OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB



What Makes Ford's Cobra Jet V8 Engine So Special?



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Collectors are focusing on the wrong Mustangs

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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

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		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
MEMBERS AT LARGE		ADVERTISING		Jim Sanborn	2015
Diana Buranen 647-6034		* Talk to a Member at Large		Paul Beckley	2012-2014
Mike McCutchan	977-5497			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
MEMBERSHIP CHAIR		with Photo	\$10.00	Jim Sanborn	2005
Brandon Walker	288-0450	Business Card Ad		Doug Deffenbach	2003-2004
		CVMC Members	FREE	Christina De La Pena	2001-2002
ACTIVITIES CHAIR	313-6564	Issue	\$5.00	Jim Sanborn	2000
Mary Kokalis 313-6564 * Suggestions for activities should be directed to the Activities Committee.		Six Months \$13.00		Jay Sharmer	1999
		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
SUNSHINE CHAIR		Half Page / Back Cover / One Y	ear \$80.00		
Mary Whitley	285-1060				

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monthly meeting

Last Thursday of Each Month BLACK BEAR DINER • 3602 W Shaw Ave • Fresno, CA Dinner: 6 PM • Meeting: 7 PM

INTITUTATION



from the president



from the editor

Greetings to all my Mustang family!

Spring is here! Or is it? Seems the weather can't make up its mind. In addition to the tornados out east, we have club members locally that have been fighting the snow and flooding as well. Mother Nature seems to be on a rampage.

Meanwhile in Fresno, I've been busy working on my old red 65. It's surprising how difficult it is to gets parts locally for an older car. Thank God for overnight shipments from CJPony Parts. I am enjoying wrenching again and hope to have it at an event soon.

As the weather gets nicer, we will have lots of opportunities to get our Mustangs out and enjoy them. I hope to see all of you out on the road real soon. It is good to see your smiling faces. That's what this club of ours is all about after all.

Joe Colvin

CVMC Grand Poohbah joe@cvmustang.org 559-285-7296

changes coming...



Garo Chekerdemian CVMC - Newsletter Editor

upcoming events

MARCH 2023

Date	Time	Event Type	Description
1 Sat	9:00ам - 1:00рм		Yosemite Lakes Car Show
	10:00AM - 12:00 _{PM} 📷		Monthly club breakfast Club Breakfast/Blossom Trail Cafe
2 Sun	8:00AM - 10:30 _{AM} 📷		Cars & Coffee at the Pointe
7 Fri	5:30рм - 9:00рм		Rods on the Bluff Car Show
8 Sat	10:00AM - 5:00 _{PM} 📷		Tower Car Show
	1:30рм - 4:30рм		El Pueblito Mexican Restaurant Lunch & Car Show
16 Sun	10 _{AM} - 3 _{PM} 📷		Fabulous Fords Forever Car Show. Irwindale CA.
17 Mon	6 _{РМ} - 9 _{РМ} 🔤		National mustang day, Triangle Drive In
23 Sun	12:30рм - 5рм	-	The Hunchback of Notre Dame at the Golden Chain Theatre
24 Mon	6 _{РМ} - 8 _{РМ} 📷		CVMC Board Meeting @ old spaghetti factory
27 Thu	7 _{PM} - 8 _{PM} 📷	-	C.V.M.C. General Membership Monthly Meeting
28 Fri	10		National Street Rod Association Western Nationals
29 Sat	2		National Street Rod Association Western Nationals
30 Sun	8		National Street Rod Association Western Nationals
	8:00AM - 11:00 _{AM} 🔤		RIDES & COFFEE @ DETAIL GARAGE



MARCH:

- Mar 8 Shaun Collins
- Mar 15 Lilly Kier
- Mar 21 Sue Atkisson
- Mar 21 Mike Olson
- Mar 25 John Ramsey
- Mar 31 Joseph Colvin

