



the **pony**

OFFICIAL MONTHLY PUBLICATION

PRESS

July 2015

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CLUB INFORMATION



Central Valley Mustang Club, Inc.
P.O. Box 9864 • Fresno, CA 93794
Phone: (559) 715-CVMC (2862)
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

Jim Sanborn • President	246-6835
Paul Beckley • Vice President	323-7267
Carol DeLaPena • Secretary	453-0571
Doug Deffebach • Treasurer	222-9160

MEMBERS AT LARGE

Karen Diaz	224-2492
Laura Gardner	808-469-0515
Dennis Harvat	492-1117
Don Hobbs	917-1565

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP COMMITTEE

Brandon Walker (Chairman)	323-2150
Becky Bartee	276-7092
Karen Diaz	224-2492
Mark Gardner	808-721-2075
Mary Kokalis	229-3219

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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CO-WEBMASTERS

Brandon Walker	323-2150
Paul Beckley	323-7267
Garo Chekerdeman	906-7563

CHARITY COORDINATOR

Nancy Sharmer	346-1096
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NEWSLETTER EDITOR

Garo Chekerdeman	906-7563
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ADVERTISING

Talk to a Member at Large

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

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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	2012-2014
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

PRESIDENTIAL RAMBLINGS



Greetings Mustang fans and welcome to the second half of the year! That's right folks, 2015 is half over and soon, if not already, the 2016 'Stangs will be here. A while back, Ford said they plan on dropping the whole "retro" theme so they can focus more on the upcoming generation of Mustang enthusiasts (read 'buyers') but I'm not seeing it yet.

They've brought back hood mounted turn signals, the GTCS and a host of other classic goodies. So if they do change things up I hope they remember the lesson they learned in the late '80s. When the Mustang almost debuted as a FWD Probe looking design. Some things you just don't mess with!

On the home front, we've been pretty busy. In the last month we've gone to Madera Ranchos for the Freedom Fest, Clovis for the Park in the Park show and Sequoia National Park well, just 'cause! Some of us went back to Clovis for the Blue Grass concert and most of us went to the Triangle Drive In for what turned out to be a birthday party for Doug Deffebach!

Coming up we've got a busy month including, but not limited to, the Bullard High School car Show, the Windham Assisted Living Show and the Yosemite Moonlight Run. Details will be at the meeting and in the newsletter.

Oh, two semi-related thoughts: first, thanks to all the people who wrote articles (and pictures!) for the newsletter. I counted 6 this last issue. Way cool!

Second, a subject I hate to mention: raffle prizes. The raffle is a major source of income for the club allowing us to do things like rent the facilities in Kerman for the annual club picnic and make some of the donations we do. They don't have to be huge and expensive, but something a fellow club member might like to win.

Alright, I've rambled enough! Drive safely and I'll see ya on the road! Happy Mustanging!

Jim Sanborn - President

FROM THE EDITOR



I don't get it...

As I cruise through various Mustang websites and their forums, I'm seeing a trend that kind of bothers me. It seems more and more people are erasing the Mustang branding.

The "hip" thing to do now (especially with the younger enthusiasts) is to black out the emblems around the car. It's anywhere on the car, starting with the 5.0 on the fenders and including the Pony in the grille.

How are you going to know it's a Mustang and not an Austin Martin (wink, wink). Especially if it doesn't have the famous running horse smack-dab in the middle of the grille.

Now, there are aftermarket companies coming out with grilles with NO Mustang emblems. Zip, nadda, ain't there.

What the heck is going on here?

Next thing you know we'll be run by "damn dirty apes" (or Camaro owners).

Call me old fashion, old school or just old, but to me my favorite part of washing both my Mustangs is to save the cleaning and detailing of the running horse in the grill for last.

Garo Chekerdemian - Editor



Recipe of the Month

Croque Madame

Recipe courtesy of Katie Lee

Yield: 6 sandwiches



Ingredients

- 12 slices white sandwich bread
- Dijon mustard, for spreading
- Sliced ham, as needed, depending on how thick your ham is (if using thinly sliced deli ham, use about 3 slices per sandwich, or 18 slices total)
- 4 cups grated Gruyere cheese
- 3 tablespoons unsalted butter
- 1/4 cup all-purpose flour
- 2 cups whole milk
- Pinch grated nutmeg
- Kosher salt and freshly ground black pepper
- 6 over-easy fried eggs

Directions:

