OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB **APRIL 2023** Mustang Rally - The First Cruise Over two days in April 1964, Journalists drove 100 Mustangs from New York to Dearborn as part of the media blitz for the new pony car





**Differences Between 1964.5 and 1965 Mustangs** 

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**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.

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John Briar • Treasurer	259-1437	Garo Chekerdemian	906-7563	Mark Gardner	2016	
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Diana Buranen	647-6034	* Talk to a Member at Large		Paul Beckley	2012-2014	
Mike McCutchan	977-5497	4 D./EDTIONIO D 4 TEO		Allen Rasmussen	2011	
Jamie Pulmano	394-8565	ADVERTISING RATES:		Ron Deubner	2010	
Sean Shanen	951-202-2725	Classified Ads (3 Lines)		Jim Sanborn	2009	
* Compliments or complaints should be	e presented	CVMC Members	FREE	Wanda Hamshar	2008	
to Members At Large.		Non Members per issue	\$3.00	Michael Metz	2006-2007	
MEMBERSHIP CHAIR		with Photo	\$10.00	Jim Sanborn	2005	
Brandon Walker	288-0450	Business Card Ad		Doug Deffenbach	2003-2004	
ACTIVITIES CHAIR		CVMC Members	FREE	Christina De La Pena	2001-2002	
Mary Kokalis	313-6564	Issue	\$5.00	Jim Sanborn	2000	
* Suggestions for activities should be o		Six Months	\$13.00	Jay Sharmer	1999	
Activities Committee.		One Year	\$25.00	Brian Massey	1997-1998	
MERCHANDISE CHAIR		Double Business Card Ad (1/4	• /	Jim Sanborn	1996	
Robin McCann	709-0830	Issue	\$7.00	Ron Deubner	1995	
MCA DECIONAL DIRECTOR		Six Months	\$20.00	Paul Beckley	1994	
MCA REGIONAL DIRECTOR Paul Beckley	323-7267	Half Page (One Year)	\$70.00	Dave Rose	1993	
•	323-1201	Full Page (One Year)	\$105.00	Paul Beckley	1989-1992	
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# from the president



## from the editor

#### Lord have mercy!

I just looked at the weather report and it's 90 degrees this week and 60 degrees with a chance of showers next week? A 30 degree temperature drop in less than a week is crazy! Mother Nature needs to pick one and stick with it.

The warmer weather does mean more car shows and events happening so get out there! We just had a club run to Bass Lake for lunch and it was beautiful up there. There was even snow on the ground in some places still. The drive was very nice. There's something very therapeutic about easy mountain roads in your Mustang.

We have lots more on the club's calendar so come out to join the herd and let's have some fun regardless of what Mother Nature has planned.

Come out and share some laughs and good times with the herd.

Joe Colvin CVMC Grand Poohbah joe@cvmustang.org 559-285-7296 My apologies for the long delay with this months newsletter. Wow, what a crazy couple of months it's been between work and family.

As most of you I'm sure would agree, family is number one for me. I'll stress out about the newsletter and it being late and wondering when I'll have a chance to wrap it up but my family comes first.

In the end, this is all for fun and a common love of a little car that changed the automotive world. I can't wait to see what the Electric Mustang will be, and I'm not talking about SUVs.

We live in interesting times and it seems like change is more rampant almost to the point of not being able to keep up with it. Maybe, just maybe, it might be we're getting old. Who cares either way, we still have cool cars right?

