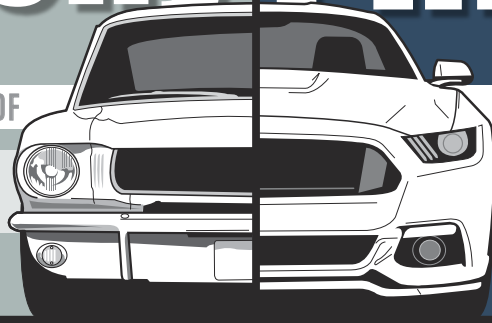


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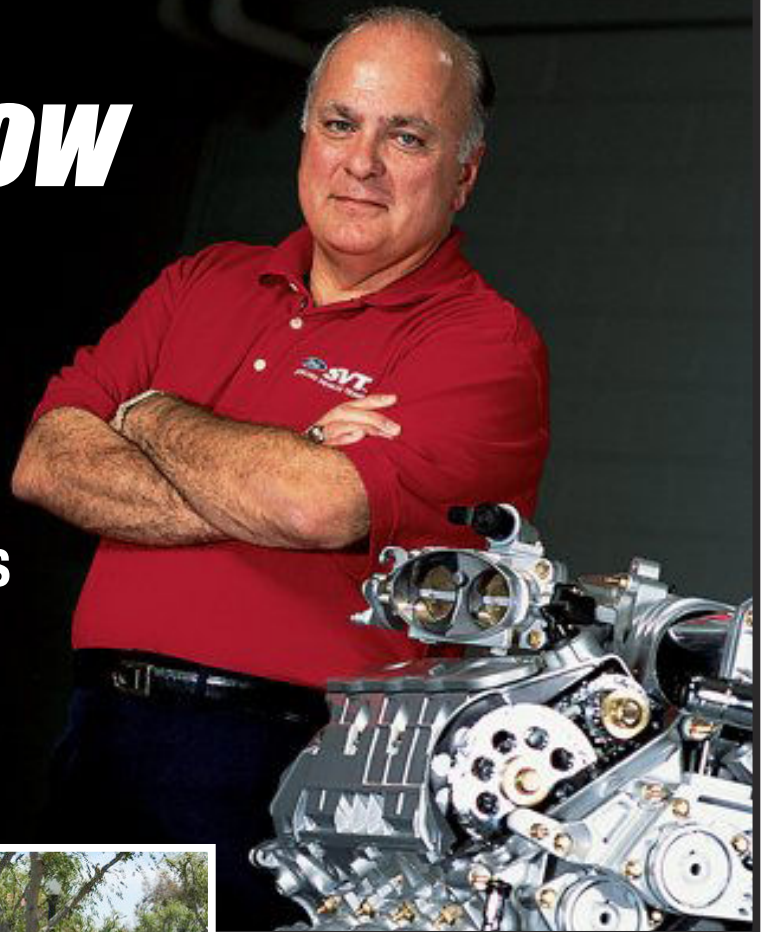
CENTRAL VALLEY MUSTANG CLUB



June 2017

***Do you know
who this
man is?***

**Saving the Mustang was
only the beginning**



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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

Ron Dupras • President 313-9042
Joseph Colvin • Vice President 285-7296
Karen Diaz • Secretary 224-2492
Doug Deffebach • Treasurer 917-4283

MEMBERS AT LARGE

Becky Bartee 276-7092
Chris Butterfield 731-6685
Cynthia Harvat 492-1117
Matt Lieb 557-7500
Jim Sanborn 246-6835
Greg Stewart 907-4724
Justin Salter 706-4046
Robert Whitley 877-4948

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP

Brandon Walker 323-2150

ACTIVITIES & PUBLICITY COMMITTEE

Mary Kokalis 229-3219

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 Chekerdemanian 906-7563

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Talk to a Member at Large

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Double Business Card Ad (1/4 Page)

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MONTHLY MEETINGS

Last Thursday of Each Month
YOSEMITE FALLS RESTAURANT
4020 N. Cedar Ave • Fresno, CA
Dinner: 6 PM • Meeting: 7 PM

PAST PRESIDENTS

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

PRESIDENTIAL RAMBLINGS



More good times ahead...

Where has the first have of 2017 gone? Seems like it slipped by like a flash of light!

