

the pony PRESS

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB

NOVEMBER 2019



welcome to the family...

It's electric, fast, an SUV, and oh,
a Mustang



The only
rotary-powered
Mustang ever built

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www.cvmustang.org

club info



Central Valley Mustang Club, Inc.
P.O. Box 25964 • Fresno, CA 93729-5964
Phone: (559) 715-CVMC (2862)
Website: 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

Ron Dupras • President 313-9042
Joseph Colvin • Vice President 285-7296
Susan Ward • Secretary 288-6352
Doug Deffebach • Treasurer 917-4283

MEMBERS AT LARGE

Tish Davis 708-7951
Karen Diaz 213-7957
Robin McCann 709-0830
Robert Whitley 877-4948

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP CHAIR

Brandon Walker 323-2150

ACTIVITIES CHAIR

Karen Lee 681-0181

MERCHANDISE CHAIR

Robin McCann 709-0830

Suggestions for activities should be directed to the Activities Committee.

MCA REGIONAL DIRECTOR

Paul Beckley 323-7267

SUNSHINE CHAIR

Mary Whitley 285-1060

WEBMASTER

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NEWSLETTER EDITOR

Garo Chekerdemian 906-7563

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Talk to a Member at Large

ADVERTISING RATES:

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CVMC Members FREE
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One Year \$25.00

Double Business Card Ad (1/4 Page)

Issue \$7.00
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monthly meeting



Last Thursday of Each Month
BLACK BEAR DINER

3602 W Shaw Ave • Fresno, CA
Dinner: 6 PM • Meeting: 7 PM

PAST PRESIDENTS

Ron Dupras 2017-2019
Mark Gardner 2016
Jim Sanborn 2015
Paul Beckley 2012-2014
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



from the
president

Thank you...It's been an honor...

What a ride! In 2016 I was honored to be the Vice President, only to be followed by three years as the President of the Central Valley Mustang Club. We have seen membership fluctuate up and down but always finishing each year strong. We have watched as members stepped away from the club to venture on to other things but always looking forward to their return for a visit. We have welcomed new members and have enjoyed the new friendships with a common interest.

We started a car show that quickly grew to have its own identity as the Central Valley Fallen Heroes, Inc., a non-profit organization raising more than \$83,000. This was possible because like-minded people from our club wanted to honor those who serve. Members of our club still run the organization and look forward to making the 5th car show the best yet!

To the members who have served alongside of me on the board of CVMC over the years I thank you dearly for your service, support and hard work. We didn't accomplish all the things set forth but the things we did accomplish were important. We now have a new meeting location with a brighter room, better service and food enjoyable to eat. We have a Challenge Coin marking the clubs 30 years and we began attending "Ponies at the Pike" as a club on a yearly basis where we have spread the CVMC name across the state in a positive light. The interaction with other clubs or events has giving us memories of a lifetime.

Local events to weekend excursions I attended with the club will forever be some of the most memorial times I had with friends... Thank you!

One member in our club has been a lifelong friend (we met in 3rd grade) and to this day Garo has truly been a friend I can count on. Thank you Garo!

Three years ago members of the club partnered me up with Joe as he was elected to Vice President. THANK YOU to the club and Joe! Joe has done far more for this club then most will realize. I am excited he will be stepping into the position of President in 2020 as we watch him succeed and bring new ideas and fun to the club.

I must mention and give a big "THANK YOU" to Mary Whitley! Mary has served for many years as the club's Sunshine Person. Mary sends out get well cards and condolences to not only our members, family of members but during my time as president has sent out cards to first responders when an agency had an "In the line of duty" death. Our club is no longer known as just a car club but a car club that supports its community and Mary was a part of making that happen.

I have been involved in many clubs and organizations over the years and have been lucky to serve on the boards holding all the positions. But, holding the President position for the Central Valley Mustang Club has been one of the top honors and it is because of the members.

As I leave you and turn the club over to Joe at the Christmas party I leave you again with my tag line "Get involved, engage in your club and enjoy the journey."

Respectfully...

Ron Dupras

CVMC President 2017 - 2019

"Get involved, engage in your club and enjoy the journey."



from the
editor

Well, that escalated quickly...

