vaught
- Vice President:** Bob Vaughan, Ricco Benedetti, Fred Grove
- Secretary:** Carol DeLaPena
- Treasurer:** Jo-el Vaughan
- Members at Large:** Jim Sanborn, Ron Deubner, Doug Deffebach, Dennis Harvat, Etta Hobbs, Tony Kokalis, Peggy Lara, Becky Barte, Karin Diaz

Michael Metz has scouted out motels for our 2013 trip to the Knott's show, and we are narrowing down to the Holiday Inn at 7000 Beach Boulevard. Rooms will be \$89 plus tax. Mike has had them hold 25 rooms for us for Friday and Saturday. The show is Sunday, April 21. We will each have to call to reserve one of those rooms. The phone number is 714-522-7000. Be sure to mention code CVM to identify yourself as a member of CVMC. A few members have expressed interest in staying at the same motel where we stayed last year.

Peggy Lara didn't realize that we order half sheet cakes for our meetings, and came with a gorgeous full sheet cake. It was delicious, but there was enough left over to give some to members to take home.

In the January 2013 issue of Car Craft, we found out that Allen Rasmussen has a 1969 Camaro. Who knew!

Jeff Boyd's gorgeous Mustang was the victim of a hit and run November 9th in front of his shop. The right side was smashed in, which caused about \$10,000.00 in damage, with the paint job being what it is. He was sorry to miss the Veteran's parade.

Don and Etta are still waiting for work to begin on their remodel. One thing after another has delayed it, including a flood from an overflow in the next door condo, causing a hotel stay for her, Eileen and Shelby, the pooch.


Ron and Nancy had a wonderful six days at the Breeders' Cup races. Two days of championship racing, a visit to the museum to see the Endeavor shuttle, an EARLY morning at the barn of legendary trainer Jack Van Berg to watch morning workouts (had to get up at 3 AM!), and three parties. Ron even got his picture taken with Bo Derek, who is on the California Racing Board. Can't wait until next November to do it all again!

Again, a reminder to let Nancy know if you have any news to share in Pony Tales. Just send an email to mustang5@sbcglobal.net. Nothing is too trivial!

Ron and Bo Derek
Ron says, "Nancy goes to the races for the horses, here's why I go."




Reality is Bo is excited when Ron slips Garo's phone number to her.

 **November BIRTHDAYS**

7 - Michael Rube	23 - Sally Presser
17 - Ryan Gunn	26 - Mark Boatright
17 - Tony Kokalis	29 - Jeff Boyd
22 - Bill Hall	

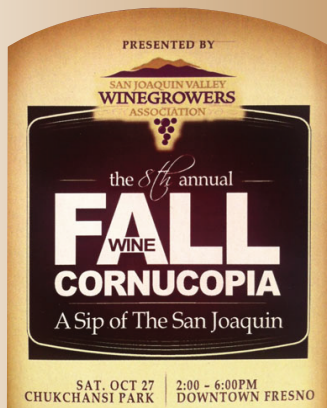
**Paul and Lanny sitting on the ACTUAL
 cake last month**



2012 Fall Wine Cornucopia



2012 Fall Wine Cornucopia



The Hotel Bill

Submitted by: Karen Diaz

An older lady decided to give herself a big treat for her significant 70th birthday by staying overnight in an expensive hotel.

When she checked out the next morning, the desk clerk handed her a bill for \$250.00.

She exploded and demanded to know why the charge was so high. "It's a nice hotel, but the rooms certainly aren't worth \$250.00 for just an overnight stay! I didn't even have breakfast."

The clerk told her that \$250.00 is the "standard rate", so she insisted on speaking to the manager.

The manager appeared, and, forewarned by the desk clerk, announced: "This hotel has an Olympic-sized swimming pool and a huge conference centre which are available for use."

"But I didn't use them," she said.

Well, they are here, and you could have," explained the manager.

