

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB



AUGUST 2023

# *the* **PONY PRESS**

## **NOTICE GIVEN**



Mustang GTD Aimed Squarely At  
Porsche, Mercedes, And Aston Martin



CVMC Member Profile:  
Isaiah Montion

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[www.cvmustang.org](http://www.cvmustang.org)



## club info

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



## board members

### CVMC OFFICERS

Joseph Colvin • President	285-7296
Dave Ward • Vice President	289-2366
Susan Ward • Secretary	288-6352
John Briar • Treasurer	259-1437

### MEMBERS AT LARGE

Diana Buranen	647-6034
Mike McCutchan	977-5497
Jamie Pulmano	394-8565
Sean Shanen	951-202-2725

*\* Compliments or complaints should be presented to Members At Large.*

### MEMBERSHIP CHAIR

Brandon Walker	288-0450
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### ACTIVITIES CHAIR

Mary Kokalis	313-6564
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*\* Suggestions for activities should be directed to the Activities Committee.*

### MERCHANDISE CHAIR

Robin McCann	709-0830
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### MCA REGIONAL DIRECTOR

Paul Beckley	323-7267
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### SUNSHINE CHAIR

Mary Whitley	285-1060
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### WEBMASTER

Paul Beckley	323-7267
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### NEWSLETTER EDITOR

Garo Chekerdeman	906-7563
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### ADVERTISING

*\* Talk to a Member at Large*

### ADVERTISING RATES:

#### Classified Ads (3 Lines)

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

#### Business Card Ad

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

#### Double Business Card Ad (1/4 Page)

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

## past presidents

Joseph Colvin	2020-2022
Ron Dupras	2017-2019
Mark Gardner	2016
Jim Sanborn	2015
Paul Beckley	2012-2014
Allen Rasmussen	2011
Ron Deubner	2010
Jim Sanborn	2009
Wanda Hamshar	2008
Michael Metz	2006-2007
Jim Sanborn	2005
Doug Deffenbach	2003-2004
Christina De La Pena	2001-2002
Jim Sanborn	2000
Jay Sharmer	1999
Brian Massey	1997-1998
Jim Sanborn	1996
Ron Deubner	1995
Paul Beckley	1994
Dave Rose	1993
Paul Beckley	1989-1992

*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 meeting

**Last Thursday of Each Month**

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



from the  
president

Hello my friends,

August is coming to a close already? This year is going by so fast! Soon it will be getting dark earlier and the weather will be turning cooler. Before you know it the little hobgoblins will be at your door begging for candy. Lol

Fall marks the beginning of the end of our year but it also causes us to look ahead to what the new year will bring. There are lots of holidays before we roll into 2024 but nows a good time to think about club business for the new year.

There will be elections for board positions starting soon. Have you ever considered running for office? Get involved in how the club is run and what events we do. The more involved you get the more fun you'll have. Something to think about.

Meanwhile, let's get out and have some fun as the weather starts to cool down and the fall colors start to appear.

**Joe Colvin**  
CVMC Grand Poohbah  
[joe@cvmustang.org](mailto:joe@cvmustang.org)  
559-285-7296



from the  
editor

One of my hobbies I have when I want to escape the everyday grind and not think, is getting on line and looking for automobile concepts and design proposals.

This is a rabbit hole that is REAL deep especially when it's expanded past Ford or Mustang.

I've collected a lot of images of Mustang proposals and in the next issue of the newsletter, we'll take a look at some of them. All the way from "glad that didn't happen" to "that would've been real cool."

So hang tight and lets see what our favorite pony car could have been.