As I'm sure most of you are aware, earlier this week Ford introduced their new electric SUV. It's been e-v-e-r-y-w-h-e-r-e on social media and news, talked about for weeks and spy photos galore. Their statement/description was always "Mustang Inspired" with initial teaser pics showing the front and back. Hmmmm, they said a new SUV that was Mustang inspired and even looks kind of like a Mustang. They're not going to call it a Mustang right? Why are they registering/trademarking the name Mach? They're not going to call it a....Mach 1? Well, Ford did say that it was going to "go like hell" in the power department.

Not sure what people were thinking. Look around at all the SUVs on the road. With the performance and fuel economy along with the laziness (yes, I said it) of people, this is the future. I personally am not that thrilled of a future with no new Ford automobiles like the Taurus or Fusion but take a good look in a parking lot next time or advertisements in Motor Trend.

Ford is taking a major gamble and let's all hope it works. If not, sales go down, workers get laid off, cost cutting across the board, no new developments and no new Mustang.

You know, the real one.

Garo Chekerdeman

CVMC - Newsletter Editor

Ford puts Mustang on an SUV and



EVERYONE LOSES THEIR MINDS!

recipe

Pumpkin Cheesecake Lasagna

Submitted By: Carla Chekerdemian



INGREDIENTS

- 2 (8-oz.) block cream cheese, softened
- 1/2 c. sugar
- 1 c. heavy cream
- 2 c. whole milk
- 3 (3.4-oz.) packages vanilla pudding mix
- 1 c. pumpkin puree
- 1 tsp. pumpkin pie spice
- 12 graham cracker sheets
- 1/2 c. caramel
- Chopped pecans, for garnish

DIRECTIONS

- 1) In a large bowl using a hand mixer or in the bowl of stand mixer using the whisk attachment, beat cream cheese and sugar until light and fluffy. Slowly add heavy cream and beat until stiff peaks form.
- 2) In a medium bowl, whisk together milk, pudding mix, pumpkin, and pumpkin pie spice until smooth and thick.
- 3) Assemble lasagna: Spread a thin layer of cream cheese mixture in a 9x13-inch baking dish. Top with a layer of six graham crackers. Add half of pudding mixture and top with half of cream cheese mixture. Drizzle with half of caramel and repeat, ending with cream cheese layer (reserve remaining caramel until ready to serve).
- 4) Cover loosely with plastic wrap and refrigerate at least 4 hours and up to overnight.
- 5) Drizzle with remaining caramel and garnish with pecans before serving.

happy birthday

Nov 3 Garrett Hallenberg
Nov 7 Michael Rube
Nov 11 Elizabeth Grant
Nov 17 Andrea Jackson
Nov 17 Tony Kokalis
Nov 19 Bill Summers
Nov 21 Flow Smith
Nov 24 Darian Jackson
Nov 28 Valerie Ramsey

next general meeting
JANUARY 30th, 2020
BLACK BEAR DINER
3602 W. Shaw Ave • Fresno, CA
(Northwest Corner of Shaw / Marty)

be sure to check out



cvmustang.org
Events • Calendar • Pics
Newsletters • Merchandise

COLLECTIBLE ALERT: 2020 Shelby GT500



Nicely done in 1:18 scale by GT Spirit this is the 2020 Ford Shelby GT500 in blue. GT Spirit produces high quality and very accurate 1:18 resin sealed body models. They are also very affordable and sure to fill some voids in your collection. These are sure to please even the most seasoned collectors. All are limited editions.

The 289 High Performance Mustang Book is Back! *Now in its fourth printing, this book is a must own for Hi-Po fanatics*

A Mustang enthusiast's reference library is never truly complete. Over the years we've bought many books to aid in restorations, maintenance, repairs, and more on our classic Mustangs. Even though we don't own a Mustang with Ford's venerable 289ci High-Performance engine option, we've driven many. They hold a special place in our Mustang heart with their solid lifter clack and high-revving nature. The Hi-Po is of course a much-sought option as well, so knowing what to look for, how to repair them, and what special parts were used in their assembly is paramount to finding that perfect Hi-Po Mustang.

