

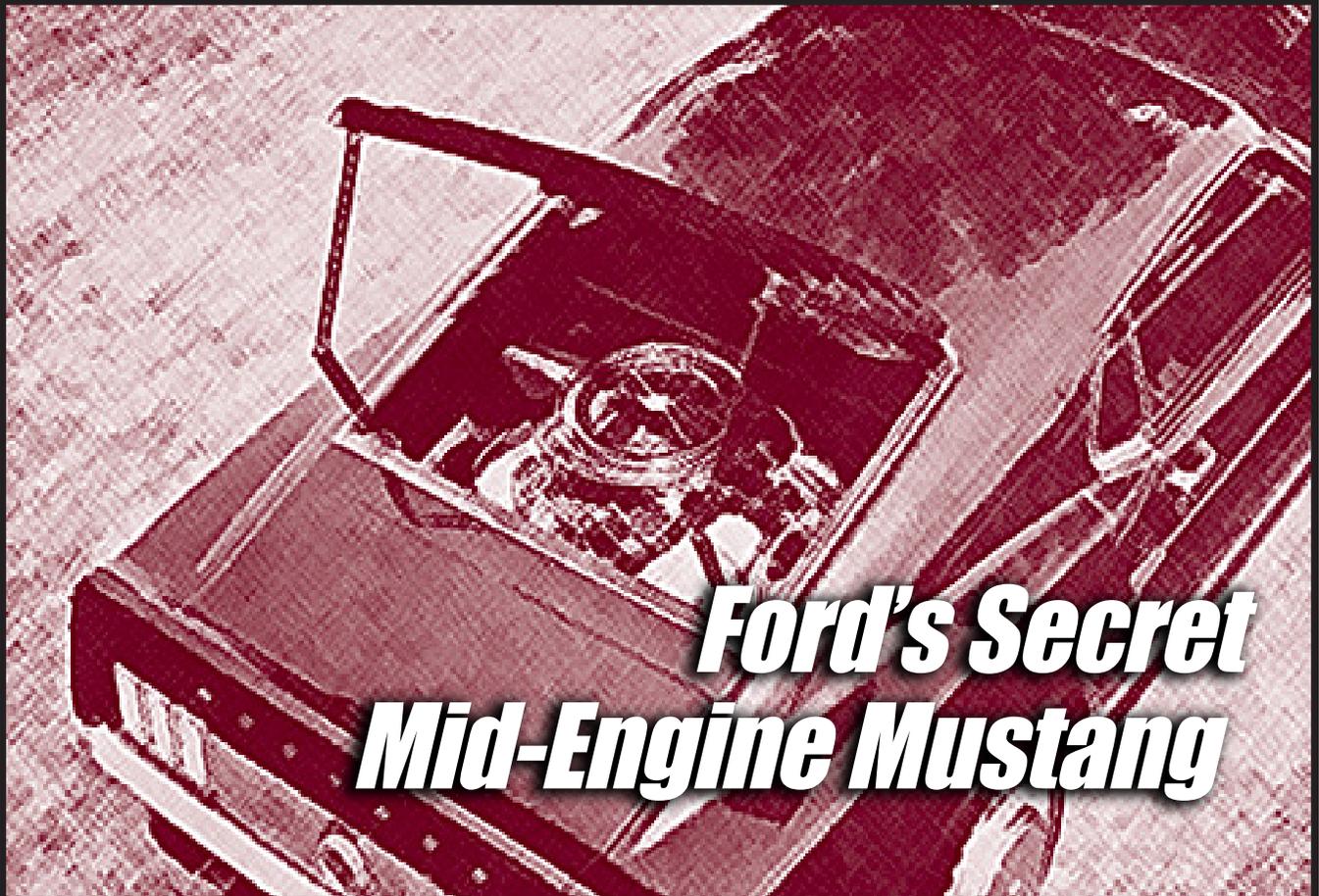


the **pony**

OFFICIAL MONTHLY PUBLICATION

PRESS

May 2015



Ford's Secret Mid-Engine Mustang



**Is the
muscle
car over?**

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CLUB INFORMATION



Central Valley Mustang Club, Inc.
P.O. Box 9864 • Fresno, CA 93794
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
Garro Chekerdemian	906-7563

CHARITY COORDINATOR

Nancy Sharmer	346-1096
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NEWSLETTER EDITOR

Garro 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!