Garo Chekerdemian CVMC - Newsletter Editor

# upcoming events

	MAY 2023				
Date	Time	Event Type	Description		
<b>1</b> Mon			Mustangs at		
<b>5</b> Fri	8:00AM - 3:00PM		Morro Bay Car Show		
	5:00PM - 8:00PM		Hot Rod Gathering at Clovis Missionary Baptist Church		
6 Sat	8:00AM - 3:00PM		Morro Bay Car Show		
	10:00ам - 12:00рм 📨	-	Monthly club breakfast Club Breakfast/Blossom Trail Cafe		
<b>7</b> Sun	8:00AM - 3:00PM		Morro Bay Car Show		
	8:00AM - 10:30AM		Cars & Coffee at the Pointe		
	9ам - Зрм		Mustangs at Warner Park		
<b>13</b> Sat	<b>2</b>		Jefferson Elementary		
<b>19</b> Fri	≥		Old Town Clovis Car Show		
20 🛎			Old Town Clovis Car Show		
Sat	9:00AM - 3:00PM		38th Annual Biggest Little Car Show, MCA Regional		
<b>21</b> Sun	≥		Old Town Clovis Car Show		
<b>22</b> Mon	6рм - 8рм	-	CVMC Board Meeting @ Marie Calendar's		
<b>25</b> Thu	7рм - 8рм ⊠	•	C.V.M.C. General Membership Monthly Meeting		
<b>26</b> Fri	2		West Coast Kustoms Santa Maria		
<b>27</b> Sat	2		West Coast Kustoms Santa Maria		
28	2		West Coast Kustoms Santa Maria		
Sun	8:00AM - 11:00AM		RIDES & COFFEE @ DETAIL GARAGE		

Check online for updates and additions



#### **APRIL:**

Apr 2 Steffon Hicklin

**Apr 8 Etta Hobbs** 

**Apr 8 Lindsay Ward** 

Apr 13 Teresa Mata-Gaffud

**Apr 17 Mattew Lieb** 

**Apr 21 Patricia McKinney** 

**Apr 24 Connor Ward** 

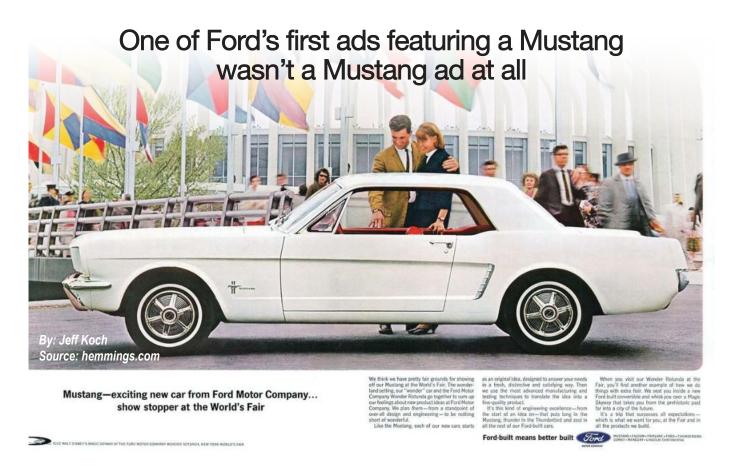
Apr 30 Ryan Medlock



# next general meeting May 25th, 2023

BLACK BEAR DINER
3602 W. Shaw Ave • Fresno, CA
(Northwest Corner of Shaw / Marty)





Well, Ford is certainly getting your attention by using what was inarguably the moment's hottest car, a Mustang coupe, meant to kickstart the American imagination (and no doubt spur sales). But this was not a Mustang ad, per se.

No, this was an ad for the 1964 World's Fair, a rolling biannual showcase of technology, back in the days when the world was optimistic for its future. Held in Flushing Meadows, Queens, over the April-October periods of 1964 and '65, Ford's "Wonder Rotunda" and "Magic Skyway" were among the largest and most popular attractions there. Yes, the Mustang launched at the World's Fair, just days after the event opened to a hungry public.

Photographed in front of the Rotunda, the white architectural features and white car body were broken up by a series of colorful international flags. A young couple gazed lovingly upon the new coupe while busy showgoers walked around this impediment in the middle of the sidewalk. Who were these people so immune to the Mustang's charms that they sought to stride by, unnoticing and unaffected by the day's greatest automotive triumph?

While queued up, showgoers could check out International Gardens, a display featuring handbuilt dioramas reproducing landscapes and neighborhoods of medieval Europe, Colonial America, England, Aztec-era Mexico, and others. The Autoparts Harmonic Orchestra, a group of unattended (yet still playing...) musical instruments made out of car and truck parts, serenaded guests. Many of these seemed like the sort of thing you'd have seen at Disneyland, and indeed, Ford hired the "imagineering" experts to make them.

And then there was the Magic Skyway—guests sat in a selection of Ford, Lincoln, and Mercury convertibles to take them on a journey—first through a series of plastic tunnels outside the rotunda for an overhead view of the rest of the World's Fair, then on to a stirring view of what was sure to be an incredible future that was just within our grasp. The cars themselves were moved along by wheels hidden in the track, like full-size slot cars.