He went on to explain that she could also have seen one of the in-hotel shows for which the hotel is famous. "We have the best entertainers from the world over performing here," the manager said.

"But I didn't go to any of those shows," she said.

"Well, we have them, and you could have," the manager replied.

No matter what amenity the manager mentioned, she replied, "But I didn't use it!", and the manager countered with his standard response.

After several minutes' discussion, with the manager unmoved, she decided to pay, wrote a check and gave it to him.

The manager was surprised when he looked at the check. "But madam, this check is for only \$50.00."

"That's correct. I charged you \$200.00 for sleeping with me," she replied.

"But I didn't!" exclaimed the very surprised manager.

"Well, too bad, I was here, and you could have."



An Incredible Bare-Bones '65 Mustang Race Car

By: Chris Demorro

Source: StangTV.com



Most of us harbor secret dreams of buying a second-hand classic Mustang for pennies and turning into a stripped-out, balls-to-the-wall race car. Alas, it is hard to find an affordable classic Mustang these days, and even harder to find them out actually racing. But if we could get our hands onto the right car, oh the fun we would have.

Over at Bring A Trailer, it looks like we just missed out on our perfect car. This stripped-out, 1965 Mustang features nothing but the bare necessities, and looks just as it did decades ago. While not a Shelby GT350, the Terlingua Racing Team livery adds a whole 'nother dimension to this car...as does the modern 5.0 V8 and 5-speed manual transmission.

While it isn't an all-new Coyote V8, the pushrod 5.0 under the hood of this classic Mustang is of the newer 1992 vintage. That means a roller camshaft, more modern cylinder heads, and better long term reliability. On the engine dyno it also made 300 horsepower and 315 ft-lbs of torque, more than the classic 302s were capable of.

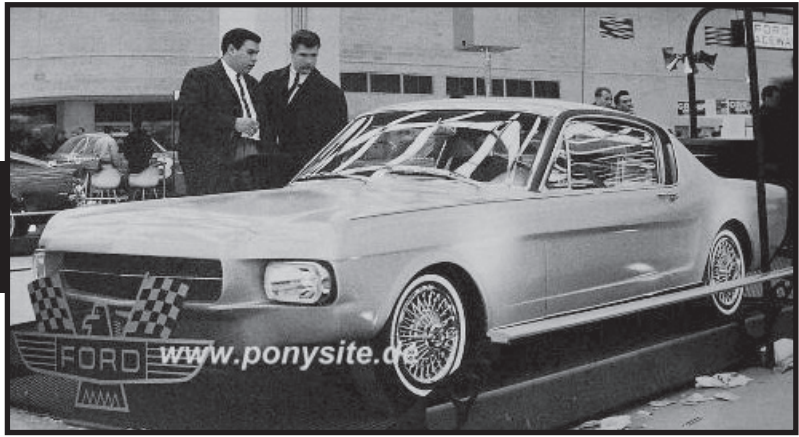
But what makes this Mustang stand out even more are the features it lacks. Not only is there no air conditioning, there is no power steering and no brakes either. Hell, you don't even get a radio with this car. But you do get a racing suspension from Cobra Automotive, as well as LED taillights, subframe connectors, and a host of other upgrades that let this Mustang keep its original character, while delivering a few modern niceties.

Alas, this wicked Mustang racer has already been sold. Back to dreaming...



The Mustang Pegasus - a long time mystery

Source: <http://www.ponysite.de/pegasus.htm>



Thanks to owner Ramon, we got some exclusive pictures of the former Ford Custom Car Caravan Mustang in its condition as he found it on this website. These pics have never been published elsewhere.

The car's restoration was started in early 2005, the body has been shipped in November for a correct reconditioning. Due to a sponsoring problem the car had to be pulled from the body shop.

Meanwhile Ramon got in touch with Warren Veurink and Gerald Taggart as well as in March 2007 with Jack Florence, now being in his 80ies. All of them have promised to get together to help Ramon in his efforts and all of them want to see the car back on the show floor soon.



