

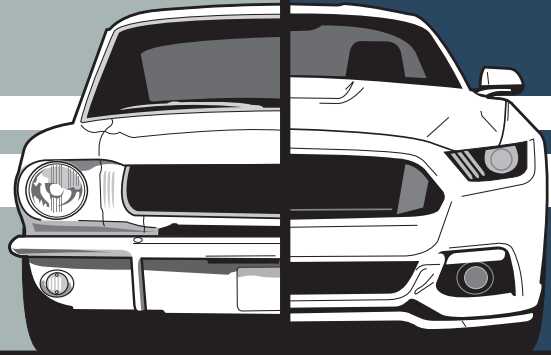


CENTRAL VALLEY MUSTANG CLUB

November 2016

OFFICIAL MONTHLY PUBLICATION

PRESS



2016 Veteran's Day Parade



**Possible Legal
Problems for
Mustang GTT**



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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

Mark Gardner • President (808) 721-2075
Ron Dupras • Vice President 313-9042
Carol DeLaPena • Secretary 453-0571
Doug Deffebach • Treasurer 222-9160

MEMBERS AT LARGE

Becky Bartee 276-7092
Chris Butterfield 731-6685
Joseph Colvin 285-7296
Robert Whitley 877-4948

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP COMMITTEE

Karen Diaz 224-2492

ACTIVITIES & PUBLICITY COMMITTEE

Cynthia Harvat 492-1117

Suggestions for activities should be directed to the Activities Committee.

CAR SHOW CHAIR

Dennis Harvat 492-1117

MCA REGIONAL DIRECTOR

Paul Beckley 323-7267

WEBMASTER

Paul Beckley 323-7267

NEWSLETTER EDITOR

Garo Chekerdeman 906-7563

ADVERTISING

Talk to a Member at Large

ADVERTISING RATES:

Classified Ads (3 Lines)

CVMC Members	FREE
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with Photo	\$10.00

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CVMC Members	FREE
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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

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

PRESIDENTIAL RAMBLINGS

WOW! Where has the year gone? As I write this last article for 2016 I wish to reflect on what we've accomplished this year.

When I ran for this office last year around this time there were several goals I wished to accomplish during this year. Those included getting our club recognized as a Regional Club of the Mustang Club of America. Mission accomplished on April 28th. In addition, I hoped to institute an annual CVMC sponsored car show. Under the guidance of chairman Dennis Harvat and with many tireless hours devoted by a great many of you that was also accomplished on October 1st with our Inaugural Central Valley Fallen Heroes Car Show held at Sierra Vista Mall raising nearly \$15K for several entities supporting the families of those affected here in the Fresno area.

It was also my hope to grow our Mustang family to greater than 150 members and we have achieved that. I hope you will all agree with me we've had a tremendous year!

As we wrap up this year we have several activities still on the calendar starting with our elections meeting this Thursday night. The annual Volkswagen Toys for Tots car show on December 3rd, our annual Christmas Party scheduled for December 10th at the Old Spaghetti Factory (bring a gift, get a gift), a trip to the Golden Chain Melodrama on the 11th for their Christmas Show and then a sleigh ride down Christmas Tree Lane on the 18th (more info to follow on this). I also understand Mary Kokalis is putting together a New Year's Eve Dinner at George's.

I wish to thank the board members for their diligent work this year and all of our members for attending our various activities and encourage those of you who can to participate in as many of the activities you can next year.

Good health and stay safe during this holiday season, MERRY CHRISTMAS AND HAPPY NEW YEARS TO ALL!

Thanks,
Mark Gardner - President



FROM THE EDITOR



It's amazing how quick this year went by. Since this is the November newsletter, it means that it's the last issue of the year and I get the month of December off. YEAH!

It's been a crazy, fun year for CVMC with all the traveling, shows and great times with a very large, special family. Once the new year starts, the good times will continue with bigger and better things along with an even bigger membership. This year we saw member reach an amazing 150. Let's shoot for 200 members for 2017.

Not to get to political but with everything that is going on in the world, it is great to know that this group is here with a great time guaranteed with every gathering. Forget the craziness for a few hours and breathe.

I'd like to thank everyone for the support, kind words and contributions to the newsletter this year.

Have fun and keep on cruising that Mustang.

