

OFFICIAL MONTHLY
PUBLICATION OF
THE CENTRAL VALLEY
MUSTANG CLUB

CENTRAL VALLEY MUSTANG CLUB, INC



OCTOBER 2021

the **PONY PRESS**

*How Ford's iconic Mustang
came to be...*



and almost didn't



Rumors point
to hybrid...
again

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club info



Central Valley Mustang Club, Inc.
 P.O. Box 25964 • Fresno, CA 93729-5964
 Phone: (559) 715-CVMC (2862)
 Website: 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

Joseph Colvin • President	285-7296
Doug Deffebach • Vice President	917-4283
Susan Ward • Secretary	288-6352
Paul Beckley	323-7267

MEMBERS AT LARGE

Diana Buranen	647-6034
Mary Kokalis	229-3219
Karen Lee	681-0181
Robert Whitley	877-4948

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP CHAIR

Brandon Walker	288-0450
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ACTIVITIES CHAIR

Robin McCann	709-0830
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MERCHANDISE CHAIR

Robin McCann	709-0830
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Suggestions for activities should be directed to the Activities Committee.

MCA REGIONAL DIRECTOR

Paul Beckley	323-7267
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SUNSHINE CHAIR

Mary Whitley	285-1060
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WEBMASTER

Paul Beckley	323-7267
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NEWSLETTER EDITOR

Garo Chekerdeman	906-7563
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ADVERTISING

Talk to a Member at Large

ADVERTISING RATES:

Classified Ads (3 Lines)

CVMC Members	FREE
Non Members per issue	\$3.00
with Photo	\$10.00

Business Card Ad

CVMC Members	FREE
Issue	\$5.00
Six Months	\$13.00
One Year	\$25.00

Double Business Card Ad (1/4 Page)

Issue	\$7.00
Six Months	\$20.00
Half Page (One Year)	\$70.00
Full Page (One Year)	\$105.00
Half Page / Back Cover / One Year	\$80.00

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monthly meeting



Last Thursday of Each Month
BLACK BEAR DINER

3602 W Shaw Ave • Fresno, CA
 Dinner: 6 PM • Meeting: 7 PM

PAST PRESIDENTS

Joseph Colvin	2020
Ron Dupras	2017-2019
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



from the
president

I have to say that the hardest part of being the club President is writing this column each month. Lol

As October fades away and the holidays approach, we look forward to the new year and all its promise. 2021 will soon be a memory and we all hope for better in the year to come. With that, election of officers is coming up quick so your board members are up for renewal. Let your voice be heard. At this point I have to ask myself, "Have I done a good job for the club this year?" That is ultimately up to you the membership to decide.

It has been my pleasure to serve the last two years and I look forward to spending many more years with my Mustang family. I urge you all to get involved in how our club is run and what events we have. Come out, get involved and enjoy the ride.

I hope to see you all soon sharing a meal and a laugh and enjoying the view from behind the wheel of our favorite car.

Joe
CVMC Grand Poohbah
joe@cvmustang.org



from the
editor

Quick Ford Mustang Trivia

Born in April of 1964.

- Cars made before September of 1964 are considered 1964 1/2
- 1964 1/2 models included only the convertible and coupe
- Fastback was introduced in the 1965 model year
- 1964 1/2 through 1966

Carroll Shelby introduced his GT-350's in fastback model (six convertibles exist from '66).

Engine options were:

- 1) 260 V-8 (early).
- 2) 200 Six Cylinder (4 lug wheels).
- 3) 200 Horsepower 289 (C-Code).
- 4) 225 Horsepower 289 (A-Code).
- 5) 271 Horsepower 289 (K-Code) (aka Hi-po 289).

GT package is second only to GT-350 in desirability and value today

1967 through 1968 (they were a little bigger).

- Shelby GT-350 was joined by the GT-500 (big block) in this era.
- Shelby also added a convertible to his offerings.
- Largely due to consumer outcry started in Hot Rod magazine, a - 428 was added in 1968.
- 428 Cobra Jet was a success and one of the fastest things on the street.
- You could order a Mustang and have the dealer put a 427 into it.
- The age of the "Specials" arrive: California, High Country.

