



the **pony**

OFFICIAL MONTHLY PUBLICATION

PRESS

August 2015

Question: Is It Back?

*Changes for
2018 and a
surprise or two*



The Story of Two
GM Defectors
That Created
One of the World's
Best Mustangs



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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
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ACTIVITIES & PUBLICITY COMMITTEE

Mary Kokalis	229-3219
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Suggestions for activities should be directed to the Activities Committee.

CALLING COMMITTEE

Mary Kokalis	229-3219
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CO-WEBMASTERS

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

CHARITY COORDINATOR

Nancy Sharmer	346-1096
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NEWSLETTER EDITOR

Garo Chekerdemian	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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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! Man, do I feel old. Earlier this month I had my 55th birthday. I know, I know, some of you out there (who'll remain anonymous!) are going "Spring chicken! Wait 'til you reach my age!" Being reminded that in some places I now qualify for the senior citizens discount was a bit annoying. But not nearly as aggravating as having DMV pulling your license because of your failing eyesight. Yup, because of the problems I've had with my eyes due to my multiple surgery's DMV has decided that I can no longer drive.

Now, I get the whole safety thing but for someone who truly enjoys taking the Mach out on the road it's more than a bit of a letdown. I have decided, however, that rather than wallowing in sorrow I'm going to look at it as a minor inconvenience as it reminds me of all I've been blessed with. First and foremost are Stacy and Jimmy, my family and irreplaceable support systems. Secondly are all of my friends, both in the club and otherwise. Lastly I won't be housebound as Jimmy is more than willing to run me around in the Mach!

But, enough of this! The club is up to 113 members and, thanks to the untiring work of our IT tech, Paul, it is now possible to pay your dues online at our website via Pay Pal. We can also take orders there for club merchandise. Technology, ain't it wonderful!

This past month the club did shows at Bullard High school, the Windham Assisted Living facility, Clovis's Park-in-the-Park and some folks even traveled to Modesto for their Fallen Heros show. This coming month we're planning a trip up to Yosemite National park for a Moonlight Run, shows at the Farmer's Market and another Park-in-the-Park, both in Clovis and our annual trip out to Kerman for their Harvest Festival Parade. Talk about showing the flag, or pennant as is the case with us!

Speaking of unity, fun, family and friends...whenever possible, wear your club t-shirts and fly your pennant promoting and celebrating our club. I know, we all belong to other organizations and some may not have a t-shirt or pennant but if you do, please support us. This allows us to get out there and meet people and gives them a face to go with the great name CVMC. Like I said earlier, if you would like to purchase a shirt or pennant, go to CVMustang.org to find those fine products.

So there you have it for another month! Drive careful and I'll see you at the meetings! Happy Mustanging!

Jim Sanborn - President

FROM THE EDITOR



Well...

That's all I have to say.

Just kidding but serious in a way. Because of this



I've been busy finalizing the artwork for the new shirts and sometimes I just couldn't get past a certain spot. Isn't there a saying about being our own worst critic? In the end we received very positive feedback on the new shirt design and I want to thank everyone for their input and support.

In fact, I enjoyed this project so much. I have another (simpler) design in the works. So get in, sit down, shut up and hold on!

Garo Chekerdemanian - Editor

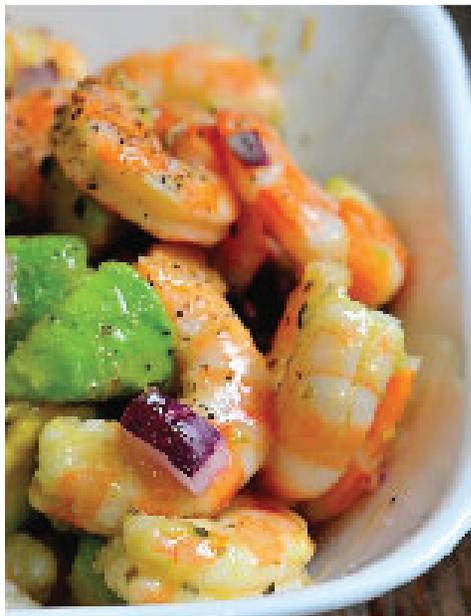
Recipe of the Month

Shrimp Avocado Salad Recipe

Source: www.addapinch.com

Submitted By: Carla Chekerdeman

Serves: 6



Shrimp Avocado Salad makes a wonderful lunch or light supper during the summer. Add this Shrimp Avocado Salad to a sandwich, pasta, or atop greens, too!

