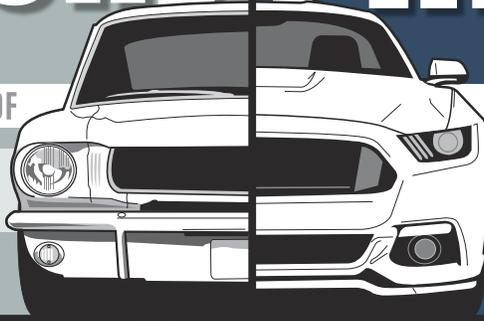


the **pony PRESS**



OFFICIAL MONTHLY PUBLICATION OF



CENTRAL VALLEY MUSTANG CLUB

May 2017

HISTORIC MUSTANG



AUCTION: First Hardtop Ever Made



**FAMILY LOOKS:
2018 Resembles
Darth Vader...?**

Find us on  Facebook



Visit Our Website



www.cvmustang.org



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

Ron Dupras • President 313-9042
Joseph Colvin • Vice President 285-7296
Karen Diaz • Secretary 224-2492
Doug Deffebach • Treasurer 917-4283

MEMBERS AT LARGE

Becky Bartee 276-7092
Chris Butterfield 731-6685
Cynthia Harvat 492-1117
Matt Lieb 557-7500
Jim Sanborn 246-6835
Greg Stewart 907-4724
Justin Salter 706-4046
Robert Whitley 877-4948

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP

Brandon Walker 323-2150

ACTIVITIES & PUBLICITY COMMITTEE

Mary Kokalis 229-3219

Suggestions for activities should be directed to the Activities Committee.

CAR SHOW CHAIR

Dennis Harvat 492-1117

MCA REGIONAL DIRECTOR

Paul Beckley 323-7267

WEBMASTER

Paul Beckley 323-7267

NEWSLETTER EDITOR

Garo Chekerdeman 906-7563

ADVERTISING

Talk to a Member at Large

ADVERTISING RATES:

Classified Ads (3 Lines)

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

Business Card Ad

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

Double Business Card Ad (1/4 Page)

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

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



MONTHLY MEETINGS

Last Thursday of Each Month
YOSEMITE FALLS RESTAURANT
4020 N. Cedar Ave • Fresno, CA
Dinner: 6 PM • Meeting: 7 PM

PAST PRESIDENTS

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

PRESIDENTIAL RAMBLINGS



Hello everyone...

I wrote an article and submitted it to Garo for publication but found myself in need of pulling it for the article you are now reading.

I think it is important to provide some information about our club and how it has evolved.

This club, as most know began for the love of the mustang and bringing together a group of people who are like minded. Over the years the club has met the challenges it faces and continued to prosper. This year is no different. We are currently at 116 members and we continue to seek ways to grow as a club.

Over the years, even before the transition from a social club (A social club may be a group of people or the place where they meet, generally formed around a common interest, occupation, or activity.) to being incorporated the club began raising money for different charitable causes. With the addition of the Central Valley Fallen Heroes Car Show being operated by CVMC the club now has additional responsibilities and liabilities we face.

With the introduction of such a large fund raiser and seeking to always better the way we do things I, with the assistance of our Parliamentarian (Ret. Judge Fred Dupras) we set forth to improve upon the bylaws for the betterment of the club. I believe the submitted changes are excellent and could easily make our club better in the full course of operation.

Although I only got feedback from six people on what was submitted to the club I am going to pull the proposed bylaw changes from vote and make a few more changes. This should allow us to have bylaws that will meet the growth of the club for years to come.

What I am going to ask of you as members is more.... More feedback, More involvement, More everything to

keep our club growing. This club is only as strong as the members. By everyone contributing we will continue to improve and grow. Additionally I am going to ask that if you have questions, concerns, issues and or a perspective on any issues that you go to a board member or directly to me rather than seeking a method that would divide this club. As I have said in the past we are more than just a club... We are family and friends.

