

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB



FEBRUARY 2024

the
PONY PRESS

***Mustang Prototype Debuts
At The Glen In 1962***



**CVMC
Member Profile:
Chris Butterfield**

Find us on  Facebook



Visit Our Website



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

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

Brandon Walker • President 288-0450
Dave Ward • Vice-President 289-2366
Susan Ward • Secretary 288-6352
John Briar • Treasurer 259-1437

MEMBERS AT LARGE

Diana Buranen 647-6034
Linda Alexander 408-1584
Chris McKinney 281-8026
Isaiah Montion 696-7968

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

ACTIVITIES CHAIR

Mary Kokalis 229-3219

** Suggestions for activities should be directed to the Activities Committee.*

MEMBERSHIP CHAIR

Paul Beckley 246-5721

MERCHANDISE CHAIR

Robin McCann 709-0830

SUNSHINE CHAIR

Lynnelle Beckley 977-1116

WEBMASTER

Paul Beckley 246-5721

NEWSLETTER EDITOR

Garo Chekerdeman 906-7563

ADVERTISING

** Talk to a Member at Large*

ADVERTISING RATES:

Classified Ads (3 Lines)

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

Business Card Ad

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

Double Business Card Ad (1/4 Page)

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

past presidents

Joseph Colvin 2020-2023
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

Greetings to all of you!!

Here we are in at the end of February!

We have car show season right around the corner and some other events: the anniversary of when the Mustang rolled off the assembly line March 9, the birthday of the first day of sales for the Mustang April 17, several of our members have gone to Fabulous Fords Forever in the past, several of us are driving to Birmingham, Alabama for an MCA show in early April, the Jefferson Elementary School car show, a regional MCA show in Suisun City in May.

National Mustang Day is coming up with a chance to have our club and many other clubs name on a t-shirt. We will have several events to help celebrate this both local and out of town.

We have several different activities planned: the first Saturday is our breakfast at Blossom Trail Cafe 10 am to noon, the second Saturday night is a movie night, several dinners and lunches are available to all.

If you have a questions please contact any of our four members at large, or any board member. We have our club information posted on our club website, Hunt calendar, facebook, and via email to make it easy to communicate with all of our members.

I believe that activities, including car shows, are the lifeblood of our club. Also, If you have not paid your dues for 2024, please pay them.

It is hard to be in a bad mood when you get to drive a Mustang!

Happy Mustanging to all of you!

Brandon Walker
CVMC President



from the editor

This morning I raced Danica Patrick, then Shirley Muldowney, and then Janet Guthrie. You may ask where? Well, none other than Fresno California. Yes, right here.

Every morning I get on Freeway 41 and Friant Road heading to the 180 to exit at Fowler Avenue. The drag racing from the on ramps to the dicing between cars is quite impressive, YET terrifying. Now, I don't drive a Shelby GT500 or a Boss 351, but I get around in my '15 V6. Which is not to shabby.

I've got Kia's, Nissans, Chevy Cavaliers and the ever present small SUVs flying by me like nothing. Full transparency, I'm not light footed and I'm on the look out for Bufford T Justice. All this, keeping up with traffic and going 80-83 mph.

At that speed, I'm just parked on the side waiting for AAA to show up because of how fast I'm being passed.

Now, what I am about to say is not meant to be anything bad. I don't need to have a group come after me with pitch forks or start some sort of Holy War. BUT, these Ricky Racers are (approximately 90-95%) women. No joke, not trying to be a smart ass. But wow!

Ladies, let's whoa up a bit and leave a little paint on the bumpers.

Garo Chekerdemian
CVMC - Newsletter Editor



upcoming events

MARCH 2024

Date	Time	Event Type	Description
2 Sat	10:00AM - 12:00PM		Monthly club breakfast Club Breakfast/Blossom Trail Cafe
9 Sat	9:00AM - 4:00PM		Roll Off Day Sanger Car Show
10 Sun	1:30PM - 3:30PM		Mustang Roll Off Day Celebration @ Red Caboose Cafe
16 Sat	9AM - 1PM		Hill Crest Farms & Wahtoke Railroad
25 Mon	6PM - 8:30PM		CVMC Board Meeting @ old spaghetti factory
28 Thu	7PM - 8PM		C.V.M.C. General Membership Monthly Meeting

That's all Folks!

