

April 2013



the **pony**
OFFICIAL MONTHLY PUBLICATION
PRESS

***We Storm
Fabulous Fords
Forever***



***Summer Fun
Continues!***



***Getting ready
for the
50th Anniversary***



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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
Bob Vaughan • Vice President	292-5595
Carol DeLaPena • Secretary	453-0571
Jo-el Vaughan • Treasurer	292-5595

MEMBERS AT LARGE

Karen Diaz	224-2492
Tony Kokalis	229-3219
Peggy Lara	221-6510
Jim Sanborn	246-6835

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 Chekerdemanian	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

Paul Beckley	2012
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

I would like to apologize in advance as I am starting to write this in the middle of the night as we just got back from our annual pilgrimage to Knott's. From what I heard (so far) the trip pretty much went off without a hitch. I really wish though I was able to find some walkie talkies that would actually be able to work as described when you buy them. For two years in a row I have bought three sets in order to use on the caravan and have not found a set worth a dime. (Yes, I said dime, I meant something else, but you get my point.) So this set will be going back too.

PRESIDENTIAL RAMBLINGS



We are going to put together another survey we would like everyone to fill out for next month. There was just not time to put it together this year due to when the show and meeting fell, so more info will be coming next month and we would love your input so we can make it even better. For all accounts I heard nothing but better stories about the hotel so that makes me happy. So please think about your trip and give us the information as you see it and felt about it all. I know there are a few things that will need to be addressed so please make sure your voice is also heard.

I wanted to again thank you for letting the system work. I received information from a member at large that there were some issues with the raffle. We addressed it at the board meeting tonight and we are going to be making some changes we hope you like and also will be trying to put together a committee to help bring in some bigger and better raffle prizes. If you would like to be on the committee please let one of us on the board know. We would love to have your help. But, please remember that we cannot fix something if we do not know it is broken. So find yourself someone you feel comfortable talking to and let us know the issues so we can try to address them to make this the best club in the land.

We have a lot of local events coming up this month like; on the 5th. College Church of Christ car show; 11th. Drive and lunch at Humphrey's Station, 18th; Doug's Ducey's Wild drive & lunch at Ducey's in Bass Lake, and the 25th. The Drive for life show at The Jenny Eller blood Donor Center (Herndon & Blyth). Please try to attend some if not all of these events. I have found that we always seem to have a good time as a club and I am sure that you too will have fun.

Remember dues are past due and we are dropping non paid members from the list. If you want to save some money, remember all you have to do is bring in a new member and your membership is free next year.

We will see you out there at the events, but for now keep the rubber side down, shiny side up and the tire smoke to a minimum.

Paul Beckley - President

FROM THE EDITOR



I really don't have much to say due to the fact that life has been in a dead heat run the last few weeks. I wasn't sure if we'd even have a newsletter this month because my computer decided to take a "break" for a bit.

Talk about scrambling to get things going. Thankfully my hard drive is safe and no material was lost because I REALLY didn't want to start all the graphics and layouts for newsletter again. So what you're getting is something put together in a total of 4 1/3 hours. Not sure if it's even in English...

We've dropped in a few pictures from the Fabulous Fords Forever Show at Knott's but we'll have more pictures and a detailed article of the activities, funny stories and what club member entered the drag queen show at the hotel.

OK, I was just joking.

Thanks!

Garo Chekerdemian - Editor



2013 Fabulous Fords Forever

Photos By:
Lanny Vaught



Pony Tales

Cindy DeLaPena was hospitalized April 2 and had brain surgery. She's home and doing well.

The Andersons' son Bobby, who lives in Washington, was back in the hospital with an infection in his ankle and had another surgery. He is recovering in the convalescent hospital.

Jeff Boyd is busy, busy, busy. His reputation for doing exceptional bodywork has put all the other body shops in Oakhurst out of business.

On April 6th Ron and Nancy went to the Santa Anita Derby, which is one of the last prep races for the Kentucky Derby. Nancy picked the first three finishers. Guess who didn't bet. Goldencents won so we'll see him in the Kentucky Derby, assuming he stays well.

Allen Rasmussen sold his 1956 Ford station wagon to John and Robin Johnson for Robin. She's ecstatic!

The Knott's trip this year was so much fun. We stayed at the Holiday Inn on Beach Boulevard and it's a big complex with a beautiful lobby, a restaurant, convention meeting rooms, nice pool, and very nice rooms. We took over their patio by the pool in the evenings and told jokes and lies with lots of laughter. Some things can't be repeated.

Mike Metz is now known as "Mr. Hot Stuff".

There was a convention of female impersonators during the time we were there and on their final night they put on a show. Several of the brave CVMC ladies peeked in a few times, and one had her picture taken with a group of them, huh, Mary.