The 289 High Performance Mustang by Tony Gregory has been out of print for several years, but it is now back with its fourth edition printing. The fourth edition is the most comprehensive version yet and the pages have been digitally remastered with larger/brighter pictures that are easier to see the details and easier on your eyes. The book is really two books in one, with a technical reference book and the 289 Hi-Po registry. Currently the registry has over 1,400 Hi-Po Mustangs listed.

The book is 182 pages and features 102 black & white images and 28 color images. There is information pertaining to engineering change levels, build sheets, buck tags, a five-page spreadsheet of all the suspension parts on K-code Mustangs, a copy of the Ford Warranty Acknowledgment Form, and more! Our friends at Virginia Classic Mustang sent us a note to let us know that the latest edition is on the shelf and ready for shipping. You can order it under VCM's PN LT50 for \$39.95 at www.virginiaclassicmustang.com.



Welcome To The Family:

The Mustang Mach-E is fast, nimble, smooth. Is this the electric vehicle America has been waiting for?



By: Mark Phelan
Source: Detroit Free Press

Sounding a bit like a flying car from “Blade Runner” and accelerating like an audition for the chase scene in “Bullitt,” the 2020 Mustang Mach-E electric SUV drew a line connecting Ford Motor Co.’s muscle-car history to a high-tech future as I took a first early ride on public streets, days before its public debut at the Los Angeles Auto Show.

Rolling down El Segundo Boulevard, the Mach-E prototype’s Mustang-style shark nose, tri-bar lights and sporty proportions turned heads as development driver and Mustang racer Kai Goddard wheeled it through late-afternoon traffic to an active taxiway at Hawthorne Municipal Airport for slalom and acceleration runs.

The machine I sat in, which was formally introduced to the public Sunday night with much fanfare, was born in a moment of corporate soul-searching.

Inside the Mach-E: More Sync, fewer buttons

The Mach-E is a small SUV, about the size of the Ford compact Escape, but it offers considerably more passenger space, thanks to an efficient architecture Ford developed to underpin a family of upcoming electric vehicles. The battery fits beneath the floor, pretty much filling the space between the axles.

It’ll have one or two electric motors, depending on whether you want rear-wheel or all-wheel drive. Each motor is mounted in the middle of the axle it powers, so there’s no engine under the hood. Combine that with an under-floor battery replacing the gas tank and no need for a center tunnel to connect the rear wheels and you have a surprisingly roomy passenger compartment for a sleek and sporty looking SUV.

There’s plenty of headroom in the rear seat, thanks to a designers’ trick of the eye: Painting the roof black creates the impression of a fast-falling, coupe-like roofline and rear window without sacrificing rear headroom and luggage space. The flat floor contributes to plentiful rear legroom.

There’s 29 cubic feet of storage behind the rear seats and 4.8 more – enough for a standard carry-on bag – under the hood. The total is a bit less than an Escape offers.

In the front seat, I had more head and knee room than I ever expected in a Mustang.

The controls include a big tablet-style touch screen for climate, audio, navigation and other features. A dial mounted low in the screen looks likely to control volume and several other functions. There’s no tuning dial. Ford promises this latest version of its Sync operating system will be the easiest



to use, with better speech recognition, Apple CarPlay, Android Auto and easy access to apps on your phone.

The gauge cluster is a thin rectangle in front of the driver with largely digital displays. There are no round gauges, though it'd be easy enough to program the screen to provide them.

Ford plans options including a full-glass roof, animal-free interior and scooped sculpted seats.

Sales should begin in the third or fourth quarter of 2020, as a 2021 model.

The GT performance model will follow in the first half of calendar 2021.

Prices will start just under \$44,000, according to information Ford inadvertently leaked the day of my first ride.

Mach-E: Fast, nimble, futuristic

My demo model was a prototype Mach-E Premium, with extended range and AWD.

The electric motors on its front and rear axles combine to produce 332 hp and 417 pound-feet of torque.

The more powerful Mach-E GTs will have AWD, 459 hp and 612 pound-feet of torque. A base model, rear-drive Mach-E with a single e-motor on its rear axle will have 255 hp.