Engines were removed, steering was revised, bumpers were reinforced (in case the cars touched in the area where passengers got in and out), and a trunk-mounted 8-track played narration in a selection of languages. Some items, like door mirrors, were removed, lest they catch guests' clothing while they clambered in and out. (These cars were later reassembled and sold to Ford employees!) The Magic Skyway was a breezy exploration of yesterday, today, and tomorrow—and was a soft-sell approach to getting people to enjoy sitting in a new Ford.

So really, this was an ad designed to get you to come and see the Wonder Rotunda complex at the World's Fair. But if you happened to be sucked in by one of the Mustangs on display while you were standing there in line? If your gaze lingered upon its long hood, sporty C-scooped side contours, and jaunty proportions and decor while waiting in line? Why, we're sure Ford didn't mind that one bit.



# CONGRATULATIONS! Lilly Kier

2023 Miss Clovis Rodeo



Congratulations to Lilly Kier for being crowned the new 2023 Miss Clovis Rodeo. Also, congratulations to each of the contestants for a job well done! Thank you to the ourgoing queen Preslye Ede for representing the Clovis Rodeo.

## THE SCENE

2023



**PARADE** 

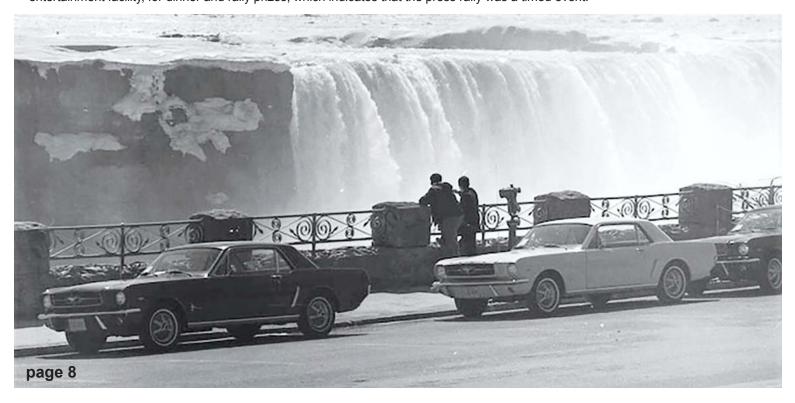




April 13, 1964, was a Big Day for Ford Motor Company. At the Ford Pavilion at the New York World's Fair, Henry Ford II and Lee Iacocca were among the Ford executives who introduced the '65 Mustang during a "Mustang National News Conference." Following the morning press gathering, members of the media were transported to the Westchester Country Club in Rye, New York, about 30 miles north of the World's Fair Flushing Meadows location. The journalists were greeted by approximately 100 new Mustangs lined up on the golf course driving range for a "Mustang Rally" to Dearborn.

Thanks to Dean Weber and Leslie Armbruster from Ford Archives, we have photos and information from the event. Shortly after the morning press conference at the World's Fair, the media arrived at Westchester Country Club for lunch and rally instructions from Ford's race driver/spokesman Ak Miller. At 2:15, the 100 Mustangs, with two media members per car, departed Westchester for the 250-mile or so drive to Syracuse for a dinner reception and overnight stay at the Hotel Syracuse Country House.

The next morning, the group departed Syracuse at 7:30 AM, stopped for lunch at Niagara Falls, and drove through southern Canada to Dearborn, arriving late afternoon at the Dearborn Inn. That evening, the media was bussed to The Roostertail, a Detroit restaurant and entertainment facility, for dinner and rally prizes, which indicates that the press rally was a timed event.



The Mustang Rally press drive provided the media nearly 750 miles of seat time in the new Mustang, reportedly with no mechanical failures or issues for the 100 cars. Unfortunately, we have not been able to locate any of the press coverage, much of it undoubtedly by newspapers that arrived on doorsteps just in time for the Mustang's public introduction on April 17.

At Westchester Country Club, press members gather around to share a copy of "The Mustang Rally" folder, included in each car with a schedule and route instructions for the drive to Canada. Sure glad that today's press functions don't require suits and ties!

