

March 2013



# the pony

OFFICIAL MONTHLY PUBLICATION

# PRESS

## *Revving up for the Blossom Trail*



*4-Banger  
on the  
Way*



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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 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
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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
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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

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

Spring is here so it is time to get those ponies out of mothballs and polish them up for our annual cruise (pilgrimage) to southern California and Knott's Berry Farm. If you have not made your reservations, you need to do so NOW! Please call Holiday Inn at 714-522-7000 to make your reservation. Use code CVM for our group rate.

## PRESIDENTIAL RAMBLINGS



Mike Metz has gone to the hotels and will have an excellent presentation for you at this meeting. He has done an Incredible job putting this information together. I think the post Knott's survey from last year was a great help in planning this year's trip out. We will do it again after this year's trip, so please keep in mind that we value your opinions and want to know your feelings about the trip so we can continuously improve in the coming years.

I received positive response about our meeting last month and getting folks out at a better time by having the cake break shortened and set up in advance. We were able to get all club business taken care of and end the meeting by 8:30 p.m. I am going to try to make it a point to continue with your suggestions and ask that you keep them coming.

Through you and your suggestions is what makes this the best club around. We want this to be an all-inclusive organization and make it so no one is left out. We have a great board that is here to serve you the members, please let your thoughts be known and we will do our best to get it included. Remember this is your club and we are your humble servants.

We had a great time at the Zoo and the other events this month including the Blossom trail run, even though the store was closed they luckily left their rest rooms unlocked. I was afraid that they would have come back to a mess if they didn't.

I hope to see you at the next event! Also, if you have some suggestions Mary is always willing to try to get it on our schedule, so give her a call or e-mail. Here we come Southern California, I sure hope you are ready!

***Paul Beckley - President***

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## FROM THE EDITOR



Do you work on your own car? I'm sure not very many can work on the newer cars these days. I don't consider myself a shade tree mechanic because there is no tree in sight, but I'll give something a shot - one time. I can count on one hand how many things I can repair on the Mach comfortably but even then there's always a little doubt in the back of my head.

As cars become more and more complex, there's not much you can do but hang on to your lunch box and find a trustworthy mechanic and maybe not eat for a week or two. I recently sent my Expedition to such a mechanic and though it cost a few bucks, I wasn't losing sleep at night anymore.

When I went to pick it up, we chatted for almost an hour and he explained it's not much easier for him with the constant changes in the computers and equipment needed. Once we got past newer cars the topic went to working on older cars and the hardest part being was having the time to do the job required. He had a '71 Challenger in the garage and the laundry list of changes was mind boggling but he said he could do it with his eyes closed.

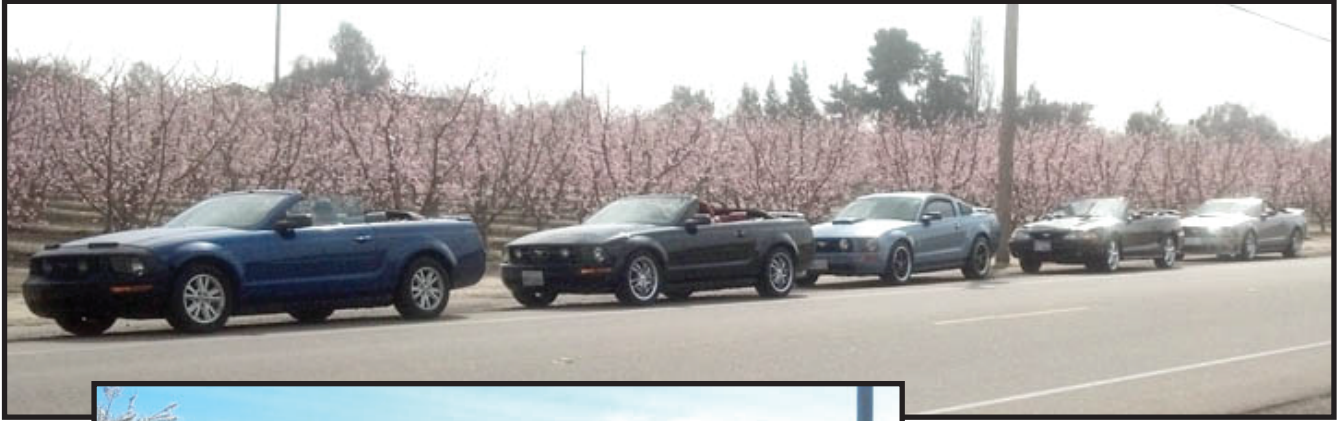
So now I am done with the newer cars and know where to go. The Mach on the other hand...let's just say I might be up for the challenge. Heaven knows there's a lot of brains in this club to get input from.