The ride is smooth and comfortable, cushioning the impact of bumps and railroad tracks.

Despite aggressive Michelin tires for performance runs on a closed course, there's not much road noise. That's hard to achieve in electric vehicles, or EVs, because their batteries and motors are much quieter than a conventional engine and transmission.

The Mach-E leaped forward when Kai floored the accelerator – don't call it a gas pedal; you're burning electrons not dinosaurs. The Premium AWD hit 60 mph in about 5.5 seconds, about the same as a Jaguar I-Pace electric SUV and a respectable figure for the mid-performance model of any Mustang.

A GT will reach 60 mph in less than four seconds, quicker than a Porsche Macan Turbo, a similar-sized but far more expensive gasoline-powered luxury SUV. The top model, a GT Performance – the same power as a GT, but presumably more aggressive programming and tires – should reach 60 mph in about 3.5 seconds.

We braked and turned at the end of the taxiway, setting up to run a slalom of traffic cones laid out between small aircraft hangars.

At an aggressive 37-40 mph, the Mach-E had little body roll and easily threaded the space among the cones. The steering appeared to be fast and precise.

Getting the sound right

Mustang owners relish the rumble of a 5.0L V8, so Ford went to great lengths to create appropriate sounds for the Mach-E. Engineers studied performance cars, and visions of the future ranging from the Batmobile to Formula E electric race cars.

They settled on sounds ranging from an unobtrusive hum to a throaty rumble, along with new chimes for startup and alerts. The drivetrain sound is related to what the mechanical components do, not pure fiction, so don't expect any silly warp-drive effects. For pedestrian safety, the Mach-E produces a futuristic hum.

The Mach-E will have three drive modes, in rising order of performance: Whisper, Engaged and Unbridled. The modes will adjust performance, interior and exterior sound, even ambient lighting.

In addition to my ride down El Segundo, Mach-E prototypes are being tested in Death Valley, Alaska, Germany and other spots around the globe.

Ford plans to build the Mach-E in Cuautitlan, Mexico.

Hands-free driving on Mach-E

The Mach-E will offer hands-free highway driving shortly after sales begin. An over-the-air software update will enable the system, which uses hardware that's built-in for features available from the start – presumably adaptive cruise control and lane-keeping.

The system will have eyeball-tracking to make sure the driver is awake and paying attention in case of emergency, but it'll handle routine driving from highway entrance ramp to exit.

The Mach-E's drive modes include a setting for maximum regenerative braking. That setting will slow the EV to a stop without using the brake pedal. By maximizing the amount of energy recovered during braking, so-called 'one-pedal driving' increases an EV's range between charges.

Ford expects a base Mach-E to be able to go 230 miles on a charge. A long-range model, called a Mach-E X, should be able to go 300.

Model names will be self-explanatory: a Mach-E4 X will have all-wheel drive and a long-range battery.

Ford hasn't revealed detailed pricing, but you can reserve a Mustang Mach-E at ford.com/suvs/mach-e/2021.

Why Ford made it a Mustang

In 2017, Ford leaders looked at the EV they planned to build – a compact hatchback not unlike the Focus Ford recently dropped – and yawned.

It oozed "compliance," the kind of vehicle automakers build to meet regulatory requirements, not inspire passion. The kind of vehicle that is forgotten.

Then somebody asked the right question: "If we're serious about electric vehicles, why don't we make one that's the kind of vehicle we're good at: Mustangs, SUVs and pickups?"

Few companies understand the importance of branding and heritage better than Ford. The decision to use the Mustang name and image – icons of Detroit's greatest era of design and performance, one of the assets Ford used as collateral for loans that helped it escape bankruptcy during the Great Recession – went to the top. When Bill Ford, company chairman and Henry Ford's great-grandson, greenlighted the plan, people in the organization got chills.

Ford designers created hundreds of sketches, leading to the long hood, shark nose Coke bottle shape, short overhangs and coupe-like profile. Scrapping bureaucratic conventions, the team built interior prototypes out of detritus like leftover Keurig cups and pieces of cardboard. The project went from sketches to ordering production tools in just over a year, unprecedented speed for a company that's been known to tie itself in knots.