**Garo Chekerdeman**  
CVMC - Newsletter Editor

1965 Ford Mustang Prototype. Removable Hardtop . Dated 8-2-1963





# upcoming events

## SEPTEMBER 2023

Date	Time	Event Type	Description
1 Fri	5PM - 8PM ☒	☐	<a href="#">Hot Rod Gathering</a>
	5:30PM - 9:00PM ☒	☐	<a href="#">RODS ON THE BLUFF</a>
2 Sat	8:15AM - 2PM ☒	☐	<a href="#">Home Depot Car Show **UPDATE**</a>
	10:00AM - 12:00PM ☒	☐	<a href="#">Monthly club breakfast Club Breakfast/Blossom Trail Cafe</a>
8 Fri	5PM - 8PM ☒	☐	<a href="#">CANCELED Hot Rod Gathering</a>
9 Sat	9:00AM - 3:00PM ☒	☐	<a href="#">CANCELED...All Ford car show Orcutt, CA</a>
10 Sun	8:00AM - 10:30AM ☒	☐	<a href="#">Cars &amp; Coffee at the Pointe</a>
15 Fri	5PM - 8PM ☒	☐	<a href="#">Hot Rod Gathering</a>
16 Sat	9:00AM - 2:30PM ☒	☐	<a href="#">Miramonte mustangs elementary car show</a>
22 Fri	5PM - 8PM ☒	☐	<a href="#">Hot Rod Gathering</a>
23 Sat	8AM - 4PM	☐	<a href="#">Bombs Away Car Show</a>
25 Mon	6PM - 8PM ☒	☐	<a href="#">CVMC Board Meeting Red Lobster</a>
28 Thu	7PM - 8PM ☒	☐	<a href="#">C.V.M.C. General Membership Monthly Meeting</a>
29 Fri	5PM - 8PM ☒	☐	<a href="#">Hot Rod Gathering</a>
30 Sat	8:00AM - 2PM	☐	<a href="#">30th Annual Fall Finle all Mopar car show</a>
	11AM - 3PM ☒	☐	<a href="#">CVMC PICNIC</a>

Check online for updates and additions

# happy birthday

### AUGUST:

Aug 3 John Briar  
 Aug 4 Jim Sanborn  
 Aug 6 Robert Whitley  
 Aug 7 John Jones  
 Aug 14 Sabrina Collins  
 Aug 16 Dave Marean  
 Aug 24 John Anderson



next general meeting  
**September 28th, 2023**

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



be sure to check out  
**cvmustang.org**

Events Calendar • Photo Gallery  
 Newsletters • Merchandise



## CVMC Member Profile: Isaiah Montion

*By: Lynne Rayner*

Bzzzzzt! Calling Transformer Bumblebee! Need an update? Ready to leave Camaro and go with Mustang? We've got one for you and it's a beauty! It's a 2015 GT Fastback (with the 50 Years Appearance Package) in rare Triple Yellow owned by Isaiah Montion who might sell it to you. And, yes, it has black stripes.

That would be quite the experience for Isaiah, although at this point he doesn't seem to be in the market to sell, unless he could trade for a 1965-'67 Shelby, which would be a dream come true. It's a car he considers a classic, the type of car he's always wanted to own since at age 10 he saw a '67 when he was watching the movie "60 Seconds."

Isaiah likes other old things too; one of his hobbies is to hunt antiques because he likes to buy limited and/or collectors' editions of things. Items of interest run the gamut from cereal boxes to sodas like Coca Cola. He buys vintage items too, but his girlfriend Patty Dailey, the other half of this new membership, only buys vintage. Other shared interests are hiking, running, and watching "The Walking Dead" and "America's Got Talent." Also, they both like to garden. but Patty says Isaiah has "a passion and talent for gardening."

Their work takes them in slightly different directions, but both work to help people who are facing difficult times. Isaiah works as a transporter for a mortuary and Patricia is the Community Outreach Specialist for the Northern California and Northern Nevada's chapters of the Alzheimer's Association. One of her jobs is finding volunteers, so if you are interested, here is a great opportunity to meet a new club member.