Get involved, engage in your club and enjoy the journey.

Ron Dupras
CMVC – President 2017



FROM THE EDITOR



The Fabulous Fords Forever Show at Knotts Berry Farms is now behind us and life is getting back to normal. As fun as it is it takes a toll on you after running around non stop from early Friday morning to late Sunday and some even till Monday.

Sadly this year I didn't get to take the Mach but we'll keep shooting for the stars and hopefully get it ready for that distance. I have to say that again this year I was spoiled with driving my daughters fiancé's 2015 GT with her as my co-pilot. Good Lord that girl loves her music.

As much as can't wait to take the Mach on this trip like years past, that GT can flat out haul ass! I pretended to race Paul at one point and punched it to 115 mph before I passed his bumper. What a RUSH!!!

So as I said it was a great weekend with lots of activities and food, man-o-man the food. The weather was windy and by Sunday it was hot, Central Valley hot but the cars on display were out of this world as usual and was sold out.

Now, all I have to do is start working on the Mach for next year and enjoy the old days when we all drove our old Mustangs to events.

Garo Chekerdeman
CVMC - Newsletter Editor

Recipe of the Month

Kentucky Hot Brown Sandwich Bake

Submitted By: Nancy Sharmer



Ingredients:

- 8 oz package refrigerated crescent rolls
- 1 lb. package smoked turkey lunch meat
- 8 slices cooked bacon
- 8 slices Swiss cheese
- 3 Roma tomatoes, sliced thin
- 4 eggs, beaten

Directions:

1. Unroll the crescent dough and separate into 2 squares.
2. Place one square in bottom of 8" pan that is greased or lined with parchment paper.
3. Press dough to fit pan.
4. Layer with half the turkey, bacon, cheese and tomatoes.
5. Pour half the eggs over the top.
6. Repeat the layers.
7. Top with remaining dough square.
8. Pour remaining eggs over top.
9. Bake at 350 for 20 minutes, covered with foil. Remove foil and bake another 20-25 minutes.
10. Let sit at room temp for 15-20 minutes before serving.

BIRTHDAY Wishes to...

MAY

- May 7* Roger Ward
May 10 Betty Savage
May 10 Bob Sharp
May 13 Greg Cohorst
May 17 Charlene Stebles
May 17 Peter Antaramian
May 18 Amy Shipman
May 18 James Bandy
May 25 Zaniah Glaspie

Be sure to check out



www.cvmustang.org

Events - Calendar - Pics
Newsletter - Merchandise



mark your calendar upcoming events

Date	Event	Host
25 May	Monthly meeting Yosemite Falls / NE Cedar/Dakota 6/7	N/A
27 May	Driving to a good life car show - Jenny Eller Blood Center SE Blythe/Herndon Aves – meeting at McDonalds NW Marks/Herndon at 7 am	Paul
27 May	Dinner at the Harvat's: 4691 W Alluvial Ave NW of Herndon/Milburn Aves. Call 492-1117	Dennis & Cynthia
1 Jun	Minarets HS Graduation – for convertibles only – leaving 5 pm and then a dinner at Antonio's Mexican Restaurant afterwards	Mary W
3 Jun	Multi car club meet up for lunch at Harris Ranch Restaurant at 11 am to 2 pm – leaving 9:30 from Yosemite Falls north parking lot	Brandon
11 Jun	Activity Committee planning meeting / Old Spaghetti Factory, 5 pm just west of Shaw/Cedar	Mary K

update: Multi Club Pony Run To The Ranch



We are no longer doing the lunch buffet. Feedback indicated that the cost was too high, so we are now using the regular dining facility and you can order whatever you want off the menu.

We do however need a headcount from you to make enough reservations to accommodate our group.

Please email Brandon Walker (membership@cvmustang.org) with your name and how many in your club, or group will be attending.