Rain. In May. And not just a sprinkling but a deluge complete with flooding. Who'd a thunk it? And, of course, we'd just run the Explorer through the car wash! Grrrrr.....

Anyways, May sure was a busy month with shows at Mineretts High School, the College Church of Christ, the Golden Living Nursing Home, Clovis' Park-in-the-Park show, the Jenny Ellar Blood Drive & Show and the run over to Paso Robles for the Warbirds and Wings show. This month we start with the Mineretts High School Graduation on the 4th. We need convertibles to drive the kids from the building to the walkway where they enter for the ceremony. If you are interested, please call Mary Kokalis at 229-3219.

After that we'll be at the Clovis Farmer's Market on Friday the 5th. It's a nice, relaxing event: kick back in your lawn chair and people-watch. You can also walk down Pollasky Avenue and check out all the fruit and vegetable stands or maybe get some dinner at one of the food vendors. They even have a live band there for your listening pleasure! It starts at 4:30 which I know is kind of early but you don't have to be there right on time (like we're ever on time!). We meet at Pollasky and 3rd so any questions, call me at 246-6835.

On the Saturday the 6th. we'll be making a run out to Harris Ranch Restaurant out at 198 and I-5 for a multi-club get together. Brandon Walker has gotten together with SLO-Stangs from San Louis Obispo, a couple of Mustang clubs up north and hopefully the Golden Empire Mustang Club from Bakersfield.

It'll be a Meet-and-Greet with fellow Mustangers so we can check out each other's cars and make some new friendships over lunch. We'll be leaving Yosemite Falls Cafe at 10:30 so we'll see you there. Lastly is the Park-in-the-Park show at Clovis and Sierra in Clovis. No entry fee, free food & nice people. Try to get there between 4 & 5 PM as it fills up fast. Call Mary at 229-3219.

You don't have to show up at every event; that's not expected as a lot of people can't and that's OK. As I've said thousands of times before to people over the phone over last 300-odd months or so, "We'll take you when we can get you!" Come on down when you can and we'll have a good time together!

Information about our upcoming events along with a bunch of other stuff is available on our website: www.cvmustang.org. Many thanks go out to Paul Beckley for all the hours and late nights he's devoted to rebuilding it and keeping it current.

That's about it for this month! See you at the meetings! If not, "We'll take....." Awww, you know the rest! Happy Mustanging!

Jim Sanborn - President

FROM THE EDITOR



and the newsletter is coming when...?

I'm sure there are those who have asked that from time to time. Hell, I even ask myself that same question. People simply run out of time, because for some unfathomable reason life got in the way.

I can say that there is only one member that has actually sat next to me while working on the newsletter and he didn't realize what all was entailed. Could the newsletter be smaller, more "vanilla"? Sure but come on...

I could go on and on, but hey we're here to have fun. All the while wearing the same color shirts as dictated by the higher-ups.

You're probably asking, "Has Garo lost his mind?"

No, just thinking out loud...

Anyway, I just want to thank everyone that submitted material for this months issue. I think Nancy Sharmer sent me three recipes! Thank you, thank you, thank you.

As some of you might know, this time of year is my busy time at work. The agriculture industry is taking a helluva beating because of the drought. People are desperately looking for ways to continue with business. So, after 8 -10 hours of designing creative packaging, it's hard to come home and continue the grind.

This is why we ask when the newsletter is coming. Life...

Thanks again for all the help from this great club.

Garo Chekerdemian - Editor



Recipe of the Month

Southwest Salad with Creamy Avocado Salsa Dressing

Submitted By: Nancy Sharmer

Ingredients:

- Southwest Salad
- 1 head romaine lettuce, chopped
- Fresh corn kernels from 1 ear of sweet corn
- 1 red bell pepper, chopped
- 1 cup cherry or grape tomatoes, cut in half
- 1 (15 oz.) can black beans, rinsed and drained
- 1/3 cup roasted and salted pepitas (may sub. sunflower seeds)
- 1/2 cup grated pepper jack cheese, or more to taste
- Tortilla Strips for Salads (I like Fresh Gourmet Santa Fe Style)

Creamy Avocado Salsa Dressing:

- 1 small avocado, peeled and sliced
- 1 small jalapeno, seeded, deveined and roughly chopped (optional)
- 1 clove garlic, peeled
- 1/4 cup loosely packed cilantro
- 1/4 cup sour cream (may sub. plain Greek yogurt)
- 1/4 cup smooth salsa (medium for more of a kick)
- 1/4 cup milk
- 2 tablespoons olive oil
- 1/2 teaspoon sugar*
- Juice from 1 lime
- 1/4 teaspoon salt
- 1/4 teaspoon cumin
- 1/8 teaspoon pepper
- 1/8 teaspoon smoked paprika (optional)
- Hot sauce to taste (optional)

Instructions:

1. Add all of the Creamy Avocado Salad Dressing ingredients to a blender and blend until smooth, scraping the sides down as needed. Add hot sauce and additional salt and pepper to taste. Add additional milk to thin to desired consistency if needed. Chill in the refrigerator, time permitting.
2. Add salad ingredients to a large bowl except for the tortilla strips and toss to combine.
3. Toss salad with desired amount of dressing (there will probably be some left over) or drizzle dressing over individual servings if not eating all of the salad immediately.
4. Garnish salad with tortilla strips and freshly cracked salt and pepper.

BIRTHDAY Wishes to...

MAY:

May 10 Betty Savage

May 10 Bob Sharp

May 15 Jonathan Stewart

May 17 Charlene Stebles

May 18 Amy Shipman

May 18 James Bandy

May 22 Gabrielle Hallenberg

May 25 Zaniah Glaspie

May 27 Allen Rasmussen

Asked him not to floor the Mustang...



@mustang_freakzz

Camaro pulled up next to us.....
my head SLAMMED the seat



don't miss the action on the
last Thursday of each month
(unless noted)



College Church of Christ Car Show

CVMC had a few cars show up for the College Church of Christ Car Show the first of May, the weather was perfect and the cars were Beautiful. This is a very nice car show, the church bar-b-ques and has a tasty feast for all the car show entrants. Dennis Harvat and Mary Kokalis won Sponsor Award Plaques for their Mustangs. The show is open to all car and they had a buffet of different cars. Cars of all makes were there and cars from all years some were classics and some were new ones. Thanks to Bob & Jean Anderson, Dennis Harvat, Don & Etta Hobbs, Fred Grove and Tony & Mary Kokalis for entering their cars in the show.



*Submitted By: Mary Kokalis
Pics By: Mary Kokalis, John Anderson & Joseph Colvin*

Ford's Secret Mid-Engine Mustang

Source:
www.macsmotorcitygarage.com



We've teased a bit of this tale before here at Mac's Motor City Garage, including it in the feature Five Forgotten Ford Mustangs (April 14, 2014). Here's more. Built by Ford Motor Company's Special Vehicles unit and its private Detroit-area skunkworks, Kar Kraft, this fascinating 1969 project was known internally as the LID Mustang. LID was short for Low Investment Drivetrain—a mid-engine configuration done on the cheap, using as many off-the-shelf components as possible.

One notorious issue with the production Boss 429 Mustang of 1969-1970 (1,358 examples built) was its poor weight distribution, the result of cramming a big, iron hemi V8 between the front wheels of a lightweight Mustang coupe. The LID concept addressed this problem by relocating the engine from the front to the rear. Here's how the deed was done.

A standard Boss 429 engine and C6 automatic transmission were turned around backward and installed in a

removable rear subframe, with the engine centered directly over the rear axle centerline. A custom-built transfer case turned the output 180 degrees and fed it to a 9-inch Ford rear axle, which was converted to independent operation with articulated half shafts and u-joints. A special axle housing incorporated an engine mount and pickup points for the Koni coilover shocks and rear control arms. The modular, drop-out layout was obviously devised with low-volume production in mind.