Ingredients:

- 2 pounds boiled or steamed shrimp, peeled and deveined
- 2 avocados, cut into large pieces
- 2 tablespoons diced red onion

For the Dressing:

- 1/4 cup extra virgin olive oil
- 1/4 cup red wine vinegar
- 1/2 teaspoon garlic powder
- 1 teaspoon parsley, chopped
- 1 teaspoon Dijon mustard
- Salt and pepper, to taste

Instructions:

- 1) Add shrimp, avocado, and onion to a large bowl.
- 2) In a 2-cup measuring cup, mix together ingredients for the dressing. Whisk until well-combined.
- 3) Add dressing to shrimp avocado salad until it has the amount you desire. Serve additional dressing on the side.

BIRTHDAY Wishes to...

AUGUST:

Aug 4 Jason Conner

Aug 4 Jim Sanborn

Aug 6 Robert Whitley

Aug 15 Stacy Lairson

Aug 24 John Anderson

Aug 28 Skip Tullock

Mark Your Calendars!



The 31st Annual

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Car Show

April 17th, 2016

Registration Announcement Soon!

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We've got a
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and with an
assortment
of great colors.

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Mustang To Get Mach 1 Model And 10-Speed Auto For 2018: Report

By: Kirk Bell
Source: motorauthority.com



Shelby, Boss, Mach 1, Bullitt: No model on the market celebrates its history more than the Ford Mustang.

The Ford Motor Co. is about to release the Shelby GT350 and GT350R Mustangs, promising that the R will be the best Mustang track car ever.

And if a report from "Automotive News" — subscription required — is correct, a Mach 1 edition Mustang will return for the 2018 model year.

That report also states that the 2018 Mustang will get a new front fascia and the 10-speed automatic transmission Ford has been working on with General Motors Co.

Ford last offered a Mach 1 Mustang for the 2003 and 2004 model years.

Highlighting that car was the dual-overhead cam 4.6-liter V8, which upped horsepower to 310 from 260 in the single-overhead cam 4.6.

The car also came with 13-inch Brembo front brake rotors, Tokico gas shocks and struts, lower and stiffer springs, anti-lock brakes, comfort-weave-style leather upholstery, and a functional hood scoop.

The Mach 1 package made its debut on the 1969 Mustang and continued through 1978. The 1969 Mach 1 came standard with

a 250-horsepower, 351-cubic inch V8, and buyers could opt for the 390 or 428, with horsepower rising as high as 360 with the Super Cobra Jet.

It also featured the competition suspension, chrome steel wheels, and color-keyed dual racing mirrors, and it was only offered in the SportsRoof — read: fastback — body style. The GT option was dropped after 1969, with Mach 1 effectively taking its place.

The larger 1971 to '73 Mustangs and the smaller 1974 to '78 Mustang IIs were also offered as Mach 1s, with performance gradually dwindling.

The 10-speed automatic should also see duty in Ford pickups and next-generation Lincolns, basically anything with big V8 or twin-turbo V6 power. Based on the struggles today's 9-speed automatics have had, we can't imagine adding anymore than 10 gears.

Let's hope — and expect — that 2018 Mach 1 will also offer a manual.



The Story of Two GM Defectors That Created One of the World's Best Mustangs

By: Jeff Perez

Source: Boldride

Submitted By: Carla Chekerdemian

If you know your GM history, the names Larry Shinoda and Semon "Bunkie" Knudson might have some significance to you. Shinoda was an LA-born designer that worked hand-in-hand with Zora Arkus-Duntov, transforming the Chevrolet Corvette from concept to classic.

Knudson, on the other hand, was the son of GM exec William S. Knudson, and worked for Pontiac, helping develop it into a successful brand throughout the 40s and 50s, and early 60s.

But did you know that Shinoda and Knudson also penned one of the best Mustangs ever to grace the road? I'm talking, of course, about the original, iconic Mustang Boss 302. How did that happen?

From Detroit to Dearborn

It started with Knudson. In 1968, Henry Ford II recruited him to become the president of Ford. It was a big, new role, considering Knudson had been eyeing the job of GM president before being passed over for Ed Cole. With this new change, Knudson brought with him good friend, and talented designer Larry Shinoda.

Shinoda was a bit more well-versed in how Ford did things. Though being a driving force on the Corvette, Shinoda began his career with Ford in 1955. Nearly 15 years later, he was back to create something special.