Everyone who has paid will receive a refund for what you have paid.

PRESENTED BY CENTRAL VALLEY MUSTANG CLUB, INC.

Sponsored By:



CENTRAL VALLEY

FALLEN

2ND ANNUAL CAR SHOW

HEROES



OCTOBER 7, 2017 • 10 AM - 4 PM, • SIERRA VISTA MALL • CLOVIS, CALIFORNIA

ALL MAKES • ALL MODELS

Vintage Cars • Classic Muscle • Street Rods • Motorcycles • Customs

PROCEEDS TO BENEFIT

American Legion District 14 • Clovis Firefighters • Fresno Deputy Sheriff's Association Peace Officer Memorial Fund • Fresno & Clovis Police Chaplaincy

FREE ADMISSION FOR SPECTATORS



www.cvmustang.org



CVMC is an Official Regional Club of MCA

FOR MORE INFO & ONLINE REGISTRATION VISIT: www.cvfallenheroes.com

Does the 2018 Mustang remind you of Darth Vader? Ford says it should



By: Albert Khoury
Source: Digital Trends
Illustration: Christopher Stevens

STEVENS
CHRISTOPHER STEVENS

May the Fourth and Revenge of the Fifth have passed, but we get excited for Star War-related news whenever we get it. And in the rare case when elements of the franchise are brought out into the real world, we get ecstatic. The refreshed 2018 Mustang comes into play here, with a new face that may bring to mind a certain heavy-breathing Sith lord.

Yes, it was revealed that the new Mustang takes inspiration from Darth Vader, particularly his helmet and mask, and the news comes straight from the horse's mouth. Ford's design manager Melvin Betancourt recently spoke to Autoblog regarding the background of this design.

"When we were designing the new 2018 Mustang, the team wanted to make the new model look more aggressive, and one place where we found inspiration was one of the most famous screenplay villains of all time," Betancourt said. "The angled nostrils and contours of Darth Vader's mask became the inspiration for the Mustang's new fog lamp scoops and front-end shape."

Interpretation is in the eye of the beholder, so not everyone may see what Ford wanted you to see. But keep in mind that carmakers can take influence from anything, they don't aim to directly superimpose that image onto the vehicle. Strong and standout elements are taken into consideration, and the best designs subtly integrate these into the car's natural curves, points, and surfaces.

Whether or not you see the Vader resemblance, the 2018 Mustang does appear more aggressive. The shrunken, angled

headlights glare at the road ahead, and a gaping grille makes it look hungry for its next meal. The meaner look may be polarizing, but it's starting to grow on us.

Regarding the homage to one of history's greatest silver screen supervillains, it helps if the Mustang in question is decked out in Ford's Shadow Black paint.



Historic Ford Mustang Goes Up For Auction



*By: Justin L. Mack and Chris Woodyard
Source: Indianapolis Star and USA TODAY
Photo: Mecum Auctions*

A 1965 Ford Mustang goes up for auction here this month, a car that represents a piece of history.

With the vehicle identification number, or VIN, of 5F07U100002, it's believed to be the first Mustang hardtop ever made.

"I know how to read Ford VIN numbers," says Bob Fria, its current owner who was able to figure out its significance. "I knew what it was when I bought it."

The Mustang was among the 150 to 180 pre-production Mustangs built between Feb. 10 and March 5, 1964. In preparation for the Mustang's launch, workers had to be trained and cars had to be built for public relations duties, according to the Mecum Auctions website. It goes on the auction block at Mecum's Indianapolis auction, May 16 to 21.

The first two orders, white convertible 5F08F100001 and blue hardtop 5F07U100002, were to make the trip to Canadian Ford dealers so they would have a showroom car for the April 17 introduction day, according to the Mecum website. Like today, consecutive unit numbers didn't necessarily determine the order off the assembly line, so it is unclear what car was actually the first off the line.





