



Shelby America's First CustomEV



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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

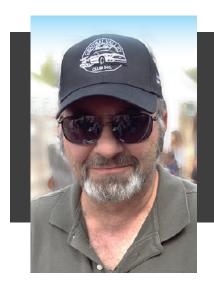
CVMC OFFICERS		WEBMASTER Double Pookley	222 7267	past presidents	
Joseph Colvin • President Dave Ward • Vice President	285-7296 289-2366	Paul Beckley	323-7267	Joseph Colvin	2020-2022
Susan Ward • Secretary	288-6352	NEWSLETTER EDITOR		Ron Dupras	2017-2019
John Briar • Treasurer	259-1437	Garo Chekerdemian	906-7563	Mark Gardner	2016
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Mike McCutchan	977-5497	4 DV EDTION 0 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 presented		CVMC Members	FREE	Wanda Hamshar	2008
to Members At Large.		Non Members per issue	\$3.00	Michael Metz	2006-2007
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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		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 Page)		Jim Sanborn	1996
Robin McCann	709-0830	Issue	\$7.00	Ron Deubner	1995
		Six Months	\$20.00	Paul Beckley	1994
MCA REGIONAL DIRECTOR		Half Page (One Year)	\$70.00	Dave Rose	1993
Paul Beckley	323-7267	Full Page (One Year)	\$105.00	Paul Beckley	1989-1992
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Mary Whitley	285-1060				

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from the president



from the editor

Hello my friends,

I've just returned from a week in San Diego and oh my God the difference in the weather. Everyone there was complaining about the heat and it was mid 80s.

Wow!

Alas we had to return to the triple digits here at home.

Summertime can make it more difficult to get out and enjoy our cars unless we're heading for the coast or up to the hills. We do have some of those types of events coming up so check the calendar and let's get out and enjoy each others company and find someplace fun to hide from the heat.

Joe Colvin CVMC Grand Poohbah joe@cvmustang.org 559-285-7296 Enjoy, hope to see everyone soon.



Garo Chekerdemian CVMC - Newsletter Editor

upcoming events

AUGUST 2023						
Date	Time	Event Type	Description			
2 Wed			Hot August Nights Car Show Reno			
3 Thu			Hot August Nights Car Show Reno			
4 Hot Aug			Hot August Nights Car Show Reno			
Fri	5 _{PM} - 8 _{PM} 🐷		Hot Rod Gathering			
5	\subseteq		Hot August Nights Car Show Reno			
Sat	10:00AM - 12:00 _{PM}		Monthly club breakfast Club Breakfast/Blossom Trail Cafe			
6			Hot August Nights Car Show Reno			
Sun	8:00AM - 10:30 _{AM}		POSTPONED Cars & Coffee at the Pointe			
11 Fri	5 _{PM} - 8 _{PM} ≥		Hot Rod Gathering			
12 Sat	6 _{РМ} - 9 _{РМ} ≥	_	Triangle Drive In 1st & Barstow			
17 Thu	8 _{AM} - 5 _{PM} 🐷	-	Mecum Auction Monterey			
18 8 _{AM} - 5 _{PM} ■ Mecum			Mecum Auction Monterey			
Fri	5 _{PM} - 8 _{PM} 🐷		Hot Rod Gathering			
19	8 _{AM} - 5 _{PM} 🐷		Mecum Auction Monterey			
Sat	5 _{PM} - 7 _{PM} 🔤		Speedy Zapato's Mexican Restaurant			
20 Sun	12:30PM - 2:30 _{PM}	•	Forestiere Underground Gardens & Lunch			
25 Fri	5 _{РМ} - 8 _{РМ} 🐷		Hot Rod Gathering			
27 Sun	8:00AM - 11:00 _{AM}		RIDES & COFFEE @ DETAIL GARAGE			
	2:15 _{PM} - 6 _{PM}		American Graffiti 50th Anniversary & Lunch			
28 Mon	6 _{РМ} - 8 _{РМ} 🔤		CVMC Board Meeting @ Mimi's Cafe			
31 Thu	7 _{PM} - 8 _{PM} 🔤	-	C.V.M.C. General Membership Monthly Meeting			

