

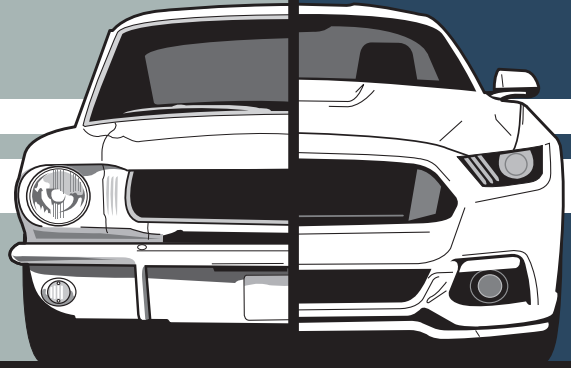


CENTRAL VALLEY MUSTANG CLUB

January 2016

OFFICIAL MONTHLY PUBLICATION

PRESS



***Will the SN-95 get
its Due?***



Rebooting the Pony Car



PLAY TIME!
**Lego
Mustang**



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Website



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 Deffenbach • Treasurer 222-9160

MEMBERS AT LARGE

Becky Bartee 276-7092
 Chris Butterfield
 Joseph Colvin
 Robert Whitley

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP COMMITTEE

Karen Diaz 224-2492

ACTIVITIES & PUBLICITY COMMITTEE

Laura Gardner 808-469-0515

Suggestions for activities should be directed to the Activities Committee.

CAR SHOW CHAIR

Dennis Harvat 492-1117

MCA REGIONAL DIRECTOR

Paul Beckley 323-7267

CO-WEBMASTERS

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

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

The Central Valley Mustang Club accepts paid advertising from legitimate businesses. CVMC does not necessarily endorse or accept responsibility for the quality or integrity of our advertisers' services.

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

HAPPY NEW YEAR! Wow, I'm actually saying that. I don't know about you but I have no idea where 2015 went and it seems to pass faster the older I get.

Well, here we are with the first Pony Press of the new year and I'm pleased to know that Garo has agreed to grace us with his enormous talent and continue in his capacity as Newsletter Chair, I don't know what we would do without him in this important role so please join me in thanking him once again for what I know will be another year of great newsletters.

Lots of new faces on the board of directors this year as several members have decided to take a step back to attend to other chores. Let us take a moment to thank Brandon Walker, Mary Kokalis and Bob Anderson for their many years of service to our organization and perhaps we'll see them again on the board in the future. Karen Diaz has taken over as Membership Chair, Laura Gardner as Activities, and Ron Dupras will be heading up Merchandise as well as handling his VP duties. Welcome also to Becky Bartee, Joseph Colvin, Chris Butterfield, and Robert Whitley as they join us as Members at Large. We've already kicked off the new year with a couple of activities with a run and dinner to Madera's Black Bear Diner and then this last Saturday at Me-N-Ed's Pizza in Clovis put together by Nancy Sharmar. Both had a terrific attendance and we appreciate those of you putting together these events.

Laura conducted an Activities Committee meeting in early January to plan the first half of the year but we still have several dates where we could add something so please don't feel shy about suggesting something of interest to you. In addition, VP Ron will be searching out car shows in the area which we can participate in. Please insure you look at the Activities/Car Show binders that will be available at the meetings. We will be continuing to send out reminders via Hunt Calendars whether you sign up or not so be on the lookout for those. Reminders are sent 3 days and again 3 hours before hand for each club event so if you change your email address please let us know so we can keep you informed.

This is getting long, so let me close by saying that several years ago when me and Laura joined CVMC we thought we were joining a "car club", what we've come to find out is that actually we're just a big bunch of friends and family who enjoy each others company and just happen to all own Mustang's! Who could possibly ask for more? So, if you haven't already done so, please take a moment to go on our website CVMustang.org and renew your dues. I look forward to seeing everyone at the meeting on Thursday, same BAT TIME, same BAT STATION.

Mark Gardner - President



FROM THE EDITOR



Central Valley Mustang Club had a very busy year in 2015. The way things are shaping up, 2016 looks like it's going to blow last year out of the water.

In 2015 we saw a variety of events and social outings with more and more people attending. By the end of the year we were at about 115 members and some that where "Facebook Friends" that seemed to enjoy the fun group that we are.

There are a lot of plans being worked on for this year with a lot of excitement to come. As always we ask that if you have an idea, suggestion or even want to be involved, come on down!

This year marks our 27th year and the fun and excitement has never slowed down.

The website is continuously being updated for the lasted info and activities down the road. Also, we're on the verge of completing the on line store with even more club merchandise to come. So, hang onto your lunch-box!

Lunch-box? Hmmm, a CVMC lunch-box...I like it.