By 1969, the then-successful Mustang had transformed from a spritely little coupe, into a serious piece of muscle car engineering. The new design was fierce, and that's when Knudson, Shinoda, and the rest of Ford's engineering team had a dastardly idea to take down the Camaro Z/28.

Birth of a Boss

Larry Shinoda developed and designed the Ford Mustang Boss 302 in 1969. Shinoda gave it the "Boss" moniker after president Knudson. Where the standard Mustang was more aggressive, the Boss 302 was downright sinister.

The aerodynamics were improved, the V8 was now producing 290 horsepower, and quarter miles were dealt with in 14.6 seconds at 98 mph. It may now sound like much today, but back in 1969, that thing was flying down the drag strip, and the race track.



Semon "Bunkie" Knudson



Larry Shinoda

From the get-go, the Mustang Boss 302 was a cult classic, and went head to head with the Camaro Z/28.

The Downfall

But with the initial success of the Boss 302 came the problems. Not with the car, but with Knudson and Ford execs. Internal struggles caused him to be fired from Ford in 1969, and with him, so left Shinoda.

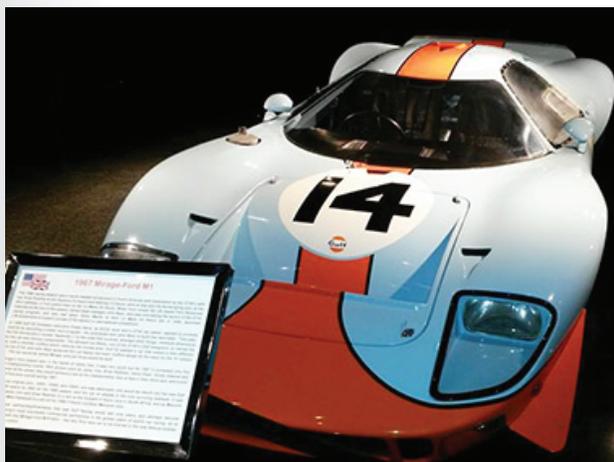
Shinoda opened up his own design firm with minimal success, while Knudson became president of White Motor Company in Cleveland, Ohio where he retired.

While neither produced anything as successful after the fact, the Boss Mustang 302 was one of the best vehicles to ever come from a Dearborn, Michigan, Ford factory. One that won't soon be forgotten by enthusiasts.



Blackhawk Museum Fun Run

Pics By: Robert Grant





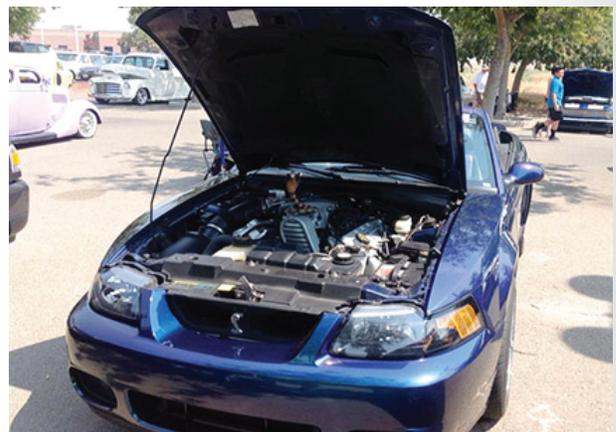
Carmel Village Car Show

Pics By: Tish Ganne-Davis



Fallen Heros Car Show

Pics By: Mark Gardner



Why This Boss 302 Ford Mustang is a Future Classic

By: Zach Doell
Source: Boldride



For the most part, car companies chase mass appeal. This explains why Ford doesn't make every Mustang as racy, knife-edged, and corner-taming as it could be. Far fewer people would buy a no-holds-barred racecar for the road that subsequently shatters their tailbone.

Nevertheless, Ford knows those track-hungry weekend racers exist, and from time to time, the Blue Oval likes to indulge them. The 2016 Shelby GT350R is the latest hardcore gift of the Mustang gods, but just a few years ago, Ford delivered another no-nonsense Mustang—the 2012 Boss 302 Laguna Seca.

In essence, it was a suspension, equipment and aerodynamic package for the already heady Boss 302, but this fine-tuning changed the limited-run Mustang from special edition into future classic.