1. Preheat the oven to 400 degrees F.
2. Assemble the sandwiches on a baking sheet by spreading 6 slices of bread with a scant amount of Dijon mustard. (If you like more Dijon flavor, add more; I like it to be subtle.) Top with the desired amount of ham and sprinkle with about a tablespoon of cheese. Top with the remaining bread slices.
3. In a medium saucepan, heat the butter over medium heat until melted. Stir in the flour, creating a roux, and cook for about 4 minutes. Whisk in the milk and stir until it thickens enough to coat the back of a spoon. Add the nutmeg and 1 cup of Gruyere, and season with salt and pepper. Pour the mixture over the sandwiches. Top the sandwiches with equal amounts of the remaining cheese.
4. Bake for 8 minutes. Turn on the broiler and broil until the sandwiches are golden brown and the cheese is bubbly, about 2 minutes (watch closely!). Top each sandwich with a fried egg and serve.

Vehicles for Recalls

This is how I found out long ago and got the airbags done on my daughter's '05. All they need is the VIN to check their car

<https://owner.ford.com/tools/account/maintenance/recalls.html?pagename=Owner/Page/RecallsPage&gnav=footer-owners>

Submitted By: Ron Dupras

BIRTHDAY Wishes to...

JULY:

- Jul 1 Annalee Jirsa
- Jul 2 Susan Ward
- Jul 3 Brenda Dupras
- Jul 4 Greg Stewart
- Jul 9 Eddie Davis
- Jul 12 Ron Dupras
- Jul 20 Seth Deffebach
- Jul 23 Jann Coppola
- Jul 24 Tom Higham
- Jul 25 Doug Deffebach
- Jul 27 Carroll Bartee
- Jul 31 Kieran Armstrong

Did you know...?

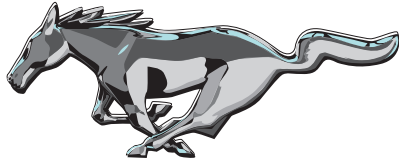
Submitted By: Jim Sanborn

In a 2009 commercial Toyota advertised that 80% of all the cars & trucks they made since 1989 are still on the road. I guess the other 20% actually made it home!

The first American automobile race was held in Chicago in 1895. The winner was J. Frank Durea whose average speed was 7 miles per hour!

The longest distance ever jumped ramp to ramp by a motorcycle was 251 feet. It was accomplished by Doug Danger at the New Hampshire International Speedway June 22, 1991.

The longest distance ever jumped by a 4-wheeled vehicle is 332 feet done by Tanner Foust on May 29, 2011 at In Indianapolis, Indiana, just before that years Indy 500.



Cars in the Park

There was a great turn out Saturday, we had 8 Mustangs there and added two new members. There were over one hundred cars and a few hundred spectators taking a look around. Massetti Pulling from Madera made some noise with their 3500hp twin V-8 powered sled and the Legends of Kearney Bowl had several Vintage Hardtops and racecars on display. Thank You to everyone for showing your support and helping induct Joe Boghosian into the "Legends of Motorsports". Local Engine Builder Joe Boghosian was inducted into the Clovis Motorsports Legends of Motorsports. Joe Boghosian has had a long and successful career building race engines for everything from go-karts to Indy cars. Unfortunately the night was cut short by a sudden rain and lightning storm. However before that hit we had a great gathering of friends and enjoyed the food and camaraderie. The next Park in the Park gathering is August 15th.

*Submitted By: Paul Beckley
Pics By: Mary Kokalis*





Kings Canyon - Sequoia Trip

It was pushing 85 to 90 degrees when we left the valley floor up to the fresh air of the Big Sequoia Trees of the Kings Canyon National Park. It turned out to be a beautiful drive and a beautiful day. So popular in fact that we couldn't find a place to pull over until we were already headed down the hill towards Visalia. We turned around and headed back up to the cool 75 degree air and found a great parking lot and they let us use the picnic tables in back of the facility for our picnic. Once again we had a ton of food for everyone to share along with all the stories that came with it. Such a great scene with all the cars cruising around the hills in what appeared to be our pony car's natural habitat. We ended up with 8 cars full of people that filled up their lungs with fresh mountain air and bellies with some terrific food to share.

Submitted By: Paul Beckley

Pics By: Mary Kokalis

Roush Built One Very Special Mustang for Military Serving Abroad

By: Zach Doell
Source: boldride.com

The brave men and women who serve in the United States military undoubtedly have a tough job, and when deployed, they may feel like they're a million miles from home.