Garo Chekerdeman - Editor



Recipe of the Month

Hash Brown Breakfast Casserole

Submitted By: Nancy Sharmer



Ingredients:

- 1 32 oz package of frozen hash browns, thawed
- 10 3/4 oz can cream of chicken soup
- 1/2 cup butter, melted
- 1/2 cup onion, chopped
- 1 teaspoon Worcestershire sauce
- 16 oz container sour cream
- Salt and pepper to taste
- 8 oz shredded cheddar cheese
- Green onions, optional, for garnish

Directions:

- 1) Preheat your oven to 350°F.
- 2) Spray a glass 9x13" casserole dish with non stick spray.
- 3) Put the hash browns in a large bowl.
- 4) In a medium bowl mix together the soup, butter, onion, Worcestershire, sour cream, and salt and pepper. Pour this mixture into the hash browns and stir well until everything is mixed.
- 5) Spread this mixture into the glass baking dish.
- 6) Top with the shredded cheese and bake for 45-50 minutes or until the top begins to turn golden brown and the hash browns bubble on the sides.
- 7) Allow to cool 10 minutes.
- 8) Top with green onions and serve.

BIRTHDAY Wishes to...

JANUARY

- Jan 1* Carla Chekerdemian
Jan 7 Laura Gardner
Jan 7 Tish Davis
Jan 8 Chris Butterfield
Jan 14 Ray DeLaPena
Jan 17 Karen Diaz
Jan 21 Wanda Hamshar
Jan 26 Chris McKinney

Be sure to check out



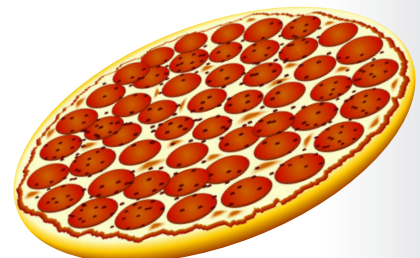
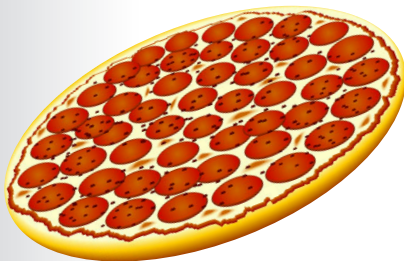
the original
www.cvmustang.org

*Events - Calendar - Pics
Newsletter - Merchandise*



Nancy's Me-N-Ed's Pizza Extravaganza

Pics By: Mark Gardner



When Will The SN95 Mustang Get Its Due?



By: Chris Demorro
Source: stangtv.com

The Ford Mustang has enjoyed nearly 50 years of uninterrupted production...though that isn't to say that every Mustang that's been built has been a winner. The period between 1972 and 1979 was especially trying for Mustang enthusiasts, as Ford went from a bloated boat of a pony car to a Pinto-based fuel sipping Mustang II that didn't even have a V8 engine option in 1974.

But all cars enjoy cycles of popularity, and the Mustang is no exception. After the automotive abortion that was the Mustang II, Ford redeemed itself with the excellent Fox body platform. For nearly a decade the Fox body Mustang was a sales success. But once the blocky 80's were behind them, Ford had to again redesign the Mustang, this time going for a more classic coupe look that was also modern.

It is these SN95 Mustangs, specifically the 1994-98 breed, that I want to focus on. See, I never thought the SN95 Mustangs got their due, because despite intense styling, handling, and performance improvements, on the open market many people would prefer to forget the 94-98 era of Mustangs ever even existed. The Fox body and New Edge Mustangs that bookmarked the first gen SN95's frequently draw top dollar, but one can get a '95 Mustang GT in great condition for less than \$4,000 these days.

Why? For one, blame Ford, which has this odd tradition of releasing new body styles before new engines. The SN95 was the first in a long line of Mustangs that no longer offered the famed 302/5.0 V8 engine (after 1995), in production since 1968. No doubt that produced some of the prejudice that SN95 Mustangs face, but it is hardly the only reason.

The SN95 platform was actually a heavily modified Fox-body chassis, but much improved in almost every way. Four-wheel disc brakes were standard even on base Mustangs, and the front suspension made use of MacPherson struts with longer control supply, and the SN95 Mustang represents a real performance bargain with the addition of just a few aftermarket parts.

Yet the '94-98 Mustangs also represent an era where Ford all but conceded the horsepower wars to GM. It would not be until the 2003-04 supercharged Mustang Cobra that Ford could even hope to match the output of GM's LS1 engines. It was as though Ford gave up, though not entirely. There were still special edition Mustangs, like the Cobra, which were able to produce upwards of 300 horsepower from the 4.6 mod motor.

But these Mustangs were the exception; of the hundreds of thousands of Mustangs sold in this era, only a small fraction were Cobra models featuring beefier motors. Sales remained healthy, and a quick look through any car shopping site shows a glut of 94-98 models up for sale, many in great condition.

It was a bold step away from the raw horsepower and bare minimalism of the Fox body design, and I would say it was the first real step towards the nimble and refined Mustang we enjoy today.