And it isn't exactly a car you can miss. The Laguna Seca tacked on an aggressive appearance—big front splitter, sleek rear wing, and stunning 19-inch alloy wheels, all wrapped up in a grabby C-stripe color treatment. Visually, it evoked the original Boss 302 of 1969. In actuality, that front splitter is said to be a near direct match to the Laguna Seca's totally not-street-legal brother, the Boss 302R racecar.

Underneath the skin, the Ford Mustang Laguna Seca bolsters that performance physique, backing up the Boss 302's special 444 horsepower V8 with a six-speed close-ratio manual, and putting that power to a Torsen limited-slip rear differential. Higher rate springs, adjustable dampers, and a buffed-up rear stabilizer bar ensure that all tires stay firmly planted, while the duct-cooled 14-inch rotors help the Laguna Seca stop as hard as it goes.

Contemporary road tests even lauded this 302's ability to make you forget there's a solid axle in the back. The Laguna Seca added special Recaro front seats but lost its rear seat in favor of a structural cross-brace, which is said to increase rigidity by 10 percent.

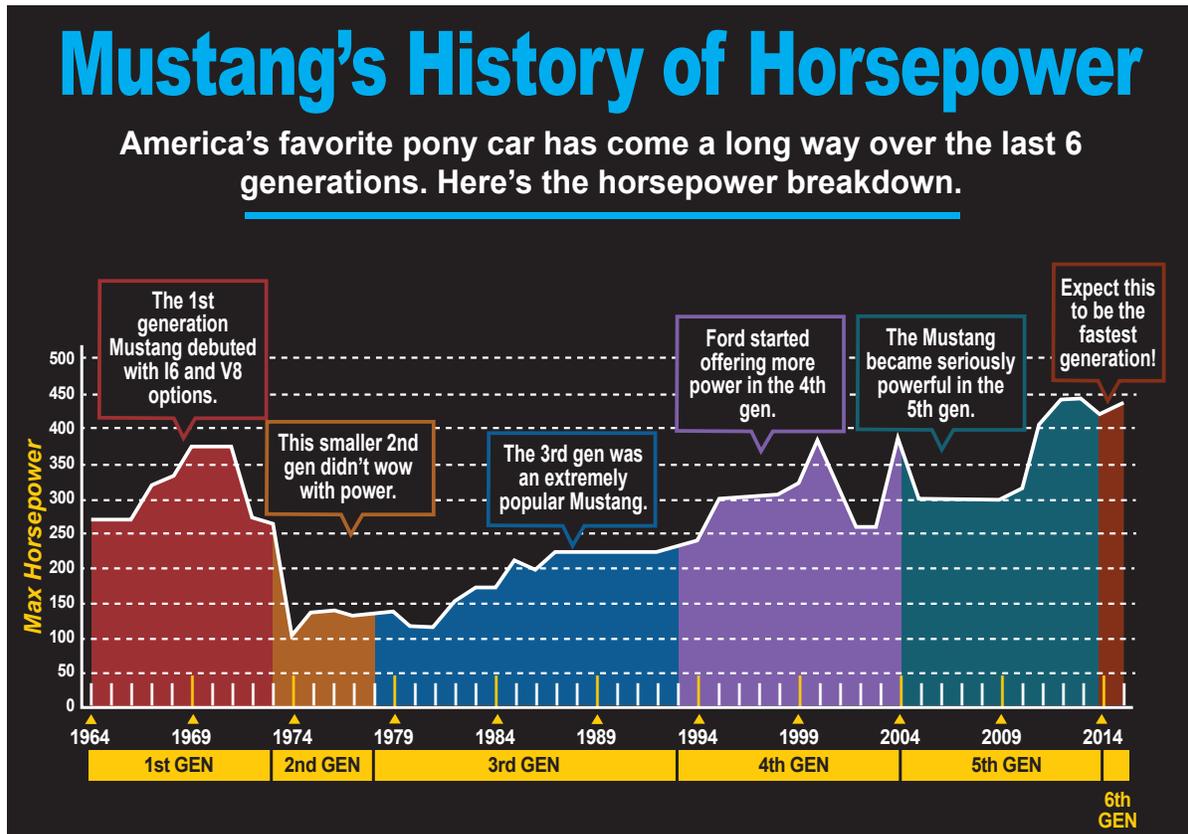
Ford went on to build 750 Black and Ingot Silver examples for 2012—black has aged much better than the silver—and in 2013 Ford produced 750 more in Black and School Bus Yellow.