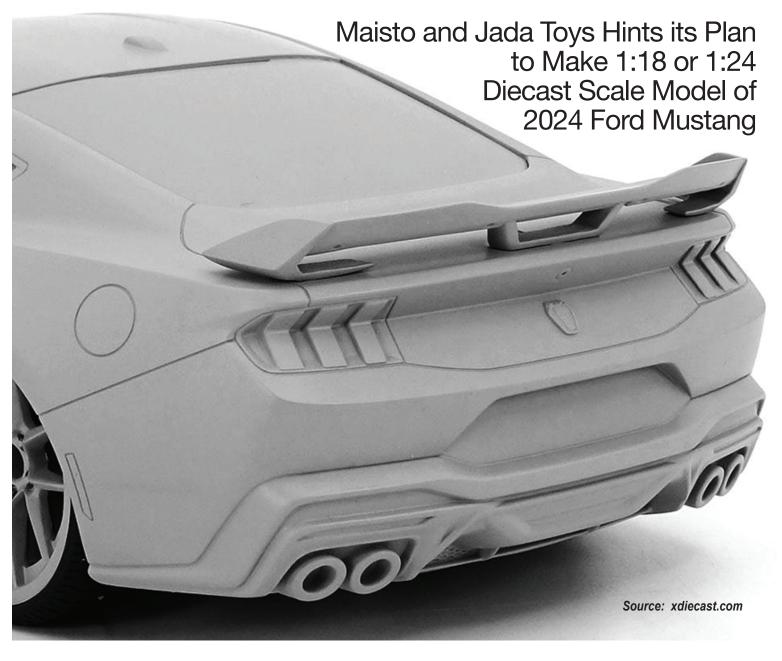


next general meeting April 27th, 2023 BLACK BEAR DINER 3602 W. Shaw Ave • Fresno, CA (Northwest Corner of Shaw / Marty)



be sure to check out cvmustang.org

Events Calendar Photo Gallery Newsletters Merchandise



Ford unveiled 2024 Ford Mustang few days back, which got the entire performance car lovers by storm! The scale model car collectors also got excited for this beautiful American beauty... Maisto on their Facebook page hinted that they may release this 2024 Ford Mustang followed by Jada which even showed us a sleak peak of it moulding mock in their Facebook page so the race is on and it is getting hotter.

At this point, we don't have any clarity on the Ford Mustang model that will come out from Maisto's staple. There is a slim chance that Maisto could skip this model all together but that's very slim. But Jada on the other hand will release 2024 Ford Mustang in Dark Horse but we don't know if this is going to be 1:18 or 1:24 or anything smaller.

The base version 2024 Mustang looks sleek and athletic in comparison to the model it replaces but if you want some more sharp features 2024 Mustang GT is a way to go in my opinion. We never got the convertible version 2015 Ford Mustang from either Maisto or Jada but that may change with this 2024 version (fingers crossed) as the 2024 Mustang GT Convertible looks super hot!

Its too early now to speculate on color and variant and scale, but price point could be on par with the existing model from Maisto. Jada on the other hand had surprised us with its 2022 Batmobile so I am excited to see what Jada will do! As Jada's is the first one to release some moulding samples we may get the Dark Horse version first so Maisto gets some competition when it comes into the market. In the coming days we will get more update from both side so stay tuned for those if you don't want to miss them. Till then... Ciao.



Full disclosure, the closest I've come to owning a Mustang was tossing out a lowball offer on a fairly nice '86 SVO, the Mustang that "Mustang people" despise. I'm clearly an outsider with an outsider's perspective on the desirability/collectibility of post-1973 Mustangs. I must confess, I just don't get the cash that 1979–93 Foxbody Mustangs attract at the moment, especially not when 2005–2009 (S197) Mustangs can be had for less money.

I mean no disrespect. As a Gen-X child of the 80s, I appreciate the huge role the 'Stang had in tapering the Malaise Era; it was big news in 1985 when the V-8 Mustang's rated horsepower (in SAE net, no less) again climbed above the 200 waterline. And, the styling certainly warps you back to that time and place, although I'd have to say designer Jack Telnack's big moment was the 1986 Taurus, not the 1979 Mustang. As a bonus, Fox 'Stangs are stupendously easy to modify and can be made stupid powerful on the cheap.