One of the things Isaiah likes about the club is that "Everyone is very knowledgeable" and "it's a very nice atmosphere to be in." Seeing all of the different cars that people have is also a plus because that is what he looks forward to when going to a car show. He believes that "holding car shows and people talking about their Mustang, the year, the HP, what they love about it (or hate about it) and what made them say, 'This is the one!'" is what he looks forward to when going to a show.

An idea of Isaiah's for future events might be to have a round table discussion about the history of the Mustang and what its future looks like. For example, a topic might be, "Will it be all electric in less than three years?" Patty contemplates a book, perhaps about the Mustang in general (the big picture) or maybe about the Mustangs in the club (the smaller, more personal picture.) We'll certainly look forward to more of their ideas. Welcome Isaiah and Patricia!

And Bumblebee – buzz off – you can't have the car!





# The 1971 Boss 351 Mustang Signaled the End of the Golden Age of Muscle Cars



By: Steven Rupp  
Source: [motortrend.com](http://motortrend.com)

It was the best of times, it was the worst of times. No, we're not going to host a Charles Dickens literary class, but instead opine about a muscle car born in the early 1970s. You see, the early '70s was the best of times since some of the hottest muscle cars to ever be made hit the streets, but with rising fuel prices and government regulations it was also the end of an era. Yeah, after 1971, performance muscle started going downhill before falling off the cliff in 1974. But Ford had something special planned for 1971: the Boss 351 Mustang. And the one you see here is for sale at the 2022 Mecum Orlando auction.

## How Much Power Did The 351 Cleveland V-8 Make In The 1971 Mustang Boss?

The 1971 Mustang Boss 351 was one of Ford's last true muscle cars, and they only churned out 1,806 of them in their single year of production. This was one of Ford's hottest-performing small-block cars, and it was all thanks to the R-code V-8 351 Cleveland under the hood. It spat out 330 hp at 5,400 rpm and 370 lb-ft of twist at 4,000 rpm—more than enough to slap around many big-blocks. In fact, the performance of the Boss 351 was only a tick under the previous Boss 429 Mustang! Sure, the 1969 BOSS 302 (which duked it out with Camaro Z/28s in Trans Am racing) and the 1969 Boss 429 (which was built so Ford could field the big-block in NASCAR) were cool, but Ford's departure from racing along with the aforementioned emissions requirements killed those cars in 1970, and began the automotive slide into malaise. Mustang sales, which had once reached well over half a million, slumped to under 200,000.

## How Many Years Was The Mustang Boss 351 Produced?

But there was a bright spot for 1971: the Boss 351! Built on an all-new, larger and heavier body (which lasted through 1973 and the introduction of the Mustang II), the new Mustang was targeted towards the Mustang's maturing customer base, so while the engine bay was bigger to more easily hold big-blocks, the interior was also larger for families. Of course, the Boss 351 Mustang was about more than just a badass engine. There was also the four-speed Toploader manual trans with Hurst shifter, and heavy-duty Competition Suspension package with larger front disc brakes. The only option for the rear was a Traction-Lok 9-inch with 3.91 gears, but the transmission was available in both wide- and close-ratios. With either one, the Mustang buzzed along at 3,200 rpm while doing 55 mph on the highway.

## Was The 1971 Mustang Boss 351 Considered A Fast Car?

The exterior of the Boss 351 was given special attention as well, from the twin functional NACA hood ducts to the Mach 1



honeycomb grille and unique bodyside stripes, and the hoods and graphics were done in either black or argent depending on the base color of the Mustang. Motor Trend tested the car in 1971, and it ran 13.8 seconds in the quarter-mile. HOT ROD Magazine took a look at the Boss 351 in the February 1971 issue and stated, "This one feels like it's taking on the size of a Torino (and in some ways, it is), but no matter what its shape or size may resemble, it sure looks like a racer. The Boss 351 is going to salt away a few Z/28s before its season is up." The big car was made fast by the stout 351 V-8 under the hood. Filled with a nodular-iron cast crank, four-bolt mains, forged rods with 3/8-inch bolts, and aluminum pistons, along with high-flowing 4V heads that helped the 351 punch outside of its weight class. It also fielded a soon-to-be-rare high compression ratio of 11.7:1. The carb for the 351 Boss was an Autolite 4300-D, which was made specifically—and only—for the Boss 351. To say they are rare is an understatement, with examples fetching thousands of dollars, if you can find one.