Thanks!

***Garo Chekerdemanian - Editor***



# Road Trip BLOSSOM TRAIL



Photos By:  
Lanny Vaught



# Pony Tales

At the February meeting, Robert Grant announced that he and Georgina are engaged. Wedding plans are uncertain as yet.

This year we will not have a BBQ on Friday night at Knott's. Instead we will be going to Fuddrucker's for dinner Friday night, to Ferrell's in Brea on Saturday night, and on Sunday we'll go to Claim Jumper.

Remember to mark your calendars for a different date for the November monthly Club meeting. It will be on Friday, November 22nd, the day after Thanksgiving.

Two "old" members have returned to the fold: Dave Ward and Eli Munoz.

Ron Deubner was hospitalized for a few days in mid-March with an attack of diverticulitis and is recovering nicely.

Mary Kokalis is recovering from cataract surgery on both eyes and no longer needs to wear glasses!

Tom Higham was also in the hospital for a few days with breathing problems. He is home now.

Brandon Walker is home from his jaunt in the Phillipines, scuba diving. He goes to the most exotic places!

I'm considering changing the title of Pony Tales to the Central Valley Mustang Club Organ Recitals. The older we all get, the more appropriate it becomes. ☺

On Saturday, March 16th, we attended Becky's Boo at the Zoo trip, which had a great turnout. It was a beautiful day – perfect weather – and afterwards we had lunch at the Red Robin on W. Shaw. Thanks to Becky for organizing a great event.

Christopher Kent Dotson, the son of Kc and Erin Dotson, was born March 21, 2013, at 5:34 PM, and weighed 7 pounds and 12 ounces. He was 21-1/4 inches long, with blue eyes and lots of dark hair. Mom and baby fine, Dad, Grandma and Uncle Steve and Aunt Paula are extremely proud.

On Saturday, March 23rd, Jim and Carol Bandy, Don and Etta Hobbs, and Ron Deubner and Nancy Sharmer went to The Crystal Palace in Bakersfield for an evening of good food and great country music entertainment with the packed house. The house band, Stampede, was really good and also played several non-country songs. Watching the line dancers was lots of fun – even little kids were on the dance floor having a great old time. We all agreed that we'd like to do it again.

Ken Sellick has settled into his new digs in Illinois and has checked in with his new doctors back there. Surprisingly, his condition has improved, but he can't leave to come back here because they will not put him back in the program if he leaves. He would love to hear from everyone. If you'd like his cell number, check with Mary Kokalis or Nancy Sharmer. Currently he does not have access to the internet but plans on getting online soon.

## ***Road Trip: THE CRYSTAL PALACE***



# Recipe for March

## Chicken Roasted in Beer: The ultimate one-pot meal

Submitted By: Nancy Sharmer



This chicken recipe calls for dark beer, but any kind of beer should work fine. Serve the chicken with mashed potatoes and vegetables (and beer of course!)

### Serves 4

#### Ingredients:

- 6 chicken drumsticks
- 1 whole garlic head, broken into cloves
- 4 ounces sliced bacon or cubed pancetta
- 2 carrots, washed and cut into 1-inch pieces
- 4 bay leaves
- 1 tablespoon juniper berries
- 1 tablespoon herbes de provence (or any dried herb mixture)
- Salt and pepper, to taste
- 1 bottle of dark beer

#### Directions:

1. Preheat oven to 400 degrees F.
2. Place chicken in a baking dish and season with salt and pepper. Add garlic, bacon, carrots and herbs; then pour in beer.
3. Bake for 15 minutes, and then flip drumsticks over and cook for another 15 minutes. Turn over two more times keeping each turn for 15 minutes. After the fourth turn, the chicken should be golden brown and cooked with caramelized beer sauce in the pan.