Check online for updates and additions

happy birthday

FEBRUARY

- Feb 4 Robin McCann
- Feb 5 Dianne Drew
- Feb 5 Paul Beckley
- Feb 17 Isaiah Montion
- Feb 18 Nick Kokalis
- Feb 21 Virginia Colvin
- Feb 26 Diana Buranen



next general meeting
March 28th, 2024

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

Central Valley
MUSTANG
Club, Inc.



be sure to check out
cvmustang.org

Events Calendar
Photo Gallery
Newsletters
Merchandise

Would You Pay \$145K For A Brand New Mustang SVT Cobra

Meticulously preserved 1993 Mustang SVT Cobra, boasting an astonishingly low mileage of just 34 original miles has popped up for sale.



The spotlight shines on a 1993 Mustang SVT Cobra, revealing a rare gem in the automotive world with its remarkable state of preservation. With only 34 original miles on the odometer, this Mustang exemplifies meticulous care and attention over the past three decades.

The selling dealer, Marshall Goldman, underscores the exceptional condition of this Cobra, emphasizing its untouched state since leaving the assembly line. Retaining its factory-installed oil filter and exhibiting minimal signs of aging, this Mustang stands as a testament to dedicated storage and maintenance practices.

The dealership proudly presents this Cobra as a symbol of automotive rarity, with intact VIN stickers, original factory plastic, and even the pristine window sticker still attached. Such a level of originality is a rare find in today's automotive market, elevating this Mustang to a coveted collector's item.

Priced at \$145,900, this Mustang SVT Cobra commands attention among collectors, positioned alongside contemporary sports cars like the Porsche Carrera 4S and 718 Cayman GT4 RS. Despite the hefty price tag, enthusiasts recognize its historical significance and enduring appeal in the collector car community.

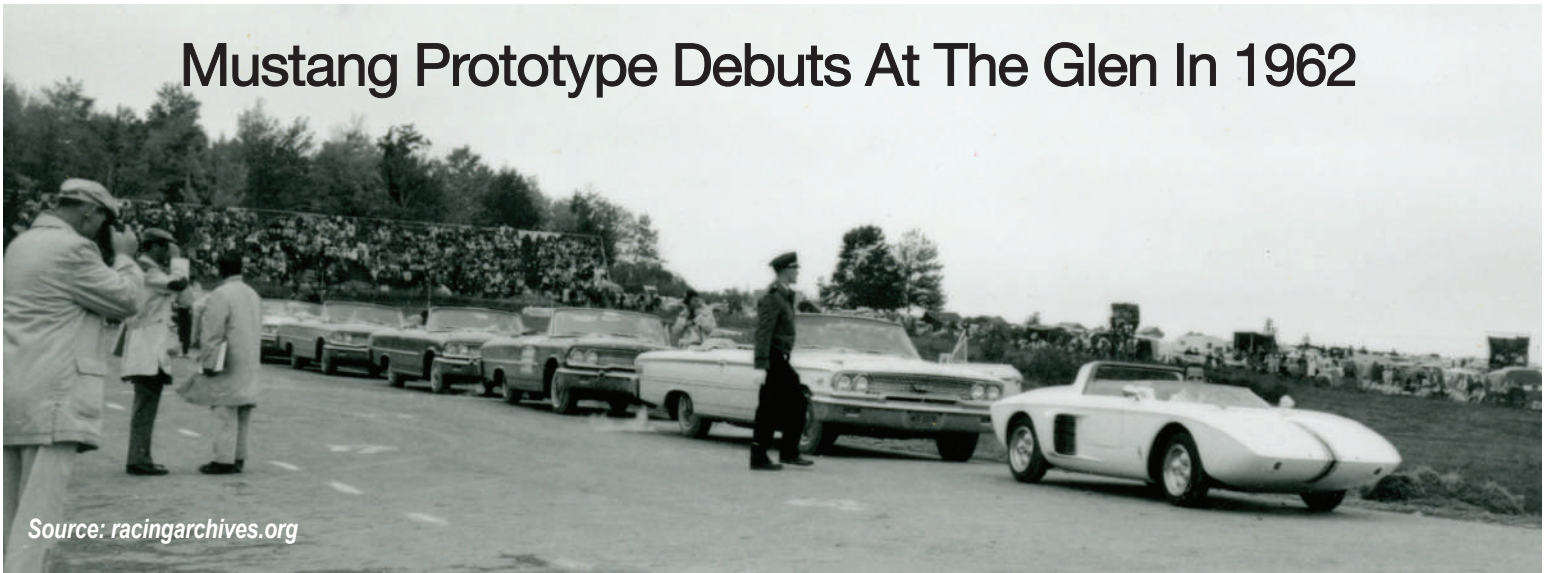
Against the backdrop of evolving automotive trends, classic Mustangs, particularly third-gen models like the Fox body Mustang, are experiencing a resurgence in popularity. Marshall Goldman's dealership showcases a diverse range of meticulously maintained 1993 Mustang SVT Cobras, catering to enthusiasts seeking authentic automotive experiences.