But to those personnel with a pony car passion, Roush Performance will supply a little taste of home in the form of a special edition Ford Mustang, the 2015 Roush "Warrior." The limited production Mustangs are the result of Roush's partnership with Military AutoSource, and will be available exclusively to military members serving overseas. These aren't your average 'Stangs either.

The 2015 Roush Warrior Mustang comes equipped as either the turbocharged 2.3-liter EcoBoost or 5.0-liter V8 GT, with the former EcoBoost version adding new gauges, upsized rear sway bar, larger radiator, heavy-duty front springs, larger brake rotors, and a limited-slip rear axle.

Opt for the GT, and Roush adds to that formula a pair of Brembo six-piston front brake calipers, strut and chassis bracing, a Torsen limited-slip rear axle, and most importantly—a 2.3-liter TVS supercharger. Punch the gas and you'll unleash a heady 627 horsepower.

Outside, the Roush Warrior Mustangs arrive wearing either Black or Race Red paint, and come replete with various body mods, including a new front splitter and fascia, hood scoop, blacked-out rear decklid panel, spoiler, and sideskirt winglets. A Roush quad-tip exhaust and 19-inch black alloy wheels complete the aggressive look, while a 12-speaker Shaker audio system, custom headrests, and light upgrades find their way to the interior.

Pricing is said to start at around \$41,000 for the EcoBoost package and \$57,000 for the supercharged GT. And given that these Mustangs will only ship overseas to serving military members...they ought to be quite rare.



Spy Shots - 2016 Ford Mustang EcoBoost With New Pony Package

Source: www.sema.org

Photo Credit: *SpiedBilde* and
Brian Williams

Submitted By: *Doug Deffebach*

Ford has revived the Pony Package for the '16 Mustang with the 2.3L EcoBoost engine. It's long been an appearance package that this time joins a long list of new exterior enhancement options for the just-redesigned pony car.

The '16 version adds over the standard EcoBoost Mustang these 19-in. polished wheels, a chrome grille that looks more in line with such Ford car offerings as the Fusion, some chrome surrounds along the windows, stripes along the sides of the car and a tri-color pony in the grille.

It's not clear that there are any changes to the interior, and it's also uncertain how many colors and trim options from the regular car will be offered with the Pony Package. However, it doesn't seem as restrictive as other packages offered on '16 Mustangs.

The '16 Mustang Pony Package goes on sale at the end of 2015.



Ford Might Put a Twin-TurboV6 in the New Shelby GT500

By: *Jeff Perez*

Source: boldride.com

what?

I know, Ford fans—a V6 GT500 sounds like blasphemy. But before you go around cussing out Ford and Shelby engineers, this news might not be all that bad for Ford's high-end pony car. Especially when you remember another car in the Ford performance lineup with the same engine.

The report comes from Automobile Magazine, and states that Ford might actually use a twin-turbo V6 in its top-end Shelby GT500 Mustang as opposed to a Coyote V8; the very same V6 found in the new Ford GT mid-engined supercar. Doesn't sound all that bad now, does it? As we've already seen in the new Shelby GT350, the Ford flat-plane crank V8 is a pretty potent machine—but don't sleep on that EcoBoost V6. The engine found in the new Ford GT puts out over 600-horsepower, likely somewhere near 500 lb.-ft. torque, and was engineered for use on the track.

Other rumors suggest Ford will keep a manual gearbox in the GT500, as well as make it more powerful than the already potent GT350, which should be obvious. Right now there's no official word from Ford, but you can expect to see a new GT500 hitting the streets sometime in 2018.

Website Update

By: Paul Beckley

After months of trying it is finally updated. It took a lot longer than I anticipated due to technical issues not to mention surgical events and I apologize for that. We now have an active website that is now able to take payments for not only merchandise orders but also for membership applications. All payments are taken through a secure PayPal site and credit cards are accepted too. The applications can also be filled out online and submitted. There are still a lot of tweaks that need to be done and I invite all of you to take a look and give me your thoughts and suggestions. I am always willing to update and upgrade the website to make it better and Lord knows I don't have all the answers. So please check out the merchandise page and the application page and send me your thoughts.

The screenshot shows the homepage of the Central Valley Mustang Club website. The header features the club's name and tagline. A left sidebar contains a vertical menu of navigation buttons. The main content area displays a 25th anniversary banner with a Mustang logo and two cars. At the bottom, there are social media links, a 'Clubs of American Muscle' logo, and a 'Member Section Login' button.