Can the Mustang lead to a second automotive revolution?

Based on a brief ride and what I've seen of the Mach-E, you'd be a fool to bet against it.



This is the only rotary-powered Mustang ever built.

By: Richard Lentinello
Source: hemmings.com
Photo Credit: Richard Lentinello



If there was any engineer who had an out-of-the-box mindset, Felix Wankel would be king of the pioneering thought process. His rotary engine concept, based on three-sided rotors spinning on a single shaft, was truly innovative, as it used 98 percent fewer moving components than conventional OHV or OHC combustion engines. Its simplicity of function is truly astounding.

Wankel, an engineer in Germany, designed his rotary engine back in the 1920s, receiving a patent in 1929, but it wasn't until he was employed at the German car company NSU that his engine was developed. In the ensuing years, NSU licensed the Wankel engine design to various car companies around the world, including AMC, Mercedes-Benz, Citroen, General Motors, Nissan, Suzuki, and Toyota, yet it was Mazda that made the Wankel engine a household name.

- ***The fan shroud is almost as long as the rotary engine itself, and sits well back in the chassis.***
- ***Notice the V-8 distributor cap with only two spark plug wires fitted.***
- ***Aside from the single exhaust emanating from the driver's side, it's impossible to tell that this rotary-powered Mustang is any different from a standard 1965 Mustang.***
- ***Plenty of documentation is presented alongside the Mustang including the original registration and State of New Jersey Certificate of Ownership.***

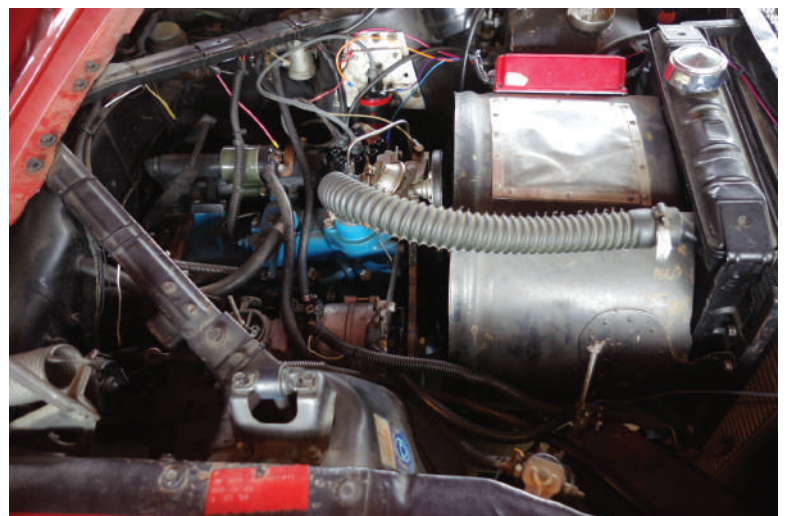
Before most of these car companies dipped their toes in the Wankel water, the American aircraft company Curtiss-Wright signed a joint agreement with NSU in 1960 allowing it to develop its own version of a Wankel engine, one that was of a high-performance nature specifically engineered for aircraft.

Who came up with the idea to install a rotary engine in a Mustang? We don't know, but we do know that a 1965 Mustang 2+2 was obtained from dealer Dockery Ford in Morristown, New Jersey, and registered in the name of the Curtiss-Wright

Corporation, Wright Aeronautical Division on July 28, 1965. The red Mustang fastback was then delivered to the Curtiss-Wright facility located on Main Avenue and Passaic Street in Wood-Ridge, New Jersey, just west of Teterboro Airport, where they were based.

The engine installed in that Mustang is a Curtiss-Wright-designed Twin-Rotor RC2-60 rotary, displacing a mere 240 cubic inches and developing 185 horsepower at 5,000 rpm. It weighs only 237 pounds, yet its compact 18.5-inch length made it ideal for small cars; it stands at just 21.5 inches tall. Smaller than a 289 Ford small-block V-8, it fits in the Mustang's engine compartment with plenty of room to spare.