Check online for updates and additions



JULY:

Jul 1 Keith Byers

Jul 3 Raffi Mouradian

Jul 4 Greg Stewart

Jul 4 Susan Ward

Jul 9 Eddie Davis

Jul 12 Ron Dupras

Jul 16 Karen Lee

Jul 20 Kelsea Deffebach

Jul 21 Seth Deffebach

Jul 21 Ross Miller

Jul 22 Mike Alexander

Jul 23 Jann Coppola

Jul 25 Doug Deffebach

Jul 29 Zeus Lee



next general meeting August 31st, 2023

BLACK BEAR DINER

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





The first-generation six-cylinder Mustang may not be the muscular powerhouse that pony cars evolved into, but it captures precisely what Ford originally intended the Mustang to be: a fun-to-drive sports car that wouldn't break the bank. Marketed primarily to women and youth upon its release, the six-cylinder 'Stang satisfies the nagging craving for something sporty and reliable, with a practical amount of everyday cargo space. These days, however, the straight-six pony car is fast becoming a unicorn amid the popularity of both factory-original and V-8-swapped Mustangs.

If winning races at the dragstrip is your ultimate goal, not much will beat the dollar-to-power ratio of a small-block V-8. However, if you're in the majority of enthusiast owners, you're more likely to cruise around town with friends and family. If you're really cool, you'll opt to take your pony car on some scenic, long-distance road trips. That casual rhythm is where the straight-sixes shine, and their advantages are many.

Most importantly, these engines have been built since their first introduction in Ford's 1906 Model K, so if you dare to stand out from the V-8 crowd, rest assured that these well-balanced six-cylinders are virtually bulletproof. When something does break, new replacement parts tend to be readily available and affordable. Used motors can be found for a few hundred bucks if the issue is catastrophic.

The straight-six in the '66 is a pleasure to drive. It generates plenty of torquey power, yet runs smooth and can be tuned to get decent fuel economy. Cornering is a thrill: Instead of going nose-down into a turn like the V-8-powered brute, the nimble six-cylinder Mustang hugs the esses like they're best friends.

The '65–73 Mustang's first six-cylinder was a 105-horsepower, 170-cubic-inch inline motor borrowed from the Falcon, but Ford's wheels were turning even before the first car rolled off the line. Around four months after the Mustang's introduction, Ford halted production of the 170-cu-in inline-six in favor of a 200-cubic-inch version. At the same time, the V-8 was upgraded from a 260 to the 289-cu-in iteration; the 302 came along in 1968 to keep up with tightening emissions standards.

The 1966 Mustang remains one of the most popular years—you'll often see them on the road. The Standard Catalog of American Cars states that V-8 Mustangs outnumbered the inline-six production by 354,400 to 253,200 in '66, making the six-cylinder less common than its more powerful counterpart. The hardtop model still holds the record as the best-selling Mustang of all time, accounting for nearly 500,000 of that year's total sales. (For comparison, just over 173,500 units sold in 2000, the biggest sale year since 1980.) Towards the end of the first generation ('65–73), the Mustang physically grew larger, and its 1971 facelift lent it a fittingly more menacing look.

The Ford Mustang is the longest-surviving breed of classic American pony car—and the generation that started the line has aged well. Its aggressive styling and sharp, sloping lines make these first-generation examples appear low to the ground, like a predator on the prowl, whether in coupe, convertible, or fastback form; the straight-six-equipped cars look just as slick. Whether you're all about that V-8 growl or want to experience the agile handling of the lighter six-cylinder, there is a Mustang waiting to give you the ride of your life.



Shelby America's upgrade package is exclusive to the United Kingdom to celebrate the country's high EV adoption rate.