Yet the prices seem out of sync with the cars. Yes, the Fox body remains an incredibly popular drag racing platform, and the 5.0 engine is far better for performance than first-generation 4.6 engines. But the SN95 Mustang offers so many more improvements over the Fox body, including a better interior, more Mustang-like looks (I always thought the Fox body looked very European) and improved handling. It was a bold step away from the raw horsepower and bare minimalism of the Fox body design, and I would say it was the first real step towards the nimble and refined Mustang we enjoy today.

And now, almost 20 years removed from their debut, the SN95 Mustangs enjoy the same level and support as the rest of the Mustang community. Information, parts, and gurus are all in good supply, and the SN95 Mustang represents a real performance bargain with the addition of just a few aftermarket parts.

Then again, one could say the same about the much-reviled

Mustang II of 1974 to 1978. The Mustang II got back to the Mustang's roots, offering a lightweight, rear wheel drive coupe, superior suspension enhancements (Mustang II rack and pinion systems remain popular today) and bold new looks.

Even though it sold very well, few people like them today, and even fewer have held on to them almost forty years after they debuted. They get no love on the auction block, and most wound up in the scrapyard after their useful lives came to an end. As a result, they can be hard to come across, and aftermarket support is nowhere near the level classic Mustangs or Fox-body models enjoy.

Is the SN95 Mustang doomed to share the same fate? While I'd like to be upbeat and positive and hope that American car buyers will realize that there are some great sports cars being sold for a bargain bin price, most likely the SN95 will be overlooked for the more-powerful F-body Camaro or wide range of Japanese sports cars that came into prominence during this era.

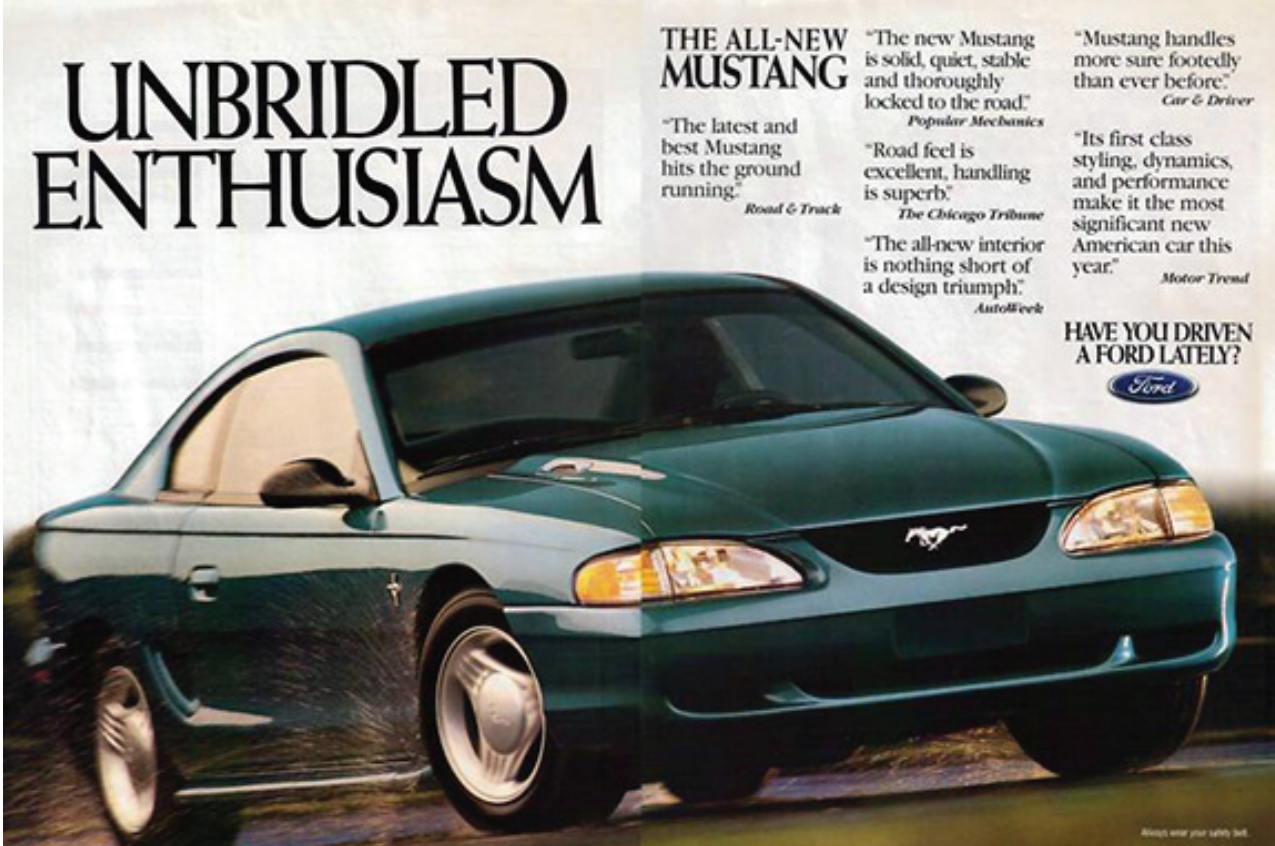
Meanwhile the Fox body Mustang is the car of choice for old school drag racers, and the 1999+ New Edge Mustangs offer more power and better looks.