1969 through 1970 (even larger this time).

- Mach I is introduced.
- Boss 302 is introduced.
- Boss 429 is introduced, women pick up children off the street.
- Shelby's get completely civilized, Shelby himself turns the program over to Ford.
- Body styles increase: Sportsroof, Coupe, Grande, and Convertible.
- Options go ballistic: GT, Mach, Boss, Grande, Specials, etc. etc. etc.

1971 through 1973 (REALLY Big!)

- Boss 429 and Boss 302 are replaced by Boss 351.
- 429 is normal engine option.
- Shelby Mustangs are no more.
- The age of the classic Mustang is drawn to an end (sniff).

Garo Chekerdeman
CVMC - Newsletter Editor

upcoming events



November 2021

Date	Time	Description
6 Sat	8AM	3rd Annual Veterans Day motorcycle run
	10:00AM	Monthly Club Breakfast/Blossom Trail Cafe
11 Thu		Veterans Day
15 Mon	6PM - 8PM	Board meeting @ Marie Callender's
18 Thu	7PM	We're back @ BLACK BEAR DINER, C.V.M.C. General Membership Meeting
21 Sun	2PM	Second space Theatre Holly Jolly
25 Thu		Thanksgiving Day

OCTOBER:

- Oct 2 Georgina Grant
- Oct 8 Ron Deubner
- Oct 10 Luke Carson
- Oct 10 Steve Smith
- Oct 15 Dave Ward
- Oct 22 Alyssa Medlock
- Oct 26 Don Hobbs
- Oct 28 Cathy Stacy



next general meeting
November 18th, 2021
 BLACK BEAR DINER
 3602 W. Shaw Ave • Fresno, CA
 (Northwest Corner of Shaw / Marty)



be sure to check out
cvmustang.org

- Events Calendar
- Photo Gallery
- Newsletters
- Merchandise

Mustang GT sits atop the American-made auto index



*By: Shane McGlaun
Source: slashgear.com*

Researchers at the Kogod School of Business have released the 2021 version of the American Auto Index. The American Auto Index looks at which vehicles sold in the US have the most domestic content in their construction. Sitting at the top of last year's list was the Ford Ranger.

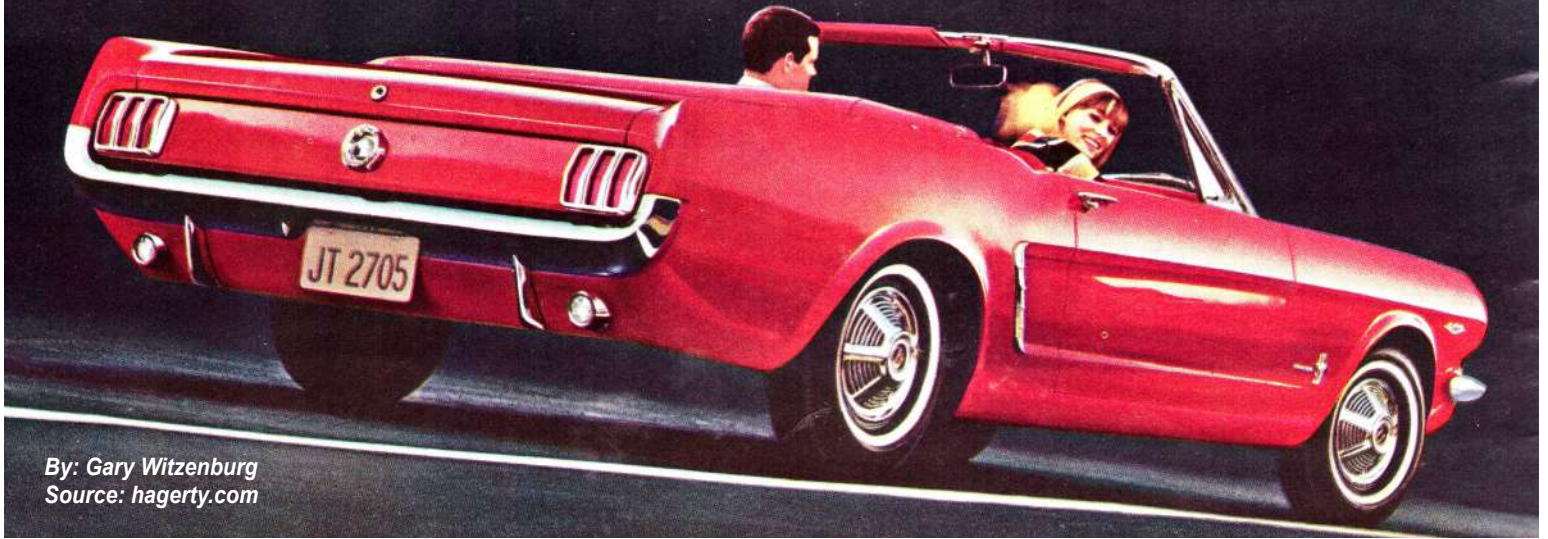
The Ford Ranger is no longer at the top of the list; it sits in 16th place. That fall for the Ranger was due to a reduction in content made in North America from 70 percent last year to 45 percent this year. However, Ford still maintains the top spot in the 2021 version of the index, but the car sitting at the top is the Ford Mustang GT with the 5.0-liter V-8 engine.