On the way into Canada on the second day, the Mustang Rally stopped for lunch and photos at Niagara Falls.

A press member adjusts his pants for the long drive ahead while a Texaco gas station attendant takes care of the fill-up and windshield cleaning. Remember that? Based on what we can read on the fuel pumps, gas price was around 33 cents a gallon.



#### I Was There

In April 1964, reader Don Fausel was working in Ford's New York district sales office when he was asked to help with the preparation of new Mustangs for a special press function. The event, it turns out, was Ford's media drive from New York through Canada to Dearborn. Over a three-week period, Fausel and other staffers cleaned and prepped the early-production Mustangs for their duties as press cars for the Mustang Rally. Fausel recalls that there were approximately 110 cars, a tally that likely includes the 100 used for the Rally plus spares.

"They were shipped by regular car carrier," Fausel remembers. "They were not covered for transport, although they were delivered to a dealer who had underground storage to keep them out of sight. One week prior to the drive-away, Ford service reps inspected each car for oil, spare tire, windshield washers, etc. Midway through the process, it became necessary to move the cars to the Ford district office parking lot, where the pre-delivery checks continued. If parts were needed, we called the Dearborn Assembly Plant and they were sent over night. Two days before the drive, the cars were driven to the Westchester Country Club and lined up on the golf course driving range. Press members were transported to the cars, with two persons assigned to each car."

#### Differences Between 1964.5 and 1965 Mustangs

By: Meghan Drummond Source: ciponyparts

Between April 1964 and April 1965, Ford sold over 418,000 Mustangs. The first year had been an unexpected success, and Mustang Mania wasn't even in full effect yet. Ford classifies all of the Mustangs produced during this time as '65s, and it's only Mustang enthusiasts who have differentiated between the two.

1964 1/2 Mustangs were manufactured between March 9, 1964, and August 17, 1964. Though at first glance these cars might look the same, there are several key differences that serve as dead giveaways for the year of manufacture.

#### 1964.5 VS 1965 MUSTANG DIFFERENCES: EXTERIOR

Fastbacks weren't available until 1965, but convertibles and hardtops were available in both 1964 and 1965. Even between these similar models, however, there are small differences in the exterior of these two cars.

The first thing to check is the hood of the car. '64-and-a-half Mustangs have what's commonly referred to as a "stiffening skirt" along the edges of their hoods. This gives it an edge that's very different from the more rounded edges of the '65. This skirt necessitated a matching beveling around the headlights as well. Many '64 1/2 Mustangs didn't have the Ford hood moldings that were given to rest of first-generation Mustangs, but of course some did.



Even if you find a stiffening edge though, it doesn't absolutely verify that you're looking at a '64. The other external marker many look for are the hood moldings. The '64.5 Mustang typically doesn't have the hood moldings that are seen in '65 Mustangs.

Unfortunately, there are several early promotional Mustangs, like the Indy Pace Car, that also had stiffening skirts, and due to the speed Mustangs were being manufactured at, more than a few '65 Mustangs also made it out of the factory without their hood moldings.

A smaller difference that is a little more telling is in the gas cap. Though the gas cap on either will be styled in the three-notched '65 style, on the '64.5 there won't be a security cable.

Seven paint colors were only available for '64.5 Mustangs. These colors were Guardsman Blue, Skylight Blue, Cascade Green, Phoenician Yellow, Twilight Turquoise, Pagoda Green, Chantilly Beige and Pace Car White.

In 1965, these colors were replaced with Springtime Yellow, Champagne Beige, Silver Blue, Honey Gold, Tropical Turquoise, and Ivy Green.

#### 1965 EXTERIOR COLORS 1964.5 EXTERIOR COLORS Raven Black Pagoda Green Raven Black Honey Gold Dynasty Green Guardsman Blue Dynasty Green Caspian Blue Caspian Blue Rangoon Red Champagne Beige Poppy Red Silversmoke Gray Silversmoke Gray Poppy Red Prairie Bronze Wimbledon White Wimbledon White Tropical Turquoise Cascade Green Sunlight Yellow Prairie Bronze Ivy Green Vintage Burgundy Skylight Blue Sunlight Yellow /intage Burgundy Chantilly Beige Twilight Turquoise Silver Blue Springtime Yellow Phoenician Yellow page 10

#### 1964.5 VS 1965 MUSTANG DIFFERENCES: INTERIOR

The interior differences are as subtle as the exterior ones. The easiest thing to check is whether or not the passenger side seat is adjustable. In '64, Ford bolted the passenger seat straight to the floor instead of adding the mechanics to allow for fore/aft adjustments. Fortunately this was fixed by '65.