Except now they're no longer cheap. Even a stock GT in good condition sets you back close to \$15k these days, and exceptionally cared for examples can go for close to \$50k. How about those coveted tuner models, like the 1993 Ford Saleen Mustang SC Convertible? Forget about it.

Look instead at the 2005-2009 model years of the fifth-gen S197 Mustang, a "retro-styled" car that is now becoming vintage in its own right. It's a Mustang that looks like an actual Mustang—and it goes like hell in almost every iteration. Even in today's white hot market, fifth-generation cars strike me as the place where savvy Mustang buyers should be looking.

Right around the time the SN-95 (fourth-gen Mustang) was running its course with a fairly handsome "New Edge" facelift, I started thinking about the possibility of a rebooted Mustang that recalled the '65 Fastback. (For the record, I also called the deftly re-booted James Bond franchise that happened a year after the new Mustang went on sale, but I digress.) The concept car previewing the S197 debuted in Detroit at the 2003 North American International Auto Show, and was in most respects a production car.

It was probably the most successful piece of automotive retro-futurism attempted up to that point. Designer Sid Ramnarace—working under the supervision of J Mays—succeeded where others had failed, capturing the essence of an iconic car without veering into caricature. Praise was almost universal. Car and Driver editor John Phillips joked that for model year 2005, Mr. Ed had turned into Secretariat. You could quibble about the quality and finish of some of the interior materials and the retained live rear axle, but it worked just fine; composure was so contemporaneously impressive, the aforementioned C&D first drive concluded that "the GT exhibits a blend of compliance and response worthy of a BMW. Nice job guys." While there's nothing particularly hateful about the base V-6 cars—and in fact they make more power than many of the Fox-body-era GTs—you don't need me to tell you that it's the V-8 that you want. The 4.6L three-valve, SOHC Modular V-8 in the standard GT cranks out 300 hp and 320 lb. ft. of torque, significantly brawnier than even the hottest non-Saleen Fox-body variant, the SVT Cobra R from 1993. Of course, things got even better in 2010 with the second coming of 5.0-liter V-8 power. That said, those late-model Mustangs seem to have exited their depreciation cycle early and are already creeping out of fun-money territory.

Not so for those 2004–2009 Mustangs. Like all used cars, their values are up, but a quick look at ads for Mustang GTs wearing under 100,000 miles reveal prices in the low-to-mid teens, which corresponds to the Hagerty Price Guide's current value for one in #3 Condition. In comparison, nice Fox-body cars seem to start exclusively in the high teens, and climb quickly into the twenties for cars with better equipment and lower mileage. Manual S197s bring a premium, as do the California Special and the Bullitt versions, but not huge ones.

You'll still likely pay less for a 2008-2009 Bullitt Mustang with a manual than you would for a really nice Fox-body LX or GT. And that's perfectly OK. If 80s nostalgia is your jam, by all means, go for the Fox. But if it were me, I'd be stocking up on every low-mileage, manual Dark Highland Green Bullitt I could find. With cold-air induction, a higher redline, an extra 15 horsepower, and a specially tuned exhaust, they're undeniably special cars.

The all-new 7th generation Mustang is about to break cover in a week or so. It will undoubtedly be significantly faster, but larger, probably heavier, and far less traditional looking than the fifth-gen car, which might just be remembered as the last right-sized, analog Mustang—a worthy successor to the original from 1964.



Here's What Makes Ford's Cobra Jet V8 Engine So Special

The Ford 428 Cobra Jet V8 engine is a behemoth that transcended the muscle car industry and was a staple in Mustangs for a long time.



The Ford Mustang's success in the late '60s was owed in no small part to the engines they were producing. Ford introduced three engines during this period. The first was a 390 cubic-inch 6.4-liter FE, and the second was a 429 cubic inch, 7.0-liter Boss, which was designed to compete in NASCAR races. The third engine to be produced was the iconic Cobra Jet V8 engine which delivered a stated 335 hp courtesy of its four-barrel carburetor.