The Mustang GT has 88.5 percent domestic content when fitted with the manual transmission. The Chevrolet Corvette Stingray featuring 72 percent of its components made in the US or Canada, sits in the second-place spot. Several Tesla models tied for third place, including the Model 3 Long Range, Model 3 Standard Range, and Model 3 Performance, all featuring 65 percent domestic content.

The fourth and fifth place spots go to Ford vehicles, with the 2.7-liter Bronco featuring 61 percent domestic parts content, while in fifth place, the Expedition has 60 percent domestic parts content. Three other vehicles tied with Ford for the fifth-place spot, including the Chevrolet Colorado pickup with the gasoline engine featuring the same 60 percent parts content. GMC's Canyon with the gas engine also has 60 percent domestic content, and the Tesla Model S features the same 60 percent domestic parts content.

While American automakers are high in the rankings, some Japanese automakers are also making the list. For example, Honda has overall total domestic content rankings second only to GM.

How Ford's iconic Mustang came to be... and almost didn't



By: Gary Witzenburg
Source: hagerty.com

November 1960 was a truly momentous month for America. On November 1, President Eisenhower said that the U.S. would “take whatever steps [were] necessary” to defend the Guantanamo Naval Base in Cuba. On November 3, Explorer 8 was launched to study the Earth’s ionosphere. On November 4, filming wrapped on the movie that would be both Clark Gable’s and Marilyn Monroe’s last, *The Misfits*. On November 8, Democrat Senator John F. Kennedy narrowly beat Republican Vice President Richard M. Nixon for the U.S. presidency. And on November 10, Lee Iacocca was named vice president and general manager of Ford Motor Company’s Ford Division.

Armed with a degree in industrial engineering from Lehigh University, Iacocca initially joined Ford Engineering in August 1946, soon moved to the sales and marketing department, and raced up that ladder to leadership of the Ford brand—which had just launched its first compact car, the Falcon—at the tender age of 36.

“We approached the decade of the ’60s at Ford with a rather stodgy, non-youth image,” Iacocca would later tell us. And when he walked out of Henry Ford’s office after learning of his big promotion, his mind’s eye was fixed on a stylish, youthful car.

“John Kennedy was president, and the country was taken by the enthusiasm of that youthful leader,” recalled Hal Sperlich, who had just been promoted to special studies manager in Ford Division’s product planning group. “The excitement, the promise... everything was upbeat and youthful at the time. Iacocca was a vibrant kind of guy, a go-go type who wanted to make his mark, and he seemed to fit all of that. It was one of those wild times when the chemistry of the people was right, and the times were right.”