Jeff Speegle collects Mustang stuff since more than 30 years and his "Mustang Research Letter" is very well known in the Pony world. He was first to search his archive and find out something about the Ford Custom Car Caravan and our long time mystery Pegasus Mustang.

Here is what he had initially on Ramons Mustang Pegasus: "The car was built in 65 and from what I can tell was not "around" after 66. As you can see in the picture the rear of the car is even more unusual than the front. I'm not sure, who the builder was, but I don't think it was Miller and Anderson who were showing the Grand Americans right in the late 65 period. Anderson did a lot of the model cars though. Kind of looks like Barris style of work, but a bit wild and extreme for his work during the mid 60's.



2012 Veteran's Day Parade



2012 Veteran's Day Parade



1995 Ford Mustang GTS: When less really means more.

Source: <http://quannet.org/corey/gtsinfo.html>



Mustang enthusiasts are familiar with the SN-95 Mustang Cobra and the speciality vehicles produced by Saleen, Steeda, Roush and a few others. Some are even aware of the turbocharged 4 cylinder SVO Mustangs of the mid 80s.

True rarity of these cars is not dictated by how many people are aware of their existence or how much money is needed to put one into an owners garage. Rarity is based on uniqueness and production numbers. The Mustang GTS is a prime example of these qualities.

What exactly is a Mustang GTS? To make it simple, think of it as a throwback to the old Mustang LXs of the pre-SN-95 era. GTS' came standard with the basic equipment that made a Mustang a GT. This included the HO 302cid pushrod V-8 powerplant, Borg-Warner T-5 manual transmission and a Traction-Lok axle.

Obvious external characteristics of a GTS are the absence of a rear decklid spoiler, lack of fog lamps in the front airdam and 16"x7" 5 spoke SN-95 pony rims. Factory original GTS' will have the "Mustang GT" logo embossed on the rear bumper cover, as is the case on standard GTs, and "Mustang GT" badging on the front fenders. Dual 2.25" stainless steel tail pipes exit the back.

Inside the passenger compartment the GTS Mustang shares the same amenities as the base V-6 Mustang. Seats are cloth and only the drivers side is 4-way power adjustable. Windows and door locks are manual. Only the driver and passenger side mirrors are powered.

Air conditioning and an AM/FM stereo cassette player are standard. Visor mirrors are non-illuminated, as opposed to illuminated like the GT and convertible Mustangs. The instrument pod is the only interior amenity borrowed from the GT (7000rpm redline tach, 150mph speedometer, fuel, volt, oil, and temp gauges.)

Note: A few people have told me their GTS came with a manual driver's seat. While I do not fully dispute this I find it highly unlikely the car came equipped as such. All Mustangs, even the V-6, came standard with a 4-way power adjustable driver's seat, according to documentation for the 1994 and 1995 model years. I suspect this was for cost purposes.

Unless Ford took the front Mustang seats from a different car line, which is doubtful, there was little reason for them to make a manual driver's seat. It would have required modifying an existing seat with manual bracketry and controls, making it less cost effective. If someone can provide me with documentation stating otherwise I'll gladly change the information on this site.

As a side note, all options on V6 models were also available on the GTS. These options are easily broken down into two categories.

Package Group One: power windows, power door locks, remote decklid release

Package Group Two: cruise control, dual illuminated visor mirrors, AM/FM stereo cassette player with premium sound

4-wheel antilock brakes, an AODE transmission*, and remote keyless entry* were also options. Customers were able to order GTS' from the factory with as little or as many options as they wanted. Options were also available at the dealer, on request of the purchaser.

Ford did away with the GTS designation in 1996, replacing it with the 248A package. This package continued to be offered until the end of the 1998 model year. As of late, Ford does not plan to offer a stripped version of the current Mustang GT.

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got
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you do on the
last Thursday
of every month!