But maybe one of you will consider an SN95 Mustang next time you go shopping for a sports car. There are plenty to choose from, and if you're a good negotiator you should be able to land a great deal on a low-mileage, clean example.

But I'm not sure it will ever pay off, at least financially. The SN95 Mustangs are unlikely to ever be worth much, save for the few Cobra models running around, and even those hardly ever draw top dollar.

Don't do it for the money; do it because most people won't do it, and one day I'll be writing a column asking what happened to all the Mustangs made from 1994 to 1998. For I fear much like the Mustang II, which are few and far between, the SN95 Mustang is destined to be forgotten, lost, and retired rather than restored. And even then, they won't be worth much, though in many ways it was the vanguard for a new kind of Mustang, one that could go fast, but be safe, handle well, and ride smooth.

Without the SN95, would Mustangs be as refined and nimble as they are today? I dare say not. The SN95 model was a turning point for the Mustang, just like the 2015 model will be, and here is to hoping one day it gets the respect it deserves.



UNBRIDLED ENTHUSIASM

THE ALL-NEW MUSTANG

"The latest and best Mustang hits the ground running."
Road & Track

"The new Mustang is solid, quiet, stable and thoroughly locked to the road."
Popular Mechanics


"Road feel is excellent, handling is superb."
The Chicago Tribune

"The all-new interior is nothing short of a design triumph."
AutoWeek

"Mustang handles more sure footedly than ever before."
Car & Driver

"Its first class styling, dynamics, and performance make it the most significant new American car this year."
Motor Trend

HAVE YOU DRIVEN A FORD LATELY?



Always wear your safety belt.



Source: ford.com

Submitted By:

Doug Deffebach & Dennis Harvat



Ford, Lego Speed Champions Introduce Mustang, F-150 Raptor Sets For Kids Of All Ages To Build Their Dreams

For the kid in all of us, Ford is working with LEGO Speed Champions to bring the excitement of the racetrack to people's living rooms with the first-ever Mustang and F-150 Raptor LEGO sets.

"The LEGO Group is one of the world's top toy companies, and is loved by children and adults around the globe," said Joe Hinrichs, Ford president, The Americas. "Many of us grew up playing with LEGO, so this is a dream project for all of us – including our engineers."

The 185-piece Mustang kit includes a time board and race driver. The 664-piece F-150 Raptor set includes a well-equipped garage, trailer, a drag racing Christmas tree and Model A hot rod, plus a crew of Ford workers to ensure top-quality work.

"We are excited about the new LEGO Speed Champions sets based on iconic Ford vehicles," said Jill Wilfert, vice president, licensing and entertainment, The LEGO Group. "Each LEGO Ford car tells a story and has infinite play possibilities. With these new sets, kids can play out their ultimate car fantasies. They are able to role play and become the LEGO mini-figure, stepping into the greatest cars on earth."

The Denmark-based LEGO team worked closely with Ford licensing and design teams throughout development and product design, collaborating on every detail down to the packaging and marketing materials.

Suggested retail price for the Mustang set is \$14.99, while F-150 Raptor is \$49.99.

Ford Mustang An Instant Hit In Australia, Sells Out Until 2017

By: **Brad Anderson**

Source: carscoops.com

Beyond all its technical developments and refreshed design, the sixth-generation Ford Mustang is ground-breaking as it is the first globally-distributed Mustang ever produced.

One of the countries reveling in receiving the new Mustang is Australia, and given the number of automotive enthusiasts in the Land Down Under, it's of little surprise how popular the Mustang is proving.