In the next six months we have many activities ahead to enjoy. I can't thank Mary Kokalis enough for her years of involvement with activities and her excitement she has for our club. Mary has recruited some new help with activities to make sure the remaining part of the year is one to remember. If you have anything you would like to have added to the activities you can contact any of the board members or speak up during our meetings and we will get things added.

As the next six months unfold you will continue to hear me say "Get involved, engage in your club and enjoy the journey". I have been saying this for months... This is what drives us as an organization and with 116 members we should be able to accomplish anything we have set forth by being involved. We are closing in on the Central Valley Fallen Heroes Car Show and still have a lot of work to be done. Right now we have roughly 20-25 people who have been working hard and committed to the car shows success. Our club has a reputation that is growing around the community and among car club enthusiast of respect for the members interaction at events and the desire to give back to those who serve. Let's "knock their socks" off with a turnout of members who are actively involved.

I look forward to hearing from Dennis at the next car show meeting how members have been signing up to be involved with the show. That our members have engaged and ready to enjoy the journey and success to showing appreciation to our first responders / fallen heroes.

Although we have a reservation for our Christmas party at the Old Spaghetti Factory if anyone has another location in mind please send your ideas forward so we can look into options. We need to act quickly on this as reservations will need to be made. Any suggestion we get by July 3rd will be worked for suitability. If any are feasible a message will be sent to the members asking for a response on committing to a new venue or staying with our current location. A decision will be made on the responses to the message sent.

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

Ron Dupras
CMVC – President 2017

FROM THE EDITOR



Recently came across this article and was wondering, **what's your reason...?**

Six Reasons to Own a Ford Mustang

Few cars hold such a memorable place in American culture and stir up as much passion as the Ford Mustang. The impact of the Mustang goes far beyond the 9-million-plus cars sold in 50 years of continuous production. It has made countless appearances in film, television, and video games. It is also the most "liked" car on Facebook. Whether you are a long-time owner of a classic Mustang or you are looking to purchase the recently redesigned model, here are six reasons to own a Ford Mustang:

History: On April 17, 1964, the world's first American affordable sports car was introduced by Ford Motor Company at the 1964 World's Fair in New York. The Mustang is the second-longest-running sports car in the U.S.

Making Mustang Friends: Similar to the motorcycle community, Mustang owners are a tight-knit group. Ford estimates that there are more than 250 Mustang enthusiast clubs around the world.

Affordability: While one would have to pay upwards of six figures to purchase such exotic sports car nameplates as Ferrari and Lamborghini, what makes the Mustang so appealing to the masses is that you can have the great performance that you would expect out of a sports car at a much lower cost.

Driving Enjoyment: Put simply, the Ford Mustang is a very fun car to drive. Whether it for driving to work, going out at night, or cruising around on winding country roads on a weekend drive, you will benefit from endless hours of driving ecstasy while behind the wheel of a Mustang.

Variety of Mustang Models: While some vehicles are limited to just a few models, the Mustang is full of tremendous variety. This includes such models as the Mustang Convertible, Mustang GT, V-6 Mustang, Shelby Mustang, and the Cobra Jet.

Car Shows: Ownership of a Mustang is a surefire ticket to a car show, not only as a spectator, but also as a participant. Mustang car shows, held all over the world, are a fun way to network and see other amazing Mustang models.

For an exceptional driving experience at an affordable price, the Ford Mustang has few equivalents. If you are interested in experiencing this iconic automobile yourself, we encourage you to get in touch with us here at Matt Ford. We can show you all the features of the recently redesigned Mustang and get you behind the wheel of this spectacular car. Also, be sure to check back here on the Matt Ford blog as the fall season approaches for the release of the 2016 Ford Mustang.

Garro Chekerdeman
CVMC - Newsletter Editor

Recipe of the Month

July 4th S'mores Dip

Submitted By: Carla Chekerdemian



Ingredients:

- 4 sheets hershey's chocolate
- 19 marshmallows
- 1 c. water
- 1 c. red, white, and blue sanding sugar
- Graham crackers, for serving

Directions:

- 1) Preheat oven to 450°.
- 2) In a square glass pan, place a layer of Hershey's to cover the bottom of the pan.
- 3) Dip 5 marshmallows in water and roll them in blue sanding sugar. Place on parchment paper to dry.
- 4) Repeat this process to make 6 red marshmallows and 8 white marshmallows.
- 5) Using kitchen shears, cut each marshmallow in half.
- 6) Place marshmallows cut side down on the chocolate to form a flag.
- 7) Bake for 8-10 minutes and serve with graham crackers.