Spied: 2015 Ford Mustang wearing Evos-inspired front end

By: Andrew Ganz

Source: www.leftlanenews.com



Thanks to our crack spy photographers, we have the first visual evidence that the next-generation Ford Mustang will ditch its retro duds in favor of a more modern design inspired by the Fusion sedan. The new Mustang is expected to bow in 2014 as a 2015 model year vehicle.

Ford successfully emulated the styling of the 1964 Mustang when it redesigned the iconic pony car for 2005, but buyers have since cooled on the Mustang's retro look. Ford sold 166,530 units of the Mustang in 2006, but just 70,438 Mustangs found new homes in 2011. As such, Ford has decided to give the Mustang a fresh look for the 2015 model year.

According to The Wall Street Journal, the next Mustang will adopt many of the styling cues found on the new Fusion in a bid to attract younger buyers. Those that have seen the 2015 Mustang say it looks nearly identical to the Evos concept and has a distinct Aston Martin flair to it.

There is clear evidence of that new styling direction on this early mule. Although the prototype spotted today is pretty much standard Mustang from the A-pillars back, the front end wears the hood, bumper and fenders of the all-new model (notice how the body work doesn't line up with the front of the doors). It may be covered in camouflage, but the shape of the next-generation Mustang is certainly coming into focus.

Despite its total overhaul, the Mustang will retain a few of its current design cues. Those in-the-know say the car new will keep its shark-nosed grille and round headlights.

Our spy photographers were also able to snap a shot of the engine bay of one prototype, revealing cramped quarters. Although a 5.0L V8 will still fit between the fenders of the 2015 Mustang, it remains to be seen if Ford will be able to shoehorn in a larger motor. What that means for the Shelby GT 500 isn't exactly clear. However, we've heard both turbocharged four and six-cylinder engines could be on tap for lesser Mustang models.

The underside of the 2015 Mustang is also in line for a major overhaul. Recent spy shots have revealed that the next 'Stang will be ditching its archaic solid rear axle for a modern independent setup, which should translate to a more compliant ride.

Of course the 2015 Mustang won't be the first version of the pony car to employ an independent rear suspension as the 1999-2002-era SVT Cobra also used an IRS.

Look for the next-generation Ford Mustang to make its first public debut sometime in 2014.



Leaked Pictures of a 2012 Boss 302 "S" Road Race Ready Mustang

By: Chris Demorro

Source: StangTV.com



Last year, Ford celebrated the 40th anniversary of its memorable 1970 Trans Am victory. How does a car company celebrate a special anniversary? With a special car. That car was the Boss 302R, a race-bred Mustang designed only for track use. Alas, their performance wasn't all that great in this year's Grand Am series, with the older FR500C the the Boss was supposed to replace. consistently placing ahead of them.

Just ahead of the Performance Racing Industry Show, we have come across some spy pictures of a new Boss Mustang, the Boss 302 "S."

These pictures show a car that, at first glance, appears to be the Boss 302R, at least from the front. Yet it is missing the two fog lights present on the Boss 302R, and it has black hood louvers. What we've got here is a real mystery....until you go check out Ford Racing's page for the 2012 Boss 302 "S".

From what we can tell, the Boss 302 "S" is a purpose-built race car designed for use outside of the Grand Am series – the Boss 302R was built to compete in the 2010 Grand Am series. The Boss 302S though is built to compete in other series, and includes a bevy of enhancements to the car. It shares the same Boss R engine as the 302R, as well as an upgraded fuel and cooling system. It will use 3:73 gears, a torsion differential, and coil-over struts with extended ball joint lower control arms.

Like the Boss 302R, it gets a six-point FIA-spec rollcage, a lightened wiring harness, a rear-adjustable carbon fiber wing, a fiberglass hood with air extractors, Brembo brakes with huge rotors and so much more. The whole list of enhancements is below for the 302S, and the list is, well, huge. The cost is going to be \$79,900 for this race-ready Mustang, though we'll have to wait for official word from Ford to find out exactly what races the 302S is destined for.