Garo Chekerdemian - Editor



Recipe of the Month

Impossible Pumpkin Pie Cupcakes

Source: cakescottage.com

Submitted By: *Carla Chekerdemian*



Ingredients:

- 2/3 cup all purpose flour
- 15 oz pumpkin puree
- 3/4 cup sugar
- 2 large eggs
- 1 teaspoon vanilla
- 3/4 cup evaporated milk
- 2 teaspoons pumpkin pie spice
- 1/4 teaspoon salt
- 1/4 teaspoon baking powder
- 1/4 teaspoon baking soda
- Whipped cream

Instructions:

- 1) Line a 12-cup muffin tin with paper or silicone liners.
- 2) Preheat oven to 350 degrees.
- 3) In a bowl, whisk together flour, baking powder, baking soda, salt and pumpkin pie spice.
- 4) In a large bowl, whisk together pumpkin puree, sugar, eggs, vanilla and evaporated milk until well combined.
- 5) Add in dry ingredients and whisk until no streaks of flour remain and batter is smooth.
- 6) Fill each muffin cup with approximately 1/3 cup of batter.
- 7) Bake for 20 minutes and let cool for 20 minutes.
- 8) Remove cupcakes from pan and chill in the fridge for 30 minutes.
- 9) Top with whipped cream and sprinkle with more pumpkin pie spice or cinnamon on top and before serving.

BIRTHDAY Wishes to...

NOVEMBER

- Nov 3 Garrett Hallenberg
- Nov 7 Janie Reyna
- Nov 7 Michael Rube
- Nov 8 Paula Wilson
- Nov 12 Diane Reyna
- Nov 17 Tony Kokalis
- Nov 19 Bill Summers
- Nov 20 Lourdes Cabrera
- Nov 22 Bill Hall
- Nov 23 Sally Presser

Be sure to check out



www.cvmustang.org

Events - Calendar - Pics
Newsletter - Merchandise



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By: Brad Anderson
Source: carscoops.com

Ford Unhappy With Mustang GTT Creators, Considers Legal Action

The Californian fabricators from 'Zero to 60 Design' have made no secret of the fact that their Mustang GTT on display at SEMA has taken design inspiration from the GT supercar. Well, as it turns out, Ford itself isn't too happy with the car and is considering legal action against the tuner.

"We're aware of the Zero to 60 Designs Mustang "GTT"," a Ford spokesman told Carscoops. "Mustang and GT feature important design elements that uniquely and individually identify both as Ford Performance vehicles. Ford's legal counsel is investigating how best to address the matter."

Asked to clarify whether any actions have already been taken against the Californian tuner, the spokesperson said, "All I know is that Ford's legal team are aware and investigating".

Apparently, the Blue Oval did not appreciate the fact that, from a number of angles, the Mustang GTT's customized exterior mimics the GT remarkably well. Perhaps the most convincing area on the car are the sides, where the skirts and the air intakes in front of the rear wheels clearly resemble those of the GT. Other GT-inspired components include the round taillights (although there are four rather than two), rear spoiler and huge front grille and silver lip.

Alongside the model's questionable design, it benefits from a supercharger, lifting power from the 5.0-liter V8 to a massive 800 hp. Although Zero to 60 Design says it has received interest in the bodykit, there's a chance Ford could force the project to be scrapped.



2016 Fresno Veteran's Day Parade



Pics By: Joseph Colvin





2016 Fresno Veteran's Day Parade



Classic Recreations Shelby GT350CR Mustang



Source: [Classic Recreations & themustangnews.com](#)

Oklahoma's Classic Recreations introduced a new take on the iconic Shelby GT350 when it debuted a new addition to its fully licensed Shelby continuation car line – the Shelby GT350CR Pro-Touring. The car features revised bodywork, a Ford Racing Coyote V8 wearing a new GT350 intake, and advanced suspension by Detroit Speed & Engineering.

The revamped GT350CR features a number of changes over the previous model. The engine is a 32 valve aluminum 5.0 liter Coyote engine from Ford racing though in this instance, the intake has been swapped out for the unit from the 5.2 liter Voodoo engine which normally lives in the new Ford Shelby GT350 and GT350R Mustangs. This upgrade increases the horsepower count nearly 40hp.