BIRTHDAY Wishes to...

JUNE

- Jun 3* Justin Salter
Jun 3 Ron Coppola
Jun 8 Becky Bartee
Jun 13 Robert Grant
Jun 17 Stephen Butterfield
Jun 19 Mary Kokalis
Jun 21 Sue Logoluso
Jun 24 Steve Wilson
Jun 27 Carol Bandy

Be sure to check out



www.cvmustang.org

Events - Calendar - Pics
Newsletter - Merchandise



Don't Hit the Road Just Yet – Important Summer Driving Tips to Keep in Mind

School is out, the heat is on, and the time for summer road trips has officially arrived. While some may stay close to home and others will venture across the state, California's roads are sure to be bustling in the coming months. The California Office of Traffic Safety would like to remind all drivers to plan ahead, stay safe and make smart choices when preparing for summer travel plans – no matter where they may take you. Here are a few important tips to keep in mind before hitting the road:

Plan Ahead

- Plan your route, estimate your travel time and make others aware of your plans prior to hitting the road.
- Be prepared for unforeseen delays, including roadwork or detours.
- Look into road conditions prior to the start of your trip. To view real-time highway conditions, **visit www.dot.ca.gov**.

Check Your Vehicle

- Inspect your tires (including the spare) for good tread and proper inflation.
- Confirm that your A/C is working properly, and thoroughly check your vehicle's engine, battery, fluids, hoses and belts.
- Clean the windows (inside too) to ensure optimal visibility, and be sure to test all lights and wipers.
- Always consider a simple inspection by a qualified technician if you're unsure of your vehicle's condition. Just a few dollars upfront can prevent costly expenses later, in addition to providing reassurance and a safe arrival to your destination.
- Don't forget to assemble an emergency roadside kit. For a list of what to include, **visit www.ots.ca.gov/roadside_emerg_kit.asp**.

Make Safe Choices

- Always avoid performing a tire change or repair work on a freeway shoulder. If possible, exit the highway and move out of traffic lanes.
- If you think you may be consuming alcohol at any point, ALWAYS plan ahead and designate a sober driver.
- Do not hesitate to call 911 if you see a drunk or dangerous driver on the road. Using your cell for this is legal and encouraged.

Keep Passengers in Mind

- Ensure young passengers are using the correct child seat, and confirm that it is installed correctly. **Visit www.ots.ca.gov/Child_Passenger_Safety.asp** prior to the start of your trip for car seat safety and installation tips.
- Remember to plan ahead to keep children occupied and the driver focused. Pack plenty of snacks, toys, books or DVDs to keep them busy, and cool drinks in preparation for the heat.
- Don't forget to keep children under 12 in the backseat.
- NEVER leave a child alone in a vehicle, even with the windows open. A parked vehicle can reach 120 degrees inside when outside temperatures are only in the 80s.

Stay Focused

- Do not text, talk, "app", or adjust your cell phone GPS while driving. Anything beyond one tap or swipe is against the law and dangerous.
- Allow enough time to stop for breaks, food or just time to rest. Consider switching driving duties with a passenger if you begin to feel tired or fatigued.

*For more summer driving tips, or to learn more about other OTS efforts, **visit www.ots.ca.gov**. The California Office of Traffic Safety wishes you a fun, memorable and safe summer!*

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FOR MORE INFO & ONLINE REGISTRATION VISIT : www.cvfallenheroes.com

5 Cars The New GT350R Blows Away

The Mustang GT350R might be a track machine, but it's pretty fast in a straight line, too.

By: Brett Foote

Source: themustangsource.com



1. Dodge Challenger R/T Scat Pack

The Mopar boys have a lot to be proud of these days as Dodge continues to crank out cars that are seriously fast in a straight line. One of them is the Challenger R/T Scat Pack, a car that slots in below the mega expensive Hellcat and Demon. It packs a 392 ci Hemi engine that produces 485 hp and 475 lb-ft of torque. That's good enough to propel the Scat Pack to 60 miles per hour in 4.3 seconds, and it finishes the quarter mile in 12.7 seconds. Those are no doubt impressive numbers, but not good enough to top the GT350R's 3.9 second 0-60 time and 12.5 second quarter mile run. And if you happen upon a corner, the Mustang will simply walk away from the one-trick pony Dodge.