The unveiling of this 1993 Mustang SVT Cobra serves as a testament to the enduring allure of American muscle cars and the dedication of collectors to preserving automotive heritage. Beyond its monetary value, this meticulously preserved Cobra represents a piece of automotive history cherished by enthusiasts worldwide.



By: Verdad Gallardo
Source: themustangsource.com

Mustang Prototype Debuts At The Glen In 1962



Source: racingarchives.org

The new Ford Mustang prototype leads the Drivers' Parade of Honor at the United States Grand Prix at Watkins Glen in 1962.

This year's Grand Prix Festival in Watkins Glen honors Mustang, the original American "pony car." Ford Motor Company developed the experimental version of the Mustang in 1962 to test new innovations in design and styling, later producing the wildly successful street car that would carry the name and the model's popularity through almost six decades.

Ford introduced the two-seater, prototype Mustang roadster at the United States Grand Prix in October of 1962. The accompanying photographs from the Bill & Ginny Close collection in the Center's archive depict the new Mustang leading the drivers' parade, in the pits, and on the track. One shows the 60-degree, mid-mounted V-4 1500cc Cardinal engine with four-speed transaxle. Course marshal Charles Lytle with Sir Stirling Moss, the race's honorary starter, riding shotgun, led the parade of Ford Galaxies carrying Formula One drivers from around the world. Popular racer Dan Gurney put the Mustang through its paces on the road course, showing off the design and performance while achieving speeds of over 100 m.p.h., in a non-competitive demonstration drive.

The prototype's development by a talented group of company engineers and stylists marked Ford's renewed interest in racing and performance. Its debut heralded the success of Ford's "Total Performance" program, a commitment of corporate resources to motorsports competition that would allow the manufacturer to dominate racing in the 1960s. It tested the feasibility of an affordable, sportier car in a growing market of eager, young buyers.

The fully-functional, hand-built prototype or Mustang I varied greatly from later models. The "startling," one-of-a-kind sportscar was fabricated by Troutman & Barnes, a race car shop in Culver City, California. Weighing in at 1200 pounds, it was aluminum bodied, tube framed, with an independent suspension, front disk brakes, and a 90-inch wheelbase. It had a built-in roll bar and 13-inch cast magnesium wheels. It was liveried in American racing colors of blue and white, with the famous running pony emblem on the hood.

This Ford Motor Company film about the creation of the prototype narrates the process from the drawing of the original design, constructing the frame, showing the body as it is sculpted in clay and fabricated in fiberglass and aluminum, through the testing process, and its public debut at Watkins Glen. Bill France Sr. makes a cameo appearance watching the Mustang's run at Daytona.

The original prototype is preserved as part of the automobile collection at the Henry Ford Museum in Dearborn, Michigan.

Ford Motor Company partnered with the Watkins Glen Grand Prix Corporation, the track's managers, from the first Formula One race in 1961. The Glen was used as a venue for publicity events for the manufacturer. The Mustang II, a 4-seater concept car, debuted at the United States Grand Prix in 1963, the year after the experimental version was first introduced. Mustang was the official car of the Glen from 1964 to 1967, with 23 Mustangs made available for the use of Formula One teams during their visits. Mustangs paced races at Watkins and the Indianapolis 500.