One evening we went to Bubba Gump's for dinner. It's a very entertaining place and the food was great. I got the most delicious salad I ever had. They gave us a quiz about "Forrest Gump" and the only thing that stuck everybody was what street Forrest's girlfriend, Jenny, lived on. Lanny found the answer (Henry Street) on Google once we got home.



***The club went to the car show.
Mary went to the drags.***



Recipe for April

Sausage Hash Brown Bake

Submitted By: Paul Beckley



- 2 pounds bulk pork sausage
- 2 cups (8 ounces) shredded cheddar cheese, divided
- 1 can (10-3/4 ounces) condensed cream of chicken soup, undiluted
- 1 cup (8 ounces) sour cream
- 1 carton (8 ounces) French onion dip
- 1 cup chopped onion
- 1/4 cup chopped green pepper
- 1/4 cup chopped sweet red pepper
- 1/8 teaspoon pepper
- 1 package (30 ounces) frozen shredded hash brown potatoes, thawed

In a large skillet, cook sausage over medium heat until no longer pink; drain on paper towel. In a large bowl, combine 1-3/4 cups cheese and the next seven ingredients; fold in potatoes and half the cooked sausage.

Spread the other half of the cooked sausage into the bottom of a greased shallow 3-qt baking dish. Top with remaining sausage and potato mixture. Sprinkle with remaining cheese. Cover with foil (non-stick if available) and bake at 350 degrees for 1 hour (60 minutes). Uncover; bake 10 minutes longer or until heated through and top is golden brown.

I omit the peppers because I don't like heart burn. I also put in more sour cream, onion dip and more cheese. You will just need to experiment.



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Upcoming ACTIVITIES

Bob's Redundant Register of Rewarding Races, Romps, Regales, Requests and General Run-arounds Recorded for the Central Valley Mustang Club.

May 2013

4 -5th - Auto Club Famoso Raceway, Bakersfield, Ca. 94 miles south to Famoso turnoff, fill up with gas before going to the track, go east to track. Drag racing, Car Show, Midway, Swap Meet. There are entry fees and registration fees. Contact www.autoclubfamosoraceway.com MCA members receive \$5.00 off with membership card.

4th - Saturday Yosemite High School Car Show, Oakhurst, Calif. Info and entry forms now online springinthesierra.com

5th - Sunday!! College Church of Christ Car Show. 1284 E. Bullard between 1st and Millbrook. 12:30PM to 6PM Be there early to get a spot. It fills up fast. No entry fee—free food and drinks!!! **Details call Gene Sue 252-1476**

11th - Saturday. Jefferson Elementary School 3rd Annual Car Show Clovis, CA. 559-704-3309 Corner of Fowler Ave and Shaw Ave, Clovis, CA. **Details call Tracy at 704-3309**



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2013



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Friday, September 6, 2013
At the Oakhurst Community Center, Rock N Roll & Oldies Music
Registration 2:00 - 7PM, BBQ Dinner at 6 to 8:00PM

Saturday, September 7, 2013
At the Oakhurst Community Center, Registration at 7:00 AM
Cars To Be Judged Must Be Parked By 9:00 AM

Award Ceremony at Approximately 2:00 PM, Followed by The Cruise Of The Champions
All proceeds go to the Sierra Oakhurst Kiwanis Club to Benefit Local Elementary Schools.
For Dinner Tickets & Information Call (559) 683-4917

www.oakhurstkiwanis.org

Maybe The 2015 Ford Mustang Won't Be An Evos Rip-Off After All

Source: digitaltrends.com

Images: mustang6g.com

What you see above just might be the clay models of the 2015 Ford Mustang. If they are indeed what they appear to be, the Mustang will still carry on some retro styling in spite rumors the sixth generation Mustang would be a virtual Evos Concept clone.

As we look closely at the pictures, courtesy of Mustang6G, there appear to be some renderings of the Evos on the wall behind the sculptors. And in one of the photos, there's even a clay model that looks to be a Ford Focus. These details tell us they were taken in a Ford design studio somewhere.

If these clay models do indicate what the next generation Mustang will look like, it appears it'll carry on the vintage, classic Mustang look with a blocky but muscular front end and a fastback reminiscent of the early Mustang Mach 1.

We recently reported that the next Mustang would have a newly developed 2.3-liter EcoBoost engine under the hood for the European market – and maybe for the U.S., too. While this little four-cylinder might add a new entry-level Mustang to the mix, we're sure there will still be a 5.0-liter V8, as Ford isn't likely to lose that badge any time soon.

Excitingly, the 2015 Mustang is likely to have an independent rear-end, which would be a first since the 1999-2002-era SVT Cobra, which, too, used an independent rear.