2. BMW M3

BMW's M3 is one of the most iconic performance cars in history, setting the standard for all performance sedans that have followed in its path. In its most current form, the M3 packs a twin-turbo, 3.0 liter inline six cylinder engine producing 444 horsepower and 406 lb-ft of torque. But this performance icon can't hang with the GT350R, as it takes 4.0 seconds flat to hit 60. Keep going, and the M3 matches the Mustang with a 12.2 second quarter mile. So we'll call that one a driver's battle. But if you hit the curves, the Mustang's 1.10g skidpad rating blows away the Bimmer's 0.98.

3. Callaway Chevrolet SS SC570

Chevy tried (and failed) to resurrect the Super Sport designation on a four door sedan with the appropriately named SS. In stock form, the SS produces 410 hp from its 6.2 liter V8. But legendary tuner Callaway took the hot sedan and added even more juice, squeezing 570 hp out of the V8 thanks to a supercharger, intercooler, bigger injectors, exhaust, and intake. All of that results in a 0-60 run of 4.5 seconds and a quarter mile run of 12.4 clicks. Which of course means that even the hottest SS available will only see taillights if it goes up against the GT350R.

4. Dodge Charger SRT 392

Much like the Challenger R/T Scat Pack, the Charger SRT 392 represents a more affordable alternative to the Hellcat and Demon. And also like the Scat Pack, it packs a 392 ci Hemi producing 485 hp and 475 lb-ft of torque. That's good enough for a 4.3 second 0-60 time and a 12.4 second quarter mile. But once again, if you want to beat the GT350R in a drag race, you'll need to find the extra cash for one of the stouter Mopars.

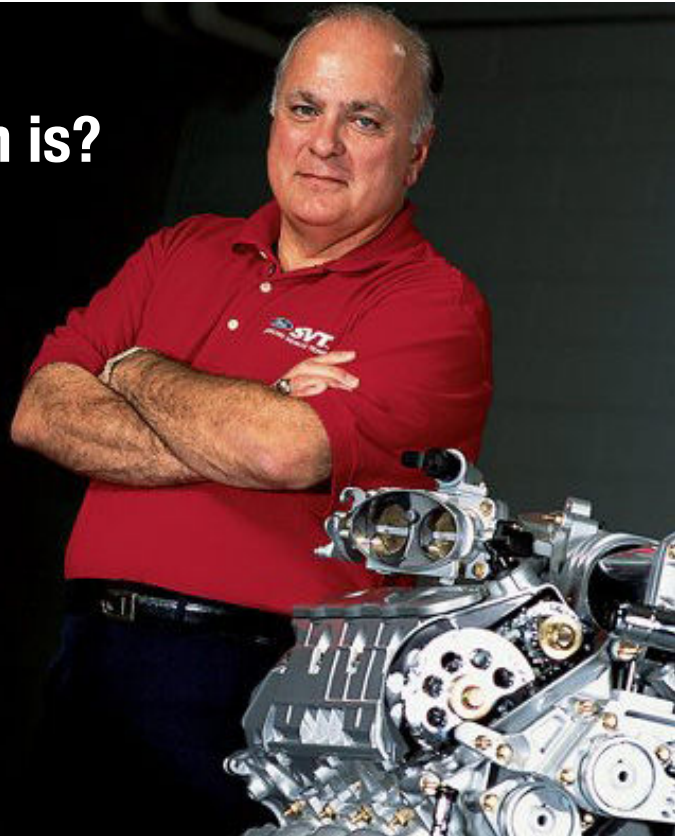
5. 2010 Mustang GT500 Shelby Super Snake

Just for fun, we thought we'd compare the track focused GT350R to one of its straight line focused forefathers - the GT500 Shelby Super Snake. To show you just how far we've come in only a few years, of course. The Super Snake needs a whopping 725 hp to achieve a 4.0 second 0-60 run and 11.8 second quarter mile. Who would have thought, that only seven years ago, we'd be able to buy a track Mustang that can hang with this beast in a straight line? That's what we call progress.