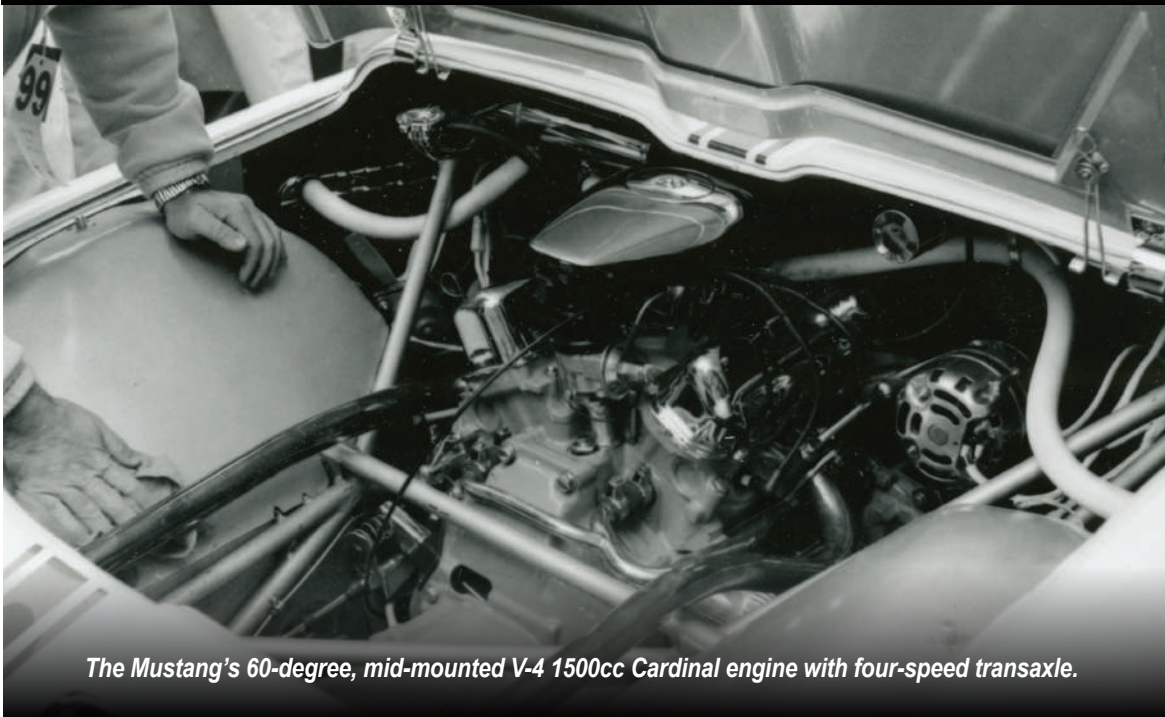
The production model, four-seater Mustang coupe launched in April 1964 at the New York World's Fair sold 1 million cars in less than two years, the most successful launch for Ford since the Model A in 1927. They were the hottest thing around and virtually unobtainable the first summer with as much as a 3-month backlog on orders. Initial research revealed more than half of Mustang buyers in 1964 were between 20 and 34 years of age and 40% made \$5000 to \$10,000 per year at a time when the median family income in the United States was \$6,600. With the launch of the Mustang, Ford successfully targeted a younger, single, female demographic, providing an affordable, compact coupe with style and performance.



Stirling Moss waves to the crowd from the passenger seat of the Mustang prototype.



Testing the Mustang I on the front start of the road course at the Glen.



The Mustang's 60-degree, mid-mounted V-4 1500cc Cardinal engine with four-speed transaxle.



CVMC Member Profile: Chris Butterfield

By: Lynn Rayner



When you ask a Mustang owner what his/her dream car would be, you hear “Mustang” plus some descriptor like “Shelby, Mach 1, or a ‘64-1/2 convertible.” But a Lamborghini? Not unless there’s a whole chapter in Mustang history that’s been kept a secret. Nevertheless, it used to be Chris Butterfield’s dream car until he realized that you have to “know a mechanic to be able to afford to keep it on the road.” That thought reshaped his dream into buying a 2008 GT500, a car he still owns and enjoys driving

Over the years Chris has accumulated four Mustangs, and he would probably still have four if he hadn’t run out of parking space! His first car was “great” - a 2002 LX Mineral Grey 6-cylinder, but his second car, a 2008 Vapor Silver GT500 is his “favorite” because it’s fun to drive and has lots of power. In 2017 on craigslist he found his third, a 1973 red and black Mach 1. He says, “The original Cobra-Jet 351 had blown, but had been fixed up with a Boss 351, a 6-speed transmission and had been styled like a 1971” with black paint on the lower part of the car rather than the single black stripe of the ’73. Over last Thanksgiving Chris replaced the carburetor, and with a little more work it will soon be on the road and hopefully will be seen at some club events. In 2019 Chris bought his fourth Mustang, and his daily driver, a 2017 Magnetic Metallic Ecoboost with a manual transmission and “lots of get up and go.” However, it is at this point that the parking became an issue, so Chris sold his first car, the 2002 LX.