The hardtop was scheduled for early assembly so it could be shipped to Brown Brothers Ford in Vancouver by April 17, according to the website. But the hardtop was misrouted and ended up at Whitehorse Motors in the Yukon Territory in May, missing introduction day.

The six-cylinder, three-speed Mustang with 13-inch tires served as a demo car for about a year before it was sold in the spring of 1965.

Fria says he was living in Los Angeles when he found the car about 100 miles away in Temecula, Calif. It had been "painted the wrong color and different things had been changed" but he bought it and painstakingly returned to its original shape, including its Caspian Blue paint.

He said there had been 12 owners before he discovered it. He declines to say what he paid, but dare say it was far less than the \$450,000 to \$650,000 it is expected to fetch at auction.

"It was the car that started the 'pony car,'" Fria said. "Without it, there wouldn't have been the (Mercury) Cougar or (Chevrolet) Camaro or the (Pontiac) Firebird."

Justin L. Mack reported from Indianapolis and Chris Woodyard from Los Angeles



How a Ford dealer created the legendary 428 Cobra Jet



By: Mike Bumbeck

Source: foxnews.com & Mustang Monthly

It's possible you've never heard of Tasca Ford, but the performance-oriented dealership certainly left a lasting impression on Ford—and the Mustang. In 1967, Bob Tasca Sr. combined race-proven engineering with factory Ford parts to create a high-performance Mustang supercar dubbed the KR-8. The Tasca-tuned combination worked so well that Ford pushed the engine into production Mustangs as the 428 Cobra Jet.

Although the original Ford Mustang was a hit with younger crowds from its inception, by '67 there was competition in the pony car field. Chevrolet had shifted its performance focus away from the Corvair and onto the new Camaro. The Mustang underwent a restyle that brought a size and weight increase, and the engine bay was now able to accept larger V-8 engines between the shock towers. Ford offered its 390-cid FE-series 320-hp Thunderbird Special V-8 for 1967, but there was a problem. Performance.

The 390 might have been acceptable in a personal luxury Thunderbird or full-size station wagon, but under the Mustang's hood it was no match for a Camaro packing a high-winding, deep-breathing 327-cid small block V-8. And it certainly wasn't enough against the big block Plymouth GTX or Pontiac GTO. Word of its shortcoming quickly spread and sales lagged, prompting Rhode Island-based Tasca to come up with a performance fix for the heavy, low-revving 390 Mustang.

After tuning the 390 engine as far as it could go, Tasca turned to mechanic and drag racer Bill Gilbert for a solution that offered customers improved performance without costing too much. In theory, the high-performance Ford 427 V-8 could be had as a \$622 option, but few young Mustang buyers were willing or able to fork over that kind of cash—the equivalent of \$5,000 today—for a high-strung engine. Those who could usually opted for the Shelby Mustang. Gilbert came up with a formula that combined high-flow 427-sourced cylinder heads with a police-fleet tough 428-cid rotating assembly.

FORD TESTED AN ALL-WHEEL-DRIVE MUSTANG IN 1965

Noting that the 427-powered Galaxie got a considerable bump in performance from 1963 to '64, Gilbert reached out to an engineering contact at Ford and determined that the performance increase was all due to changes in the cylinder heads. The bad news was that 427 cylinder heads would not fit the 390 block. In a stroke of genius, Tasca ordered a factory stock 428 Police Interceptor short block assembly from Ford and discovered through creative fitting that the 427 heads would work on the 428 short block with little more than piston notching for larger valves. "I flycut the pistons right in the block," Gilbert said.

He sorted out camshaft specs and placed call to another insider at Ford—Poppa "Sully" Sullivan, who set up the machines and purpose ground a camshaft for the KR-8 combination that Tasca dubbed the C-Stock cam. The engine was equipped with a 427 oil pump and recurved 427 distributor, then topped with an aluminum dual-plane intake manifold and single Holley 735 CFM carburetor, fed by a dual snorkel air cleaner. With a modified C-6 automatic transmission and suspension modifications, the formerly sleepy Mustang became the 7,000-rpm "King of the Road."