Central Valley Mustang Club

The "Original Mustang Club" for all areas around Fresno, Ca.

- Welcome
- Members
- Contact & Meeting Info
- Club Information
- Current Newsletter
- Prior-Newsletters 2014
- Prior-Newsletters 2015
- Calendar of Events
- Printable Events List
- Local Car Shows of Interest
- Merchandise
- Club Membership Application
- Car Shows
- Mustangs Plus Discount
- Videos
- Out And About
- Owners Corral

Central Valley Mustang Club, Inc.
25TH
1989-2014
ANNIVERSARY
FRESNO, CALIFORNIA

CLUBS OF AMERICAN MUSCLE

MEMBER SECTION
LOG IN

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Tips for Building an Eleanor Mustang from “Gone in 60 Seconds”

By: Zach Doell

Source: www.boldride.com

Photo Credit: Nick Ares/Flickr



The Ford Mustang has enjoyed major acclaim on the silver screen in its five decades, capturing the hearts of audiences in Bullitt, Charlie's Angels, Goldfinger, and newer films like War of the Worlds, Need for Speed, and I Am Legend. But in 2000 the world got another taste of 'Stang it wouldn't soon forget.

That car was the 1967 Shelby GT500 Eleanor Mustang, hailing from the blockbuster Gone in 60 Seconds remake. It was the last car that Nicholas Cage would snatch in the film, and arguably the prettiest.

Understandably, it's a car Mustang and movie fans alike would love to own...though considering only 11 original versions were built (and three featured on screen with the cast) it's not an easy car to get a hold of. Luckily, you can build your own, and save yourself quite a lot of money for that sleek Eleanor look.

If you already have a running, driving donor car...part one of your build would be to check online and research any number of the Eleanor-style fiberglass body kits available. Undoubtedly some are better than others, and prices tend to vary accordingly. Current Eleanor Mustang owners can provide the best advice for which kits work the best.

A quick look at an original Eleanor Mustang (pictured above at Mecum Auctions) will give you an idea of the body parts you'll require and receive in your kit, which include the iconic front bumper, raised hood, side skirts and fender flares, rear end caps, rear bumper, side scoops, and taillight panel.

The fiberglass body parts should (hopefully) line up accordingly and lay flush with the body, however fiberglass can be a fickle material and sanding as well as trimming may be needed to ensure a solid fit. Trimming, mounting, and bonding these parts is best undertaken with the mentality "measure twice, cut once." More fiberglass can always be sanded off, it can't be added quite as easily.

Jack stands may come in handy when lining up and addressing the fit of the side skirts and bumpers. Make sure to check the manufacturer's instructions as some unseen fiberglass lips and bevels may be necessary for later fitment of parts.

It's also important to remember that once everything is complete...your Eleanor will still need to be painted. Make sure to factor that cost into your overall build. Before embarking on this process, it's best to become familiar with the Mustang and Eleanor online community as they offer a wealth of information on these cars. If you have a problem, someone there has likely experienced it too and has an answer...or at least a suggestion.

If this is beginning to seem a little too daunting for the occasional tinkerer, there is good news. Given the popularity of the 2000 Gone in 60 Seconds film, many Mustang fans have already undertaken and completed an Eleanor Mustang build, which inherently means at any given time there are usually a handful of Eleanor Mustangs cruising the online car classifieds.

Part of the fun is certainly building your own, but for those not looking for another project, a few clicks may be all you need to score a sleek-looking Eleanor Mustang. Just be careful. These are essentially custom cars that someone you don't know has built.



Flashback: 1992 Mustang Mach III Concept



Instantly recognizable as a Mustang, thoughtfully imbued with Mustang heritage, appropriately updated with future Mustang goodies, tastefully presented as a topless speedster, Mach III was a heck of a Mustang and an eye-catching way to lead into the next generation which would be introduced in 1994.

The mechanical attributes were, perhaps, the easy part. Mach III was powered by the 4.6 liter double overhead camshaft V8 introduced in the 1993 Lincoln, a free-revving, lightweight, high efficiency engine no one doubted for a minute would soon find its way into the original Pony Car. Not to give anything away about future production, Ford elected to make Mach III a real powerhouse, fitting a roots supercharger with liquid-air intercooler and dual exhausts to pump the modular V8 up to an attention-getting 450 horsepower, nearly 100 horsepower per liter. They backed it up with a 6-speed manual transmission. A little environmentally sensitivity helps offset the rubber smoke that would be the natural result of all that power so Ford made Mach III fuel-friendly. A sensor in the fuel line detects the alcohol in the M85 alcohol-gasoline mix. The engine management computer uses that information to adjust the fuel-air mixture for maximum power and minimum emissions. The chassis is Mustang's reliable and proven combination of independent front suspension and solid rear axle with 4-wheel disc brakes.