Like it or not, the automotive industry is making its pivot to EVs which needless to say will have a sweeping and significant effect on the performance automotive aftermarket. Case in point: Shelby America has just announced its first ever production EV in the form of the Ford Mustang Mach-E GT all-electric SUV. We'll give the purists a moment to let their blood pressure come back to normal levels. Shelby American made the announcement as part of a celebration of what would be the late Carol Shelby's 100th birthday.

If you're one of those aforementioned purists and you're getting ready to exclaim at the screen that Carol Shelby would never want to be associated with an EV, Shelby American President Gary Patterson has something to say about that. "We're very blessed because in 2011 we actually have Carol Shelby on film talking about how excited he was about the development of future powertrains," said Patterson. "He specifically calls out electric vehicles."

While Shelby American refers to the Shelby Mustang Mach-E GT as its first "production vehicle," it should be noted that this is actually an upgrade package that gets applied to the Mach-E after purchase. The package includes a set of springs that lower the Mach-E's stance over an inch, a set of lightweight wheels, carbon fiber hood, carbon fiber front splitter, carbon fiber mirror caps, and carbon fiber door trim. Both current and future owners will be able to equip the package while it's available; check out the image gallery.

Because it's a Shelby, the appearance package includes the brand's iconic racing stripes and exterior badging. Interior upgrades include custom Shelby floor mats and additional badging. Finally, each package will come with a CSM identification number. Since the package is being released as Carol Shelby's 100th birthday celebration, only 100 examples of the kit will be produced.

Ironically, if you're in the United States, you aren't invited to the party. This upgrade package is exclusive to the UK market. Why? "We elected to initially offer the Shelby Mustang Mach-E GT only in Europe because sales of EV's are growing much more rapidly there than in the USA," said Aaron Shelby, who is not only a board member of Shelby International but also Carol Shelby's grandson.

The package is designed exclusively for the 2021-2023 Ford Mustang Mach-E GT trim and has an MSRP of 24,000 Euros (approximately \$26,500) not counting the price of the base vehicle. Production is set to start in Europe in July 2023. Anyone interested in picking up one of the limited edition kits can hit up Shelby Europe to reserve their package. In the meantime we're left wondering if Shelby American has any plans to release this package in, you know, America. A similar Shelby iteration of the Mustang Mach-E in concept form was shown at SEMA 2021, so maybe anything is possible.



The Underappreciated: 5 Mustangs That Deserve A Lot More Love

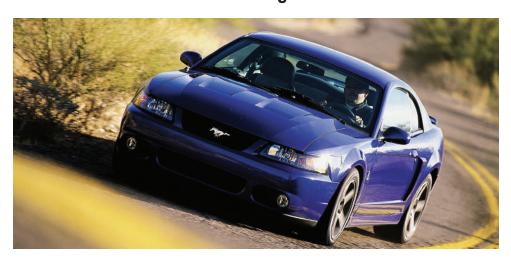
By: Josh Boyd

Source: mustangspecs.com

There has been no shortage of classic Mustangs to roll off of the assembly line over the past 60 years. We all are quite familiar with the 1965 Shelby GT350, the 1969 Shelby GT500, and the 1968 Boss 429.

However, there are just as many, if not more, timeless Mustangs that routinely get overlooked by collectors and performance enthusiasts alike.

Whether misunderstood or simply passed over for their share of the limelight, these Mustangs are underappreciated, to say the least. Because of this injustice, we felt that it was finally time to give these unsung heroes of pony car production their fair shake. Join us as we look back at 5 Mustang models that never received the amount of fanfare that they rightfully deserved.



2003-2004 Mustang SVT Cobra

Many are quick to turn up their nose at any Mustang not equipped with a powerplant sporting 5.0 liters of displacement. This, of course, can cause one to overlook a number of lively Ford creations to wear the Mustang nameplate. There are, perhaps, no better examples of this fact than the 2003-2004 Mustang SVT Cobra.

While it is true that the 2003-2004 Mustang SVT Cobra came equipped with a 4.6L V8 powerplant, there is nothing mundane about this potent pony. The SVT Cobra came turbocharged from the factory, making its powerplant anything but the butt of a joke. With 400 horsepower on tap and a sub-5-second 0-60 MPH time, there is plenty of fun to be had here.