We're not sure we're ready to see the Mustang take on the Aston Martin-mimicking bodylines of the new Ford offerings. While we understand the importance of modernizing a classic pony car, we'd still love to see some retro lines make their way into the next Mustang.



Spy Shots—The Next Ford Mustang Takes Shape

Source: sema.com

The shooters at KGP Photography received a covered-up look at the next Ford Mustang from a very unlikely source (their old spy photo nemesis Jim Dunne).

Yes, they're a little grainy and a bit murky, but the grizzled old veteran of the Detroit spy game has snapped what appears to be the first visual evidence that the Ford Mustang is now tip-toeing past the mule stage. It looks like the Mustang's production-spec body panels are beginning to flow in, and more complete prototypes are now being assembled. The day when full-fledged Mustang prototypes are running the streets of Detroit now seems near, instead of feeling like nothing more than a hopeful pipe dream. The new Mustang is nearly a reality.



So what can be learned from these photos? The car cover hides nearly all of the details, and this prototype appears to be missing its bumpers, but you can still get a look at the Mustang's classic musclecar profile. The prototype looks undisguised under all that canvas, yielding a look at a prominent lower side sill that helps ground the design (but the lack of bumpers hampers the ability to comment on its overall stance or its overhangs. The car cover—which is specially designed for driving the prototype while covered—has what appears to be mesh panels to allow the headlights and taillights to show through, at least a little bit. The spaces for the taillights look to be mounted very high toward the lip of the rear deck, for what that's worth. There also appears to be some sort of fender vent just aft of the front wheel.

When the fully-assembled, fully production-spec prototypes finally leave the confines of wherever these photos were taken, more information will become available about how the Mustang is shaping up. For now, after the long tease of cobbled-up mules running the roads, the next 'Stang is truly taking shape.

Ford Revving Up to Celebrate Mustang's 50th: But will an all-new pony car mark the upcoming anniversary?

By: *Paul A. Eisenstein*

Source: *thedetroitbureau.com*



50 YEARS

Ford Motor Co. is saddling up to celebrate the 50th anniversary of that original "pony car," the Mustang.

And it's going to get plenty of help, with 50 different companies planning to join in for the celebration by producing a wide range of products meant to commemorate the special occasion, everything from Mustang-embazoned jackets to watches to videogames. They'll use a new black-and-white logo featuring the familiar galloping horse over the words, "50 Years."

The Mustang is "a timeless statement," contends Ford's Chief Creative Officer J Mays, who oversaw the creation of the new logo – and who is playing a crucial role in the development of the next-generation Mustang expected to come to market sometime next year, closer to the official golden anniversary.

The automaker revealed the first coupe on April 17, 2014, just a few days before it officially made its public debut at the 1964-65 New York World's Fair. It was an instant hit, helping land Ford's then-boss, President Lee Iacocca on the covers of the era's two dominant news magazines, Time and Newsweek.

Ironically, while the galloping horse has been the image Ford associated with the original Mustang, the car's original designer, John Najjar, was actually a great fan of the most successful fighter plane of World War II, the P-51 Mustang. Company officials liked the name but thought the equine image was more appropriate.

Introduced as a 1964-1/2 model, the first Ford Mustang was available for as little as \$2,368. The fast-looking coupe wasn't nearly as spirited as it appeared, however, with its compact, 170-cubic-inch engine and 3-speed manual transmission. That would soon change as the automaker rolled out an increasingly powerful series of engine packages and, in subsequent years, a procession of new bodies.

The need to put some pep into the pony created a partnership that would last for decades, Iacocca turning to race car driver-cum-entrepreneur Carroll Shelby to offer some help pumping up the performance – and to lend his name to a special edition version of the Mustang. With only a brief time out during a short association with Chrysler – following Iacocca to the smaller maker – the tall Texan continued to work with Ford on a procession of ever-more-powerful Mustangs, including the current, 662-horsepower Shelby GT500.

While Ford hopes to ride high in the saddle as Mustang gets ready to turn 50, the pony car has been facing some struggles. After decades leading the pack in the muscle car segment, Mustang has been tripped up by the reborn Chevrolet Camaro, a lead the General Motors division hopes to widen when it also introduces an updated version of its own pony car at the New York Show. That puts all the more pressure on Ford to get it right when it launches the next-generation Mustang. It's not set an official date for that big event but most industry observers are expecting to see that coincide with the original car's debut next spring.

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FOR SALE

FOR SALE

FOR SALE



Long time CVMC member John Brymer is selling his 2006 GT Premium with only 43,300 mi. for \$15,995 (below wholesale KBB) Never Track Raced and well maintained and garaged by Grandpaw John. It has been professionally tuned and cared for by Fresno Performance in So. Fresno. Dynoed 10/17/12 465 RWHP Torque=408.63.