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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.

### March 2013

29th-30th - Galvans Classic Car Show Fresno, Calif.  
[www.galvansclassiccarshow.com](http://www.galvansclassiccarshow.com)

### April 2013

13th - Saturday 13th Annual Tower Classic Car Show. Registration starts at 7:30AM until show begins at 10AM. Awards are at 3PM. Show hours 10AM to 5PM. The Tower District, Fresno. Details: Garland Sharp at 434-1313 Fresno, CA. [www.hotrodsfresno.com](http://www.hotrodsfresno.com)

19-20-21st Friday-Sat-Sun - Knotts Fabulous Fords Forever at Buena Park, Cal. Meet at 99 and Manning Ave Shell Station to leave at 9AM.

## March BIRTHDAYS



- Mar 7 Gary Cook
- Mar 10 Michael Stuart
- Mar 12 Garo Chekerdeman
- Mar 14 Susan Johnson
- Mar 15 Andy Bitter
- Mar 21 Sue Atkisson
- Mar 21 Michael Olson
- Mar 23 Rich Atkisson

### FROM: Dennis Harvat

Thought you might enjoy seeing your first car ad. Find your first car or the one you drove to high School or college; hopefully your car brochure is available. This has to be one of the neatest web sites whether you have gasoline in your veins or not.

This website features the original factory brochures for nearly every American car you have ever owned.

Pick the manufacturer, the year and the model.

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## My First and Last Mustang A birthday gift for a fellow club member

By: Tom Sandelin

It seems only fitting that my last Mustang purchase would be the replacement of my Mustang received in the spring of 1974. At that time I did not have an attachment to the car, and never dreamt that I would consider replacing it.

I recall my dad saying: "You do not seem very excited for a young man getting a new car."

Dad looked somewhat dejected however the words rolled off his tongue implying that his son was an ingrate. I was 17; dad hit the nail on the head. When dad phoned on my birthday a few months earlier, I did say I wanted a Mustang, never realizing that there was a new Mustang II.

Mom to this day tells me I had a quick recovery in telling him that I was overwhelmed with the gift, and; having shortly after pulled down that big body Spring Sport Special poster in my room.

Time has a way of changing things. When my oldest son received his first car, he was there to pick it out. He's still driving his pony after thirteen years. My Mustang II was replaced with my infamous 'list': This was a bucket list of cars I wanted to own; most with more horse power and older.

I've had multiple Mach 1's; more than a few Toyota's, and; worn out my share of pick-ups. The majority of my cars have been Mustangs including a Grande and a convertible. Until recently, I was buying Motorcraft FL-1A filters by the case which fit Toyota 22R engines as well. When I exhausted my 'list', I came full circle looking for a replacement '74 Mustang II with success in February, 2010.

Here it is 2013 finding myself with an inherited 1961 Olds F-85 Sedan (the first Cutlass), and having to sell a couple cars to have a restoration fund. Some cars I kept longer than others, and my Mustang II was the last to go. This was heart wrenching as I had collected a few parts; had the five factory styled-steel wheels powder coated, and; acquired a set of pinstripe whitewall 175/80R13 tires.



For a couple months I advertised the car on both Craigslist and eBay for a set price, and all I received was bullshit callers and or deadbeat bidders. Finally, I thought I would keep the extra parts, including the fifth factory wheel, and let the eBay market drive up the price.

I listed the car for \$200 with no reserve and was lucky to get a few bidders that really wanted it, driving the price up to something we could live with. The auction ended early on a Monday, so I told Lori I would let the buyer have the extra parts if he was nice. When I came home for lunch, I was surprised to see a local phone number from the buyer.

Lori recommended that we cross reference the number in our Central Valley Mustang Club Member Directory. Long story short, we could not have asked for a better new owner of my beloved Mustang II.

We closed the deal in person on the buyer's birthday March 7th and he put my mind at ease when he told Lori that the car was going to a good home. He got the extra parts.