### How Much Did A 1971 Boss 351 Mustang Originally Sell For?

A new 1971 Boss 351 Mustang stickered at \$4,124, \$1,000 more than a base Mustang SportsRoof. That may not sound like a lot today, but in 1971 that was a good chunk of change. Since the Mustang had the Competition Suspension package it also had the chrome Magnum 500 15x7-inch stamped steel wheels.



# Ford sees demand for V-8 Mustang surge as fans fear demise of gas-powered muscle cars: 'You don't know when it's going to end'



**By: The Associated Press**

New versions of the Mustang muscle car will begin shipping next week and more than two thirds of the orders include the big, 5-liter V-8 engine, Ford said Friday.

Demand for roaring engines remains strong in an era when Detroit automakers are starting to phase out the rumbling gas burners and transition to electric vehicles in order to meet strict government emissions and fuel economy requirements.

There are about 13,000 U.S. orders for the 2024 Mustangs, Ford says, which also can be equipped with a four-cylinder turbo-charged engine. Of those orders, 67% have the V-8, and more than a quarter of the people seeking that Mustang want the six-speed manual transmission, spokesman Mike Levine says.

But muscle cars, at least new ones, are on their way out.

General Motors announced in March that it will stop making the Chevrolet Camaro early next year as a 2024 model. The company wouldn't rule out a replacement for the Camaro at a future date.

Stellantis, formerly Fiat Chrysler, will stop making gas versions of the Dodge Challenger and Charger muscle cars by the end of this year. But the company has plans to roll out a battery-powered Charger performance car sometime in 2024.

Levine wouldn't say whether this version of the Mustang would be the company's last gas-powered muscle car. "That remains to be seen," he said.

There also could be an electric Mustang sports car in the future. Electric cars, with instant torque and a low center of gravity, often are faster and handle better than internal combustion vehicles.

People are going for V-8 Mustangs with stick shifts in part because they may be the last of the gas-powered muscle car era, said Guidehouse Insights eMobility analyst Sam Abuelsamid.

"The most hard-core fans, they're going to go out and grab one of these because you don't know when it's going to end," he said.

When a new Mustang comes out, the V-8 order rate is almost always higher than the other available engines, as is the demand for manual transmissions, because fervent Mustang fans are often the first to order, Abuelsamid said.

"We tend to see more demand from enthusiasts for the V-8 whenever an all-new Mustang is introduced," Jim Owens, Mustang brand manager, said in a prepared statement.

The new Mustang, which is on the same underpinnings as the current version, is built at a factory in Flat Rock, Michigan, south of Detroit. Most of the V-8s will produce 486 horsepower, but a Dark Horse version puts out 500.



# Behold the Space-Age Mustang That Never Was

*The design brief from the Ford brass was simple: Create a compact sports car for cash-strapped 20-somethings. The result was the Mustang I, a mid-engined two-seater with an integrated roll-hoop and a motorcycle visor for a windscreen.*



By: Damon Lavrinc  
Source: wired.com

THE DESIGN BRIEF from the Ford brass was simple: Create a compact sports car for cash-strapped 20-somethings. The result was the Mustang I, a mid-engined two-seater with an integrated roll-hoop and a visor for a windscreen. It was the birth of an icon, but it bore no resemblance to the iconic pony cars that made it to production.

In the summer of 1962, the Fairland Group – an internal team at Ford lead by legendary automotive maverick Lee Iacocca – was tasked with creating a competitor to the Chevrolet Corvair. It wanted to create something sleek, slick, and affordable, with an innovative drivetrain and the performance to match.

