

October 2013



the **pony**
OFFICIAL MONTHLY PUBLICATION
PRESS

CELEBRATION



**Great turnout for
our anniversary**



WTH?
Mexico
Mustang or
Capri



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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
----------------	----------

CHARITY COORDINATOR

Nancy Sharmer	346-1096
---------------	----------

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

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

PRESIDENTIAL RAMBLINGS



The temperature drop was perfect timing for the club picnic, what a GREAT time we had. I would like to thank Chef Stacy and sous chef Jimmy for all of your grilling expertise, the burgers, and Dodger dogs were quite the hit. So, if you missed it try to make sure you put it on your calendar for next year. The camp circle was a blast and all the folks that joined into the left, right, center dice game really had a great time, and I would love to have that at every event we go to. What a great group of folks.

At this meeting (this Thursday, October 24th) we will be accepting nominations for your new board for the coming year. So make sure you attend the meeting so you don't get nominated for something you don't want to do, and have input by nominating folks you want to see earn your vote next month. On that note, our meeting will be the Friday before Thanksgiving, November 22nd., and we will be voting at that time. If you cannot attend that meeting and want your vote heard, make sure to ask for a proxy vote. Brandon has a form on the club member side of the website for you if you need it.

I am so thankful that we have a group of folks willing to put forward some ideas for events we can do as a club/family. This next year we are trying to broaden out our event base from just the local Fresno area restaurants to now include other local interesting places and their restaurants. We have to eat, right? If you have other ideas of places that you and your family think was interesting and want to share that with us, I am sure we can put together a trip so we can enjoy it too. Mary will be setting up and activities meeting soon so come and be part of the planning into the next year.

We have a few more events planned through the end of the year that we will go over at the meeting. So please plan on attending some of the upcoming events which include Halloween Party, the Veteran's day parade, not to mention the Christmas party, and the popular Chocolate-Fest. So please get to these events as I have found that most of them provide at least some good fun, good food, and most of all so good comic relief in these really trying times we are in right now in this country.

As a reminder, whether or not I am your President next year or not, I and the Board will ALWAYS be open to comments and criticism from ANYONE. If you have an issue you feel needs to be addressed to further advance our club, please don't be afraid to come and talk to us. We will NOT BITE. We are not perfect, and probably never will be. We will always accept more volunteers to ANY committee to make things better. So information from you all is needed to make this club move forward throughout the next 24 years.

Paul Beckley - President

FROM THE EDITOR



The year is finally winding down even if we have been going to a lot of events lately. There will be one more issue of the newsletter for the month of November then we're on hiatus until the January issue.

I don't think that I'd consider it a month long vacation because I'll be working on tweaking it (not TWERKING) to make it go even smoother. This issue I got caught with my pants down in that I obviously don't pay attention at the meeting when it's announce that the date is changed. Soooo, when I thought I had a week and a half, it turned out to be two days.

We need to review the ads that are in the newsletter and have them renewed or deleted. I'd like to see some new ones too so if you have a friend or family member that would like to advertise, then bring them over. It's not expensive and it helps support the club.

OK, enough selling. Have you seen the latest on the upcoming Mustang? Things are getting REAL wild out there on the internet! For me, the wheels are in motion to have a '15 in the driveway with the approval from the finance department (my wife Carla). It's all planned out with the kids beating each other up for rights to the Expedition, Carla wants the '06 Pony and I get the '15. The Mach will be semi-retired with hopes of making it a reliable ride for car shows and "date nights" with my gal.

Thanks!

Garo Chekerdemian - Editor



Image By: chazcron
Source: mustang6g.com

Pony Tales

Lanny and Don split second place at the last Chubby's car show of the summer on August 31st.

CVMC once again took first place among car club participants at the Kerman parade....with five cars.

The color for our 2014 t-shirts is green. Dark green, Kelly green, forest green...you decide. There was total agreement that the lettering on the green shirts will be white.

Since the normal date for our October meeting will fall on Halloween, it has been changed to a week earlier, October 24th, still at Yosemite Falls.

The dates for November board meeting and general meeting have been changed due to Thanksgiving. The board meeting will be November 17th and the general meeting will be November 22nd.

Chris McKinney is recovering from knee surgery.

Evelyn Hickerson has been sick with Shingles for the last two months. She is much better and up and at it again.

Tony and Mary had a great time in Vegas at the Bellagio. Tony made a small withdrawal while Mary had fun looking at all the wonderful decorations in the Atrium at the Bellagio. We also enjoyed our window-shopping at the new casino "Aria". It is like a mall of all the expensive stores downtown San Francisco and about the size of downtown SF. Some really neat shops. Walking the Vegas Strip at night was amazing with all the lights on Eiffel Tower, Hot Air Balloon and all the gigantic casinos all lit up.