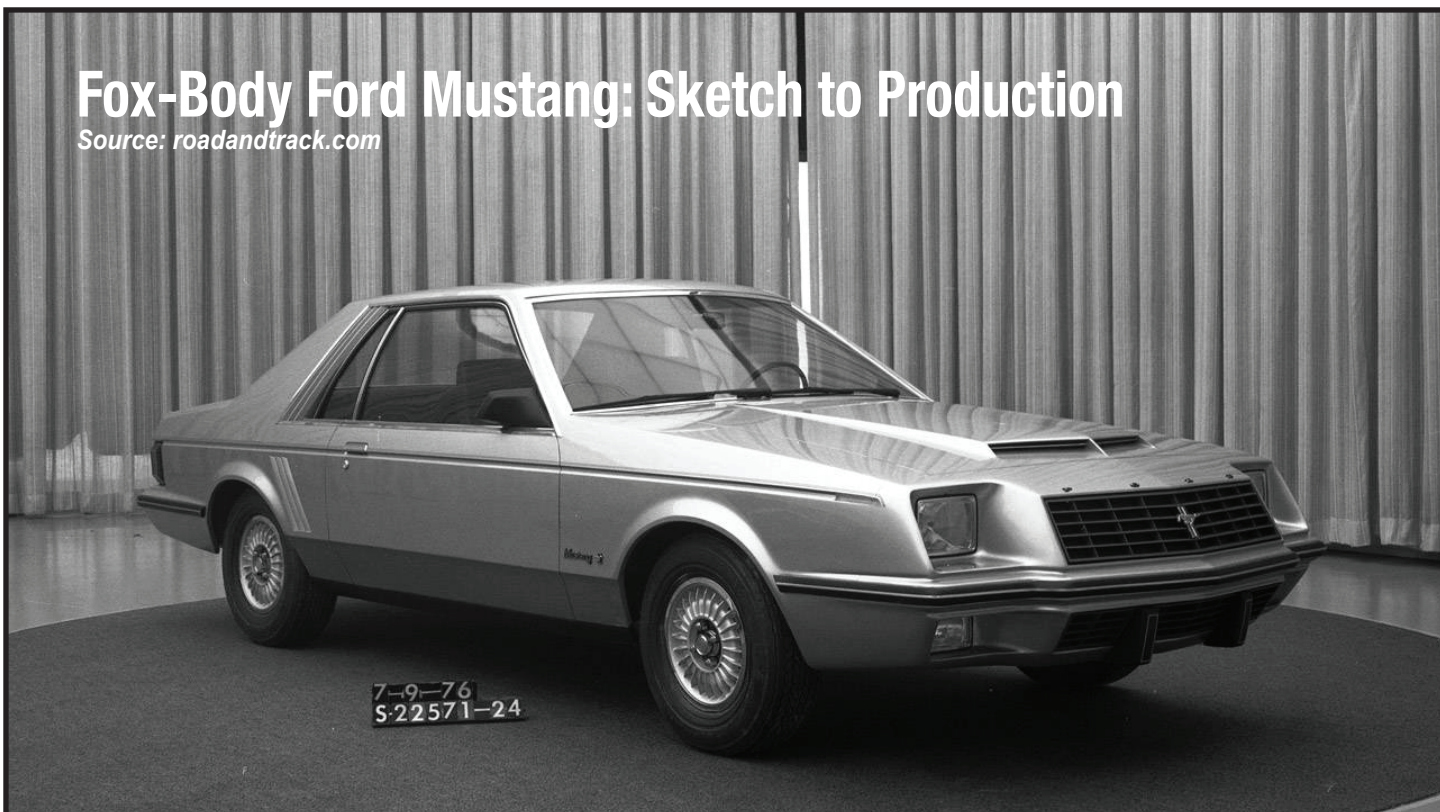
Despite not scheduled to arrive in the country until January 2016, the new Ford Mustang has already been sold out until 2017. That means the entire allocation of 4,000 cars for next year have been accounted for, with deposits already being paid on 80 per cent of orders. Ford Australia president and chief executive Graeme Whickman said: "We are simply overwhelmed and humbled by the reception to Mustang thus far, which is probably our closest equivalent to the Beatles first trip to Australia".

Australia is known for its love of large displacement V8 engines, being home to some of the most potent V8-powered sedans in the world. With that in mind, 86 per cent of buyers have opted for the range-topping 5.0-litre that pumps out 406 hp and 525 Nm of torque in local specification instead of the turbocharged 2.3 EcoBoost.

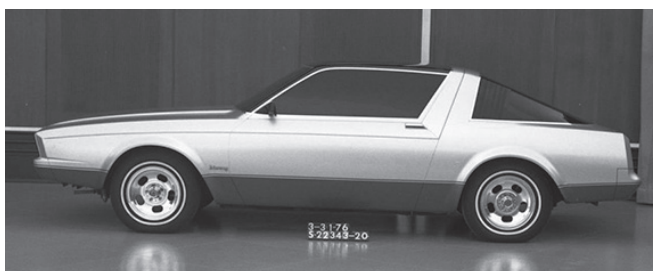
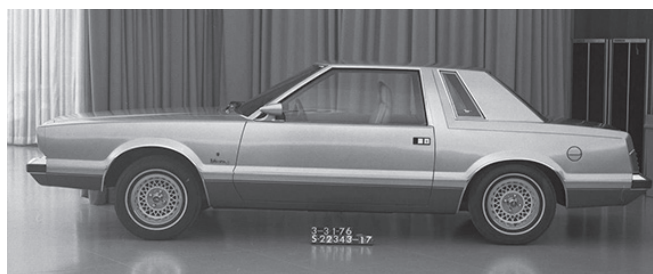
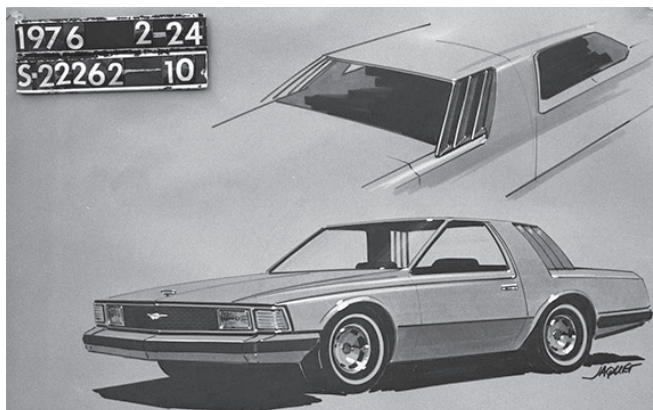
The Blue Oval has opted not to offer the V6 engine in Australia, which means the remaining a meager 14 per cent of buyers have optioned for the 2.3-litre four-cylinder EcoBoost that is definitely not lacking in power, with 312 hp and 432 Nm on tap. Moreover, after the initial flurry of enthusiast buyers and collectors, Car Advice comments that Ford execs project the four-cylinder will become the most popular engine option.