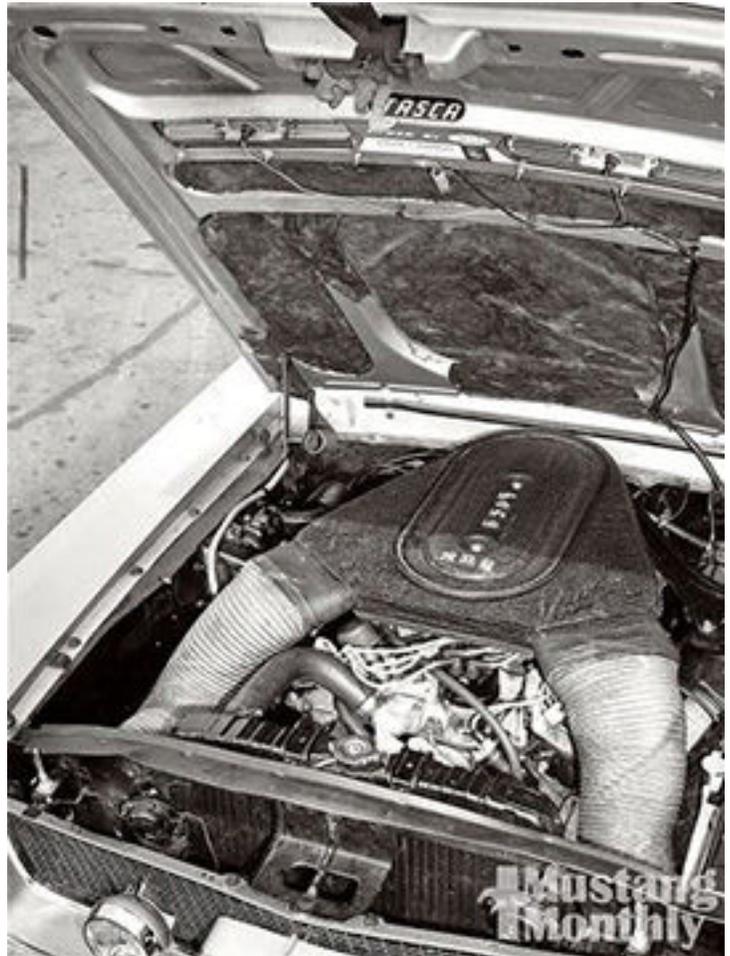
Tasca used measured drag strip and real-world street testing over dynamometer-based tuning. "We didn't have a dyno back then, but we had our own test called the '10-Second Test,'" Gilbert said. "It didn't make any difference whether it was this car or that car or whatever car—you made the comparison test on that vehicle. Every time you did something to it, you'd run the 10-Second Test again. Was it faster or slower? That was our barometer."

Tasca Jr. said the test began with a rolling start. "I'd go 20 miles per hour," he said. "Bob Andreozzi would have the stopwatch, and as soon as I hit it, I'd count '8-9-10' and look at the speedometer." The KR-8 tested faster than baseline across the board.

Tasca Sr. drove the KR-8 from Rhode Island to Dearborn as proof of concept and for testing against some 427-powered factory specials. With a closed exhaust and street tires, the Tasca KR-8 ran a low 13-second quarter mile at 105 miles per hour. Ford officials were so impressed they wouldn't let the car head back to Rhode Island with the KR-8 powertrain. Tasca drove it home with a 427 from the Ford GT40 Le Mans program, backed by a Gilbert-modified C-6 transmission. After Ford dissected the KR-8 combination, Tasca answered any criticism of engine tolerances and piston-to-wall clearances by reminding the corporate guys that the 428 short block was a Ford factory part.