Currently, you can find a number of these Mustangs prowling eBay and other classifieds—it's a two-to-three year old car, it would be weird if you didn't. But 25 to 30 years down the line, these limited-run racers will undoubtedly become harder to find. Original and nicely presented Boss 302 Ford Mustangs from 1969 and 1970 currently trade for well over \$100,000. Given the low production of these, perhaps someday they'll demand the same.



A Fifty Year Look at Mustang Horsepower Ratings

Source: themustangnews.com



While The 2015 Mustang is powerful, Mustangs from the 70s, 80s, and 90s were anything but. Ford's Mustang is a global icon, and in many minds, the Mustang is synonymous with performance. Yet when looking at 50 years of peak horsepower output, Ford's Mustang has struggled to surpass the performance levels set all the way back in 1971.

BlueSpringsFordParts.com has charted the Mustang's peak horsepower levels from the 1964 1/2 model year on, and the chart clearly shows that the second, third, and fourth generation Mustang very much lived in the shadow of the first-generation 1971 Mach 1 429 Cobra Jet. Much of the fifth generation Mustang did as well.

"A lot of younger Mustang enthusiasts don't remember the 70s and 80s, but I do," says Kyle Harris of BlueSpringsFordParts.com. "While the Mustang II and the Fox body will always have a special place in my heart, they never compared to the late 60s Mustangs in terms of performance."

"In fact, it wasn't until the fifth generation Mustang that performance finally got back to the levels we remember from decades ago," says Harris.

The Mustang horsepower history chart shows how the first generation Mustang's top rated engine, the 429 Cobra Jet, was the highest rated Mustang engine for nearly 30 years. It wasn't until the 2000 Cobra R special edition Mustang limited to a run of 300 vehicles that Ford surpassed the 375 horsepower rating of the '71 429.

Even then, the Cobra R was rated only 10hp higher than the engine from 1971. "It's hard to imagine that Ford would produce an engine in 1971 that couldn't be equaled in terms of horsepower output until 29 years later," says Harris.

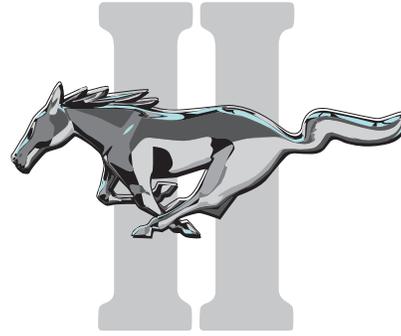
"It's particularly amazing in contrast to today's marketplace, where every car seems to get more powerful every year. A lot of people don't realize Mustang performance dropped off substantially in the 70s and 80s. Even Mustangs in the 90s weren't as great as the cars from the late 60s, at least in terms of horsepower," explains Harris.

The biggest drop in Mustang horsepower occurred at the 1974 launch of the Mustang II, which was initially offered without a performance engine option. While engine power was upgraded in 1975, the max horsepower rating of the Mustang stayed below 150hp until 1982.

This was four years after the 1978 debut of the 3rd generation Fox body Mustang. It wasn't until 1995 that Ford offered a Mustang with more than 300hp, and it wasn't until 2003 when Ford offered a Mustang that exceeded the power levels of the 2000 Cobra R or 1971 Mach One 429 Cobra Jet, with the 2003 SVT Cobra.

All in all, Ford has only offered engines that exceeded the 1971's 375 horsepower output in twelve of the last 44 years.

Why The Mustang II Should Get Its Due



By: Richard Truett
Source: www.autonews.com

One member of the Mustang family won't have a very high-profile role at this week's 50th anniversary celebrations: the 1974-78 Mustang II.

But if you reconsider the case of the Mustang II, you may find it is time to give the car the respect it is due.

Had the Mustang II not been a massive sales success -- more than a million were sold in five model years -- the Mustang story may have ended in the fall of 1978.

As with the original Mustang, Ford's timing with the Mustang II was impeccable. The landscape in fall 1973 on the eve of the Mustang II's launch looked like this:

- **Gasoline prices were rising.**
- **Emissions regulations were tightening.**
- **Horsepower was turning into hoarse power as big engines lost compression and were being strangled with air pumps, EGR valves, catalytic converters and other performance-robbing equipment.**
- **Insurance prices for performance cars were increasing.**
- **The 55 mph speed limit was looming.**
- **America was downsizing -- big cars were out, and small cars were in.**

The smaller and more fuel-efficient Mustang II rolled into Ford showrooms just weeks before several Middle Eastern countries declared an oil embargo. By March 1974, the price of a barrel of oil quadrupled, and Mustang IIs were flying out of dealer showrooms.