Designers Eugene Bordinat, John Najjar, and Philip T. Clark got to work, first crafting the design out of clay and, once approved by the board, rendering it in an aluminum skin – an exotic material for cars of the era. The body was mounted into a cutting-edge spaceframe, but to make the Mustang as rigid as possible, the seats were molded into the aluminum tub. That meant they couldn't move, so the engineers developed a steering column and a three-pedal setup that would articulate towards the driver.

Mounted behind the passenger compartment was an import from Germany: a 1,500cc, 60-degree V4 pulled from the Ford Cardinal. Two Mustang I's were developed, one with 89 horsepower for the street, another with 109 horsepower for track use.

When Ford unveiled the Mustang I to the throngs at the United States Grand Prix in Watkins Glen, New York in 1962, none other than Dan Gurney – famed Formula One racing driver – took the track version around the circuit. To the astonishment of the crowd (and Gurney and Ford PR) the Mustang concept was posting lap times were nearly on par with the F1 cars racing that weekend.

Over the course of two years, the Mustang I was trotted out across the U.S., but the space-age sexy coupe wasn't long for this world. Recognizing that an aluminum-bodied, mid-engine sports car would be a hellish headache to produce at scale, Ford began development of the Mustang II concept. That would use the Falcon's platform as its underpinnings, with a proper 4.7-liter V8 mounted up front and sending power to the rear wheels. It looks much the same today as when it finally went on sale in 1965.

The only design element that made it to production were the side-mounted scoops aft of the doors, originally intended to cool that midship engine. And on the retail version, they were there strictly for style.

# Ford CEO Says The Mustang GTD Is Aimed Squarely At Porsche, Mercedes, And Aston Martin

Farley wants the new Mustang GTD to be a world beater



By: Stephen Rivers  
Source: carscoops.com

Ford's CEO Jim Farley isn't pulling punches with the way he speaks about the new Mustang GTD. If he gets his wish, this new king of the Mustangs will stamp its ticket into the history books with lap times that leave Porsche, Mercedes, and Aston Martin in the dust. During a recent interview, he made it clear that Ford has a chip on its shoulder and intends to change the sports car landscape.

There's no question that the Mustang GTD is a special pony car. It's a close relative of the Mustang GT3 heading to Le Mans next year. That's clear from the wild 5.2-liter supercharged V8 with a goal of 800 horsepower (596 kW), the trick inbound suspension, and the eight-speed dual-clutch transaxle.

Those features aren't simply aimed at making this a special track toy for the one percent. They're all a part of Ford's new war on big-name sports car manufacturers. "I want to see Porsche, I want to see Aston Martin, I want to see Mercedes sweat," Farley said. That might not even be the most incendiary thing he said about the situation during a press preview.

He kicked things off by saying "We looked at what Porsche had done with their racing Porsches, and we thought we could do it even better." That's a bold statement but the Mustang GTD is an equally bold car. At the same time, Farley understands that Ford has to show rather than just tell what it can do.

Speaking about what Ford must do to compete on the level that he desires he tells Bloomberg "You gotta earn it. You can't just put in tech and spend a bunch of money.

It's more complicated than that. You have to win races. You have to have the right people to drive the car. You have to pay attention to excruciating detail before people notice. You have to have different versions. You have to have the option list."



He went on to say that “If you’re not in motorsports and you’re not successful, you’re not relevant to this world.” That’s certainly a vital factor and will play a significant role in how the Mustang GTD is remembered in the future. It’ll always be a very special car but whether or not it becomes a bonafide world-beater is something that remains to be seen.

Farley also dipped into conversations about electrification and the future of Ford. Not only did he say that Ford needs “non-negotiated prices and no inventory and remote pick-up and delivery for all services,” to compete with Tesla but he went even further.

Speaking about the future of the Mustang sports car, Farley said: “Could it be a fully electric Mustang coupe? Nah, probably not. But could there be a partially electrified Mustang coupe—and it be world-class? Yeah.”