O. John Coletti : Do you know who this man is? You should

Saving the Mustang was only the beginning

By: Daniel Strohl
Source: *Hemmings Muscle Machines*



Managing Ford's fuel-economy goals, while a top management position in the venerable company, didn't exactly fit with O. John Coletti's automotive leanings.

Growing up near the Motor City, Coletti had engines on the brain. After graduating from high school, he ran a Hemi-stuffed 1964 Plymouth Fury in SS/D Automatic classes. "It wasn't very competitive because we didn't have money at the time," he said. "But it was all we could do and we enjoyed it."

And later he built a 1968 AMX for street racing. So, when he graduated from Wayne State University with an engineering degree, he knew he wanted to work in the auto industry and landed with Ford. Aside from a one-year stint standing up to A.J. Foyt and attending USAC races as Ford's main Autolite engineer, though, nothing he had done at Ford--working in the stillborn rotary, turbine and Programmed Combustion programs--had quite connected with his gearhead intentions.

But about 1988, Ford made Coletti the design manager for the Tempo, the Escort and the Mustang. One caveat, though: Ford planned to axe all three cars. The United Auto Workers union had arranged a reprieve for the Mustang through the 1993 model year, but all bets were off afterward.

"The Mustang really was scheduled to die," Coletti said. "But at some big meetings, I made the point that the car that was supposed to replace the Mustang wasn't really a Mustang. The real issue was that the program we liked we couldn't afford, and the program we could afford, we didn't like."

"So (Executive Vice President Alex) Trotman got word and came over to me and said, 'O.K., wise guy, put a team together and come up with something better.' I figured, why not? They expected me to fail, so the worst that could happen is that I met their expectations."

Team Mustang instead succeeded when they brought to market the 1994 Mustang, code-named SN95 and eliminated any rumors of the pony car's impending demise. That success led Ford, in 1994, to ask Coletti to replace John Plant at the helm of Ford's Special Vehicles Team, the successor to the defunct SVO division that, up to that point, had only released the four-cylinder Mustang SVO, the first-generation Lightning, the Fox-body Cobra and the 1993 Cobra R.

"At first, I didn't want the job," Coletti said. "I didn't think they were doing anything of any consequence. But the third time they asked me, they said I didn't have a choice in the matter. They never told me what to do. They just said, 'You know what you want to do, so go do it.'"

He first decided to take on another Cobra R. "The 1993 Cobra R was not successful against the Camaros in racing, so I asked how we were expected, with only a 5.0-liter engine, to go against a 5.7? I figured there was only one way, to make it a 5.8, so the 1995 Cobra R was the first Mustang in 20-something years to have a 351 and also the first production application of a fuel cell. And we kicked the sh-- out of the Camaros."

Coletti next took on the Lightning. Though it sold well its first year out, by 1995, sales had dropped sharply, enough for Ford to cancel it. "My first impression of that truck--and I form opinions pretty quick--is that I'd never driven anything as plush and as powerful," he said. "I went out to truck shows and talked to the enthusiasts, who told me they loved the Lightning. But the truck guys at Ford concluded that because the Lightning didn't sell there was no market. I argued that wasn't the case--that people didn't want to buy it because they didn't like it."

"I know that enthusiasts are smart people. You cannot pull the wool over their eyes. Like Chevrolet's 454SS pickup--the expectations for that were huge, but it was a real dog in the end. So I figured what we ought to do with the next Lightning is give the people a great product."

Thus, a supercharged 360hp 5.4-liter V-8 replaced the naturally aspirated 240hp 5.8-liter V-8 when the second-generation Lightning came out in 1999.

In his time at SVT, Coletti said he came to regard enthusiasts separate from the mainstream auto buying public. "I would say the enthusiasts make up about 8 to 10 percent of our customers," he said. "The other 90 percent are buying cars for utilitarian transportation; they're making a cerebral decision when buying cars. But the enthusiasts have to make a visceral decision. To him, it's not a want, it's a need. A vehicle is a part of his life, his character. And it's the satisfaction of the product that gets him to buy, not whether he gets the best deal."

Not surprisingly, Coletti took the SVT customers seriously. "Once we sold a

car, we wanted to continue that relationship with the customer," he said. "Tom Scarpello, he was the SVT marketing manager, and he really built a relationship with the enthusiasts that was nonexistent before we came in. He made them feel like part of an exclusive club."