A special market test showed such strong potential demand for an affordable, high-style car that the question became not whether to build one, but how quickly it could be done.

“It was the 18–24 group—the accumulators, the career starters, the trendsetters—that we wanted to get to,” Iacocca said. “We had to get into their minds even if they couldn’t afford it at first. Hell, we’d hit on such a good thing that we had to get moving on it before somebody else could come along and beat us to it.” Encouraging 1960 fall sales figures confirmed the positive market trend and strengthened Iacocca’s resolve.

The pony-car plan gets moving

The initial intent was a much sportier version of the Falcon. The Falcon’s powertrain and suspension components were strengthened to accommodate Ford’s new 221-cubic-inch “Fairlane” small-block V-8, and other pieces from the new, midsize Fairlane would be available if needed. The Falcon substantially outsold its Chevrolet Corvair and Plymouth Valiant rivals and set an industry first-year record. However, “It just was out of character,” product planner Dick Place exclaimed. “Falcon was not a sporty car and couldn’t be made into one. Doing that was like putting falsies on grandma.”

Meanwhile, Chevrolet had significantly boosted the appeal of its rear-engined Corvair by introducing a sporty Monza version of it for 1961. And when Iacocca told Ford styling chief Gene Bordinat to line up every available Ford car opposite its Chevrolet counterpart for comparison, there was a void right where he knew it would be—opposite the Corvair Monza.

“We had some pretty good hunks of hardware,” Iacocca said, “but we didn’t have the wrappers to put them in. Everybody was Thunderbird nuts at that time, and I felt we should have a poor man’s T-bird.”

In a series of offsite meetings at Dearborn’s Fairlane Hotel, Iacocca’s “Fairlane Committee” established key criteria for the car it had in mind: no more than 180 inches, 2500 pounds, or \$2500; a short-deck low profile and T-Bird-style long hood. It would carry four people, offer six-cylinder and V-8 engines, and would be adaptable to a variety of tastes. “Working with Styling,

we started putting together different ways to approach it,” Sperlich said, “including alternatives that involved some skin change on the Falcon. But we finally decided we needed a whole new skin.”

Obstacles aplenty

Early in 1962 Bordinat showed some of these small, sporty car designs to Henry Ford. “He was cold toward the whole idea, and we couldn’t understand it because he’s a car buff. But he wasn’t having any part of it,” Bordinat related. “In fact, he said, ‘I’m leaving,’ and he walked out of the meeting. I had never seen him so cold to a car. It turned out that he went straight to Ford Hospital and spent the next few months there with mononucleosis. He wasn’t interested in anything that day because he was feeling terrible.”

And when the idea was first presented as a formal “blue letter” program proposal, it was soundly rejected. “There was not much top management interest,” said product planning manager Don Frey, “and not much interest even from Styling.”

“But once the seating package was fairly well set,” Sperlich told us, “a ton of work was done trying to get a design that made sense, with one failure after another. Until, finally, Lee called for a competition.”

Iacocca gave Bordinat two weeks to create a half-dozen models, and his Ford, Lincoln-Mercury, and Advanced studios enthusiastically turned out two apiece. Four of them were too rounded (“soft”), too straight-edged (“sheer”), or too heavy-looking. Two stood out. Iacocca’s favorite was the Ford studio’s sleek “Stiletto,” but it would have been too expensive to build. So the “Cougar” model submitted by Dave Ash, assistant to Ford studio chief Joe Oros, which had the most T-Bird and Lincoln Mark II character in its roofline and profile, ended up the preferred choice.

And, as it turned out, it previewed almost exactly the production Mustang.

“We were on our second or third blue letter proposal to management,” Frey recalled, “and it still was not approved. Then Lee went back to Mr. Ford and got him to look at it again, and he agreed to bring it to a corporate product approval meeting and gave his own tentative approval... sort of: ‘Okay, I’ll approve the damned thing just to get you guys off my back.’”