Again, he called back to the example Porsche has set. “Let’s see what Porsche does,” he continued. “Let’s see if they take any electrification and put it in that 911. I find that pretty hard to believe,” he concluded. Only time will tell but it sounds like for now, Ford has a very clear plan for its near future.



# Brand New Muscle Car announces Limited Edition Series of 60 All-New Classic Mustang RestoMod Continuation Cars for the 60th Anniversary of the Mustang in 2024

## 1965 to 1970 Ford Mustang Fastback and Convertibles Will Be Available

Brand New Muscle Car is pleased to announce a limited-edition series of 60 all-new Classic Mustang RestoMod Continuation Cars for the 60th Anniversary of Ford's iconic pony car in 2024. These customer-designed bespoke Mustang RestoMods will be built from all-new, all-metal Ford-Licensed body shells at the Brand New Muscle Car facility in Tulsa, Oklahoma made famous in the MotorTrend TV television series of the same name. BNMC: Mustang RestoMod number BNMC-01 will be built from start to finish on national television in 2024, displayed at SEMA in Las Vegas in November 2024, and then sold on live national prime-time TV at Barrett Jackson Scottsdale in January 2025.

These amazing full-frame supercars can be ordered in your choice of 1965 to 1970 Ford Mustang fastback or convertible and drivetrains from 427ci Windsor, 428ci FE, 5.0L Coyote, 7.3L Godzilla, supercharged, twin turbo, to reVolt (Tesla) Electric / EV, with 5 or 6-Speed manual or modern paddle-shift automatic transmission. All BNMC: Mustang RestoMods feature Independent Front Suspension / IFS, rack and pinion steering, 4-Wheel DISC brakes, power everything, adjustable coilover shocks, electronic fuel injection / EFI, modern all-in-one heat, defrost and air conditioning / AC, all-new wiring, stainless steel fuel, brake lines and exhaust, modern audio, video and electronics, choice of 17 to 20 inch modern wheels with high performance ZR-rated tires, and high-capacity aluminum cooling system with dual electric fans.

Optional features available include drivetrains with 450 to over 1,000 horsepower, wider wheels and tires up to 335mm with rear wheel tubs, leather or suede interior, baseball stitching, modern high-back sport bucket seats, custom console, Apple CarPlay, DVD, navigation, amp and subwoofers, pro touring wheels and tires, and even right hand drive / RHD.

As David W. Miller II, Brand New Muscle Car founder, explained, "BNMC is the original new body shell scratch muscle car builder. We've been doing it since day one. And we were restoring, servicing, and repairing Mustangs for decades before that. Our shop has always been Ford heavy. We've worked on hundreds of Mustangs over the years. We love all things Ford Mustang. That's why we want to honor America's original pony car by building 60 all-new classic Mustang RestoMod continuation cars for the 60th anniversary in 2024. We'll start with car number one, build it start to finish on our MotorTrend TV show Brand New Muscle Car, then let the public design and order the remaining 59 cars. Every single nut and bolt on these cars is brand new. These are brand new muscle cars. Why not have an all-new classic Mustang that drives like a new car? Classic style with modern performance. Best of both worlds. You design it and we build. It's an amazing experience."

Source: [prnewswire.com](http://prnewswire.com)





# FORD MUSTANG II. "MOTOR TREND" CAR OF THE YEAR.

"AN OUTSTANDING CONCEPT  
OF AFFORDABLE LUXURY AND PRESTIGE  
IN A SMALL PACKAGE." Editors, "Motor Trend" Magazine



OPTIONAL EQUIPMENT ON CARS ABOVE: BLUE 2-DOOR HARDTOP, VINYL ROOF, VINYL BODY SIDE MOLDING AND WHITE SIDEWALL TIRES; SILVER, MACH I WHITE SIDEWALL TIRES; WHITE GHIA; NO OPTIONS; TAN GLOW 2+2; TAN GLOW PAINT, BUMPER GUARDS, DUAL COLOR KEYED MIRRORS AND RAISED WHITE LETTER STEEL-BELTED RADIAL TIRES.