Fox-Body Ford Mustang: Sketch to Production

Source: roadandtrack.com



The Fox-body Ford Mustang that you all know and love (or hate) bowed in '79 and was produced for 14 years. But the car we got was very different from some of the ideas designers kicked around, from stodgy two-doors to a wild woody shooting brake. The Fox-body Ford Mustang that you all know and love (or hate) bowed in '79 and was produced for 14 years. But the car we got was very different from some of the ideas designers kicked around, from stodgy two-doors to a wild woody shooting brake. Looking like renderings a futurist might have created, these ideas actually made it into the '79 Probe I concept.



New Shelby Terlingua Mustang Unveiled With 750 HP On Tap

By: Bogdan Zoltan
Source: carscoops.com



Your thirst for an overpowered 'Stang that could kick you in the back of your head when you least expect it has just been quenched, thanks to the Shelby Terlingua Mustang.

This is not the first automobile to carry Terlingua's Racing Team logo on it, as the last car to display the jackrabbit emblem was a limited edition, V6-powered Ford Mustang model, back in 2007. Mind you, the history between Ford and Terlingua has more than one layer, as this latest model is built as a tribute to the team and their 1967 Trans Am Championship.

Only 50 2015-16 Shelby Terlinguas will be built, so you'll need act fast in order to get your hands on one. Pricing starts at \$65,999 and it doesn't include the base Mustang GT, but for that kind of money

you'll get a Whipple supercharger mated to the 5.0-litre V8 – which will squeeze out 750 horses from the mill – Shelby by Eibach sway bar and adjustable coil overs.

On top of that expect some Ford Performance upgrades, such as half-shafts, a short throw shifter and an aggressive sounding Borla Exhaust with black tips. A Brembo big brake kit makes sure the car stops in time, while the 20-inch Weld racing wheels, and "tons" of Shelby-designed carbon fiber components make the Mustang appear like a distinctive Terlingua Racing Team machine.

All cars come with an autograph plaque of Bill Neale (a Terlingua founder and designer of the racing team crest) Carroll Shelby and

This is an interesting tidbit of information:

Submitted By: Ron Dupras

"Machinist's Workshop" recently published information on various penetrating oils . The magazine reports they tested these products for "break out "torque" on rusted nuts and bolts. A subjective test was made of popular penetrating oils, with the unit of measure merit being the torque required to remove the nut from a "scientifically rusted" bolt.

Average torque load to loosen nut:	
No Oil used	516 foot pounds
WD-40	238 foot pounds
PB Blaster	214 foot pounds
Liquid Wrench	127 foot pounds
Kano Kroil	106 foot pounds
ATF/Acetone mix.....	53 foot pounds

The ATF/Acetone mix is a "home brew" mix of 50/50 automatic transmission fluid and acetone. Note this "home brew" released bolts better than any commercial product in this one particular test. Our local machinist group mixed up a batch, and we all now use it with equally good results. Note also that Liquid Wrench is almost as good as Kroil for 20% of the price.

ATF/Acetone mix is best, but you can also use ATF and lacquer thinner in a 50/50 mix. ATF = Any type of Automatic Transmission Fluid.