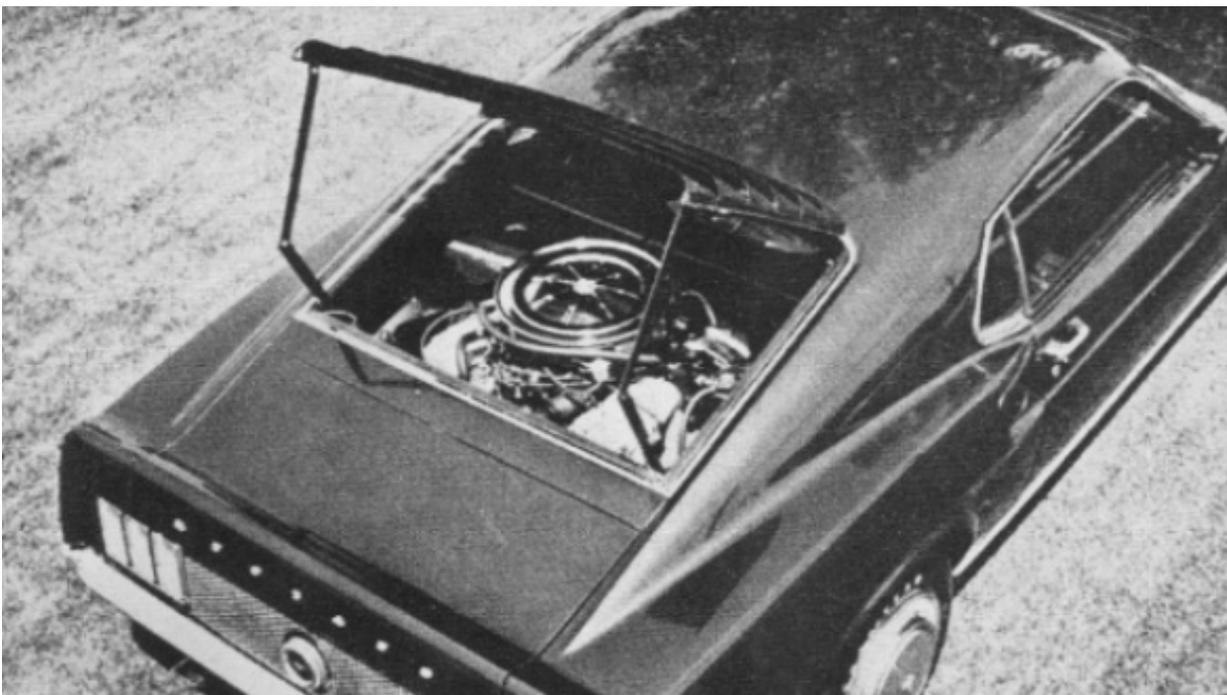
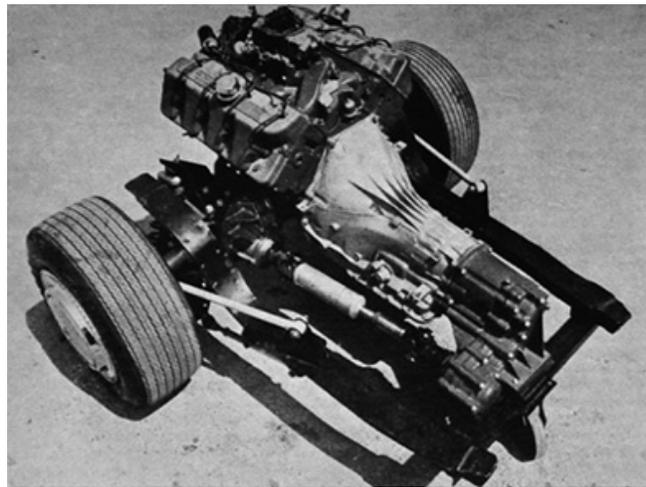
On the outside, the LID Mustang looked much like a standard 1969 Mach I Sportsroof, with little to give away the revised engine location. The stamped steel wheels, eight inches wide at the rear and six inches in the front, were reverse offset (in front-wheel drive fashion) to preserve the stock track width, then disguised with full wheel covers borrowed from a Lincoln. The rear seat was removed and the area trimmed with black carpeting, while up front, the former engine compartment housed the battery, radiator, and air-conditioning condenser, with electric fans to provide cooling.



Ford's Secret Mid-Engine Mustang (continued)

For access to the big V8 out back, the rear glass was replaced with a Sports Slat rear louver assembly mounted on hinges and folding struts. The LID project was a complete success in this way: The Boss 429's weight distribution was changed from 60/40 percent front to 40/60 rear. But to the engineers' surprise, except for a reduction of wheelspin, there was no significant improvement in performance. With that discovery, the LID Mustang program was stopped in its tracks.