**Outstanding economy.** The all new Mustang II is designed to meet today's need for gas economy. You get a choice of two economical engines: a standard 4 or optional V-6. Mustang II also offers all the economies of a new smaller size and lighter weight: a full 400 pounds lighter than last year's Mustang. But you don't win the "Motor Trend" Car of the Year award for economy alone. Not even this year. **Outstanding luxury and comfort.** Never before have we put such luxury and comfort, elegance and quality into one small package. We built Mustang II to be a little jewel of a car.



Base sticker price for 2-Door Hardtop excluding dealer prep, destination charges, title and taxes. Car shown is equipped with optional vinyl roof (\$83), vinyl inset body-side molding (\$50), and white sidewall tires (\$30).

With a truly impressive list of standard features. Even an economical four-speed transmission is standard. Of course, there are options to choose from. **Outstanding value.** "Motor Trend" called Mustang II "affordable." Considering the level of luxury, the amount of standard features and equipment, we think you'll find Mustang II's price surprisingly low. Especially for the Car of the Year... the only all new car designed to meet the needs of 1974.



**THE RIGHT CAR  
AT THE RIGHT TIME.**

## FORD MUSTANG II

FORD DIVISION



# CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE



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

To order merchandise, check styles and prices

Visit: [www.cvmustang.org](http://www.cvmustang.org)

\*All orders must be prepaid or paid online





# MEMBERSHIP APPLICATION

**PRIMARY MEMBER NAME:** \_\_\_\_\_

Are you a current MCA (Mustang Club Of America) member? ☐ Yes ☐ No

MCA (Mustang Club Of America) Member Number: \_\_\_\_\_

Birthdate: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Your Preferred Email: \_\_\_\_\_

Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

In an effort to maintain the privacy of our members, please select if you prefer to not publish your contact information in our membership lists.

☐ Yes, Please do not publish. ☐ No, It is ok to share my information with other members.

**Please select your choice. We WILL NOT sell or share your information with ANYONE outside the club membership.**

**SPOUSE:** \_\_\_\_\_ Spouse's Birthdate: \_\_\_\_\_

Spouse's Email: \_\_\_\_\_ Spouse's Cell Phone: \_\_\_\_\_

**Children's name(s) and birthdate(s):** \_\_\_\_\_

**1ST VEHICLE - Please enter your vehicle(s) information.**

Vehicle Year \* \_\_\_\_\_ Vehicle Make \* \_\_\_\_\_ Vehicle Model \* \_\_\_\_\_

Vehicle Color \* \_\_\_\_\_ Speciality Vehicle? \_\_\_\_\_

**2ND VEHICLE - Please enter your vehicle(s) information.**

Vehicle Year \* \_\_\_\_\_ Vehicle Make \* \_\_\_\_\_ Vehicle Model \* \_\_\_\_\_

Vehicle Color \* \_\_\_\_\_ Speciality Vehicle? \_\_\_\_\_

How did you hear about us? \_\_\_\_\_

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

*Release of Damages: By submitting this document online, applicant / member agrees to hold the Central Valley Mustang Club, Inc. harmless for and to protect and defend the Officers and Club Members from any damages that may occur en route to, during, or from an event in which the applicant / member is involved. By submitting this document online, the submit button will constitute your signature as proof that the included information is true and accurate and that you agree to the requirements previously set forth.*

**Central Valley Mustang Club, Inc.**

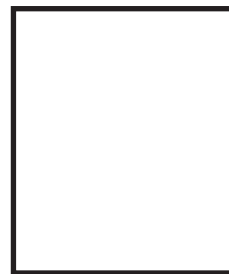
**P.O. Box 25964 • Fresno, CA 93729-5964 • Phone: (559) 715-CVMC (2862) • Website: [www.cvmustang.org](http://www.cvmustang.org)**

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

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

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