When you see Gary Cook, ask him about my, no his, 1974 Mustang II Mach 1 and don't forget to wish him a belated happy birthday.



**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.



Use this link to get more info:

<http://www.modifiedcartrader.com/forsale.aspx?i=32306&txt=2006-Ford-Mustang-GT-Premium&src=Iss>

**funnies**



**FOR SALE FOR SALE FOR SALE FOR SALE**



**2006 Mustang GT Convertible / New Lower Price**

I have my 2006 vista blue GT for sale with a 5-speed manual transmission. Black leather inside. Power windows, locks, and top. Everything is stock on the car except: I have added 3M paint protection film and a small sirrius radio. She has about 38,000 miles and a Ford extended warranty valid until August 11, 2013. This car has always been garaged and is in excellent condition.

My price is \$17,500

**Brandon Walker 559-323-2150**





**KNOTT'S**



**APRIL 21**

**MUSTANG**



PREMIUM GT COLLECTORS COLOR! "GOTTA HAVE IT GREEN"

## 2013 FORD MUSTANG

### GT PREMIUM

5.0L Ti-VCT COYOTE  
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| GT TRACK PACKAGE                 | STAINLESS STEEL DUAL EXHAUST |
| TRACK APPS 0-60 TIMER            | REAR DECKLID SPOILER         |
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| 3.73 GEARS W BOSS 302 TORSEN DIF | FORD SYNC WITH NAVIGATION    |
| 19" PREMIUM ALUM. WHEELS         | ELECTRIC PWR ASSIST STEERING |
| BREMBO BRAKE SYSTEM              | LIMITED SLIP REAR AXLE       |
| "MUSTANG" LIGHTED ROCKERS        | SOS POST CRASH ALERT SYSTEM  |

**\$ MAKE OFFER \$**

## Resaddling the 1st Mustang: Revived museum piece runs like it's still 1964

**Source:** *Detroit Free Press*

**By:** *Mark Phelan*

**Note:** *This story originally ran on June 7, 2003*



History is cool.

Well, driving the first Mustang ever built around the grounds of the Henry Ford Museum in Dearborn certainly is cool, anyway.

The Wimbledon White 1965 Mustang convertible purred like a kitten on a recent sunny day, nearly 37 years since it had been mothballed upon entering the museum's collection.

The car is virtually in the same condition as the day it arrived at the museum, bearing the nicks it acquired during the two years it accidentally slipped out of Ford Motor Co.'s hands and into the ownership of Capt. Stanley Tucker, a Canadian airline pilot.

When I slipped behind Mustang 001's wheel, the engine rumbled happily and the three-speed Cruise-O-Matic transmission dropped smoothly into drive for a spin around the museum grounds.

Despite -- or maybe because of -- its technical simplicity, the Mustang is amazingly easy and pleasant to drive. The same day the 39-year-old convertible started at the first twist of its key, a \$54,850 2004 German sedan I was testing had a meltdown, leaving me stranded in a parking lot calling tech support on my cell phone.

The first Mustang turns out to be a surprisingly manageable and user-friendly car.

It doesn't have cup holders, and the fit and finish -- notably the uneven space between body panels and the quality of the paint job -- would never make it through quality control today, but a few minutes behind the wheel reveal the reasons the Mustang became the rage of the age, selling more than one million units in just over two years on the market.

The power steering -- an option back then -- guided the Mustang smoothly around the construction equipment lining the museum grounds. The power brakes -- another option, proudly identified with the words Power Brake stamped into the rubber cover on the pedal -- were smooth and firm, halting the convertible confidently at intersections, where oncoming traffic slowed to admire the convertible and teenagers stopped in their tracks to goggle and wave.

The interior clearly comes from another age, with AM-only radio -- which worked -- and non-retracting seat belts laid across its black vinyl seats. The doors and the large center console lack the storage space we take for granted today, although there's a large and useful compartment in the console at the base of the dashboard.

By the standards of 1964, however, this was a tight, well-made and well-equipped car. The vinyl-covered dashboard was a significant step up from the metal dashes common at the time, and the deep-dish concave steering wheel provided some of the safety benefits that would later come from collapsible steering columns, said Robert H. Casey, John and Horace Dodge curator of historical resources at the Henry Ford.