Robert and Georgina had a blast at Disneyland, seeing all the Halloween decorations and characters dressed in their Best Halloween attire. Robert got his new Mickey ears and looked adorable in them. All the Villains were seen lurking around looking for their next prey, they were kind of scary.

Several of our members were seen at the Hyland Golden Living Assisted Living Home putting in their applications to be accepted as a patient there.

Ask Paul Beckley and Jim Bandy if they enjoyed having their pictures taken with the Fresno State Cheerleaders.

Thanks to Lanny for putting together a very enjoyable trip to the Cat Haven on Sunday, October 20th. The weather was perfect! The tour guide was very knowledgeable and fun, and the big cats were beautiful. If you go, make sure you are not standing near any of the cats that back up to the fence. Ron was slightly initiated by one of them. Lunch afterwards was at the Blossom Trail Café where we had a delicious breakfast/lunch.

looking for a 2014 Shelby GT 500?



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 **Consultants Network**

Recipe for October

Fillet with Peppercorn Sauce

Recipe: Ree Drummond - The Pioneer Woman
Source: foodnetwork.com



Ingredients

Steaks:

- 8 whole beef fillets or other good steaks
- Lemon pepper
- Seasoned salt
- Freshly ground black pepper
- Melted butter

Sauce:

- 4 to 6 tablespoons tri-color peppercorns, crushed
- 4 tablespoons butter
- 1 beef bouillon cube
- 4 to 6 tablespoons Dijon mustard
- 1 cup brandy
- 1 1/2 to 2 cups heavy cream (can substitute half-and-half for some of the cream)

Directions

For the steaks: Sprinkle both sides of the steak with lemon pepper, seasoned salt and plenty of freshly ground black pepper. Grill for 2 to 3 minutes per side over high heat, and then a further 3 to 5 minutes over lower heat. Brush with melted butter as they cook.

Meanwhile, make the sauce: Start by crushing the peppercorns with a rolling pin in a zip-top bag and set them aside.

Next, heat a heavy ovenproof skillet over medium-high heat and melt the butter. Crumble in the beef bouillon cube. Whisk to combine. Then add the Dijon mustard to the skillet and whisk it around a bit. Pour in the brandy. Whisk the Dijon and brandy together until combined, and then let it bubble for about 45 seconds or so. Then pour in the heavy cream and the crushed peppercorns. Whisk it all together, allowing it to bubble for a few minutes to thicken. Spoon it over the grilled steaks.



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1 2 3 4 5 6 7 8 9 10 11 12

Upcoming ACTIVITIES

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

October 2013

26th - Laura is our coordinator for **Race for The Cure Breast Cancer Walk** or run at Fresno State. To sign up please contact Laura at 808-469-0515 or Mary K 229-3219

31 - Karen is hosting a **Halloween Party & Pot Luck** dinner at 6:30 pm. Your admission ticket is one bag of candy for the neighborhood kids. SW Ashlan @ Marks Aves. For more info call Karen 224-2492 or Mary K 229-3219

November 2013

1-2-3 and optionally the 4th - 2013 Highway 1 Road Trip Club run on CA-1 from San Francisco to Mendocino. We are leaving from SE Blackstone/Ashlan (the old Mervyn's lot) Fresno at 6 pm. We will take a dinner break in Modesto at Black Bear from 7:30 to 9:00. Then we will sleep over in a Pleasanton hotel Friday night. Saturday morning, we will take the Richmond-San Rafael Bridge to Marin County then US-101 south to CA-1 for famous stretch of Highway 1. We will see many unique sites with lots of time for pictures. Plan on stopping at many points along the route. We will have lunch at one of the places along the route. We are spending the night in Fort Bragg at the Columbi Motel. For more trip info click here. We will have an optional trip north from Fort Bragg Sunday morning after breakfast before we return home. We will have lunch and then some people will head back home to Fresno. Some will leave Monday morning. There are many sightseeing opportunities along the way. We will have ample time to see what you want. For more info you may contact Brandon 323-2150

11th - We are participating in the **Fresno Veteran's Day Parade** at TBD time. Afterwards we are meeting for lunch at Speedy Zapatos Mexican Restaurant. For more info Brandon 323-2150.

October BIRTHDAYS



- Oct 1** Jon Zischka
- Oct 2** Jo-el Vaughan
- Oct 5** Victor Weitzel
- Oct 7** Sheila Boyd
- Oct 8** Ron Deubner
- Oct 13** Kenneth Gunn
- Oct 14** Phillip Moreland
- Oct 15** Dave Ward
- Oct 26** Don Hobbs
- Oct 28** Dennis Harvat
- Oct 29** Evelyn Hickerson


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CVMC 24th Anniversary Picnic



What a fantastic way to celebrate 24 years of being together. The weather was perfect, the food was plenty and great friends all around. We had a great turnout with some great laughs. Special thanks to all those that put so much work into a perfect get together.

