



the **pony**

OFFICIAL MONTHLY PUBLICATION

**PRESS**

October 2015

# ***Fifth-Generation Evolution***



***Behind the creation of the Popular Pony***



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all over  
the place



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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 |
|--------------|----------|

### ACTIVITIES & PUBLICITY COMMITTEE

|              |          |
|--------------|----------|
| Mary Kokalis | 229-3219 |
|--------------|----------|

*Suggestions for activities should be directed to the Activities Committee.*

### CALLING COMMITTEE

|              |          |
|--------------|----------|
| Mary Kokalis | 229-3219 |
|--------------|----------|

### CO-WEBMASTERS

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

### CHARITY COORDINATOR

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

### NEWSLETTER EDITOR

|                  |          |
|------------------|----------|
| Garo Chekerdeman | 906-7563 |
|------------------|----------|

### 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! I see that it's almost November which means that one of my favorite events of the year is right around the corner: the Veteran's Day Parade. Initially known as Armistice Day to honor the veterans of World War I, in 1954 it was changed to Veteran's Day to honor all of America's veterans. It's celebrated with parades and other events all across the nation from the biggest of cities to the smallest of towns. In Fresno we have the biggest parade on the west coast and are the only parade to be seen around the world on the Pentagon Channel.

Being a part of this event is really an eye opening experience. To see all of the people, not just veterans, who are involved both in organizing and participating is really great. With all of the bands, floats, car and motorcycle clubs, veterans and other civic groups and more there were over 10,000 people marching in last year's parade. To be able to participate in it is really an honor not to be missed. And it's a lot of fun! If you haven't already signed up to go you should do so and soon. I'll have more details at the meeting and when they become available.

In other news we don't seem to have slowed down much. In the last month we've attended a really cool show out at the National Guard base and had our annual club picnic at the park out in Kerman. We went to the Hot Rod & Customs show in Mariposa, the Susan G. Komen Race for the Cure here in Fresno and some folks even went down to Long Beach for their Ponies in the Park show.

Next month we have the Toys for Tots show, the Veteran's Day Parade, Brandon's Beach Run over to Pismo and our annual Turkey Shoot (no actual turkeys will be shot, if they're lucky!).

We're doing nominations for the members of next years board of directors so you need to come to the meeting or you might just get nominated for something! And don't forget that the meeting in November is a week early on the 19th because of Thanksgiving.

That's all I've got for now so drive carefully and I'll see you at the meeting! Happy Mustanging!

**Jim Sanborn - President**

## FROM THE EDITOR



I don't know about you guys but I have had some serious fun the last few months. I have been able to attend more events and to top it off, been able to take the Mach to these events.

So on that note and not much else to say, I'll go listen to the anthem for the Mach, "I'm In Love With My Car" by the band Queen.

*The machine of a dream, such a clean machine,  
With the pistons a pumpin', and the hubcaps all gleam.  
When I'm holding your wheel,  
All I hear is your gear,  
When my hand's on your grease gun,  
Oh it's like a disease son,  
I'm in love with my car, gotta feel for my automobile,  
Get a grip on my boy racer rollbar,  
Such a thrill when your radials squeal.*

*Told my girl I just had to forget her,  
Rather buy me a new carburetor,  
So she made tracks sayin' this is the end now,  
Cars don't talk back they're just four wheeled friends now,*

*When I'm holding your wheel,  
All I hear is your gear,  
When I'm cruisin' in overdrive,  
Don't have to listen to no run of the mill talk jive,*

*I'm in love with my car, gotta feel for my automobile,  
I'm in love with my car, string back gloves in my automolove!*

**Garo Chekerdemian - Editor**



## Recipe of the Month

### Moist Pumpkin Bundt Cake Recipe

Submitted By: *Carla Chekerdemian*



#### TOTAL TIME:

Prep: 10 min.