Coletti said he had planned to retire a little earlier than he did (January 2005), but Bill Ford asked him to do something spectacular for the company's centennial—something like the resurrection of the iconic Ford GT. "I said again that even if I should fail, I'd be no better off than if I didn't try it," Coletti said. "And when I had that chance to put that notch in my belt, I wouldn't pass that up." Some 26 months later, Ford delivered the first GT.

He won't say, though, which vehicle he developed during his tenure at SVT was his proudest accomplishment. "I'd have to say building SVT into a standalone business, growing it out of nothing, really, that was my proudest accomplishment," Coletti said. "The cars were the notches in the belt, but having the belt, that's what was important."

Production Vehicles Programs under Mr. Coletti's leadership include:

- 1991 Mustang Feature Car
- 1992 Mustang Feature Car Yellow w/Chrome Wheels
- 1992 Mustang Feature Car Monochromatic White
- 1994 SN95 Mustang
- 1994 Mustang Indy Pace Car
- 1995 Mustang Cobra R "351W"
- 1998 SVT Contour
- 1999 F150 SVT Lightning
- 2000 Mustang Cobra R "5.4L-4V"
- 2002 Focus ST170 (European Market)
- 2002 SVT Focus "Piranha"
- 2003 SVT Cobra "Terminator"
- 2004 Ford GT "Petunia"

Concept Vehicle Programs that were developed, but never saw production include:

- 1993 Mach III Mustang
- 1994 BOSS 10L Mustang
- 1995 Ford GT90
- 1995 Mustang CJ-R
- 1996 Contour "Profile"
- 1996 Taurus SHO Station Wagon "Gumby"
- 1996 SVT Thunderbird
- 1997 Mustang Super Stallion
- 1998 Escort CT120 Turbo
- 1998 Ranger "Lightning Bolt"
- 1998 Supercharged Thunderbird
- 2000 SVE Ford Focus "Irene"
- 2005 SVT Lightning "Tomcat"
- 2006 SVT T/C Focus "Panama"
- 2006 SVT Mustang Cobra "Condor"



1993 Mach III Mustang



1994 BOSS 10L Mustang



1995 Ford GT90



1997 Mustang Super Stallion



Multi Club Pony Run to Harris Ranch





Multi Club Pony Run to Harris Ranch



thanks for a great time!

Ford Mustang in the Movies

Lights, Camera, Mustang!

Source: *thoughtco.com* and Ford Motor Co.

For more than 50 years, the Ford Mustang has become a staple of American muscle car culture. With its sporty exteriors and powerful engines, it's no wonder movie producers and directors have selected to feature the car in numerous films and television programs.

Actors such as Steve McQueen, Will Smith, Jack Nicholson, Sean Connery, and Nicolas Cage have all saddled up to a Ford Mustang on film.

In fact, many of these actors liked the car so much that, when filming was over, they opted to include a Ford Mustang in their garage at home. In a celebrity driven world in which BMWs, Mercedes-Benzs, Hummers, and Cadillac Escalades all seem to rule the roost, it's great to see these folks haven't lost sight of pony-car pride.

A STAR IN MORE THAN 500 MOVIES

In all, Ford Motor Co. estimates that more than 500 movies, and hundreds of television programs, have included a Ford Mustang since the car first appeared in April of 1964. "Mustang has had the most roles of any Ford vehicle, and there are no competing cars that come close," said Bob Witter, of Ford Global Brand Entertainment (FGBE), the Ford office in Beverly Hills that works to "cast" Ford-branded vehicles in movies, television and other entertainment media. "From a product placement perspective, Mustang is the gift that keeps giving and giving."

Spend a weekend in front of the tube and you'll know what Witter is talking about. For instance, I recently spotted the Ford Mustang in more than five movies over the course of a single weekend. The movies included *Back to the Future II*, *I Am Legend*, *K-9*, *American Gangster*, and my all-time favorite, *Bullitt* featuring the rough and tough Lt.

Frank Bullitt. The chase scene in this movie was so popular that, in 2001, Ford created a limited-edition tribute Mustang, named Bullitt. The limited-edition Mustang returned in 2008 and 2009.

"The Mustang set off a revolution almost to the level of the Model T in terms of making a cool sports car affordable to the average person," said Witter. "When you were driving a Mustang, you were special. You were noticed. You stood out. And today the Mustang delivers the same attributes."