The Mach III concept's fiberglass composite body is as special as its powerplant. A true speedster, Mach III has no provision for a top. The nose could be nothing but a Mustang, but with a large air intake under the small Mustang grille (identified by the traditional Mustang emblem) to feed 450hp worth of air to the engine and keep the radiator, taxed by both the engine's heat and the intercooler load, cool. A carbon fiber-pattern splitter defines the bottom of the intake. Ovoid transparent covers protecting the head and marker lamps are placed above brake cooling ducts. Two large ducts mark the back of the hood, their shape mimicked by the supports for the outside mirrors.

The windshield is low, with a body color frame that dips in the center where the integrated rear view mirror is placed. The windshield frame shape continues to the deck behind the seats which also is an active aerodynamic spoiler containing the center high mounted stoplight. The spoiler rises as Mach III's speed increases. The rounded tail is flanked by three-bar silvered

taillights that give a hint of the lights to come on the '94 Mustang. The dual outlet center-mounted exhaust pokes through an oval opening below the wraparound bumper. An aircraft-style fuel filler cap is set flush into the rear quarter while the body sides have a prominent channel leading to a carbon fiber-pattern brake cooling duct inlet in the rear fender. Five-spoke chromed 19" alloy wheels wear P275/40R-19 front tires and big P305/35R-19s at the rear.

Mach III's interior is done in rough finished heavy Grey hides on fully adjustable and supportive competition-style seats. The driver grips a carbon fiber spoked leather rim Momo steering wheel. In addition to conventional seat adjustment the pedal cluster is moveable over a 3" range, giving enough flexibility in seat position and control reach to suit almost any driver. Driver and passenger have matching upholstered binnacles separated by a body color center stack and console with a round analog clock and timer pair above a round panel for the 1000 watt AM-FM-CD sound system. The driver's instruments have black graduations on plain white faces, giving quick readability that will be necessary as the tach spins across its range.

The Mustang Mach III concept was received to universal praise, with enthusiastic tests in the major magazines. One of the magazine tests reputedly pitted the Mustang Mach III concept against a Dodge Viper with the Mach III showing the Viper the way home, however at the time of cataloging we have been unable to locate the article. So popular was the Mach III that most of the major manufacturers of models shortly brought it out in scale.

Mach III honored Mustang's heritage, celebrated Mustang's performance and suggested Mustang's future.

Offered here, the Mustang Mach III concept is in excellent condition. Originally Poppy Red, it has been superbly repainted in Jungle Green Pearl which exhibits a subtle color shift toward Yellow as light plays over Mach III's contours. The paint is show quality however the rough finished leather seat coverings exhibit some water staining (perhaps left by a journalist who was startled by Mach III's performance.) Otherwise the interior shows scant evidence of wear or age.





Special Edition Mustangs

1982 Mustang GT Enduro Hatchback

3 of these Mustang GT Enduro hatchbacks were built by Ford Motorsports to travel the country and promote Ford racing. One dark blue and two red were built based off the 1979-82 IMSA Mustang racer and many of the 1980 SVO M81 McLaren Mustang body features were used.



2010 Hurst Mustang Pace Car

The 2010 Hurst Mustang Pace Car is a limited edition built by the Hurst's Performance Center in Irvine, California. 50 units were built. They are all Performance White GT convertibles with white interiors and white tops. Other features include; gold stripes, custom Hurst supercharger yielding 435hp and 400 ft-lb of torque, 20-inch polished forged aluminum wheels with gold-painted center spokes, BF Goodrich's g-Force KDW tires, an Eibach suspension components, Hurst-tuned coil-over dampers and upgraded anti-roll bars, gold Hurst shift handle, Hurst embroidered seats and floor mats, and Hurst team signatures on the trunk.