Bake: 1 hour + cooling

Makes: 12-16 servings

#### Ingredients:

- 2-1/2 cups sugar
- 1 cup canola oil
- 3 eggs
- 3 cups all-purpose flour
- 2 teaspoons baking soda
- 1 teaspoon ground cinnamon
- 1 teaspoon ground nutmeg
- 1/2 teaspoon salt
- 1/4 teaspoon ground cloves
- 1 can (15 ounces) solid-pack pumpkin
- Confectioners' sugar

#### Directions:

1. Preheat oven to 350°. In a large bowl, combine sugar and oil until blended. Add eggs, one at a time, beating well after each addition. Combine flour, baking soda, cinnamon, nutmeg, salt and cloves; add to egg mixture alternately with pumpkin, beating well after each addition.

2. Transfer to a greased 10-in. fluted tube pan. Bake 60-65 minutes or until toothpick inserted near the center comes out clean. Cool 10 minutes before inverting onto a wire rack. Remove pan and cool completely. Dust with confectioners' sugar.

## BIRTHDAY Wishes to...

#### OCTOBER:

- Oct 1 Paul Jon Zischka
- Oct 2 Georgina Grant
- Oct 8 Ron Deubner
- Oct 10 Tara Spagnola
- Oct 15 Dave Ward
- Oct 20 Rafael Cabrera
- Oct 22 Alyssa Medlock
- Oct 26 Don Hobbs
- Oct 28 Dennis Harvat
- Oct 31 Joshua Diaz

## Be sure to check out

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

Welcome >

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[www.cvmustang.org](http://www.cvmustang.org)



# Annual CVMC Picnic

*Pics By: Garo Chekerdeman*



Once again a great turnout for our annual Club Picnic. This year we celebrated our 26th year with the usual amount of fun and food. Though the weather was a bit on the warm side, we had the great air conditioned clubhouse to hang out in.



# The Evolution of the Fifth-Generation Ford Mustang

Source: [www.ford.com](http://www.ford.com)



As the end of the last millennium approached, computer programmers everywhere scrambled to make sure the world wouldn't go dark when clocks ticked over to Jan. 1, 2000, and designers at Ford again turned their attention to the future of Mustang.

After a near-death experience a decade earlier when the Mustang name was very nearly applied to a front-wheel-drive coupe that ultimately became the Ford Probe, the pony car gained a new lease on life with the success of the fourth-generation car that debuted as a 1994 model. Yet despite being extensively reengineered from the third-generation "Fox-body" Mustang, the fourth-generation car, code-named SN95, was at its core a 20-year-old platform by 1999.

It was clearly time to move Mustang to a new platform in order to remain competitive in the 21st century automotive market. After twice considering a front-wheel-drive architecture before producing the SN95, the powers that be heard the message from the Mustang faithful.

Then-Chief Nameplate Engineer Hau Thai-Tang was tasked with leading the development team for the fifth-generation Mustang, known internally as S197. The look of the new car would be the responsibility of J Mays, who had succeeded Jack Telnack as Ford's global vice president of design in 1997.

With the acknowledgement the new Mustang would undoubtedly be rear-wheel drive, the question arose of what platform to use. The only rear-wheel-drive platforms available in the Ford lineup were the full-size Panther platform used for the Crown Victoria and the midsize DEW98, which underpinned the just-launched Lincoln LS and the upcoming 2003 Thunderbird roadster.

Based on the size of the car, the DEW98 was the obvious starting point for a new Mustang. One of the longtime complaints against Mustang in terms of the car's dynamics was understeer caused in part by a less than ideal weight distribution that put about 57 percent of the weight over the front wheels.

In 1999, Ford Racing built a pair of Mustang FR500 demonstrators to showcase the then-new 5.0-liter "Cammer" crate engine. In addition to the twin-cam V8 engine, these demonstrators were further set apart from the conventional SN95 Mustang GT by a five-inch wheelbase extension that shifted the front axle forward relative to the engine. The handling benefits of the FR500's longer wheelbase led the S197 team to adopt a six-inch-longer wheelbase for the next Mustang, which brought front weight bias down to just 54 percent.