Specifications:

Engine

- 5.0L BossR engine
- Engine oil cooler
- FR serialized intake badge
- Boss 302 fuel system
- Upgraded cooling system

Driveline

- 5L Boss 6 speed transmission with stock Boss 302 clutch/flywheel
- Torsen Diff
- 3.73 gears
- FR1 Muffler

Exterior

- FR front splitter
- Rear adjustable CF wing
- Unique fiberglass hood with air extractors
- Hood pins
- 18X9.5" wheels
- Boss 302S graphics package
- F/R tow hooks

Chassis

- Front: coil over struts
- Front lower control arms with extended ball joint and delrin bushing kit
- FR adjustable front swaybar
- Caster/Camber plates
- Rear: coil over shocks
- Tubular lower control arms with spherical bearings
- FR Swaybar
- EPAS with unique Ford Racing calibration
- FIA Spec 6 point roll cage

Brakes

- Brembo race 4 piston front brake system
- 2 piece 14" front rotors
- 2 piece 12" rear rotors
- PFC racing pads
- Brake duct kit
- Stainless steel brake lines
- FR brake booster assembly
- Unique FR ABS calibration

Electrical

- Lightened FR wiring harness
- AMB Transponder
- Switch plate – Start/ignition, aux switches

Interior

- AIM data acquisition system with GPS
- Recaro HANS Pro Racer seat
- Fire system with 2 nozzles
- Quick release racing steering wheel
- Window net
- Safety system triangle nets
- 6 point racing harness
- Master cut off switch

Other Ford News

Ford of Europe wants a new coupe, but Ford CEO says no - report *Would slot beneath the Mustang*

By: Richard Bremner
Source: www.insideline.com

Ford Evos Concept Pictured

Ford of Europe has reportedly proposed a new coupe that would be slot beneath the Mustang.

Little is known about the model, but is rumored to be a "glamorous" car that is based on a global platform. It was reportedly designed to appeal to people who will be turned off by the next-generation Mustang's size, price and thirst.



Unfortunately, the coupe has been put on hold due to ongoing concerns about the European economy. According to sources, Ford CEO Alan Mulally rejected the car because the market for specialty and niche vehicles is currently too unstable. While the car is in limbo, there is hope that it could be revived when the economy recovers.

Ford offers Mustang GT/CS certificate & book combo deal

By: Sam Haymart
Source: www.themustangnews.com

Ford has really stepped up their game in recent years in supporting the enthusiasts and owners of their cars. The Mustang GT/CS returned in 2007 as a favorite right from day one. Shortly thereafter, a new GT/CS registry was born.

Of course the GT/CS had its base in place for decades, originally penned into history by Paul Newitt, who wrote the original Mustang GT/CS Recognition Guide over 20 years ago, centered on the original 1968 GT/CS.

Fast forward to today, and Ford is now in the game offering certificates of authenticity direct to the owners of the new generation of GT/CS Mustangs, from 2007-2012. 2013 model certificates will be available later once the model year production is over.

We're telling you about all this because Ford is offering a special "California Special Combo Deal" from now through November 30th if you own a new generation GT/CS. If you buy an official Ford 2007-2012 Mustang GT/CS "Certificate of Authenticity" at \$45, plus the new updated and author signed hardbound Mustang GT/CS Recognition Guide for \$100, you will get both for a package price of only \$115.

You can get yours online or by telephone. In either instance you need to enter your VIN number online or over the phone to be eligible for the combo deal. Time is of the essence as there is only a limited number of the Paul Newitt autographed hardbound books, and Ford says there will be no reprints.

More information: www.fordshowparts.com or call 1-800-FORD-788



Cool Website!

Want to see a sales brochure for ANY Mustang? Check this site out! There are PDF format brochures for 1964 - 2013 Mustangs along with Fords going back to 1951. Are you a fan of more than just Ford? There's also some other manufacturers.