Additionally persuaded by thousands of impromptu inquiries about the 428 setup (Mustang fans simply tore out an article in Hot Rod magazine and mailed it), Ford Motor Company put the KR-8 engine into production. It was installed in the '68 Mustang as the 428 Cobra Jet. In a full-circle experience, Ford shipped Tasca Ford an early production selection of 10 Cobra Jet Mustangs in white. Bob Tasca asked Gilbert to weigh all 10 and chose the two lightest and best-running examples. One was converted by Holman-Moody into the 11-second Tasca Ford Cobra Jet Super Stock drag car; the other became the unbeatable "Street Bertha."

Editor's note: Bob Tasca Sr. died in 2010, but the Ford performance heritage that he set in motion endures today at Tasca Ford and the Tasca Mod Shop in Cranston, R.I. Special thanks to Bob Tasca Jr., who showed us around and introduced us to Bill Gilbert; Carl Tasca, who races a Ford Cobra Jet Mustang; and Bob Tasca III, who campaigns an NHRA Top Fuel Funny Car. The complete history of Tasca Ford can be found in "The Tasca Ford Legacy: Win on Sunday, Sell on Monday," by Bob McClurg.



LFP 550 Gets GT Performance From an EcoBoost

LFP is now selling a modified 550-HP Mustang EcoBoost for the price of a bare-bones GT.

By: Charles Dean

Source: themustangsource.com

Attention Mustang fans! Looking to purchase a powerful Mustang, but not sure you want to shell out the big bucks for one of the premium models? Lebanon Ford Performance in Lebanon, Ohio has you covered. The Ford dealership has just announced another amazing, modified Mustang that will give you the power you crave, but without breaking the bank. Introducing the \$32,995 LFP 550!

Starting with a manual transmission 4-cylinder Mustang EcoBoost, Lebanon Ford pokes, prods, and modifies the vehicle until it comes out as a 550-HP beast. How do they do it? Well, they start by adding a single 7670 EFR Turbocharger Kit from Borg-Warner, to which they add a Cobb Accessport and a custom tune from VMP Performance. Then they finish it off with an upgraded intercooler and an oil catch can. Suddenly that EcoBoost can now rival the much-pricier GT!

While they promote the fact that this modified Mustang will give you 550 HP, LFP stresses that this isn't the maximum you can expect. They think that owners will find that the 550 HP is actually a conservative estimate. In fact, Lebanon Ford thinks this Mustang is going to get owners an 11.5-second quarter-mile time. Not too shabby at all!

Obviously, the easiest way to purchase the vehicle is to buy it new from the dealer. However, for those who already own the Mustang EcoBoost, fear not! For the small price of \$7,699 installed, Lebanon Ford will sell you the upgrade kit and modify your existing vehicle.

Lebanon Ford has been making a name for themselves with their modified Mustangs. Before the LFP 550, they also created the LFP 727, with 727 horsepower, and the 1,200 HP-capable LFP Hellion. What do you think about those numbers?

6 Slowest Mustangs Over the Years

By: Bryan Wood
Source: themustangsource.com



The Mustang has been awesome looking from day one, and many of them are fast, but there have been some over the years that were better suited to rental car fleets than race tracks. Here are 6 of the worst performers over the years.

1. 1964 1/2 Mustang with 170ci six

There is no denying how good those first Mustangs looked, or how dependable the Falcon sourced straight six is, but what it isn't, is quick. With just 101 hp, 156lb-ft of torque, and having to tow around about 2500lbs, the little motor has its work cut out for it. Consumer Reports road test of the base motor, with a 4-speed manual, only managed 0-60 in 16.8 seconds, and the automatic would add several more seconds. Still, Not many people would turn down a good deal on an early Ford pony car because it was slow. From 1965 onward the base motor was the 200ci six, and you got an extra 20 hp, but acceleration was still stately.