After largely abandoning traditional design cues in the 1979 third-generation model, longtime Mustang design elements began to reappear on the 1994 SN95 with the incorporation of tri-bar taillamps, side scoops and the galloping horse in the grille.

In an increasingly crowded automotive landscape, Mays believed cars needed a distinct look in order to stand out and grab car buyers' attention. A car needed to clearly exhibit its design DNA, and by this time Mustang had plenty of heritage to tap into.

"When you're designing a new Mustang, you're the steward of 40 years of automotive history," said Mays in 2004, when the fifth-generation Mustang debuted. "If you don't get it right, you've got 8 million Mustang fans to answer to."

Design is often constrained by the mechanical hard points that are integral to the functionality of the car. In the case of the new Mustang, the decision to go with a longer wheelbase actually turned into a major benefit for the car's appearance. The relatively short wheelbase of the SN95 meant it had somewhat stubby proportions compared to the first-generation Mustang of the 1960s. While it was clearly a front-engine, rear-wheel-drive machine, it didn't really exhibit the long-hood, short-rear-deck proportions traditionally associated with sports cars.

The 107.1-inch wheelbase of the S197 gave the designers room to literally stretch the car, in addition to the dynamic benefits it provided.

"We wanted to capture the essence of the car," said Mays. "We looked at what made the best Mustangs good and the lesser Mustangs not as good."

By the second half of 1999 and into early 2000, designers were sketching a wide array of different themes, most of which incorporated Mustang DNA in some way but that didn't necessarily resemble a Mustang.

Many of the proposals incorporated variations of the "New Edge" design language that first appeared on the 1995 Ford GT90 concept and later made it to production on the 1999 Mustang, 1998 Mercury Cougar and 2000 Focus. When combined with the S197 proportions, the result was often quite brutal-looking.

Even with a forward-leaning grille, side scoops, fastback greenhouse and tri-bar taillamps, most of these proposals just didn't capture the iconic look of Mustang.

Eventually, themes started to emerge that harkened back to some of the most admired Mustangs of the 1960s. Standing in isolation, these cars exhibited the sculpted flanks, set-back bucketed headlamps, forward-leaning grille, fastback 2+2 profile and, of course, tri-bar taillamps in various forms.

However, when set next to vintage Mustangs, the S197 was clearly a more contemporary design with a rising beltline that gave the car a near-wedge profile. Mays called the effect "retro-futuristic." At first glance, the S197 was immediately recognizable as a Mustang, with a very strong connection to the 1967-68 models in particular, but it also had contemporary elements.

Despite inclusion of classic Mustang cues, it was a relatively clean design. Its faired-in bumpers and absence of chrome made the new car distinct from earlier Mustang models. Relative to its immediate predecessor, the SN95, S197 had a much more integrated look, the pieces seemingly incorporated organically rather than forced on.

At the same time the design team was refining the sheetmetal, Thai-Tang's engineering team was evolving the platform. While it may have started as a derivative of DEW98, by the time it was complete little more than part of the floorpan and transmission tunnel were left. For the first time since its 1964 debut, Mustang actually had its very own platform in S197, one not shared with any other car in the Ford family.

In 1963, Ford took a prototype first-generation Mustang and modified it to create the Mustang II concept, giving the world the first preview of the design direction for the production car that would arrive less than a year later. In 2003, Ford repeated that process, creating two concepts, a coupe and a convertible that previewed the production model that debuted at the 2004 North American International Auto Show in Detroit.

Since going on sale in the fall of 2004, the fifth-generation Mustang has spawned several special editions including the 2008-09 Mustang Bullitt, 2012-13 Mustang Boss 302 and the supercharged Mustang Shelby GT500 that has been available since 2007.

The world didn't end on Jan. 1, 2000, and the fifth-generation Mustang has proven to be a huge success, selling more than 1 million copies by the car's 49th birthday on April 17, 2013.