Ford's introduction of the Cobra Jet V8 helped cement the Mustang's legacy as a true muscle car. The 428 Cobra Jet V8 engine first debuted under the bonnet of a Mustang Mach 1. The Cobra Jet debuted in 1968, but Ford Subsequently added the Super Cobra Jet. The designers did a great job, and the Cobra Jet V8 engine gave the Mustang Mach 1 legendary status in the Pony and muscle car world. So much so that this muscle car had the making to shame European sports cars of the time.

Ford 428 Cobra Jet V8 Is Special For This Reason

Prior to Ford's introduction of the Cobra Jet V8 engine in 1968, the 427 represented its greatest success in the early to mid-sixties, and it was the 427 that was used in Ken Miles's Ford GT 40 at the 1966 24 Hours of Le Mans. This race was given the Hollywood treatment in the highly acclaimed 2019 biopic starring Matt Damon and Christian Bale, Ford Vs Ferrari.

The Jet V8 Engine is unique due to its powerful performance and reliability that it has provided for Ford motorcars. The 428 cu-in V8 engine could produce 335 hp, and the performance of the Cobra Jet V8 engine resulted in Ford selling over 10,000 Mustangs fitted with the engine.

The 1969 Ford Mustang Mach 1 was special, though, as it is one of only 216 Mustangs that were dually fitted with the Cobra Jet V8 engine and the four-speed close ratio gearbox. As for the Super Cobra Jet V8 engine, only 20 Mustangs Mach 1 were fitted with this engine and the 4.30 Traction-Lok axle combo, and only 9 of them received power steering and front disk brake pads.

The Cobra Jet V8 And Mustang Is A Match Made In Heaven

The Cobra Jet V8 engine was a true behemoth and powerhouse, resulting in one of the most powerful 60s and 70s Mustangs ever produced. The engine was tied with a close 4-speed ratio manual transmission. The Mustang Cobra Jet was fitted with a plethora of performance features, such as a drag pack option, which elevated the engine to a Super Cobra Jet solidified-lifter cams and removable rocker arms.

The aesthetic of the Mustang Cobra Jet V8 was what you would expect from a muscle car. Still, thanks to the Jet V8 engine, it finally delivered the power and performance that matched Mustang's exterior design.

The 428 Cobra Jet V8 Will Always Be A Performance Beast

During the '60s and '70s, Ford put the Cobra Jet V8 engine in Falcons and Thunderbirds as well, apart from the Mustang. The most revered are the Ford Cobra Jet V8 Mustangs due to their triumphs in several drag races. The Ford Cobra Jet engines rivaled the high-output blocks from Chrysler and General Motors. The Cobra Jet engine performance elevated the Mustangs of that era from Pony to Muscle car status.

Ford stated the performance of the Cobra Jet V8 engine at 335 hp and 440 lb-ft torque. Still, most experts agree that this was probably understated for insurance purposes (reduced hp was considered par for the course within the automotive industry in the '60s and '70s). Most independent experts placed it closer to 400 hp.

The Super Cobra Jet V8 engines were released as part of the drag pack. They were very similar to the standard Cobra Jet V8 engine, except that they had stronger internals. Again, Ford stated the official power figure of 335 hp, but the real hp was probably closer to 435 hp.

The Ford Cobra Jets' domination came to an end in the '70s due to emissions regulations and energy concerns, resulting in Ford introducing more environmentally friendly engines at the dawn of the '80s. To commemorate the 40th anniversary of the Cobra Jet badging in 2008, Ford introduced eight new models right up to the 50th anniversary of Cobra Jets in 2018.

How Much Is A Classic Mustang Cobra Jet Worth?