The 2003-2004 SVT Cobra was also memorable for other reasons, most notably including its use of an independent rear suspension. The use of this particular setup, coupled with the car's relatively light curb weight, allowed the 2003-2004 SVT Cobra to become among the best handling of all Mustangs to date.

1980s SVO Mustangs



The mid-to-late 1970s was a terrible time not only for the Mustang but for all performance vehicles in general. The implementation of increasingly stringent emissions standards milked life out of the muscle car era, leaving domestic performance at an all-time low. Even the Mustang couldn't escape this fate, as Ford's engineering team sought to attain emissions compliance.

This being said, as the decade drew to a close, Ford was more than ready to up the ante, restoring the Mustang to prior performance superiority. One of the first attempts at achieving this involved the release of the 1980s-era SVO Mustangs. The early Foxbody Mustang was powered by a turbocharged 2.3L four-cylinder, which produced a total rated output of 175 horsepower.

Though many today would scoff at the idea of owning a sub-200 horsepower Mustang, for its time, the SVO Mustang was something worthy of taking pride in. With above-average horsepower for its day, this pony was about as much fun as one could spring for in the early 80s. Perhaps more important is the fact that the SVO's release signified a dedicated return to an elevated performance by the Mustang stable.

1972 Mustang (351 HO)



The 1972 Mustang 351 HO was yet another example of Ford managing to slide one or two decent performers in beneath the nose of the EPA, as 1970s emissions mandates were enacted. This particular Mustang served largely as a low-compression, detuned version of the Boss 351. Though its output had effectively been limited to just 275 horsepower, the 351 HO still had much to offer.

This suppressed pony still shared many of the same beefed-up engine internals with its Boss 351 counterpart, including 4-bolt mains, open chamber heads, flat-top pistons, forged rods, and a solid lifter camshaft. Essentially, the vehicle's engine was built to last, and was practically impervious to mechanical mishaps, in its detuned state.

The 1972 Mustang 351 HO also came with a host of additional goodies to offer, including a wide-ratio four-speed transmission, a 31-spline axle, and 3.91 rear gears. Additionally, the 351 HO came stock with Ford's famed competition suspension system, complete with staggered high-performance shock absorbers.

1971 Mustang (351 Cleveland)



The early 1970s was a conflicting time for young gearheads. The latter days of the muscle car era were in full swing, yet nobody knew it. Additionally, an oil crisis sat just over the horizon. To make matters even more tumultuous, automakers had already begun defining their most potent performers, in a bid to attain emissions compliance.

Well aware of the dicey days ahead, those within Ford's engineering department decided to make one final lap around the sun. A 351 Cleveland capable of producing 330 horsepower was crammed beneath the 1971 Mustang's hood, and things got interesting. While not as powerful as some Mustangs before it, or those to be issued years later, the 1971 Mustang pumped out more than enough power for most, in a time when most similar vehicles had already been de-tuned to oblivion.

The 1971 Mustang, with its slightly broader in-the-shoulder appearance, also looked relatively aggressive, seemingly advertising that the Mustang still had plenty of performance to offer. Nonetheless, the 1971 Mustang still remained light enough to achieve much of what anyone could have hoped for.



1995 Mustang GTS

Upon the SN95's Mustang's release, consumers found themselves limited in available powerplants, based upon the trim which they selected for purchase. The 5.0L V8 was no longer available without springing for Ford's GT or Cobra trim, forcing many with a heavy foot to shell out more money at the dealership than originally intended.

Then, in a completely unexpected move, Ford released the 1995 Mustang GTS, covertly allowing those in the know to purchase a base-esque Mustang, sans the bells and whistles, with one extremely important accessory; the 215-horsepower, 5.0L V8. This model came cloaked in the basic facade of a V6 model, without fog lights or a rear spoiler. Even the selection of power windows was foregone in the name of savings.