Iacocca had three strikes against him when he went in to sell this program on September 10, 1962.

First, Ford’s conservative and cost-conscious top leaders did not yet see the need to invest in the “youth market” that was only just beginning to emerge. Second, they were wary of any new-car program after the very costly and embarrassing failure of the 1958–60 Edsel (which had also surveyed very well). Third, a large amount of money (\$250 million) was already earmarked to retool the regular Ford line for 1965.

Yet, somehow, sell it he did.

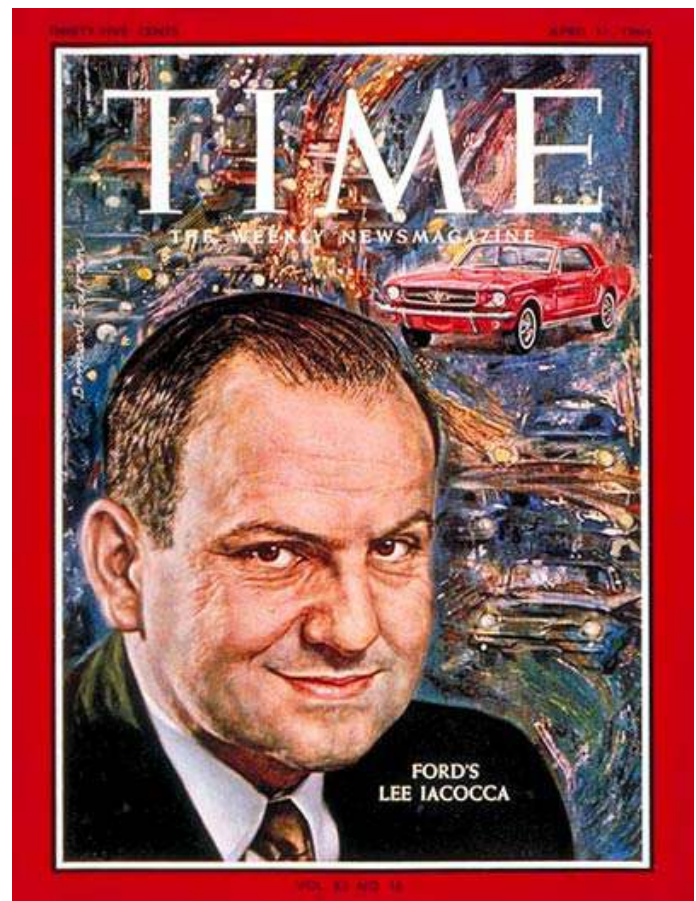
“There was a lot of cost work done on it,” Sperlich later related, “and a lot of hard selling, because we had to sell it to a management that didn’t understand it and didn’t want to do it. The initial planning volume was 75,000 units, and that’s where the program was finally sold.”

Off to the races

When Iacocca walked out of that meeting with a reluctant corporate blessing and a modest \$40 million with which to design, engineer, tool, and develop his small sports car, he remarked that he had never been through such a tough selling job in his life—a significant comment from a man who had risen through the very tough ranks of Ford sales organization.

The Mustang was scheduled to be built at Ford’s Dearborn plant with “Job One” on March 9, 1964—just 18 months at a time when new car programs typically took twice that long to move from approval to production. Public introduction was slated for five weeks later. And, as we all know, the Mustang would set all-time industry records with 303,408 units built in calendar year 1964, followed by two straight years of 580,000-plus.

Lee Iacocca’s long, distinguished career would see other major successes and some failures. But that iconic first Mustang is one by which Iacocca would be forever remembered.



THE SCENE

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EVERYWHERE!





hope to see
you next time

2023 Ford Mustang rumors again point to hybrid powertrains — even V8

Are you ready for a hot hybrid pony car?

Rumors of an electrified powertrain for the next-generation Mustang are swirling yet again after a former Ford engineer reportedly leaked his involvement in hybrid powertrain development for the pony car's forthcoming redesign, further bolstering expectations for more electrified models.