As the most coveted muscle car to house the Cobra Jet V8, the late 60s and 70s Ford Mustangs are one of the most sought-after Pony cars. As per Classic.com, the first-gen Mustang Cobra Jet currently sells for an average of \$96,000, with the highest bar set closer to a quarter million dollars. And the other popular Pony with the Cobra Jet V8, the 1960s Mustang Mach 1, sells for an average of \$70,000. But this one is more desirable as the top sale figure comes close to half a million dollars.

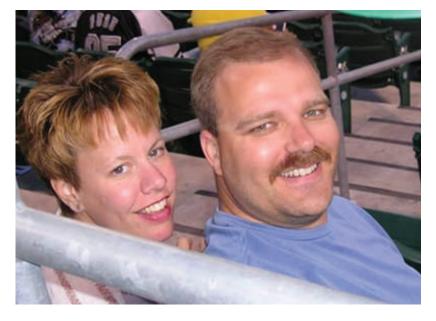




By: Lynne Rayner

Although cars have been an important part of his life in many ways, it is the Mustang that really helps define who Paul Beckley is and what he's done. You could do a timeline of his life based on the Mustangs he has desired, bought, sold, and is still looking for!

His interest in Mustangs started as an 11 year-old. He had a paper route in Granada Hills and there was a hill where he would take a break and stare at a "BEAUTIFUL 1969 burgundy Mach 1" sitting in someone's driveway. He says, "I loved it SO much and wanted one just like it." Fast forward, after saving \$3,000 from his paper route, enter his mom, knowing how much he wanted a Mustang, who went to a car lot, bought a 1966 burgundy coupe, and picked him up at his after school job with the car!



This car marks the first of many marks on the timeline. He drove it as his "ONLY car" every day from 1983 until 2002. At this point we need to pause and say that during this time Paul had joined the Marine Corp and was stationed at Marine Corps Air Station, Kaneohe Bay, Hawaii. During those four years (1985-1989) he had his 1966 Mustang with him, so he did something that would prove important in the not-so-distant future. He joined the Aloha Mustang & Shelbv Club because he "really enjoyed the atmosphere and the events."

A second important thing he did while in Hawaii, although the importance would not become clear for several years, was meet Lynnelle who was there with her family courtesy of her father who was an Air Force Colonel at Hickham Field. When her father was transferred to Germany they lost touch, but a Mustang would bring them back together.

When he did move back state-side he made the decision to leave his Southern California home and move to Fresno because he had sworn that he wouldn't live in Southern California again because he "despised the 8 lane parking lot they call a freeway." It was a fortuitous decision for us because when he couldn't find a Mustang club here, he started one, the one we all now enjoy! More about that later.

When he arrived in Fresno he started an automotive business with his dad and helped to build that business until 1992 when he went to work for Madera Automatic Transmissions as a service manager

Later, in June 1993, he went to work for the Fresno County Sheriffs Office and it was during this time (2002) when he bought a 1998 Cobra Convertible, which he sold in 2004 when he ordered a new Mystichrome Cobra Convertible. This is another important marker because when Paul put his convertible up for sale on his website, Lynnelle found him and called him from Las Vegas! It was a happy reunion because they married in 2006.

Things were moving along fairly well on the timeline until 8 December 2009 when he slipped and fell down some stairs while responding to a call. The results were two tears in the meniscus of his left knee, 4 tears in his L4 disc, and two tears in his L2 disc. To date, two knee surgeries have fixed his knee for the time being, but he has two more back surgeries scheduled in June.

His physical issues helped him make another decision, again involving a car, his Mystichrome Cobra. When he went with Brandon Walker to pick up a 2020 Shelby GT500 and drove it, Paul said, "I knew that with my back and knee issues that I

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would have more fun and feel safer driving the automobile than the 6 speed in my Mystichorme Cobra," so he sold it and found a 2021 Shelby GT500 of his own. And to bring things up to date, he bought a 2017 EcoBoost convertible in October 2022, so he is topless again! Still, he has a "Dream Car" or two. He can't forget that '69 burgundy Mach I. Oh, and he has also added a '68 Shelby GT500 KR Convertible to the list.