One additional point worthy of consideration, was the fact that the GTS sported identical steering, suspension, and brake components as the Mustang GT of the same model year. When laid out on paper, the purchase of a 1995 Mustang GTS was nothing more than an extremely economical way to purchase a Mustang GT of the same vintage, for those not overly enthused with looking the part. Mechanically, the GTS was no less robust than its GT counterpart.



The all-new 2024 Ford Mustang debuted last September, sporting quite a few changes, along with a few welcome carry-over features, such as a fortified version of the naturally-aspirated Ford 5.0L V8 Coyote engine – which the automaker plans to continue to offer as long as possible – though it did ditch the manual transmission option in the EcoBoost due to low demand. With production ramping up and deliveries imminent, the pony car faithful will soon get to experience all of these changes first-hand, which include a heavily-revised interior designed to attract young buyers, as Jim Owens, head of marketing for the Mustang, recently explained to CarExpert.

"When you get to play with that stuff, it's going to bring in a younger audience for sure," Owens said. "The focus group stuff that we did; younger audiences said 'hey it's about time' and 'oh this is cool,' They like to personalize their technology, it's how they grew up – and they loved it."

Interestingly, 2024 Ford Mustang buyers have a choice between two screen layouts – a base setup that uses two screens as separate units, along with an optional layout that provides more of a seamless look, courtesy of a single piece of integrated glass that covers both screens and is angled toward the driver. Either way, both screens offer drivers essentially the same features. The instrument cluster, for example, can be customized to display different animated designs and new drive-mode dependent visuals, with a copper appearance theme and different graphics based on what drive mode is selected.

Both screens are fully customizable and drivers can make changes with simple swipes, while both utilize the same Unreal Engine 3D creation tool used in modern video games like Fortnite, presenting real-time graphical renderings, along with the ability to change ambient interior lighting settings.

We'll have more on the 2024 Mustang soon, so be sure and subscribe to Ford Authority for more Ford Mustang news and continuous Ford news coverage.

2026 Ford Mustang Raptor Is a Car Worth Waiting For

Ford appears hellbent on Raptoring everything; is the Mustang next? If Porsche and Lamborghini can do it, maybe Ford will too.

From the May 2023 issue of Car and Driver. What follows is some inside info, rumor, and speculation about a Raptorized Mustang.

This infatuation with turning everything into an off-roader has gone off the trails. Porsche turned the iconic 911 into the dirt-spewing Dakar. Lamborghini is ready to get down and dirty, not with the Urus SUV, but with the 602-hp Huracán Sterrato. Even Toyota's Sienna Woodland Edition, a lifted minivan, has found a new way to make kids regurgitate chicken nuggets. Now Ford is adding to the craze.

Deep within Ford's Dearborn headquarters, there's a mindset to Raptorize everything. Going full desert racer with the F-150 was the godfather of the concept. The Bronco Raptor that followed was a no-brainer. That the philosophy trickles down to the upcoming Ranger Raptor makes sense. Even giving the treatment to the Explorer and Expedition doesn't seem far off. But to turn the Mustang into a trail-prepped coupe seems like a stretch. Or is it?

We should've seen this coming years ago when we noticed splined front hubs on the sixth-generation Mustang. Naturally, we anticipated all-wheel drive in the future to enable blistering acceleration, not to turn the backwoods into rally circuits.