Like many interesting concepts that go nowhere, only one Wankel-powered Mustang was built. According to the placard at the National Auto & Truck Museum, "This project was dismissed when Ford decided not to pursue the Wankel engine." The Mustang was donated to the museum by Steve Estes of Kalamazoo, Michigan.



HISTORY: SSP Mustangs



*Submitted By: Joe Colvin
Source: specialservicemustang.net
Image: Mustang Monthly*

Special Service Mustangs, also referred to as SSP Mustangs, were made from 1982-1993. The California Highway Patrol started things off in 1982, with their search for suitable high-speed, enforcement-class vehicles. CHP specifically requested Mustangs from Ford for their rigorous testing, and Ford supplied them with at least one "police demo" Mustang coupe. All of these early test vehicles predate the SSP option being available, so none of these Mustang test cars were equipped with the SSP option. Several other agencies, including the Texas Department of Public Safety and the Arizona Department of Public Safety, also evaluated 1982 Mustang coupes. The results of testing by these agencies, customer input, and recommendations from corporate engineers and lawyers were taken into consideration by Ford to finalize the options in the Special Service Package. In addition to the 1982 CHP cars, a surviving 1982 SSP coupe recently turned up that was NOT ordered by the CHP, so we know that other agencies were interested in these new pursuit vehicles.

The durability of the 5.0 cars, coupled with low purchase price and fuel economy (compared with the police-package offerings from the major automakers at the time) proved to be very attractive for CHP and they placed an order for 400 Mustang coupes (although the last six cars in the order appear to have been cancelled and never built). These SSPs were stock, regular production 5.0 coupes, but had a few convenience items and specialized parts added to them for police use. Ford named the option the Special Service Package (not "Severe Service"). The SSP option included single-key locking (one key fits all), a Certified-Calibrated Speedometer, full-size spare, radio noise suppression package, and relocated decklid release. Ford also painted the cars in the black and white CHP paint scheme. In addition to these SSP coupes, the CHP also ordered at least four 1982 hatchback cars which are now confirmed as having been equipped with the SSP option. The SSP Mustangs did not meet Ford's durability or acceptance standards for Police Packages, and they were designed for limited highway traffic LE service.

In 1983, Ford offered the SSP Mustang to other police agencies and many departments ordered the cars and placed them into

service. The Mustangs continued with about the same option content as the earlier, 1982 CHP-only cars, but other police options did start to become available. These included items such as two-piece VASCAR speedometer cables and special paint; meaning agencies could special-order the cars in their specific paint schemes, with the specific option content that they desired. Florida, Georgia, North Carolina, Texas, and Washington were states that put 1983 Mustangs into service, and it's reported that as many as forty agencies in total placed orders for the 1983 Special Service cars. The 1984 Mustangs were offered in the same configurations as the 1983s, with only minor changes that were shared with the regular-production cars. Package content between the years was also unchanged.

The Special Service Mustangs continued to change with their civilian counterparts in 1985, as improvements were made by Ford. The Special Service Package content also changed starting in 1985, with even more changes happening with the 1986 models. Ford offered 15 inch steel wheels and special center caps as standard items on the '85s (non-CFI). These wheels were considered a significant cosmetic and performance improvement over the earlier, 14 inch version. In 1986, Ford started offering more options designed at increasing the durability of the cars. These options included coolant-to-oil engine oil coolers, transmission coolers (automatic-equipped cars), and blue silicone radiator and heater hoses (depending on option ordered).

Ford continued to add to and change the option content on the cars through the 1993 model year. Sadly, with the introduction of the SN-95 bodystyle in 1994, Ford discontinued the Special Service Package option, and hasn't produced a Mustang police car offering since. Unconfirmed numbers from Ford place production of these cars at somewhere near the 15,000 mark, over the 12 year run. Marti Auto Works is now providing data from Ford that should shed some light on exact production figures, and documentation that should assist in the restoration efforts of these cars. These include Eminger invoices, reproduction door data tags, and Marti History reports, detailing build and option data for a specific car, as well as confirmation of DSO numbers.







Resurrection.

The 2005 Ford Mustang GT



BUILT FOR THE ROAD AHEAD.