The most recent tip comes from LinkedIn (yet again). An eagle-eyed member of the Mustang7G.com forums spotted an engineer who reportedly listed experience working on two separate powertrains marked as hybrids — one based on the 2.3-liter turbocharged four-cylinder found in the base car and EcoBoost high performance models, along with one based on what appears to be a variant of the Coyote V8.

Yeah, that's right. A V8 hybrid. While Ford has not yet paired a V8 with an electric motor in any production offerings, a pony car would certainly be a good fit for such a treatment. And this is not the first time we've heard rumors of a hybrid V8 from Ford; in fact, the last time we heard one, all-wheel drive was in the mix too.

The key to the whole formula is Ford's 10-speed automatic transmission. This gearbox was designed from the ground up to allow enough modularity for electrification, and it is utilized in virtually every rear-wheel-drive-based platform Ford offers. It's the gearbox that puts the F-150 PowerBoost Hybrid's 430 horsepower and 570 lb-feet of torque to the ground, but you'll also find it in the 2021 Ford Bronco, Ranger and Explorer, along with Lincoln's rear-drive offerings.

Not only can Ford hybridize this transmission pretty much across the board, but Autoblog has been told (but is unable to officially confirm) that hybrid powertrains have been prototyped for several of these models. The only thing we don't know for certain is whether (or when) Ford will green-light those projects. Stay tuned!



Five Reasons You Should Buy A Classic Mustang

By: *Elise*

Source: *musclecar.uk*

“Should I buy a classic Mustang?” You might find yourself asking as you scroll down forums and feeds full of good-looking cars and their grinning owners. There’s a good reason for that question: they’re fantastic cars, of course you’re tempted.

There’s a good answer too: Yes, you should buy a Mustang. How else will you get to be John Wick? Of all classic cars, Mustangs were quite literally built to be reliable, and today’s technology has made it possible and accessible to extend their lives almost indefinitely. In milestone and monetary terms, they make a good investment. Here’s why:

1) Mustangs make a better investment.

Buy the best you can afford. In the classic Mustang market, prices can range from £10k to over £150k. The lower end of the market may appeal to many, but the lower cost is an illusion, because a cheaper car entails high restoration costs. Mustang parts are in classic car terms very economical to purchase, but most people do not feel confident working on their car themselves. Labour cost could run to thousands very quickly.

A good investment is where someone spent enough time and money on their car. Ideally, it should need no further investment other than yearly maintenance. The price range tends to be in the £30k-£40k for the V8 “notchback” and the V8 convertible, and £40 K+ for a Fastback depending on specification. Initially the outlay on your investment may be more in the short term, but long-term the costs would be much lower than continually restoring an originally cheap car.

Fun fact: The value of quality Mustangs over the last ten years has at times increased by over 100%. And in the collectible market of the past ten years, cars outperformed art, stamps, watches, and wine.

2) Classic Mustangs are easier to maintain and fix.

Ford Mustangs from the 1960’s benefit from a massive aftermarket. It can supply you with every single necessity should you need to replace or upgrade a part of your car. By comparison, 1960’s British and European cars increased so much that it has put the price range out of their budget, and the Austin Healeys are circa £70k +, Jaguar 3.8 four doors manual £70k +, and E-types well over £100k. The more affordable classic Alfa Romeos, Lancia’s and Mercedes from the 1960’s can cost even a considerable amount more to keep on the road. Mustangs, by contrast, are easy and cheap to maintain.

3) Mustangs are reliable.

The 1960’s Ford Mustang was built for the American mass market to be used on large highways, covering huge distances. These cars needed to be extremely reliable. Accordingly, we find that many of our classic Mustangs go to ‘first-time’ classic car buyers. Their popularity increased at a considerable rate since the release of Ford’s 2016 new Mustang in the UK. Many of our clients say they bought a new Mustang, fell in love with the steadfast marque, and since purchased a classic to make a pair.

4) Mustangs are inter-generational.