*This very early sketch bears many of the hallmarks of 1990s design with what appears to be a very cab-forward layout and steeply sloping hood. From this angle it looks more likely to have a mid-engine layout than the classic front-engined Mustang.*



*Combining lines reminiscent of the 1960s Shelby Cobra Daytona coupe with Mustang cues including the side scoops, and GT500-style central driving lamps, this theme would have been a very different take on retro design.*



*An early computer rendering that looks like a heavily modified 4th generation Mustang with the longer wheelbase first seen on the 1999 Ford Racing FR500 demonstrator. A forward-leaning shark-nose grille and side hockey-stick similar to the production 2005 model.*



*The overall shape of the 2005 Mustang front fascia is now near final by late 2001 although this clay model still has large round headlamps with turn signals integrated. By production the turn signals would move into the bumper.*



# Air National Guard Car Show

Submitted & Pics By: Mary Kokalis



A great time was had by all at the National Guard Car Show today. Even though it rained we still had 11 Mustangs and 4 more Mustangs were there, it was inside a hangar so nice and dry. There was a nice array of different cars and very nice people.. A big Thank You to the National Guard for the delicious food.



## 2015 Ford Mustang V-6

*Renters never had it so good.*

By: Mike Sutton

Photos By: Marc Urbano



A rear-drive sports coupe for less than 25 grand is a rare and alluring thing. But Ford's marketing neglect of the base Mustang in favor of the new EcoBoost four-cylinder relegates the V-6 to the clearance rack. In addition to having the latest pony car's revised chassis, which includes a new independent rear suspension and impressive overall refinement, this V-6 coupe is the lightest of the new Mustangs we've tested. At 3588 pounds, it weighs 100 pounds less than the EcoBoost versions we've driven.

Its motivation comes from the Blue Oval's familiar 3.7-liter port-injected V-6, tuned here for 300 horsepower and 280 pound-feet of torque. A six-speed manual transmission is standard, but our example sported the optional six-speed auto, which adds \$1195 to the sticker.

With less torque at a higher rpm peak than the turbo 2.3, which makes 310 ponies and 320 pound-feet, the V-6 requires greater footwork from the driver to build speed. Still, it matched the manual EcoBoost version to 60 mph (5.5 seconds) and was only a few ticks slower than the automatic turbo. The V-6's 14.1-second quarter-mile only slightly trails the four-cylinder. What's more, the V-6 auto's observed 22 mpg was about the same as that of the turbocharged Mustangs we've driven.

However, Ford won't let you add the new Mustang's Performance package unless you pony up \$1500 for the EcoBoost mill or buy a GT, which means forgoing a stiffer suspension and the upgraded steering, chassis, and brakes. Also prohibited: 19-inch wheels with performance tires.

The V-6's Goodyear all-seasons still offer solid composure and are compliant over rough surfaces, and a limited-slip differential with a spunky 3.55:1 final drive is available (our test car had the standard 3.15:1 ratio). But the V-6 lacks the directness and tactility provided by the EcoBoost's optional go-fast hardware. Lateral grip drops to a still-respectable 0.86 g, and 70–0 stops stretch to 164 feet. Factor in our car's clumsy automatic, which was quick to reach top gear and slow to downshift even in sport mode, and the V-6 simply isn't as much fun as the other engines.

The trade-off for all this is the V-6 coupe's affordable MSRP of \$24,625, with our car reaching \$27,700 with the autobox and several small options. The new Mustang's cabin is a huge improvement over its predecessor's, and the standard cloth seats offer good comfort and support, so it's no penalty box. But here, too, Ford denies V-6 buyers the Premium trim level's leather upholstery, touch-screen interface, and other amenities available on the EcoBoost and GT models. Are you getting the feeling that Ford doesn't want you to buy a V-6 unless you're Hertz or Avis?

With the new base car geared mainly to fleets and bargain shoppers, Ford's EcoBoost emphasis penalizes the price-conscious Mustang enthusiasts who would likely appreciate the V-6's raspy exhaust note over the EcoBoost's flat, synthetic soundtrack. That's a reason to be angry at the Ford suits, but at least the V-6 Mustang should be a prime contender if we dare to host a second Rental Car Olympics.