Even if it weren't a museum piece, this is a convertible I'd be happy to drive any day of the week.

Mustang 001 rolled off the Rouge assembly line March 9, 1964. Because the car came out early in 1964, many people refer to the original Mustang as a 1964 or 1964 1/2 model, but Ford officially considers it an early 1965, or simply a 1965 model, according to Casey.

Ford dispatched the car on a dealership tour to build showroom traffic. Then, as now, it drew crowds wherever it went.

The convertible eventually found its way to a Ford dealer in Newfoundland, Canada, where some salesperson apparently didn't get the memo that this future museum piece was wanted back in Dearborn.

Capt. Stanley Tucker bought it -- Ford doesn't know for how much, but the sticker price was \$3,307.15 U.S. -- and fell in love with the little white convertible.

Ford tried to buy the car back, but Tucker's response was essentially "I like my car, why would I sell it?" As Mustang sales approached a million in barely two years, Ford made Tucker another offer: We'll take your Mustang in trade.

The company would build Mustang No. 1,000,001 to Tucker's exact specifications, and fit it with whatever options he wanted, in exchange for 001. He relented, swapping his car for a new '67 with special features that included a built-in television set.

The Mustang went into storage at the museum the day it returned to Dearborn, Casey said. It was museum policy not to display any vehicle less than 20 years old, so Mustang 001 disappeared from public view until 1984.

"It was a lot of work getting the Mustang ready for the road," Malcom Collum, conservator of historical resources at the Henry Ford said at the end of my test drive.

"My job now is to make sure it's easier for them when they roll it out for Ford's second centennial."

### **1965 FORD MUSTANG NO. 1**

**Vehicle Type:** *Rear-wheel-drive, four-seat convertible*

**Price:** *\$3,307.15*

**Options:** *Back-up lights, spinner hub caps, power convertible top, two-speed windshield wipers, padded visors, AM radio, deluxe retractable seat belts, console, power brakes and power steering*

#### **SPECIFICATIONS**

**Engine:** *260-cubic-inch V8, two-barrel carburetor*

**Power:** *164 horsepower at 4,400 r.p.m.*

**Transmission:** *3-speed Cruise-O-Matic*

**Wheelbase:** *108 inches*

**Length:** *181.6 inches*

Want to get some quick specs? Check this site out for Mustangs and Special Editions

## 1972 Sprint Mustang

Ford Mustang sales for the year of 1972 were significantly down, and Ford was in need of a boost in sales, especially for their standard mustangs. The springtime promotion was on the horizon, as was the 1972 Olympics. From this emerged the 1972 Sprint. The 1972 'Sprint USA' trimmed inside and out with red, white, & blue" with a special decal on the rear quarter panels. Standard features included dual sport mirrors, hub caps with trim rings, whitewalls, large 'USA' decals on the quarter panels, and a mach 1 grille. Cars sold in Canada featured "Maple Leaf" decals & Canadian colors were applied.

For Mustangs, only the coupe and sportsroof models were eligible. Although there were 50 Sprint convertibles produced.

As in 1968, the packaged equipment was different for 6-cylinder and eligible V-8s. But this was an upgrade over and above engine cost, so a Mustang "B" package cost about \$ 350 - more than double the cost of package "A". For the additional cost, a buyer received a set of Magnum 500s, F60 x 15" RWL tires, and the competition suspension. The Sprint package was also available on the Maverick and Pinto as well.



## 1994 10.0L Boss Mustang

Simply stated, the '94 Boss Concept is the ultimate street machine. This monster puts out 855 horses along with 790lb-ft of torque. Equipped with a three speed automatic transmission, she jumps from 0-60 in a mere 1.9 seconds. Below you'll find more pictures and her incredible specs.