Ponies in the park



Shelby, Boss and Roush, oh ya!



Karen and Lanny are the raffle masters

Let the games begin



CVMC 24th Anniversary Picnic



Lined up and looking good



Ron, Rich and Tony just chillin'



Bob is the Cash King!



Will we ever know how many?

80's Mexican ~~Mustang~~ / ~~Capri~~ WTH?



Here's something interesting, as you read this, try not to get lost because it is a wild ride.

Ford sold the Mustang in Mexico from 1979 to 1984. Production was discontinued in 1985 when the government banned V8 engine cars.

Here's the info that's out there:

- In Mexico the Mustang was a "hybrid" of Mustang and Capri parts from 1982 to 1984.
- 1979-1980: Coupe and Hatchback were 100% Mustangs, but as early models had design flaws.
- 1981: Both Coupe and Hatchback were 100% Mustang except for the tail lamps, both models had the Capri Tail lamps.
- 1982: Both Coupe and Hatchback have Capri front end and Capri tail lamps, so in essence these were more Capri than Mustang. (There were never any Capri Coupes produced in the US)
- 1983: Again both Coupe and Hatchback had Capri front ends, but here they departed a bit. The Hatchback was totally Capri, including the bubble back and tail lamps, but the Coupe had the Mustang Tail lamps.
- 1984: The Coupe is 100% Mustang, but the Hatchback has the bubble back and the flared fenders. This model was extremely popular and is the easiest to find.
- It's been said that Mustang Clubs in Mexico "look down on the hybrids" and totally disregard them

What do you think? Collectible? Google it and see all the different variations and descriptions.



2013 Fall Wine Cornucopia



Cars and food! Doesn't get better!



All kinds of products to sample



Tri-Tip demo with free samples



Weird Mustang Facts

Hype, Myths, Urban Legends, Lost and Found Lore, Rare Finds, And Generally Weird Stuff

By: Jerry Heasley, *Mustang Monthly Archives*

Full Article at: mustangmonthly.com/thehistoryof/mustang_facts/



Science Fact: The Original Mustang Was Styled After...

If you'll look at the side view, the original Mustang is nothing more than a scaled-down Continental Mark II, says Charles Phaneuf, who in 1962 was exterior stylist for the Ford Advanced Studio, which came up with the winning design for the original Mustang. Nobody has really picked up on this, but that's basically what the proportions are. The actual modeling of the car took 11 days. Some unsung heroes are Walter Amrozi (retired to Florida); George Shoemaker, instrumental in the original small mouth on the front end; and Max Kruger (retired), the studio engineer.

Rare Finds: 69 Ford Mustang Boss 429, 10.5 miles, \$1,000

We've all heard stories about low-mileage, rare Mustangs at ridiculously low prices. They are legends. Usually, they are false. When they are true, there is an interesting history behind them. What makes early Mustangs so interesting is their heritage. Here's a typical bizarre true story.

KK 1279, a 69 Boss 429, didn't quite make it to Organ Ford in Compton, California. The truck driver fired it up and backed it off his convoy truck. Realizing it was a specialty car, he left it idling, and ran inside to ask where he should park it. When he walked back outside, the car was gone. They recovered the car two months later under a Los Angeles freeway. It had 10.5 miles on the odometer and was like new except the engine and transmission were missing. After the insurance company made a settlement, the car stayed on the back of the dealer's lot under a tarp until it was sold in 1972 for \$1,200. In 1974, still with the 10.5 miles, it sold for \$1,000. Today, it is in the hands of its third owner, Denny Altridge, a Portland, Oregon, collector who has owned 15 Boss 429s and 37 Boss 302s. The car's current mileage is under 3,000. The motor and transmission have never been recovered.

Science Fact: Ford Sells Mustang Number One!

Many veteran Mustangers know this, but we feel it is still a fun and interesting fact, especially for newcomers. Mustang Number One (VIN 5F08F100001), a convertible, was accidentally sold when it was brand-new. Ford intended to truck the car across Canada on a tour of dealerships. However, a salesman in St. Johns, Newfoundland, accidentally sold it to airline pilot Captain Stanley Tucker. He drove it about 10,000 miles and then traded it back to Ford. In fact, he traded up for the 1,000,001 Mustang built a '66 model assembled at Dearborn, Michigan, on March 2, 1966. Today, 5F08F100001 is on display in the Henry Ford Museum in Dearborn.

The T-5 Mustang

Source: *First Mustang Club of Germany*

Full Article at: http://www.ponysite.de/fmcog/ind_alte.htm



Ford had some initial problems in marketing the Mustang in Germany in the begin.

The company Krupp - beside other company activities being a truck manufacturer - produced 7 or 8 different truck versions with the name Mustang from 1951 to 1964. In total 6170 Mustang trucks were manufactured. In 1968 Krupp quit the truck business.