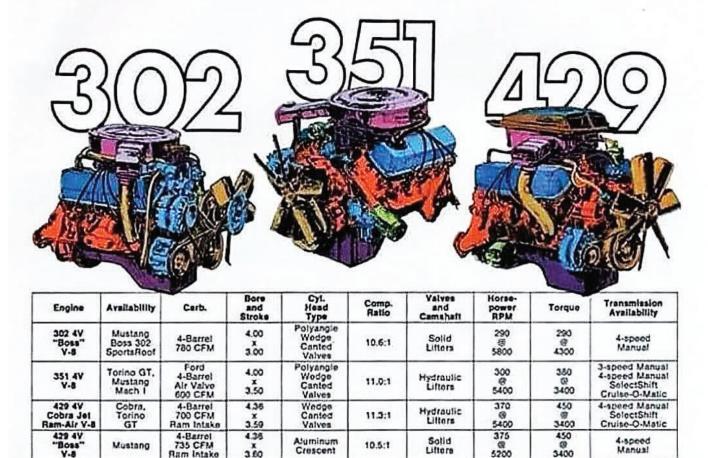
Though just about any of Ford's many engines will nestle into the Mustang's engine bay, the Raptor's offering will be what Bronco enthusiasts are pining for: a nearly 500-hp 5.0-liter V-8. Sorry, folks, no manual-transmission option here. Also, don't expect a two-speed transfer case. To make the most of the limited space in the drive tunnel, a 10-speed automatic will route torque to all four wheels through an electronically controlled center differential. Of course, a Mustang Raptor R with a 700-plus-hp supercharged 5.2-liter V-8 will arrive sometime later—because why not?

Keeping true to the Raptor heritage, Fox Live Valve dampers will pad the landings when it's time to get all Bo and Luke Duke. Bespoke suspension components and elongated springs will provide a 2.0-inch lift, and an abundant number of underbody bash plates will protect the Mustang's vitals from harm. All-terrain tires will tuck into the cladding-protected fenders.

As the seventh-generation Mustang reaches dealerships later this fall and the inevitable street-oriented performance models follow, the Raptor variant should arrive in 2026. Like all Raptors, it won't come cheap, but it'll cost a lot less than a lifted Lamborghini. The limited run of off-road Mustangs should start around \$90,000, expect to pay more for mudflaps.

In February 1992, long before anyone at Ford dreamed of an off-road Mustang, C/D conducted a mustang-versus-Mustang test that pitted an equine member against a Fox-body Mustang GT convertible on a dirt track. Tang the mare ran the quarter in 34.3 seconds at 25 mph; the Mustang GT did it in 17.0 seconds at 89 mph. Based on its as-tested price, the horse won.

Ford's new street numbers for'70



10.5:1

Crescent

Ford's got hot new numbers for '70. And we mean new. Not just a different manifold heat valve or distributor advance curve. But new blocks, new heads, new cranks, new valves. That kind of new.

finm Intake

Mustana

Start with BOSS 302. A breathing screamer of a light V-S. Fire it up and you've got Trans-Am action going for you.

Take the 351 4V in Torino GT or Mach I. A real easy rider of an engine. Lightweight but loaded with zap. Take it to the strip and lay rubber all afternoon.

Our Big Gun comes in three packages: 429 Cobra 4V, 429 Cobra Jet Ram-Air and BOSS 429. The BOSS comes on strong with crescent aluminum heads, valves like manhole covers, forged crank and ram-air. Mickey Thompson's specially modified Mustangs blew the records right out of the book at Bonneville. We call it "The Salt Shaker."

5200

Try one of our winning numbers. Visit your Ford Dealer's Performance Corner, He's got the cars to match the engines. Ford Power Turns it on!

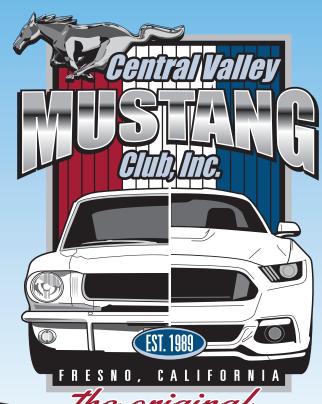
For the full story on all the performance Fords for 1970, visit your Ford Dealer, and get our big 16-page '70 Performance Digest. Or write to:

> FORD PERFORMANCE DIGEST, Dept. 35-9. P.O. Box 741, Dearborn, Michigan 48121.





CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE







> To order merchandise, check styles and prices Visit: www.cvmustang.org
> *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 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 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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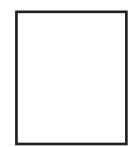
Central Valley Mustang Club, Inc. P.O. Box 25964 • Fresno, CA 93729-5964 • Phone: (559) 715-CVMC (2862) • Website: www.cvmustang.org

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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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