### General Info

Price: Concept Car  
Curb Weight: 3695 lbs  
Layout: Front-Engine/RWD  
Transmission: 3-Speed Auto

### Engine

Type: V8  
Displacement: 9804 cc  
Horsepower: 855 bhp @ 6200 rpm  
Torque: 790 lb-ft @ 5200 rpm  
Redline: 7200 rpm

### Performance

0-60 mph: 1.9 sec  
0-100 mph: 5.5 sec  
Quarter Mile: 10.55 sec @ 135 mph



## New report suggests 2015 Mustang four-cylinder to be available in U.S. after all, will be more powerful than the V6

Source: Road & Track



Illustration: Garo Chekerdemian

Last week we reported that the upcoming four-cylinder engine option in the 2015 Ford Mustang might not be available in the United States, at least according to an article by Edmunds.com. Instead, the 2.3-liter turbocharged engine would only be available in foreign markets like Europe where gas prices and taxes dictate the need for smaller, more fuel efficient powertrains. However, Road & Track is now reporting that the four-cylinder engine will in fact be available in the United States when the 2015 Mustang makes its debut. "Road & Track has confirmed that we will indeed get the 2.3-liter turbo four here in the U.S. market," says Road & Track's site director Alex Nunez.

Additionally, and perhaps more interestingly, Road & Track reports that the four-pot motor won't be the base engine, slotting in between the V6 and the V8. They point out that EcoBoost motors are a premium option throughout the Ford lineup, whether it's with cars like the Fusion, SUVs like the Escape or Explorer, or in the truck lineup with the F-150, and it's likely this will be the case with the Mustang as well. If this is true, then the turbocharged 2.3-liter engine should offer up more horsepower than the current V6 while offering better fuel economy as well.

# News From Around

## Year-over-year Ford Mustang sales down again in February

Source: [mustangsdaily.com](http://mustangsdaily.com)



Ford has released its 2013 sales information, and the news is mixed for the Mustang. After a slow start in January, posting its lowest numbers for two years, the Mustang somewhat bounced back with 6,024 sales in February. On the downside, that's still a decrease from February sales of last year – 7,351 – a difference of 18.1 percent. That means that overall sales for this year have fallen further behind, 9,632 vs 11,087, a decrease of 13.1 percent.

On the whole Ford had an excellent February, their best in six years, with sales up nine percent. The Fusion setting an all time sales record, besting last year's numbers by 28 percent, the Explorer had its best February since 2006 and the F-Series posted a fifteen percent gain compared to last year.

## Ford Racer Ken Blocks Interesting Post on Instagram



*kblock43 - I got to see the next generation Mustang today (it's dope) at the Ford design center! Sorry, but this is the only photo they would let me show you. #topsecretshit #iaintleakin*

## RETRO AD



**For Spring Only. A Mustang of a New Stripe.**  
A New Mustang Hardtop. It's a Special Spring Value at your Ford Dealer's. Now.

You take a classic Mustang Hardtop, right? (That practical, comfortable, stylish variety.) Add a sports-car hood—NASA-type scoops and all. Add dual racing mirrors. Color-keyed Spoiler Trunker. A unique grille with sport lamps. Brightens the sides with Boss-type stripes. Oh, yes, and wide tires with special trimmings. Then take a look at the special prices of the extras. You're home.

Spring won't last forever. Neither will these Special Spring Values at your Ford Dealer's. Now.

MUSTANG 

## New 2014 Mustang GT - FP8 Appearance Package



Source: [mustangheaven.com](http://mustangheaven.com)

One of the first 2014 Mustangs to make its public appearance has given us a look at the new FP8 appearance package offered on the GT model. For the 2014 model year the Mustang gets two new colors Ruby Red and Oxford White along with two new appearance packages, the FP6 and FP8 which we have photos of below.

The FP8 appearance package includes painted black outside mirror skull caps, painted black decklid spoiler, quarter window louvers and 19-inch bright machined-aluminum wheels with black painted inserts.



# MERCHANDISE ORDER FORM

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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.

<b>MEMBERSHIP COMM. USE</b>	<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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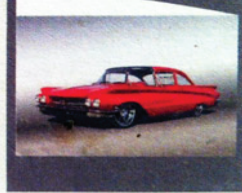
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P.O. Box 9864  
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**ADDRESS CORRECTION REQUESTED**

**Website: [www.cvmustang.org](http://www.cvmustang.org)  
Club Information: 559-485-1010**