The last of the first-generation Mustangs, the 1973 models, had grown larger, heavier and thirstier since the April 1964 debut. The best fuel economy one could expect out of the thriftiest six-cylinder '73 Mustang was about 17 mpg on the highway at 75 mph.

The '74 Mustang II, with its tappety 2.3-liter four-cylinder engine, delivered 23 mpg at 75, a 35 percent increase over the '73. And it was capable of close to 30 mpg when driven easily.

The Mustang II is looked upon with derision today by the Mustang faithful because its Pinto underpinnings robbed the car of much of its sporty driving characteristics. And it's true the Mustang's 1964-66 styling cues didn't work as well on the shrunken 1974 coupe version. But buyers weren't too critical. Ford sold 385,993 Mustang IIs the first year, making it one of the best debuts in Ford history.

In each of its five model years, the Mustang II was improved. The 302 V-8 returned and was gradually given more power as Ford engineers learned the intricacies of emissions systems.

The Cobra II was wildly popular, easily keeping Ford in the sporty car race against the Chevrolet Camaro and Pontiac Firebird, its two main domestic competitors, and Japanese imports such as the Toyota Celica.

Ford car marketing manager Steve Ling told Automotive News recently that even though the Mustang II "isn't the most iconic" Mustang of the last 50 years, the car met Ford's expectations in the 1970s and did the job it was engineered to do. "A lot of people at the time liked the smaller size and the lighter weight," he said.

On the lobby floor at Ford Motor Co. World Headquarters in Dearborn, Mich., about two dozen Mustangs from all eras are on display, including a plain brown '75 coupe and a white and red '76 Cobra II.

Ford acknowledges the Mustang II's place in history. When will collectors?

U.K. Kicking America's Butt When It Comes to Ford Mustang V-8 Take Rates

By: Alexander Stoklosa

Source: caranddriver.com



After 50 years of standing by while Ford churned out Mustang after Mustang for the States, U.K. buyers can finally buy one of the iconic pony cars all official-like at their friendly neighborhood Ford dealer. And while we get three engine choices here—a turbo four, a V-6, and the mighty 5.0-liter V-8—our friends across the pond are being offered only the EcoBoost four and the V-8. So which engine are they choosing?

Ford has released preliminary stats on what versions U.K. buyers are snapping up, and it turns out the Brits are opting for the all-American V-8 in droves. Droves proportionally larger, it must be pointed out, than those of Americans buying V-8-powered Mustangs. Fully 70 percent of the initial 2000 orders for Mustangs in the U.K. were for the 5.0-liter V-8, and 55 percent of all Mustang buyers are going with the six-speed manual.

Shortly after the Mustang went on sale last year, Ford reported that a mere 52 percent of U.S. buyers ponied up for the V-8, while the rest were split pretty much equally between the EcoBoost and the V-6. Even today, those take rates haven't budged much.

Do you hear that, America? Britain is doing it better than us. And that's with average gasoline prices of £1.16 per liter—nearly \$7 a gallon!—not to mention their cramped little roads and that constant talk about CO2 emissions and other sissy things.

Now, the Brits' V-8gasm could be representative of pent-up demand for the Mustang—hey, if we had to wait 50 years for this car, we'd skip right past the weak engine and go right for the right motor. Or maybe it's the mix of cheap horsepower and a robust exhaust note that's proving compelling to the good people of the U.K. (In England, the EcoBoost starts at £29,995 and the V-8 is just a few quid more, at £33,995.)

But still. When Lee Iacocca invented the pony car, it had a V-8, not some fuel-sipping turbo four. WE are the ones who live in the land of cheap gas, excessive horsepower, and mindless burnouts. The Brits have their roundabouts, their afternoon tea, and their intelligent-sounding accents. It's all well and good for us to send them our red-blooded Mustang, but how can it be that they're proving to be better Mustang buyers than we are? Come on, America!



MERCHANDISE ORDER FORM

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

PLEASE PRINT NAME:

NAME: _____ DATE: _____

PHONE NUMBER: _____

T-SHIRTS: (Color for 2014 is Hunter Green)

- 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	<input type="checkbox"/> NEW	<input type="checkbox"/> RENEWAL	DATE	AMOUNT
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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
Club Information: 559-715-CVMC (2862)**