Website: <http://paintref.com/paintref/index.shtml>

Mustang Link:

<http://paintref.com/cgi-bin/brochuredisplay.cgi?manuf=Ford&model=Mustang&year=1964&page=1>

Auto/Truck/Fleet Paint Cross Reference at PaintRef.com

Sales Brochure - Ford 1964 Mustang

all manufacturers: AMC Appliance Chrysler Delorean [Ford] GM Kaiser Studebaker Volkswagen Willys

all Ford years: 1951 1954 1958 1960 1961 [1964] 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2004 2006 2007 2008 2009 2010 2011 2012 2013

all 1964 Ford models: [Mustang] Thunderbird other Ford models: Elite Fairlane Fiesta Ford Ford Truck Fusion Lincoln LTD Mercury Pinto

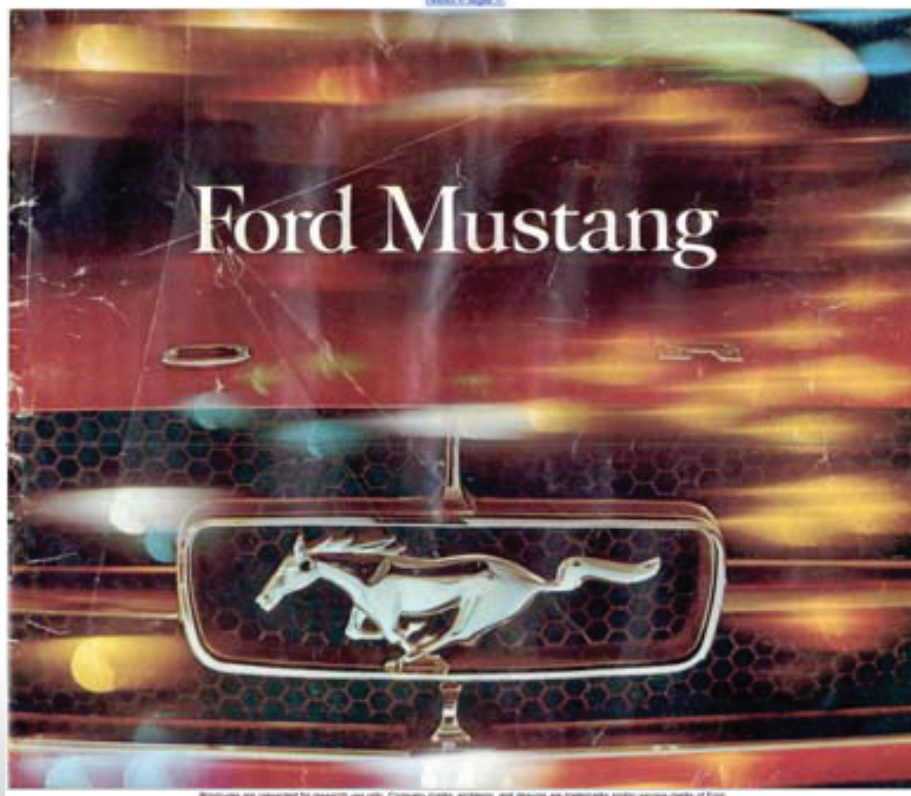
all Ford Mustang years: [1964] 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2006 2007 2008 2009 2010 2011 2012 2013



Mustang

This is the cover of the 1964 Ford Mustang Promotional booklet. Check out the inside pages, they are very detailed showing how much Ford wanted to promote this new car. Sorry for the wrinkles, its old.

[Next Page >](#)





MERCHANDISE ORDER FORM

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All orders must be prepaid

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- 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
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				\$
				\$
				\$
				\$

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.

TERESA CHILTON



teresac@all-travel.com
800.225.3614



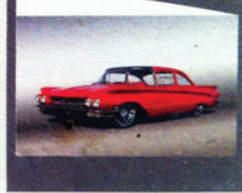
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PRESS

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

ADDRESS CORRECTION REQUESTED

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