Will Smith's I Am Legend Mustang Shelby GT500 Now on the Market



By: S.J. Bryan
Source: themustangsource.com

Looking for the ultimate Mustang movie car? Built specifically for the film, this is the last remaining Shelby GT500 SVT.

We recently came across this very cool Mustang Shelby find on eBay. This custom 2007 Shelby Mustang GT500 SVT was used in the film *I Am Legend*. Six of these Mustangs were produced as a one-off for the 2007 movie. Sadly, and much like Will Smith in the film, it wanders the earth, the last of its kind.

According to the seller, all the remaining GT500s were sadly destroyed by Ford when the film wrapped. So, this 2007 Mustang Shelby stands alone.

In the film, Smith appears to be the last man alive as he wanders through desolate, abandoned Manhattan. Now, if we were actually the last person standing, we'd of course feel better about our fate once we snapped up a sweet cherry ride like this.

Beautiful in Candy Apple Red, it is perfectly complemented by the quintessential Shelby racing stripes. Under the hood is a 5.4-liter 32-valve DOHC supercharged, intercooled V8 engine. This is paired to a six-speed Tremec manual transmission. SVT-tuned, there are a host of nice performance upgrades, including four-wheel disc brakes with Brembo front rotors and calipers.

The two-door coupe is remarkably clean, and has about 6,000 on the ticker. This model was even driven by Smith in the film, as well as used for "beauty shots for the filming."

Once the flick wrapped it was lovingly cared for and is in pristine, collector-ready condition. It is very clean inside and out, has been dealer serviced, and the title lists the film's production company. It also includes a certificate of authenticity, ensuring that this is the real deal.

Onscreen, Smith rides through the deserted dystopian cityscape with his canine pal Sam. Against the weathered grey of the city, the red-hot Mustang pops beautifully. And even dons the dealer tags from the fictitious "Manhattan Ford." Hey, we know if we were an omega man, we'd definitely have an impressive automotive fleet at our fingertips.

Oh yeah, it is a beaut. It is also, in our opinion, priced a little high at \$150K. But for a die-hard Shelby (or celluloid) fan, this might be the ultimate ride: a legitimately one-of-a-kind Mustang Shelby GT500.

CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE

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ITEM**



To order merchandise, check styles and prices
Visit: www.cvmustang.org
*All orders must be prepaid or paid online



MEMBERSHIP APPLICATION

PRIMARY MEMBER NAME: _____

Are you a current MCA (Mustang Club Of America) member? Yes No

MCA (Mustang Club Of America) Member Number: _____

Birthdate: _____

Address: _____ City: _____ State: _____ Zip Code: _____

Your Preferred Email: _____

Phone: _____ Cell Phone: _____

In an effort to maintain the privacy of our members, please select if you prefer to not publish your contact information in our membership lists.

Yes, Please do not publish. No, It is ok to share my information with other members.

Please select your choice. We WILL NOT sell or share your information with ANYONE outside the club membership.

SPOUSE: _____ Spouse's Birthdate: _____

Spouse's Email: _____ Spouse's Cell Phone: _____

Children's name(s) and birthdate(s): _____

1ST VEHICLE - Please enter your vehicle(s) information.

Vehicle Year * _____ Vehicle Make * _____ Vehicle Model * _____

Vehicle Color * _____ Speciality Vehicle? _____

2ND VEHICLE - Please enter your vehicle(s) information.

Vehicle Year * _____ Vehicle Make * _____ Vehicle Model * _____

Vehicle Color * _____ Speciality Vehicle? _____

How did you hear about us? _____

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 insurance 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 that member's vehicle. Lack or, 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.

Release of Damages: By submitting this document online, 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. By submitting this document online, the submit button will constitute your signature as proof that the included information is true and accurate and that you agree to the requirements previously set forth.

Central Valley Mustang Club, Inc.

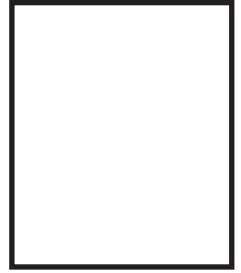
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

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 initial 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.

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