2. 1969 Mustang with 200ci six

Things got bigger and heavier with the revised 1969 Mustang, and now the base models weighed in at nearly 3200 lbs. The base motor was still just the 120 hp 200ci six, with the same 3 or 4-speed manuals, or the C4 3-speed automatic. There does not seem to be a road test of the base model online, but those numbers mean nearly an extra pound for each horsepower to pull around compared to the original car.

3. 1971 Mustang with 250ci six

It is hard to look at the hugeness of the 1971-73 Mustang and not think the Mustang II was an improvement. It is also hard to imagine this behemoth still shared much of the suspension and hard parts from the original, much smaller car. At least the base motor had gained 50ci, 25 hp and 50lb-ft of torque, and the peaks were lower in the RPM range too, so these should be slightly faster than the 1969 version, which weighed almost the same.

4. 1974 Mustang II with 2.3-liter four

The 1971-73 Mustangs were huge and heavy, but maybe the Mustang II was a little too small? A little too big of a change in one model year? No matter, the buying public seemed to think it was the right car for the times, even without the V8 option; 1974 sales were nearly 3x that of the previous year and came very close to 1965 sales. This smaller pony car was very European in style and substance, and the base motor was the 2.3-liter SOHC Lima motor, making just 88 hp. This list may be in chronological order, but this car is definitely the slowest, with less power, and the same weight as the very first Mustangs.

5. 1979 Mustang with 2.3-liter four

1979 was the dawn of the Fox Body era, but the 2.3-liter four carried over from the previous car (as did the optional 2.8-liter V6). The good news was that the all-new chassis was designed for modern handling, and the whole car was lighter than the previous one as well. Of course, performance numbers are hard to find on this car, with various sources online listing anywhere from 12 seconds to 16 seconds.

6. 1994 Mustang with 3.8-liter V6

After this generation, there are officially no longer any slow Mustangs, with even the base V6 making more than 200hp in the 2005 edition, and 2014s starting at 300 hp. The 1994-2004 SN-95 Mustangs are kind of the 1971-73 Mustangs all over again, with a much larger heavier car being built upon the bones of the original Fox platform. In the 1994 Mustang, with a V6 and an automatic, you are lucky to get to 60 in 10 seconds, because even with the added power weight had gotten back up to over 3000 lbs, even more for convertibles.



Mustang History: The 1990's

1990 - A driver's side airbag becomes standard for all Mustangs.

1991 - New Mustangs feature an improved four-cylinder engine.

1992 - The Mustang LX 5.0 outsells all the other Mustang models combined.

1993 - The limited edition Mustang Cobra is introduced during this last year of the Fox body design. The racing Cobra R model sells out before production begins on it.

1994 - In honor of its 30th anniversary, the Mustang gets a makeover. Of the vehicles 1,850 parts, 1,330 of them are changed.

1995 - It's the final year for the 5.0-liter V-8 engine in the Mustang.

1996 - Mustang Gts and SVT Cobras include the new 4.6-liter V-8 engine for the first time. These new modular V-8 engines have overhead cams to open exhaust valves.

1997 - The Passive Anti-Theft System (PATS) is now included with all models.

1998 - The Mustang GT's 4.6-liter V-8 engine is improved and increased to 225 horsepower.

1999 - The Mustang receives another makeover, including a new hood, grille, lights, wheel archs, and sharper lines.

**IT KICKS
AND SCREAMS
JUST LIKE THE DAY
IT WAS BORN.**

Mustang GT. The American classic...
with a healthy kick of '90s technology.

**HAVE YOU DRIVEN
A FORD LATELY?**

CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE

*T-Shirts - Polos - Hats - Wind Breakers
Antenna Pennants - Name Badges*

To order merchandise, check styles and prices

Visit: www.cvmustang.org

**New
Styles**

**All orders must be prepaid or paid online*

**New
Colors**





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.
Post Office Box 9864 • Fresno, California 93794-9864 • (559) 715-CVMC (2862)

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

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)