# Ponies at The Pike

Submitted & Pics By: Mary Kokalis



A wonderful life...Ponies at the Pike was an amazing car show, Beautiful skyline and ocean as the back drops and 450 Beautiful Mustang. CVMC brought home 3 Trophies, Ron Dupras awarded 4th Place in his division, Tony Kokalis awarded 4th Place in his division and Carroll Bartee awarded 2nd Place in his division. Wonderful memories were made over the weekend, lots of delicious food and too much hot weather.



# Specialty Models of yesterday

## 1971 Spring Sports Coupe



Continuing the theme of the 1970 Grabber Mustangs was the 1971 Spring Sports Coupe. The Spring Sports Coupe capitalized on the '71 Boss Mustangs,

just as the '70 Grabber had capitalized on the '70 Boss. The Spring Sports Coupe was dressed up to simulate a 351 Boss, with quite a long list of wanted features such as: Boss side stripes (no lettering), NASA hood, Mach 1 grille w/ "sport" lamps, E70 x 14" whitewalls, hubcaps w/ trim rings, dual sport mirrors, and the Mach 1's coordinated moulding/bumper organization. It was officially called the 'hardtop special value package', and was scheduled to be offered from March through May of '71.

Another unique feature of this model was it's able to carry most drivetrains, except Ford's 351HO, which was only available in the Boss model. Only a few of the Spring Sports Coupes have been found, and it's range of options can definitely make for some interesting possibilities.

## 1968 Golden Nugget Special



The Golden Nugget Special Mustang was sold out of the Seattle District Sales office in 1968. All were sunlit yellow mustangs which featured unique golden plaques on the dashboard with the original owner's name engraved. The Golden Nugget Specials only totaled 525, and featured the special yellow paint along with the louvered hood and black stripes. All of the GNS Mustangs feature the DSO (74) along with the four digits 1111 and the color code (Y).



# Ford Ups the Ante with Special 727-HP “King Edition” Mustangs



**Source:** *Boldride*

**By:** *Zach Doell*

**Submitted By:** *Carla Chekerdemian*

Last month, NASCAR legend Richard Petty generated plenty of buzz when he customized a mean 2015 Mustang GT and auctioned it off to charity not once, but twice to the tune of \$535,000.

Today, “The King” has another wild-styled custom Ford Mustang—in fact he has 300 of them—and if you’re lucky, you can buy one. Meet the 2016 Ford Mustang GT King Edition, the result of cooperation between Ford Performance and Petty’s Garage, the in-house speed shop of Richard Petty.

The limited-run Mustangs will come in three different flavors—243 “King” editions, 43 “King Premier” editions, and a scant 14 “King Premier” convertibles. Need one in your life? Petty’s Garage plans to sell the special editions through local Ford dealerships. Better hurry.

“I’ve always liked the look of the Mustang, and the 2016 model gives us a great base car to work with,” said Richard Petty, in a statement. “These new King edition Mustangs are pretty much the way I’d build my own.”

To start, Petty’s Garage begins with a stock 2016 Ford Mustang GT and adds a Ford Performance supercharger to the 5.0-liter V8 engine. Next comes a cold air intake, custom engine tuning, and a MagnaFlow center-exit exhaust, which equates to 670 horsepower. Need more?

The firm offers a “level two” upgrade with a smaller supercharger pulley which nets a screaming 727 horsepower. Heavens above.

It’s not hard to see where Petty’s Garage was aiming with these custom ‘Stangs. In fact, the press release even says “Ford’s pony will be hell for some cats.” Shots fired! Your move Dodge.

Understandably, the stock Mustang may need a little help wrestling that power to the ground. That’s where Ford Performance half shafts, tree-way adjustable front and rear sway bars, and a pumped up rear axle come into play.

Visually things get upgraded to The King’s preferences as well, including a custom rear diffuser, shift knob, sill plates, floor mats, headrests, and Petty’s signature on a special dash plate. Matte black Petty’s Garage 20-inch wheels come standard issue and complement the popping black-and-blue paint job. Six-piston front brakes arrive as an upgrade on the King Premier packages.