1982 Mustang GLX

New to 1982, was the Mustang GLX which replaced the previous years luxury Ghia options package. The GLX has "blackout" treatment on exterior window trim and door handles; optional non-functional hood scoop; P185/75R14 BSW performance tires; 6 spoke cast aluminum wheels, 5.0 fender badges; 157hp, 5.0L V8 engine and GT handling and suspension; GT dash instruments; reclining low bucket seats; blackout dash; and optional console with armrest, electronic digital clock and graphic display systems monitor. The new 1982 Mustang line-up of base level L, GL upgrade, luxury-sport GLX, and sport GT was created to follow the European naming standards for easier export.



Summertime Car Care Tips



Submitted By: Nancy Sharmer

Summer's heat and long driving trips put extra demands on your car. By preparing now, you can help avoid these common heat-related problems later on.

Overheating

Over time, engine coolant becomes contaminated and loses its protective ability. The system should be flushed and the coolant replaced periodically. Most coolants today are good for at least 50,000 or up to 100,000 miles, but older formulations may require changing at 24,000 miles. Check the owner's manual for your car.

QUICK CHECK:

- Check the coolant reservoir level regularly. If necessary, top off the reservoir with a 50/50 mix of water and the coolant type specified by the vehicle manufacturer.
- Check your coolant hoses for wet or white staining, which could indicate leaks, and replace if necessary.
- Check the fan by running the car to normal temperature and allowing the engine to idle for five to 10 minutes; the cooling fan should cut in automatically.

CAUTION – Never remove the radiator cap when the engine is hot! The boiling coolant under pressure could cause serious burns.

Dead Battery

Heat is one of your car battery's worst enemies. If your car's battery is more than three years old, consider having it tested to determine how much longer it will last. Or if your battery's warranty is getting close to its expiration date, think about replacing it now. It's easier (and cheaper) to have an old battery replaced at a service station than a dead one serviced by the side of the road.

QUICK CHECK:

- Have your battery tested, if necessary.
- Check battery cables for dirt, corrosion and cracks.

Blown Tire

High temperatures aggravate any existing damage to your tires' rubber. Under-inflation adds to the problem by causing friction and more heat, which can lead to flat tires and blow-outs. Properly inflated tires also help save gas—which means saving money.

QUICK CHECK

- Check your tire condition and pressure. Be sure to check pressure when the tires are cool, which is three or more hours after the car's been driven.
- Inflate tires to the pressure recommended by the vehicle manufacturer, which you can usually find on a sticker inside the driver's side door frame.
- Check the tire treads for adequate depth and signs of uneven wear.

Air Conditioning Failure

A well-working air conditioning system is more than a comfort—it's important for the safety of you and your passengers. The cool air helps keep drivers from getting drowsy in a hot and stuffy car.

QUICK CHECK:

- Have the refrigerant level checked by a trained automotive technician.
- Have the cabin filter inspected and replaced if necessary to ensure maximum airflow and cooling.

More Tips for Summer Driving

- Keep a clean and unscratched pair of sunglasses in the car to reduce glare.
- Clean your windshield regularly, inside and outside, to remove smears that can catch sunlight and impair vision.
- Check and replace your oil and other automotive fluids—including brake, power steering, transmission and windshield wiper fluids—as your owner's manual or automotive technician recommends.

From: <http://www.thehartford.com/summer-car-care-tips?cmp=EMC-PL-AdHoc-83658116>



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: _____



Get your
S.H.A.R.E.S. CARD
 now!

We have our Save Mart SHARES cards. Use the card when you go to Save Mart or Food Maxx and the club gets 3% cash back! See Ron Deubner to get a card for you and any family member who will shop at Save Mart. This can bring a lot of money into the club.



Membership Application

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

MEMBERSHIP COMM. USE	<input type="checkbox"/> NEW	<input type="checkbox"/> RENEWAL	DATE	AMOUNT
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MEMBER INFORMATION					
NAME			BIRTHDATES	MONTH	DAY
ADDRESS			PHONE		
CITY	STATE	ZIP CODE	NAME & PHONE IN CLUB DIRECTORY?	YES	NO

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

Car 1

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

Car 2

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

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

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

Applicant's Signature: _____ Date: _____

Applicant's E-Mail Address: _____

Please send this form with your check to:

Central Valley Mustang Club, Inc.

Post Office Box 9864
Fresno, California 93794-9864

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

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

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: 559-715-CVMC (2862)

every month!

the pony
OFFICIAL MONTHLY PUBLICATION
PRESS

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P.O. Box 9864
Fresno, CA 93794-9864

ADDRESS CORRECTION REQUESTED

Website: www.cvmustang.org
Club Information: 559-715-CVMC (2862)