So what was the fate of the lone mid-engine Boss 429? According to a short article on the beast in the December 1970 issue of Motor Trend, at that point it was awaiting its appointment with the crusher at a Detroit-area salvage yard. Since the unique Mustang hasn't been seen since, we presume that's where this story ends.



Source: maisto.com

1:18 Exclusive - 50th Anniversary Edition Mustang Diecast

The 2015 Ford Mustang GT was unveiled at a series of private events around the globe on December 5th, 2013.

Maisto was fortunate enough to have been selected to produce the 2015 Mustang in a variety of scales, including a 3" car that was given to members of the press at the Detroit Auto Show in 2014. Take a look below at some great photos of the various Maisto 2015 Ford Mustang GT.

Around the Corral...

By: Ron Dupras

As we saddled up the in Little Red the first weekend of May we headed out to see some other horses over on the California coast. As we pulled into the town we saw many others arriving for the big show. Most in their best dress and looking good to be judged in a show of all shows in this quaint little bay town. Morro Bay has grown over the years but still holds that small town feel and enjoyment of stopping to have a cup of coffee with the other visitors or locals as you talk of a common interest.

Some of the late arrivals (and I say late because the event begins on Thursday before the weekend show) were just stunning as the galloped in with pride and their owners smiling as others looked on. Of course the early birds fired up by their owners to greet the arriving herd.

Some we found wear Bow Ties while others were from the same family as Little Red. We all know the Blue Oval breed is the best. Many of these fine horses were well cared for, but a few needed a stop at the barn for a good wash down. We even found a couple horses pulling covered wagons!

You will find a few pictures we took while there. I used up the film I had (B&W) and they now make film that allows you to see the colors so I got some of that and took a few more pictures.

I spoke to many great people while at the show and found they travel from all over the state. I even found a couple from Nevada. One fella I spoke to told me they have been doing this show of horses for 19 years now! He was nice enough to provide me with the details so we can show our Mustangs next year at this fine event. Only thing I found out that was disappointing is your horse has to be 25 years old or older! (I think they will bend on this rule as I saw many under 25). Regardless, I still believe this would be a great event for all of us to attend and escape the heat of the valley for a few days!

Take a look at the pictures and hopefully we can gather up a good herd of Mustangs for next year's show.

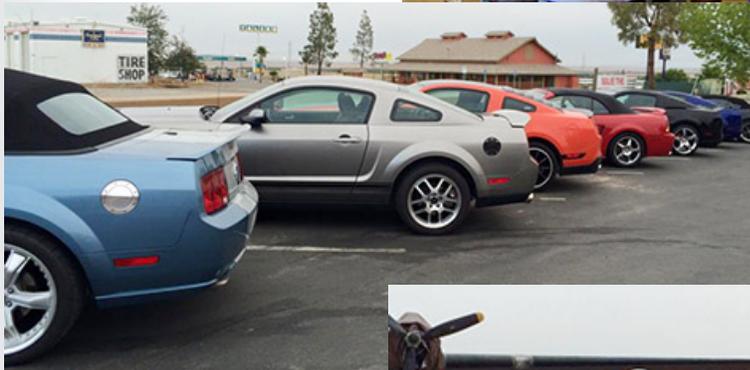




Warbirds, Wings and Wheels Car Show



A big thanks to Doug Deffebach for an enjoyable day at the War Birds, Wings & Wheels Car Show at the Paso Robles Airport. We left Yosemite Falls Cafe at 630 and caravanned over to the show together, after a quick stop for a snack break in Kettleman City we drove into the airport and had a picture of our Mustangs with an airplane. Quite impressive and they gave us a free picture. The cars were parked all around the airport with the planes around them, they also had an array of different manufactures, models and colors of cars. Fred Grove and Pete & Sue Logoluso won awards for their fabulous Mustangs. We ended the great day with dinner at Bravo Farms in Kettleman City and a drive back to Fresno.