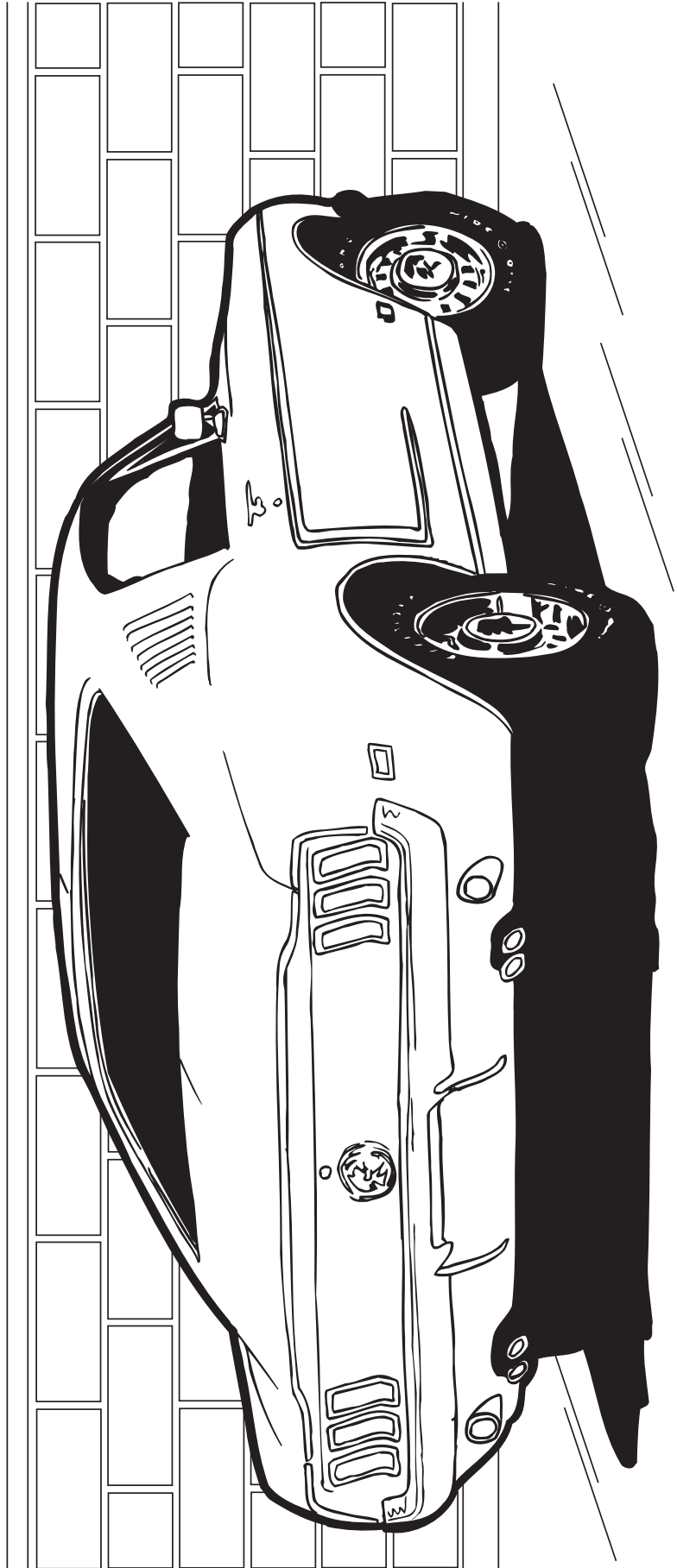
This version of the story was in one of the Military Vehicle Club newsletters.

COLOR ME •

COLOR ME •

COLOR ME

68 Fastback



Classic Recreations Offers EcoBoost-Powered '66-'67 Shelby Mustangs

By: Michael Harding
Source: stangtv.com



We've shared a couple of articles about Classic Recreations, last year we mentioned about its new venture of turn-key performance cars with CR Supercars. The first offering was Villain – a 1968 Mustang built with some impressive hardware, including modern powertrain and suspension components, that make this classic a contender.

Classic Recreations is the only licensed and factory authorized builder of Shelby Mustang continuation cars, so they know classic Mustangs. Owner Jason Engel said in a press release, "For years we have proudly hand-built the only officially licensed Shelby Mustang continuation cars in the world, but that doesn't mean we are stuck in the past."

So what does that mean for this Oklahoma-based builder? It means that even more modern powertrains than the Coyote will be offered in the 1966 GT350R and 1967 GT500CR Shelby Mustangs it builds. Under the hood of these continuation cars, you have your choice of engines, including the Coyote or old school 427, or you can choose to have the modern EcoBoost in four-cylinder or V6 varieties.

Ford's 3.5L twin-turbocharged V6 makes 365 horsepower and 420 lb-ft of torque with a pair of Honeywell/Garrett GT15 turbochargers. The 2.0L EcoBoost is rated at 300 horsepower and 360 lb-ft of torque with a Borg-Warner turbocharger and Ti-VCT twin independent variable camshaft timing.

But for those who really want to turn up the boost, the V6 can be had with bigger turbos to produce the GT-like 600 horsepower, and yet will still be reliable enough to drive regularly. Both of these lightweight engines offer a considerable weight savings on the car, and with a modern suspension they'll be ready to take on the track.