The chassis has benefited from a number of upgrades including coilovers and swaybars as well as a four-link rear end which should help keep this pony on the road, even under spirited driving conditions. The wheels and tires for the GT350CR are new to Classic Recreations.

The wheels come from American Racing and are part of its Forged Series. These strong, yet lightweight wheels sized 18x9 up front and 18x11 out back are shod in a set of sticky BF Goodrich Rival tires sized 265/25/18 in the front and 315/30/18 in the rear, which should make putting the Coyote's power to the ground no challenge at all.

The biggest updates to the GT350CR come in the form of modifications to the body that make this one of the meanest looking Mustangs to ever roll out of Yukon, Oklahoma-based shop. The first panel to get an update is the hood which is a now a custom deep-draw design that should help get heat out of the engine bay.

Next the 350 gets the side exhaust rocker panels and a chin spoiler from its GT500CR big brother. Those gorgeous American Racing wheels now live under flared fenders at all four corners, giving the car an aggressive stance. The bumper has been raised slightly for a smoother, more integrated look. The GT350CR also features a front apron from the classic GT350CR model.

"We've been building Mustangs for a long time, but this is easily one of the coolest cars we've ever built," said Jason Engel, founder of Classic Recreations. "The exterior modifications change the look of the whole car and now it just looks mean. The exterior really matches the driving experience."

In addition to the new panel work, all of the exterior trim on the GT350CR has been matched to the body color which modernizes the entire look of the car. The exterior of the redesigned GT350 is coated in a beautiful and durable BASF Glasurit finish.

Inside the cockpit, there are big changes as well in the form of a touch JCV touch screen Apple CarPlay integration as well as an optional in-dash iPad setup. These help to bring these classic ponies into the modern age with full Siri compatibility and Bluetooth connectivity.

The Classic Recreations Shelby GT350CR represents an incredible opportunity for someone to get into a classic Mustang that runs and drives like a modern car with all of the convenience and livability that comes with it. It also takes the classic Shelby formula and turns the volume up to 11.





SEMA 2016: Roush Performance 2017 P-51 Mustang

By: Steve Turner
Source: stangtv.com

It's not every day that Roush Performance introduces a new P-51 Mustang, but with the eyes of the automotive world on Las Vegas this week, the company took the wraps off the third iteration of its top-of-the-line, fighter plane-inspired Mustang at The SEMA Show.

"We felt like it was time to take the P-51 nameplate back out of retirement, and we are really happy with the car the team came up with," Roush Performance Products President Gary Jurick said.

The company takes this nameplate pretty seriously, so anyone that buys one will fly with a pretty exclusive squadron, as Roush will only sell 51 of these cars in the 2017 model year.

"We did the P-51 in '08 and '09 and we choose that nameplate very carefully before we put a car around it, because we feel like the car has to earn that brand representation," Gary told us. "We felt like this car does it with more of a performance edge with the lightweight, forged wheels; 727-horsepower powertrain; and the lightweight components like the carbon rear spoiler."

As you would expect, the latest P-51 Mustang is also equipped with Roush's Active Exhaust, which allows users to adjust exhaust sound with a knob or a smartphone app.

Obviously, this car is inspired by Jack Roush's love of the P-51 fighter plane. He owns and has restored several of these storied airplanes. Likewise, the company's namesake was passionate about carrying over the essence of the warplane into the Roush P-51.

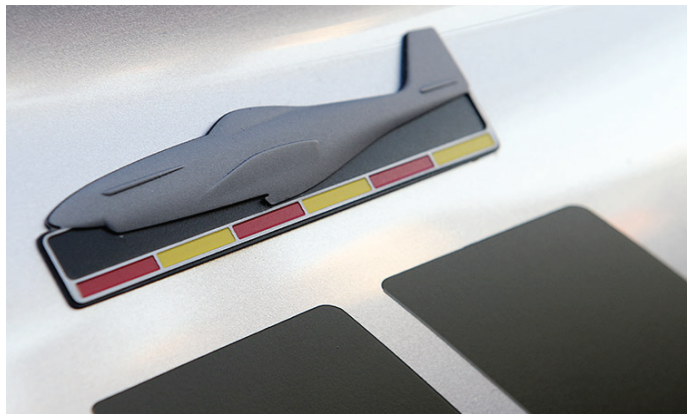
"Jack was pretty involved in the development of this car in terms of defining content and our guys in the design studio had quite a bit of fun with it," Gary said.