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FOR SALE FOR SALE FOR SALE FOR SALE



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\$ MAKE OFFER \$

Five reasons why Ford should have built a 2014 Mustang Boss 351

Source: mustangsdaily.com

Things have been a little quiet around the Mustang camp lately, if you haven't noticed. After a steady barrage of updates the past few years, from the design refresh in 2010 to the powertrain updates in 2011 and another styling change in 2013, Ford hasn't uttered a peep about the Mustang for quite some time. It's quite understandable, considering they've got their hands full prepping the launch of the all new Mustang for 2015, but that doesn't mean many Mustang fans, including ourselves, wouldn't love to see something new with the current lineup. That feeling was never stronger when Chevy introduced the Camaro Z/28 at the New York Auto Show earlier this month. It got us thinking. What if Ford built one last Mustang on the S197 platform? One last special edition. The Boss 351. Here's five reasons why we think Ford should have built it.



5. Heritage.

The S197 platform is retro by nature, and Ford loves calling on the Mustang's storied past. This was never more true with the Boss 302. Ford repeated history in more ways than one, building the Boss 302 for only two years and following the styling cues of both the 1969 and 1970 models. Just like decades ago, Ford built a racing version (two actually) and won a championship. And what did Ford do the following year back in 1971? They built a Boss 351. Yes, the car isn't as famous, beautiful or as desirable as the Boss 302, but that doesn't necessarily matter. If Ford wanted to truly follow the Mustangs history and continue the Boss name, they could have gone to the 351 and done a single year production run just like they did in 1971.

4. A ready-to-go powertrain.

Assuming Ford did want to build a Mustang Boss 351, then what engine would they use? The answer is relatively simple. The current Shelby GT500's 5.8-liter V8 measures out at 354.6 cubic inches of displacement. To us, that's close enough, and we're sure Ford could get the V8 down to 351cid if they wanted to. Converted to a high-revving naturally aspirated setup, the engine could easily produce north of 500 horsepower and 450 lb-ft torque.

3. The Camaro Z/28 needs a competitor.

Both the Mustang and Camaro have always competed, and the two have usually maintained fairly similar models. Historically the Boss 302 and Z/28 were fierce rivals, both on and off the track, but the same can't be said today. Unfortunately the Z/28 is entering production just as the Boss 302 is ending, and the two are fairly different cars anyway. In reality the Boss 302 faces off with the Camaro 1LE and the Shelby GT500 goes toe-to-toe with the ZL1. That leaves nothing to face off with the Z/28. Enter the Boss 351. A naturally aspirated 5.8-liter V8 could produce similar horsepower and torque numbers to the Z/28's LS7.

2. A Cobra R successor

This somewhat builds on the reasoning of the last point. If Ford decided to do a Camaro Z/28 competitor, it wouldn't be the first time they built a large displacement, naturally aspirated Mustang specifically for the track. The Cobra R models of the 1990s and 2000 have become legendary. With the Cobra name currently not in use, a Boss 351 would be a perfect way to continue the brand under a different moniker. The focus would be on reducing weight weight and track performance. It's been nearly a decade and a half since Ford built the Cobra R, so it would be great to see its return, even under a different name.

1. The S197 needs a good send-off.

With the Boss 302 ending production for 2013, that leaves the Mustang lineup without a special edition. Yes, we have the GT500, but it's been in production long enough to be considered a standard model now, and the California Special isn't anything more than a trim package. Being the last year of the platform, it's sad to see the S197 go out with little fanfare. Sales are dwindling, and all eyes are on 2015. What the S197 needs is a good send-off in the form of a special car. A Boss 351 would serve as a final tribute to the current Mustang platform.

CVMC
Membership Dues



*Have you remembered to pay them?
Continue the fun times and help support the club.*

ROAD TRIP: Speedy Zapatos

Photos By:
Lanny Vaught



2nd Annual


Driving
to a
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May 20 - 25, 2013

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Saturday, May 25 - Show n' Shine: 9am - 3pm

**Saturday Only: DJ Entertainment, food, prizes,
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Donors must be in good general health, weigh a minimum of 110 pounds and be at least 17 years old (16 years old with written parental consent). Senior citizens are encouraged to donate, as there is no upper age limit. Donors should eat a good meal and drink plenty of water within 4 hours prior to their donation. Donors can give blood every eight weeks. Photo ID and Social Security Number are required at donor registration.



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(Registration Form on reverse side)



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				\$
				\$

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Membership Application

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

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

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

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

Car 1

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

Car 2

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

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

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

Applicant's Signature: _____ Date: _____

Applicant's E-Mail Address: _____

Please send this form with your check to:

Central Valley Mustang Club, Inc.

Post Office Box 9864
Fresno, California 93794-9864

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

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

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ADDRESS CORRECTION REQUESTED

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