Submitted By: Mary Kokalis
Pics By: Mary Whitley



2016 Ford Mustang Gets Minor Updates, California Special

By: Viknesh Vijayenthiran
Source: motorauthority.com
Submitted By: Nancy Sharmar

The sixth-generation Mustang has been in showrooms for less than a year but already we've seen a new track-focused Shelby variant introduced and a host of tuning firms announce mega-horsepower packages for the muscle car icon. Now the Ford Motor Company [NYSE:F] has announced a new round of updates for the Mustang's 2016 model year, whose timing no doubt has been purposefully made to coincide with this week's arrival of an all-new Chevrolet Camaro.



At the top of the bill is a new California Special based on the Mustang GT Premium trim level. This is available for both coupe and convertible buyers and adds things like 19-inch aluminum wheels finished in black; leather trim with suede inserts, also in black; hood and stripe packages; darkened tail lights; – black accents around the body; a strut tower brace with unique “California Special” badging; a custom grille with tri-bar pony logo; unique trim in the cabin with special badging; and a replica gas cap also adorned with the words “California” and “Special”.

For the 2016 model year, Mustang EcoBoost Premium buyers also have an iconic package to add: the Pony Package. This one adds 19-inch aluminum wheels; a tri-bar pony logo on the grille; a stripe package; and chrome window surrounds.

Similar features to those found in the California and Pony packages will be available individually to 2016 Mustang EcoBoost and Mustang GT buyers keen to personalize their cars. For example, Ford is making available racing stripes, a black roof option and, for the Mustang GT, a Black Accent package that adds a dark finish for the wheels, deck lid spoiler, tail light surrounds, and badging.

But what about some proper performance updates? Well, now Mustang GT Convertible buyers can opt for the Performance Package that was previously only available on the Mustang GT coupe. Available on cars with a manual transmission only, the package features increased structural bracing, as well as revised suspension components, brakes, wheels and tires. Some of the specific mods include unique chassis tuning, with strut tower brace and K-brace; revised suspension with upsized rear sway bar, heavy-duty front springs; six-piston Brembo front brake calipers; a Torsen limited-slip differential with 3.73 axle ratio; and 19-inch aluminum wheels. As there's no extra power on tap, base Mustang V-6 models still rate in at 300 horsepower; the Mustang EcoBoost at 310 hp; and the Mustang GT at 435 hp.

Finally, as an additional nod to the car's heritage, designers have added new hood vent-mounted turn signals—a heritage cue from the 1967 Ford Mustang. These will come standard on all 2016 Mustang GTs.



2017 Shelby GT500 is coming

Could crank 740+ hp with Direct-Injection Twin-Turbo EcoBoost 5.0

Source: HorsepowerKings.com

We've seen and gawked over the GT350 and GT350R, but big brother is still coming.



Ford Performance is hard at work on the new GT500, according to fresh reports from Detroit. The powerplant is unknown at this time, but we are hearing that this engine could be “well over the 700HP mark”, all while “breathing through a straw”. Take it for what it's worth, but we perceive that as a hint towards Forced Induction (low boost from the factory?). We are also hearing that Ford is working ‘very hard’ on Direct-Injection for this new powerplant. Could we see Ford's first production 5.0 EcoBoost make it's debut in the GT500? After all, that's what the people want. And it's no secret that Ford has been testing a 5.0 Twin Turbo development mule as recently as a few months ago:

Regardless, we expect this new beast to depart from the now highly-discussed Flat Plane Crank. Traditionally, the GT350 (and GT350R) has always been aimed towards track use, while the GT500 is more of an earth-rotating, straight line, freeway runner.

As far as power delivery, as you all know, the Hellcat is producing just north of 700HP, so we would be shocked if Ford doesn't take it one step further.

“Our new SVT Halo Mustang will have more HP than the Hellcat” claims a Ford rep from a recent CNN interview. Hold on to your butts.

If this new behemoth will be a forced induction car, than we can safely assume that Ford will stick with the traditional lobe crankshaft, or at least depart from the 5.2L GT350 platform. The new GT350 if a high compression car, so running boost through it would require quite significant changes.

Another topic worthy of discussion is weight savings. We all know Ford has recently invested heavily in Aluminum materials and tooling, primarily for the new F-150 line – but Ford Performance has also added a heavy dose of weight savings to the new GT350 and GT350R in terms of carbon forged plastic, carbon fiber wheels and aluminum fenders. Could we see a new GT500 with more extreme use of aluminum and carbon fiber? Could we see this car come in at 700+HP and weigh less than 3,600 lbs from the factory?

did you know...?