Development of the wheels for the latest P51 actually took place on Jack Roush Jr.'s Roush Performance/KohR Motorsports road racing team. Similar to the wheels on the team's race car, these Welds weigh only 21.80 pounds each. They are wrapped in Continental ExtremeContact Sport rubber.

Not only does the car have a unique paint scheme that echoes that of the Warbird, but the interior features a bomber-jacket style leather on the door panels and seats, which delivers a really unique look.

The latest P-51 isn't just about looks, however. It sports Roush's Phase 2 Roush-charger TVS supercharger system mounted atop a robust Ford Performance Coyote Aluminator engine. Breathing through a Roush Active exhaust system and under the sway of a Roush calibration, this combination delivers 727 horsepower to the flywheel.

If that kind of performance in a truly rare package gets your motor running, Roush will begin taking orders for the new P-51 in January and production should be underway by the second quarter of next year. This limited edition vehicle will sell in the \$85,000 to \$90,000 range.



2017 Roush P-51 Mustang Highlights

- ROUSH Supercharger
- Ford Performance Aluminator Engine
- ROUSH Active Exhaust System
- ROUSH TrakPak lightweight 19-inch wheels by Weld
- Continental ExtremeContact Sport tires, 295/35ZR-19
- ROUSH Front Fascia, Side Body Scoops,
- ROUSH Quarter Window Scoops
- ROUSH Side Rocker Winglets
- ROUSH Rear Decklid Blackout Panel, and
- ROUSH Hood Heat Extractors
- ROUSH Ambient Grille Lighting
- ROUSH TrakPak Front Splitter
- ROUSH P-51 Mustang Carbon Rear Wing
- ROUSH P-51 Mustang Carbon diffuser
- ROUSH P-51 badging

Looking back at five models that made the Ford Mustang the icon it is today

By: Ronan Glon
Source: Digital Trends



It's a little known fact that the original Ford Mustang was developed largely to fight head-to-head against the Chevrolet Corvair. The rear-engined Corvair famously flopped, while the Mustang became one of the best-selling and most popular sports cars of all time. Ford's iconic pony car is now well into its sixth generation, and what a roller coaster ride it's been. Join us as we relive the Mustang's illustrious, 52-year long production run by highlighting some of the most significant models from every era.

1965 Mustang GT350 -

Impressed by the Mustang's performance credentials, Ford decided to build a more powerful version of the new coupe to compete in Sports Car Club of America (SCCA) events all around the nation. Executives outsourced the work to respected racer and tuner Carroll Shelby.

Starting with a Mustang fastback, Shelby added quicker steering, a sportier suspension, and larger brakes sourced from the massive station wagons Ford was building at the time. The stock 4.7-liter V8 engine was retained, but its output was bumped from 271 to 306 horsepower by adding a high-rising intake manifold and a four-barrel carburetor. The eight-cylinder spun the rear wheels via a four-speed manual transmission and a limited-slip differential.

Nimble and powerful, Shelby's GT350 became a force to be reckoned with on the track. Today, it's one of the most sought-after and valuable versions of the Mustang ever.

1969 Mustang Mach 1 -

The race between the Chevrolet Corvair and the Ford Mustang wasn't even close, so the Bowtie fought back by launching the original Camaro in time for the 1967 model year. Plymouth unleashed the Barracuda, and AMC even joined the party with the Javelin. In short, the Mustang finally had serious rivals.

Ford expanded the Mustang lineup with a brand new model named Mach 1 in 1969 in a bid to reclaim the crown in the pony car war. Visually, it stood out with a sleek, aerodynamic body named Sports-Roof as well as hood pins, a flat black hood, and side stripes. Calling the Mach 1 a head-turner is an understatement.

Ford's newest 'Stang backed up the muscular look with an available 428 Super Cobra Jet V8 engine that delivered 335 horsepower and 440 pound-feet of torque. These figures were nothing short of impressive during the Johnson administration, and they're still respectable today.