Some people think only those who remember the iconic 1968 film “Bullit” with Steve McQueen are interested. But we’ve even had the younger generations hankering for classic Mustangs with global blockbuster films like John Wick, Fast and Furious, and Gone in Sixty Seconds, all of which promoted the legendary look of the 60’s Mustang. The continued cult following of classic Mustangs help your investment go in the right direction. Given the retro and vintage crazes going around, there’s a very good chance your children will take up your mantle and cherish your classic even when you get tired of it!

5) They’re not as costly as you might think.

At the top end of the classic car market in the £100K to £1M range, consortiums or high wealth individuals tend to purchase cars mainly for investment. The £30k-£60k market history tells us that, at worst, just 10% price adjustment could happen. Yet, many of us lose 30% in the first year on our new modern car without blinking! Also, Business Insider magazine featured the classic Mustang as 6th in “Vintage Cars That Make a Particularly Good Investment” article in 2019.

In troubled times you have to make a leap of faith. If you buy a quality early Mustang, you don’t have much to lose.

6) Why not? (Bonus reason, shh)

Let’s be honest, the usual reaction to seeing a Mustang on the road isn’t “I wonder if those things are inter-generational”, but rather “I wouldn’t mind one of those!” With the kids safely up at uni and your mortgage paid, it’s time to treat yourself. There’s fun to be had in a classic Mustang. The notchbacks and convertibles are very popular, with four comfortable seats where children and grand children can be seated comfortably. The ride quality is superb for a car built in the sixties.

So, to conclude: yes, you should buy a Mustang. There aren’t many iconic or legendary classic cars we can still get for a sensible price. And Mustangs can be enjoyed by everyone. As much by your friends and family as by people on the roads as they give you the thumbs up. Can you put a price on that?

15 Reasons Why We Want To Buy The 2012 Ford Mustang Boss 302 Laguna Seca

The original Boss 302 Mustang was an icon! The 2012 model didn't achieve the same status, but it's still a muscle car deserving of our respect.



By: Chris Flynn
Source: hotcars.com

Ford doesn't need any introduction. This American automaker has been around for over 110 years, beating Ferrari at Le Mans, creating some of the most iconic vehicles, and even building airplanes during World War 2.

The company was established in 1903 by 12 people, including Henry Ford and his son. At the very beginning, Ford had a 25.5% stake but 16 years later he bought all the owners and made it a family company. Nowadays, the company sells under the Ford brand and owns stakes in many automotive industries.

In 1969, the first Mustang Boss 302 was built. Only 1,628 units were produced with one purpose: to make a true racing vehicle. The first generation Boss came in a fastback body style and featured a taillight panel, trunk lid, and a blacked-out hood. Here are 15 reasons why we want to buy the 2012 Ford Mustang Boss 302 Laguna Seca.

15) Not The Average Street-Legal Car

Ford used the 2012 Mustang body but made a couple of exterior tweaks to help the Laguna Seca stand out. The upgrades make the car more aerodynamic and aggressive. However, the company focused on the racing track so much that some of the details aren't even street legal. For example, the large front air splitter.

14) 302 Cubic-Inch V8 Engine

Helping the car build power, a revised 302 cubic-inch V8 engine with new camshafts can deliver 440 hp and 380 lb-ft. of torque. Thanks to the new engine design, a more aggressive grind can be actuated with the revised camshaft timing mechanism. The car feels comfortable on the track and while you're driving around the city.

13) Race-Inspired Performance Features

The 2012 Ford Mustang Boss 302 Laguna Seca got a race-inspired clutch with new friction materials. A short-throw, 6-speed manual transmission takes care of gear changes and sends power to the rear axle. For drivers who need the most precise control, a Torsen limited-slip differential is available as an option.

12) Unique Color Themes

Thanks to the unique color themes, the Laguna Seca is easily distinguishable from other cars. The body is painted in one color but the rear wing, side mirrors, wheels, roof and grill surround can be painted to match another color. The Mustang also has a new badge that says "Laguna Seca".