Both the manual and automatic transmission is available, and for those who feel that the EcoBoost is a little too much modern, they can opt for the Windsor package with power ranging from 420 up to more than 1,000 horsepower. Times are changing – and Classic Recreations is keeping up with those changes. Pricing for these Shelby continuation cars will be in the mid \$100,000s.

Steeda Mustang GT Police Interceptor Concept Packs 777 Horsepower

By: Chris Demorro
Source: stangtv.com



Today's police officers have more equipment and faster cars than ever before, with many popular vehicles like the twin-turbo Ford Police Interceptor packing in excess of 350 horsepower for pursuing perps. Yet in an era where a car like the 707 horsepower Challenger Hellcat is street legal from the factory, the cops may find themselves outgunned in the horsepower department. With twice the horsepower and a top speed near 200 MPH, not even a Hollywood supercop can catch a crook in a Hellcat.

That's where Steeda and its 2016 Mustang Police Interceptor Mustang Concepts enter the fray. From unmarked undercovers to supercharged pursuit vehicles boasting 777 horsepower, Steeda is putting more horsepower and better handling in the hands of the good guys

Police Mustangs are nothing new, and for a while Ford even offered the Special Service Package on Fox body Mustangs specifically for police use. Steeda has stepped up to fill in the gap between the Taurus-based Police Interceptor and Explorer-based Interceptor Utility, offering Mustang police cars based on its Q600 and Q750 platforms. This means upgraded suspension and powertrain components, including a supercharged 5.0 engine good for up to 777 horsepower. Despite Steeda's enhancements, its Mustang Police Interceptors will still work with most off-the-shelf police equipment, like in-car laptops and lightbars.

"The Steeda Police Interceptors are tested and proven law enforcement vehicles that reflect the do-anything commitment of Law Enforcement Agencies," said Dario Orlando, President of SteedaAutosports, "We've selected specific components from that have been extensively race & track-tested – leaving nothing to chance for law enforcement agents."





St. Agnes Holy Cross Center for Women

Pics By: Nancy Sharmer

Recently club member donated to St Agnes Holy Cross Center for Women a variety of items that have been collected. The club filled 4-1/2 boxes with soap, shampoo, lotions, socks, toothpaste & brushes, floss and more. Great job!



This 1968 Ford Mustang Shelby GT500KR Can Be Yours

By: Derek Shiekhi

Source: themustangsource.com



There's an expression out there that you've probably heard before in movies: "Everyone has their price." That means if you have the funds that you can buy the compliance of anyone, even a politician.

In this case, for \$169,900 (appropriately, more than a princely sum), you can buy a king...of the road. A 1968 Ford Mustang Shelby GT500KR, to be exact.

According to the seller, RK Motors Charlotte, this despot of the drag strip is from a comparatively rare breed: it's one of 1,053 1968 GT500KR fastbacks. Its Raven Black paint covers a straight body and a hood that conceals a 428-cubic-inch V8 that dispatches an advertised 335 horsepower through a three-speed automatic. Most of those ponies then run through a nine-inch rear axle, Traction-Lok differential, and 3.50 gears.

This leader should have decades more ruling power in it thanks to a ground-up restoration in 2014. Long live the King of the Road.



MERCHANDISE ORDER FORM

To order merchandise contact Ron Dupras (559) 313-9042

All orders must be prepaid

PLEASE PRINT NAME:

NAME: _____ DATE: _____

PHONE NUMBER: _____

T-SHIRTS

S - XL = \$10.00

XXL = \$11.00

XXXL = \$12.00

XXXXL = \$13.00

POLOS or WINDBREAKERS

S - XL = \$25.00

XXL = \$26.00

XXXL = \$27.00

XXXXL = \$28.00

• • Add \$2.00 for pockets on T-shirts & Polos • •

HATS = \$11.00

• PENNANTS = \$8.00

• NAME BADGE = \$8.50

ITEM	SIZE	COLOR	QTY	AMOUNT DUE
				\$
				\$
				\$
				\$

TOTAL DUE: \$ _____ METHOD OF PAYMENT: CASH _____ CHECK # _____

RECEIVED BY: _____ DATE: _____



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

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



Membership Application

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

MEMBERSHIP COMM. USE ☐ NEW ☐ 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:					
NAME:					
NAME:					
NAME:					
NAME:					
TOTAL NUMBER OF ACTIVE (VOTING) MEMBERSHIPS FOR WHICH YOU ARE PAYING:					

Car 1

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

Car 2

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

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

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

Applicant's Signature: _____ Date: _____

Applicant's E-Mail Address: _____

Please send this form with your check to:

Central Valley Mustang Club, Inc.

Post Office Box 9864

Fresno, California 93794-9864

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

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

Come join the fun

Yosemite Falls Cafe



General Membership Meetings:

Last Thursday of Each Month

Yosemite Falls Restaurant

4020 N Cedar Ave (Cedar & Dakota) • Fresno, CA

Dinner: 6pm • Meeting: 7pm

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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
Club Information: 559-715-CVMC (2862)