An all-new Mach 1 was introduced in 1971 but it was bigger and noticeably heavier than the original model. The nameplate was also applied to the Mustang II, a much smaller model that debuted in 1974 with a hatchback and a 2.8-liter V6 that provided a measly 105 horsepower.

1984 Mustang SVO -

The 1984 Mustang SVO was out to prove there was a replacement for displacement. Mounted between its fender was a 2.3-liter turbocharged four-cylinder engine tuned to generate 175 horsepower at 4,000 rpm and 210 pound-feet of torque at 3,000 rpm. The turbo four made as much power as the 5.0-liter V8 that was available that same year, but it was considerably lighter and more efficient.

Ford complemented the extra power with bigger brakes, a SVO-specific suspension with larger anti-roll bars on both axles, and an upgraded steering rack. The result was a Mustang that could handle as well as it could accelerate; one capable of holding its own on a drag strip and on a twisty circuit.

Ford's archives department remembers it developed the Mustang SVO at a time when engineers thought the Mustang and large-displacement engines were both living on borrowed time. These predictions were wrong — you can still buy a Mustang with a big ol' V8 under the hood in 2016 — but the SVO set the stage for the EcoBoost-powered model that joined the lineup a couple of years ago.

2000 Mustang SVT Cobra R -

The Cobra nameplate traces its roots back to the Ford-powered sports car that helped make Carroll Shelby one of the most respected men in the automotive industry. Ford gave the Cobra name to the Mustang's 335-horsepower engine in 1968, and the moniker was first applied to a model when the Mustang II arrived in 1974.

The most noteworthy Cobra variant in recent memory is the Cobra R that was launched as a limited-edition model in 2000. In a way, Ford was seeking redemption; the regular Cobra was cancelled due to performance issues with the 1999 model that led to a stop-sale order and a massive, highly-publicized recall.

Ford's now-defunct Special Vehicle Team (SVT) dropped a 5.4-liter V8 rated at 385 horsepower in the Cobra R's engine bay. Up front, the five-spoke alloy wheels hid Brembo brakes as big as the steel wheels typically found on economy compact cars. And since it was designed

CONTINUED:

Looking back at five models that made the Ford Mustang the icon it is today

for the track, the Cobra R's list of standard features didn't include A/C, a radio, cruise control, or even a back seat.

Exclusively offered in red, the Cobra R received a body kit that included a front splitter, a power dome hood, side skirts, and a huge wing out back. Even those who had no clue what was under the hood couldn't deny the R looked fast, and it sounded even faster.

2016 Mustang GT350R -

The modern-day Shelby GT350 Mustang aims to rekindle the spirit of the original model, and the GT350R cranks the dial up to 11. It's billed as the most track-capable 'Stang ever to come out of the factory.

Helping the R live up to that bold claim is Ford's first-ever V8 engine fitted with a flat-plane crankshaft. The 5.2-liter unit generates over 500 horsepower and 400 pound-feet of torque. It roasts the rear tires via a six-speed manual transmission and a Torsen limited-slip differential.

The Blue Oval has put the 350 on a diet by removing the A/C unit, the stereo, the rear bench, the rear-view camera, and the tire repair kit, among other add-ons. And, 19-inch wheels crafted entirely out of carbon fiber help shed 52 pounds of unsprung weight.

Ford and Shelby hit the bull's eye with the GT350R. Notably, it recently took home Digital Trends' Performance Car of the Year award. It's a limited edition model, so expect this pony car to fetch big bucks at high-brow auctions in a few decades' time.

Clay Bar With Ease While You Wash or Wax

By Tom Stahler

Source: stangtv.com



Real car guys and gals can be found not only upgrading the horsepower and handling of their vehicles, but keeping the appearance beautiful. Mothers is known worldwide for its premium-grade polishes, waxes and cleaners including California Gold. This year at SEMA, Mothers is launching its Speed Line. The new product line offers six exciting new products, specifically designed to provide instant results with minimal effort. The one we liked best was the Speed Clay 2.0.

One of the most tedious jobs in detailing a car is containment removal with a clay bar. Speed Clay 2.0, eliminates much of the sweat-effort of paint restoration. According to Jim Dvorak, Marketing at Mothers, "Speed Clay 2.0 is our fastest, most durable and versatile paint restoration and surface prep tool yet. This next generation contaminant removal process is as simple as washing or spray waxing your way to a perfectly clean, smooth and restored paint finish."