Likewise, on the floorboard, the 1964.5 Mustang only had a heel pad, no toe pad, while as the '65 has both.

The driver's fresh air knob in the 1964 Mustang is stamped with the letter "A", and "Off" is centered in between the two possible fan speeds. For '65, the A is gone, and in its place is a third fan setting.

The door locks of the 1964-and-a-half Mustang were color matched to the interior, but by 1965 Ford decided to make them chrome.

One interior difference that points to an important mechanical difference is in the instrument cluster. In the '64.5 one of the lights says "GEN" but in '65 the text had changed to "ALT."

#### 1964.5 VS 1965 MUSTANG DIFFERENCES: UNDER THE HOOD:

The '64 Mustang used a generator instead of an alternator to keep its battery powered, hence the corresponding dash-light change. By '65 Ford had already changed the 12V generator over to a 12V alternator. Generators use DC current while alternators use AC current. It's a difference as fundamental as Tesla vs Edison. Though Edison gets more fame, most homes and cars run off of Tesla's AC current.

#### **MUSTANG ENGINES AVAILABLE IN 1964.5**

Engine Code	Engine	Displacement	Horsepower
U	16	2.8L	101 hp
F	V8	4.3L	164 hp
D	V8	4.7L	210 hp
к	V8	4.7L	271 hp

#### **MUSTANG ENGINES AVAILABLE IN 1965**

Engine Code	Engine	Displacement	Horsepower
т	16	3.3L	120 hp
С	V8	4.7L	200 hp
A	V8	4.7L	225 hp
к	V8	4.7L	271 hp

Generators create power by spinning a winding of wires inside a magnetic field. Alternators reverse this and spin a magnetic field inside a winding of wires. The alternator has less work to do because the wire winding is heavier than the magnetic field. The alternator is less likely to wear out and is more consistently able to make power.

This means that a car with a generator definitely has more collectible value, but a car with an alternator makes for a better daily driver.

There are other differences under the hood of the '64.5 and '65 Mustang. Some are just unusual, like an oil dipstick on the '64.5's passenger side that's excessively long. Others are more critical.

One fairly critical difference between '64.5 and '65 Mustangs was that the engine options changed.

#### **VIN NUMBERS FOR 1964 AND 1965 MUSTANGS**

VINs weren't standardized until the 1980s, but you can still find out the information you need to know about a classic Mustang as long as you understand Ford's identification system. The first digit refers to the year produced, unfortunately, that won't help distinguish between the 1964 and 1965 because Ford used a "5" for both years.

The second digit refers to the manufacturing location. For a Mustang you'll either see an F or an R. F for Dearborn, Michigan, and R for San Jose, California.

The fifth digit of a Mustang's VIN refers to the engine code. Only one engine is shared between the '64.5 and the '65. For Mustangs with a K code engine, it is considered a 64.5 if it has a serial number that's less than 25,000 from Dearborn or 125,000 if out of San Jose.

Shelby's and GTs were '65 only and while we do know that some extra or mislabeled cars slipped through and made it to Shelby in later years, for '65 they were all fastbacks, so, to the best of our knowledge, no mythical '64 Shelby exists.

Please keep in mind that this guide is for informational purposes only. It's incredibly difficult to tell these vehicles apart especially as these vehicles get older and more restoration is required. It's never a bad idea to get a second, or even third, opinion before investing in a classic Mustang. If you do end up purchasing one of these classic cars, then be sure to check out our selection of classic Mustang parts.





With a new Ford Mustang GT on its way to US showrooms, fans are patiently awaiting one or more Shelby range-toppers. Here's what they could look like.

The next-generation Ford Mustang Shelby GT500 may be right around the corner, rumours suggest – as new computer illustrations give a clue of what to expect from Ford's flagship muscle car.

Revealed last week, the standard GT and new track-oriented Dark Horse V8 models will sit at the top of the Mustang range for now – but it's the high-performance Shelby variants that many Ford fans are waiting for.