In a press release issued by the company, Ford said, "In some movies, the Mustang is cast as the ideal aspirational vehicle for one



Ford Mustang in the Movies

of the characters, such as in the 2007 film *The Bucket List*, starring Jack Nicholson and Morgan Freeman. Given only a few months to live, Freeman's character lists 'Drive a Shelby Mustang' as one of the things he longs to do before he kicks the proverbial bucket. And in the recently released film, *Race to Witch Mountain*, a Mustang Bullitt plays an integral role in the plot. Dwayne 'The Rock' Johnson's character fantasizes about owning the 'car from Bullitt,' and at the end of the film his dream comes true."

The following are a few of the many movies featuring Ford's longstanding pony car:

Goldfinger (1964) – This Bond film gets high Mustang marks for being the first movie to show off Ford's new sporty car, a white 1964½ convertible driven by a beautiful woman assassin. After a brief chase in the Swiss Alps, Sean Connery in his Aston Martin DB5 borrows a trick from a chariot racer in *Ben Hur* to shred the Mustang's tires and its rocker panel.

Bullitt (1968) – Steve McQueen is the hardened police detective who drives a 1968 Mustang GT390 in a nine-minute, 42-second car chase against killers in a black Dodge charger through the hilly streets in and around San Francisco.

Diamonds Are Forever (1971) – Reprising his role as James Bond, Sean Connery eludes police pursuit in a red 1971 Mustang Mach I fastback on two wheels to squeeze down a narrow alley in downtown Las Vegas. The car tilts up on the passenger side wheels entering the alley and exits the alley on the driver's side wheels, a pretty neat trick.

Gone in 60 Seconds (1974) – For slam bang action, it's hard to beat this B-movie about an insurance-man-turned-car-thief forced to steal 48 cars which have been given women's names to foil eavesdroppers. The second half of the movie is a 40-minute car chase that destroys 93 cars, leaving the getaway vehicle, an orange 1973 Mustang Mach I much worse for wear.

Bull Durham (1988) – Kevin Costner is the fading ballplayer in this sports comedy love triangle with Susan Sarandon and Tim Robbins. Since Costner's character once tasted glory for a brief time in the major league's "show," it's only fitting that he picked up a 1968 Shelby Mustang GT350 convertible along the way.

True Crime (1999) – Clint Eastwood plays a reporter with a messy personal life who gets one more chance to get it right after something doesn't add up in the case of a Death Row inmate facing imminent execution. His car matches the man – a 1983 Mustang convertible with more than a few miles on it.

Gone in Sixty Seconds (2000) – In this remake of the earlier film, retired car thief Nicolas Cage has to boost 50 cars in 24 hours to save his kid brother from killers. The ultimate prize is Eleanor, a

silver and black 1967 Shelby GT500 styled by car builder Chip Foose. The original script called for Eleanor to be a Ford GT40 but getting a fleet of those to thrash around would have been a little too pricey.

The Princess Diaries (2001) – The lovely Anne Hathaway stars as Mia, an awkward 15-year-old who learns that she's actually a princess by her royal grandmother, played by Julie Andrews. Initially, all Mia wants to do is stay unnoticed at school and get her 1966 Mustang fixed up in time for her 16th birthday.

Hollywood Homicide (2002) – Josh Hartnett and Harrison Ford star as detectives in this action "dramedy." Their car of choice? A 2003 silver Saleen S281 supercharged Mustang. The chances a cop could afford a \$63,000 car on his salary?

Pretty slim, even in Beverly Hills.

Cinderella Story (2004) – An unpopular girl, played by Hillary Duff, is exploited by her wicked stepmother. She loses her cell phone instead of a glass slipper at the ball, but she gains a prince. Her car of choice: a sky blue 1965 Mustang convertible.

I Am Legend (2007) – Years after a plague kills most of humanity and transforms the rest into monsters, the sole survivor in New York City, played by Will Smith, struggles valiantly to find a cure. Smith's co-star in the movie? A red and white Shelby GT500 Mustang.

When asked what accounts for Hollywood's fascination with the Mustang over the past 45 years, Witter responded, "It's all-American. It's a sports car. It's fun. It's fast. Mustang makes that kind of statement, and it has been engrained into the American psyche since 1964."

*A star in more than
500 movies*



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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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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)