The new product allows the enthusiast to "clay as you wash," or "clay as you wax." Using Mothers patented, rubber polymer technology, the reusable ergonomic "bar" quickly shears off and removes both surface and embedded contaminants, and will restore brilliance to a car's paint, chrome, glass and smooth plastics.

Speed Spray Wax was designed to complement Clay 2.0, tackling everything from light dust and pollen, to greasy fingerprints and road grime. Specially formulated color enhancers and shine fortifiers add gloss, depth and clarity. Speed Spray Wax works as a booster over existing wax, or as a stand-alone product, and even provides an ideal amount of lubrication for Clay 2.0 to glide safely across paint.

Proposed CVMC By-Laws Change

ARTICLE V – BOARD OF DIRECTORS

Section 1. The Board of Directors shall consist of the corporate officers, **one (1) elected member-at-large per 20 active members or fraction thereof with a minimum of four (4) elected at-large members**, and the chairperson of each standing committee. Terms of office shall be one year from January 1st to December 31st. **For the purposes of electing members-at-large the current years membership total shall be the determining number.**

PURPOSE: The current by laws were written when the club had far less members than the current active membership. This by law change would provide for the active membership to have greater representation on the board of directors and involve a greater number of members in the leadership process of the organization.

The 97-Year-Old Man Who Climbed into a Mustang and Drove it Away; Passion for Iconic Car Spans Half-a-Century

Source: ford.com



How to spend your 97th birthday? For Lennart Ribring the answer was easy. Behind the wheel of a unique and iconic sports car.

Born in 1919, when the Ford Model T had only been in production for 11 years, Lennart got his driving licence at the first opportunity, when he turned 18 in 1937. Now he has treated himself to a new Ford Mustang fastback.

Capable of 249 km/h (155 mph) and 0-100 km/h (0-62 mph) in 4.8 seconds, the race red sports car, takes pride of place on Lennart's driveway at his home in Stockholm, Sweden.

"My name is Lennart Ribring. I'm 97-years-old. I drive a 5.0-litre V8 Ford Mustang fastback and I'm really happy," he says in a video that captures the moment when Lennart picks up his new car from his local Ford dealership, takes his son Michael for a spin, and shows it off to granddaughter Emilia.

Lennart, who also enjoys sailing, was among the first people in the country to buy an original Ford Mustang in the 1960s. Now, more than 50 years later, it could be that he's one of the world's oldest Mustang drivers.

"I fell in love with the first Mustangs that came out and I have hardly thought about another car since. You felt a bit like king of the road," said Lennart. "I don't have long to live now, maybe. So, I want to take the opportunities I have to drive and have a little fun in life. This is the real thing."