Kreidler (a German manufacturer of small motor bikes) owned the Mustang name rights, too. A Kreidler Mustang motorbike (small one) was built from 1974 - 1975, 3198 pieces to be exact. The small motorbike for kids was developed as a derivative of the Kreidler Florett and appeared in special off-road design with an upwards curved exhaust, higher levelled steering, driver only seat and higher front wheel cover. A shorter transmission ratio, a bigger wheel in front (2.50-19) compared to the Florett enabled the Mustang bike to be as fast as 85km/h (50mp/h). The weight was 80kg, a 5 gear transmission carried 6,25PS at 8500 rpm to the rear wheel. The price was DM 2270,- (approx. 650\$ at that time. In 1975 the single seater was changed to a double seater to accomodate the kids girlfriends and a tach as well as bigger RS-brakes accomodated the driver. In addition more streetdrivable tires made the ride more comfortable.

The name rights applied until 31.12.1978, so all Mustang I and Mustang II versions and even early 79 models (built until Dec. 78) exported to Germany had to be sold under the name T5. 6 of these '79 models are located, but only one documented so far. "T5" - as you might remember - was the initial project name of Ford for the Mustang. T5s received a special handling within Ford and are rare finds as of today.

However the two companies Krupp and Kreidler were cooperative at the starting point. The 2 German companies initially asked for a fee of 10.000 \$ for the name rights, but Ford rejected to pay this amount. You can bet that the total amount Ford finally invested for conversion, printing different documentation etc. summed up for an even higher amount.

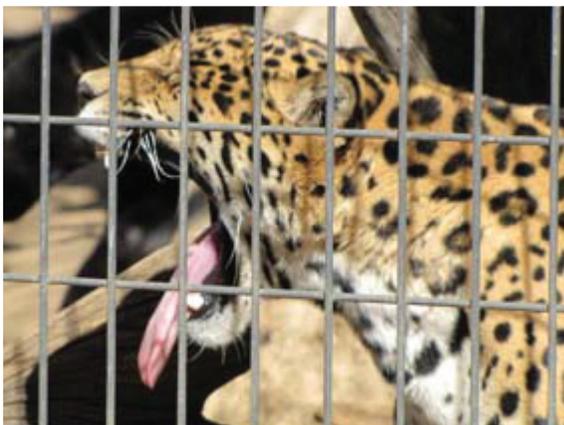


Lanny's Cat Haven Trip



Welcome to Project Survival's Cat Haven

Project Survival's Cat Haven is an innovative park dedicated to the preservation of wild cats. It specializes in education and is engaged in both captive and range country conservation. It is this link to the conservation of cats in their native habitat which makes the work of the Cat Haven especially meaningful. The facility is not a rescue organization. The wild cats which come here are chosen carefully for their contributions.



Photos: Mary Richardson & Lanny Vaught

Car Radios: Always been there?

Submitted By: Dennis Harvat

Seems like cars have always had radios, but they didn't. Here's the true story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear had served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

SIGNING ON

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago .

There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work -- Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked -- He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - Radiola, Columbiola, and Victrola were three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola. But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.



HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression -- Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio -- The Handie-Talkie -- for the U. S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the largest cell phone manufacturer in the world -- And it all started with the car radio.

WHATEVER HAPPENED TO

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and, eventually, air-conditioning. Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being! and it all started with a woman's suggestion!



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 2014 is Hunter Green)

- 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
-----------------------------	------------------------------	----------------------------------	------	--------

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:			
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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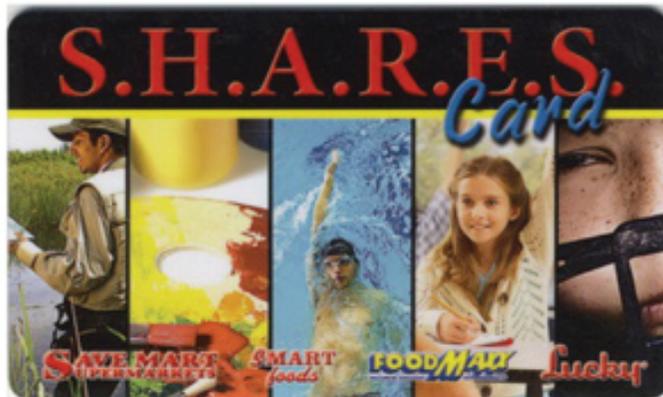
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Come join the fun

Yosemite Falls Cafe



General Membership Meetings:

Last Thursday of Each Month

Yosemite Falls Restaurant

4020 N Cedar Ave (Cedar & Dakota) • Fresno, CA

Dinner: 6pm • Meeting: 7pm



For Detailed Information On Club Activities Visit Our Website At:

<http://www.cvmustang.org>

Or Call Club Information Line: 559-485-1010

every month!

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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**