Launched in 2014 for Model Year (MY) 2015, the outgoing Mustang was available in two Shelby-badged flavours: the naturally-aspirated GT350, sold between MY2015 and 2020, followed by the supercharged GT500, limited to Model Years 2020 to 2022.

But Ford may be preparing to flip the previous timeline, as insiders cited by US Ford enthusiast website Ford Authority say a new Shelby GT500 is due in 2025 – two years into the new Mustang's model cycle, rather than five, as per the previous model.

The report doesn't comment on a new GT350, or its two-seat GT350R track-focused derivative – though it's possible its place in the line-up may have been filled by the new Dark Horse, which offers similar power (373kW-plus for the Dark Horse vs 392kW for the GT350) and track-focused enhancements (semi-slick tyres, Brembo performance brakes, carbon-fibre wheels).

Ford Authority claims the new GT500 will launch in the US in 2025 for Model Year 2026 – following the regular Mustang, which goes on sale in the US in mid 2023 for Model Year 2024, with Australian deliveries to follow later next year.

No additional details of the next GT500 are given, including whether it will retain or build upon the current model's engine: Ford's 5.2-litre supercharged V8 (known as the 'Predator'), which develops 567kW (760 horsepower) and 847Nm.

Other highlights of the current GT500 include a seven-speed dual-clutch automatic transmission, larger brakes, adaptive suspension, six heat exchangers, and an optional Track Pack with a carbon-fibre rear wing, carbon-fibre wheels, Michelin Pilot Sport Cup 2 track tyres, and more.

Many of these features – including the carbon-fibre wheels, which are manufactured by Australian company Carbon Revolution in Victoria – are already available on the Dark Horse, leaving room for Ford to push the bar further for the next Shelby model.

While there's no firm indication a new Mustang Shelby GT350 is on the way to join the next GT500, Drive tasked resident digital artist Theophilus Chin with imagining what one could look like – drawing parts from the outgoing GT350 and GT500 duo.

Highlights include a larger front grille akin to the departing GT500, wider wheel arches, a single-piece rear wing from the old GT350R, and a signature blue and white exterior colour scheme.

Our imagined GT350 has an evolution of the outgoing model's 5.2-litre 'Voodoo' V8 – the naturally-aspirated version of the GT500's supercharged 'Predator' engine – under its bonnet, with a six-speed manual transmission built by Tremec, and rear-wheel drive.

To create space for the 373kW-plus Dark Horse below it, the Voodoo V8's outputs would need to be increased, from the 392kW/583Nm of the 2015-2020 GT350, towards an output beyond 400kW or 410kW.

For now, we can only dream. If a new Ford Mustang Shelby GT350 is in development, expect to hear more in the coming months – while the new GT500 is rumoured to go on sale in the US in 2025.

An Australian launch is yet to be confirmed. Neither of the previous-generation Shelby Mustangs were sold locally.



## CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE







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>
> \*All orders must be prepaid or paid online



# Club, Inc. MEMBERSHIP APPLICATION

PRIMARY MEMBER NAI	ME:			
Are you a current MCA (M	flustang Club Of America) member?	es No		
MCA (Mustang Club Of A	merica) Member Number:			
Birthdate:				
Address:	City:	State:	Zip Code:	
Your Preferred Email:				
Phone:	Cell Phone:			
membership lists.  Yes, Please do r	e privacy of our members, please select if you pronot publish.  No, It is ok to share my information.  No We WILL NOT sell or share your information.	ormation with other mem	bers.	
SPOUSE:		Spouse's	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 *	nicle Year * Vehicle Make *		Model *	
Vehicle Color *	Speciality Vehicle?			
How did you hear about u	is?			

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.

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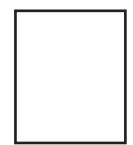
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MEMBERSHIP DUES: For the first year only, the sum of \$30.00 for a on e year Active Membership, of which \$5.00 will be an initial fee and \$25.00 for dues. Thereafter, a member shall pay each January a \$25.00 fee for dues. For additional family members, Active Membership dues are \$5.00 per member.



Central Valley Mustang Club, Inc. P.O. Box 25964 ● Fresno, CA 93729-5964 www.cvmustang.org



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