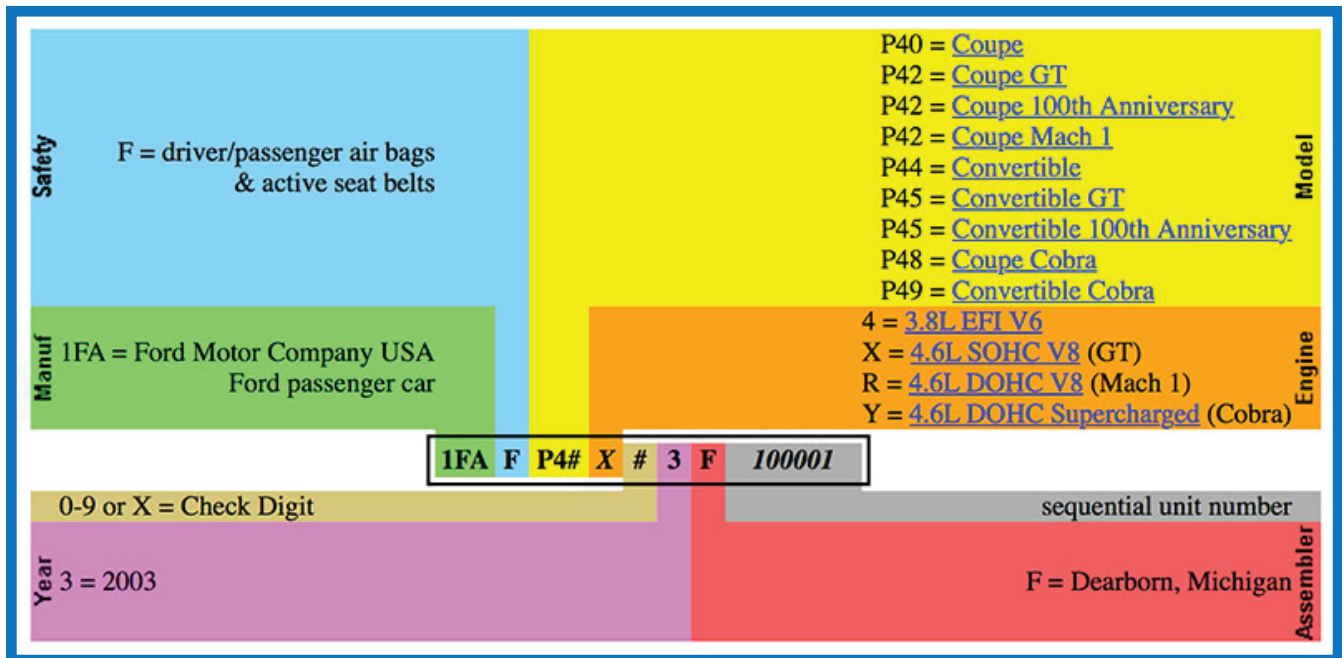
A retired businessman who still works part-time as an accountant, Lennart also has some wise words for those who plan on still being behind the wheel when they are approaching 100.

"I would encourage younger drivers to let their porridge cool down first," said Lennart. "Learn about a car properly before you drive it. You must always think about safety."

The new Mustang, the first to go on sale across Europe since the model was first launched in the U.S., in 1964, is available as a fastback or convertible, and with a 2.3-litre EcoBoost engine, as well as the 5.0-litre V8.

2003 Mustang VIN Decoder

Source: mustangattitude.com



In November 1993, the Mustang debuted its first major redesign in fifteen years. Code-named "SN-95" by the automaker for 1994–1998, it was based on an updated version of the rear-wheel drive Fox platform called "Fox-4." The new styling by Patrick Schiavone incorporated several styling cues from earlier Mustangs.[42] For the first time since 1974, a hatchback coupe model was unavailable.

The base model came with a 3.8 OHV V6 (232 cid) engine rated at 145 bhp (108 kW) in 1994 and 1995, or 150 bhp (110 kW) (1996–1998), and was mated to a standard 5-speed manual transmission or optional 4-speed automatic. Though initially used in the 1994 and 1995 Mustang GT and Cobra, Ford retired the 302 cid pushrod small-block V8 after nearly 30 years of use, replacing it with the newer Modular 4.6 L (281 cid) SOHC V8 in the 1996 Mustang GT. The 4.6 L V8 was initially rated at 215 bhp (160 kW), 1996–1997, but was later increased to 225 bhp (168 kW) in 1998.[43]

For 1999, the Mustang was reskinned with Ford's New Edge styling theme with sharper contours, larger wheel arches, and creases in its bodywork, but its basic proportions, interior design, and chassis remained the same as the previous model. The Mustang's powertrains were carried over for 1999, but benefited from new improvements. The standard 3.8 L V6 had a new split-port induction system, and was rated at 190 bhp (140 kW) 1999–2000, while the Mustang GT's 4.6 L V8 saw an increase in output to 260 bhp (190 kW) (1999–2004), due to a new head design and other enhancements. In 2001, the 3.8 L was increased to 193 bhp.[44] In 2004, a 3.9L variant of the Essex engine replaced the standard 3.8L mid year with an increase of 3 ft·lb (4 N·m) of torque as well as NVH improvements. There were also three alternate models offered in this generation: the 2001 Bullitt, the 2003 and 2004 Mach 1, as well as the 320 bhp (240 kW) 1999 and 2001,[45][46] and 390 bhp (290 kW) 2003 and 2004[47] Cobra.





OFFICIAL MERCHANDISE

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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.
Post Office Box 9864 • Fresno, California 93794-9864 • (559) 715-CVMC (2862)

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

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!

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ADDRESS CORRECTION REQUESTED

Website: www.cvmustang.org
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