In the meantime (September 1989), of course, Paul started the Central Valley Mustang Club and has remained active in it ever since the beginning. He is probably being very humble in his description of how he started the club, but he said that he just printed a paper that said "If you are interested in joining a Mustang club call me." Three months later with about 30 names, a historic meeting at Fat Jack's on Blackstone took place and the rest is history as they say.

His favorite memories are the people he's met through the club and the friends he has made, to say nothing of the many activities he has been able to participate in. With the strong family-oriented base that the club has, he would like to see "Younger people catching the bug like we have. But I love the overnight adventures or just day trips where we can just get outside and see some of the world in a group and share some memories." Thanks to Paul's need to find a Mustang club and the many people who participate in its events, it looks like the future is rosy with more important markers on the timeline in the making.



Carrie Underwood Still Drives The Mustang She Got For Winning 'Americon Idol'

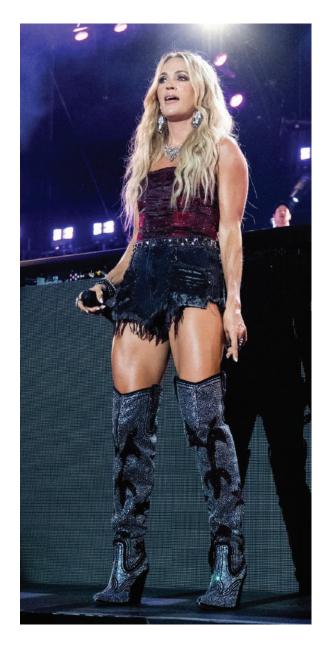
By: Evan Paul Source: tasteofcountry.com

When Carrie Underwood auditioned for the fourth season of American Idol in 2005, she had no idea what would lie ahead of her. She rose through the ranks of the show and went on to win it, and she's had a huge career that spans nearly two decades and is far from over.

One of the prizes Underwood got from winning American Idol was a brand-new Ford Mustang convertible. That car is now 18 years-old, and she not only still has it, she will still occasionally drive it.

"I do still have the car that I won when I won American Idol," Underwood reveals during an interview with Today's Country Radio With Kelleigh Bannen on Apple Music. "So I have my blue Mustang. And every once in a while something will happen where I'll have my car getting serviced or whatever, and I'll get to drive that car. And it always makes me want to drive it more, because it was such a pivotal point in my life. That was the car that I was driving around when I first moved to Tennessee, and I'm very, very glad I still have that car.

"Every time I get in it, I'm always like, 'Why don't I just drive this more often?" she adds. "Just because, it makes me feel good."





People ask:

What is the most iconic Mustang color?

Wimbledon White is possibly one of the most classic and iconic colors ever used on the Mustang. It debuted in 1964.5 and was available until the end of the first generation in 1973. It was also the only color available on the iconic GT350. A creamy eggshell white, it looks perfect with deep blue stripes.

Ford Times

57th Year

June 1964

Presenting THE NEW MUSTANG! Also: Special 23-page "Recreation Unlimited" Section

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> To order merchandise, check styles and prices Visit: www.cvmustang.org *All orders must be prepaid or paid online

Central Valley	MEMBERSHIP APPLICATION
Club, Inc.	

PRIMARY MEMBER NAM	IE:				
Are you a current MCA (M	ustang Club Of America) member?	Yes	No		
MCA (Mustang Club Of An	nerica) Member Number:				
Birthdate:					
Address:	City:		State:	Zip Code:	
Your Preferred Email:					
Phone:	Cell Phone:				
In an effort to maintain the membership lists.	privacy of our members, please select if	you prefer to not	publish your co	ntact information in our	
Yes, Please do no	ot publish. No, It is ok to share	my information v	with other memb	ers.	
Please select your choic	e. We WILL NOT sell or share your info	rmation with Al	NYONE outside	the club membership.	
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Children's name(s) and l	birthdate(s):				
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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.

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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.



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