1966 King Elvis just bought this brand new Mustang coupe for his brother in law!



*Lunch at
HARRIS RANCH*

SATURDAY - JUNE 6TH

*We will be leaving Yosemite Falls Cafe
on Cedar at 10:30 am*

*IF YOU HAVE ANY QUESTIONS,
give Brandon Walker a call at
(559) 288-0450*



Jenny Eller Blood Center Car Show

CVMC had a great day at the Jenny Eller Blood Center today . As usual we drove and ate and then some gave blood and we ate some more..A large turnout of cars of all colors, all makes and all years. Thanks to our members for bringing their beautiful Mustangs out for the show and supporting the Rafael with his blood drive.



Submitted By: Mary Kokalis
Pics By: Robert Whitley



The muscle car is over

By: *Matthew DeBord*
Source: *Business Insider*



Well, that was fun. Five decades of stonking American horsepower have come to an end.

Bloomberg's Jing Cao has the story:

Ford Motor Co.'s Mustang has pulled ahead of its perennial rival, GM's Chevrolet Camaro, in part by offering a smaller engine that's turbocharged to satisfy the need for speed and threatens to send the V-8 to the boneyard.

...

The four-cylinder option contributed to the surge in Mustang deliveries, according to a Bloomberg Intelligence report released Thursday. Consumers prefer the smaller engine because the turbo technology boosts both horsepower and fuel efficiency, said Kevin Tynan, a Bloomberg Intelligence analyst.

"The landscape is really changing," he said in an interview. "The younger car culture doesn't need big V-8s anymore. This is the way we're going to make horsepower in the future."

There used to be a big debate about whether smaller, 6-cylinder engines disqualified Stangs and Camaros that had those motors from consideration as muscle cars. Sure, the V8 versions made the cut. But the V6s were for poseurs.

The advent of widespread turbocharging in the auto industry has changed that. Even turbo fours can serve up respectable horsepower. Who cares what you have under the hood?

There's been some talk lately that muscle cars are turning into sports cars. Business Insider's Ben Zhang made this case in his review of the 2015 Mustang GT (he had the old-school 5.0-liter V8 version, but the car has received a massive update to the way it handles, a big departure from previous generations). Muscle cars are all-American and, for their history, were supposed to get their patriotic power from big, loud V8s.

Sports cars, meanwhile, have more of a European lineage. As does turbocharging.

Younger folks don't seem to give a hoot about this distinction. A Mustang or Camaro is a fast fun car in the same way a Porsche is. For the muscle-car diehards, this brand of thinking is heresy. Give me a big V8 or give me death!

Unfortunately, the whole V8 premise — and the premise of the large-displacement, naturally aspirated engine generally — is becoming increasingly indefensible. The future belongs to fuel economy. So if you want a "real" muscle car in the 2020s, you may have to buy one used.

Update: Some have noted that the muscle car lives on in the form of Dodge vehicles packing V8 Hellcat Hemi power and obnoxious levels of horsepower. Fair enough. But the whole Hemi thing strikes me as the smallest of the Detroit Big Three protesting too much against the decline of muscle. Is a 707-horsepower Dodge Challenger a muscle car? Or an over-muscled car? It's more like a supercar than a muscle car, really.





MERCHANDISE ORDER FORM

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All orders must be prepaid

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

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- XXL = \$11.00
- XXXL = \$12.00
- XXXXL = \$13.00

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- 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
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				\$

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

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



Membership Application

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

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

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

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

Car 1

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

Car 2

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

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

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

Applicant's Signature: _____ Date: _____

Applicant's E-Mail Address: _____

Please send this form with your check to:

Central Valley Mustang Club, Inc.

Post Office Box 9864
Fresno, California 93794-9864

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

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

Come join the fun

Yosemite Falls Cafe



General Membership Meetings:
Last Thursday of Each Month
Yosemite Falls Restaurant
4020 N Cedar Ave (Cedar & Dakota) • Fresno, CA
Dinner: 6pm • Meeting: 7pm

.....

For Detailed Information On Club Activities Visit Our Website At:
<http://www.cvmustang.org>
Or Call Club Information Line: 559-485-1010

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: 559-485-1010