11) Unique Exhaust System

Shawn Carney, Mustang NVH engineer, said that "we were able to tune the exhaust system for a unique sound. Combined with the rush of the intake, the exhaust system really envelops the driver in V8 sound." Multiple details were added, including 2 outlet exits to the side of the exhaust crossover.

10) Race-Car Inspired Interior

The Laguna Seca got a racer's dream interior. It features the standard Mustang dash with a new 3-gauge cluster that monitors oil pressure, lap times and engine temperature. In order to save weight, Ford removed rear seats and added a stabilizer brace. This should help the car stay under control through the corners.

9) Redesigned Suspension

In order to deliver the best-handling car, Ford redesigned its GT suspension. It got high-rate coil springs, stiffer bushings, and a huge rear stabilizer bar. The car was lowered by 1 mm at the rear and 11 mm at the front compared to the GT. Besides, adjustable struts and shocks are standard.

8) Unique Shock Adjustment Method

The company said that "the shock adjustment is right at the top of the shock tower, built into the rod and easily accessible from under the hood or inside the trunk." Ford was going for a classic adjustability that is similar to the Gabriel shocks you can find on the original Boss 302.

7) Speed-Sensitive Electronic Steering System

The speed-sensitive electronic steering system complements the redesigned suspension. The system was retuned to increase road feel and improve feedback to the driver. You can fine-tune the steering wheel to your liking by choosing 1 of 3 settings: Normal, Comfort or Sport. These sportier modes increase track performance by sacrificing maneuverability at low speeds.

6) Traction Control System

The traction control system monitors the behavior of the car through sensors. It prevents wheelspin and offers the best grip, stability, and performance in situations when you need it the most. It monitors and changes power sent to the wheels and ensures maximum contact while you're accelerating. It works together with the Electronic Stability Control.

5) Electronic Stability Control

Electronic Stability Control uses sensors to monitor the speed of every wheel, the yaw rate, and the steering angle. When the road is affected by poor weather, the system ensures a comfortable and safe drive. It gives you greater control of the car and automatically applies a braking pulse to the wheels, stabilizing them.

4) Unique Racing Wheels

Lightweight 19-inch black alloy racing wheels follow the race-car theme. The "Pirelli PZero summer tires are sized specifically for each end of the vehicle, with the front wheels receiving 255/40ZR-19 tires while the rear stays planted thanks to 285/35ZR-19 rubber." The Laguna Seca was the first Mustang to achieve over 1 g of lateral acceleration.

3) Retuned Brake Pedal

Ford admits that his team spent a lot of time tuning the brake pedal. The car got unique brake lines that expand 30% less than other types. This helps deliver maximum fluid pressure to the calipers in the shortest amount of time. The driver gets a feeling of being connected to the car controls.

2) Balance And Stability At High Speeds

Up front, the blocked-off fog lamp openings highlight a unique grille. The front splitter manages air around and under the car. This design reduces underbody drag and front end lift. At the rear, the big spoiler also reduces drag. The car is simply glued to the street at high speed.

1) Luxurious Cabin Accessories

The steering wheel is covered in Alcantara suede to complement the suede-like center insert on each seat. You can choose a package that offers Recaro bucket seats. The company removed 11 pounds of sound-deadening material to let you enjoy the exhaust notes. "Powered by Ford" door plates remind you that you're in a unique car.

CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE



Women's V-Neck T-Shirts • Women's Polo Shirts
2 Tone Button Up Shirt • Men's T-Shirts • Men's Polo Shirts
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CVMC Embroidered Hat • Custom Engraved Plaques & Signs
Club Logo Engraved "Root" Beer Mug

To order merchandise, check styles and prices
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*All orders must be prepaid or paid online



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.

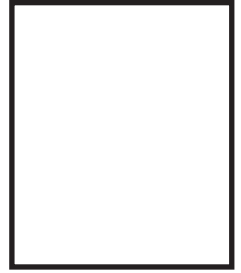
P.O. Box 25964 • Fresno, CA 93729-5964 • Phone: (559) 715-CVMC (2862) • Website: www.cvmustang.org

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.

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