Ford says prices start at \$67,495 for the King models and a big \$90,495 for the rarer King Premier models, though all packages can be equipped with the 727 horsepower supercharger setup. Just want to ogle at them? You can find these tricked-out Richard Petty Mustangs at the 2015 SEMA Show, which kicks off November 3rd.

# Windshield Maintenance - Super Clean Your Windshield Using Steel Wool

Source: <http://www.webcarvideos.com>

This video (visit website: <http://www.webcarvideos.com>) is a step by step tutorial on how to make your windshield completely clean. It won't help you with if you have a windshield chip or crack – in all other cases you will see a complete difference. This video is filmed by a RV geek who is going to show us the trick. At the very beginning the guy wanted to demonstrate how to super clean a RV windshield but then changed it to a regular vehicle. It doesn't matter basically what is the vehicle – that's a windshield and the approach and the process is exactly the same.

Here is everything we need to do the job – some invisible glass, rain X, a couple of old T shirts, an old sock and the most important part of all – 0000 steel wool. Make sure you are using the finest steel wool available and that would be the 0000 version. In this case the guy shows us how many bug bodies are spread all over the windshield with another dust and pieces everywhere. The first step is to take the steel wool and start rubbing. You might be probably thinking that this is going to scratch the glass but it will not absolutely damage it.



This way you could get off anything from the glass including all those different to remove old water spots. You must keep rubbing and this way you are polishing the glass. It takes about 10 minutes to rub the whole windshield. When you take a look at the steel wool you will find that it is like new. As long as you keep it dry it won't wear out. You are done with removing all the microscopic dust you will feel that the glass is like it is being waxed.

You will notice that the guy didn't clean the windshield at the very beginning. It's not really needed unless you have really huge bug bodies. The second step is to apply some rain X to our old sock and then on the glass. Just make sure not to put some rain X on your paint. 10 minutes later apply again rain X on your glass. You will apply it directly over the first rain X. Get one of your old shirts and make it wet and wipe off the windshield. In the end use the other shirt to wipe off again the glass.

## Mustang - Did you know?



1967 Mustangs were available in two shades of **PINK**: Dusk Rose and Playboy Pink



Between 1967 and 1973, 19 shades of **BLUE** were available on Mustang including nine blues in 1967 alone



**BROWN** was consistently among the top three colors in the 1970s, but has not been offered since 2000



# MERCHANDISE ORDER FORM

To order merchandise contact Bob Anderson (559) 233-8983  
**All orders must be prepaid**

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● ● 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 |
|------|------|-------|-----|------------|
|      |      |       |     | \$         |
|      |      |       |     | \$         |
|      |      |       |     | \$         |
|      |      |       |     | \$         |

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RECEIVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_



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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.

|                             |                              |                                  |      |        |
|-----------------------------|------------------------------|----------------------------------|------|--------|
| <b>MEMBERSHIP COMM. USE</b> | <input type="checkbox"/> NEW | <input type="checkbox"/> RENEWAL | DATE | AMOUNT |
|-----------------------------|------------------------------|----------------------------------|------|--------|

| MEMBER INFORMATION |       |          |                                 |       |     |
|--------------------|-------|----------|---------------------------------|-------|-----|
| NAME               |       |          | BIRTHDATES                      | MONTH | DAY |
| ADDRESS            |       |          | PHONE                           |       |     |
| CITY               | STATE | ZIP CODE | NAME & PHONE IN CLUB DIRECTORY? | YES   | NO  |

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

**Car 1**

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

**Car 2**

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

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

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

Applicant's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Applicant's E-Mail Address: \_\_\_\_\_

Please send this form with your check to:

**Central Valley Mustang Club, Inc.**

Post Office Box 9864  
Fresno, California 93794-9864

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

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

**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**

Central Valley Mustang Club, Inc.  
P.O. Box 9864  
Fresno, CA 93794-9864

**ADDRESS CORRECTION REQUESTED**

Website: [www.cvmustang.org](http://www.cvmustang.org)  
Club Information: 559-715-CVMC (2862)