Chris drives his 2017 to Dinuba High School every day where he has been teaching chemistry for 19 years and where he recently started a model building club when one of his students wanted to start a club and needed an advisor. Chris had experience building model rockets and LEGO models when he was younger, so it seemed a natural for him.

But Chris is not all work and no play; he enjoys square dancing and playing video games too. He also likes to attend Mustang Club events because he enjoys the people, their funny stories, and the wealth of knowledge they have about the history of the cars and how to keep them running. He also likes to get out and look at other venues with beautiful cars. One event he has been to several times (the latest, May 2019) is the honorary start-up at the Shelby Tribute Show in Gardena. “To see so many Shelbys running at the same time was awesome.” The other visit was to the Nethercutt Museum, where in addition to the



fabulous cars he saw from the early 1910's on, he was able to listen to a variety of automated mechanical instruments like orchestrions, reproducing pianos, and the "Mighty Wurlitzer Theatre Pipe Organ." As Chris says, "It is like a huge music box."

Chris has been a member of the club since 2013, but his interest in Mustangs goes back to when his brother Stephen was driving a silver 1986 Fox Body with a T-top, which unfortunately was wrecked when an inexperienced driver cut in front of him. Thankfully, no one was injured. Chris and Stephen still share an interest in Mustangs, but you already know that because Stephen's interview was in the January issue!



1967 Indy Pacesetter Ford Mustang - Setting The Pace

Fran Cosentino has found and restored a rare '67 Indy Pacesetter Mustang



By: Donald Farr
Photos: Jerry Heasley
Source: motortrend.com

For its first two model years, Mustang had the new pony car market to itself, selling nearly 1.3 million cars during '65-'66. Chevrolet finally got its act together for '67 with the Camaro, which, as a new model, landed the coveted marketing exposure as the pace car for the 1967 Indianapolis 500. To counter the Camaro's publicity in the Indianapolis area, Ford masterminded a special Indy Pacesetter Mustang hardtop, promoting it as a springtime "Pacesetter Sale" to emphasize the fact that Mustang sales continued to "set the pace" for the new pony car segment.

For years, we've seen Ford's black-and-white studio photos—a Mustang hardtop with side stripes, louvered rear panel, and sign identifying the model as an "Indy Pacesetter Special." Except we had never seen a real one—until now. Pennsylvania's Fran Cosentino is fascinated by special edition Mustangs, having assembled a small yet diverse collection with his '67 Branded hardtop (see "Brand Marketing" in the December 2012 issue), '97 Woodward Dream Cruise Edition GT, and '08 Bullitt. Four years ago, he spotted a '67 Indy Pacesetter for sale on eBay.

"I knew they existed thanks to Don Hughmanick's special edition website, www.limited600mustang.net." Cosentino says. "The Pacesetter on eBay was a nice Oklahoma driver with original paperwork and pictures when it was new. The price was right, so I bought it. I had no idea what was correct for the car but I like getting to the bottom of a good Mustang mystery."

Cosentino's research turned up several spring 1967 newspaper ads from Indiana Ford dealers, which revealed that the Indy Pacesetters were a package deal, all Wimbledon White hardtops with blue standard interior. In addition to regular Mustang options like the louvered hood and rocker panel molding, the Pacesetters also had unique Scotchlite reflective blue side stripes and rear panel grille inserts. A chrome "Sprint" air cleaner lid, pop-open gas cap, and full wheel covers were also part of the deal (see "Pacesetter Equipment" sidebar for the full list) that retailed for \$2,360, according to one dealer ad.

Thanks to Kevin Marti's Ford production database, we've also learned that Ford built only 324 Indy Pacesetter Mustangs in the spring of 1967. A few were intended for marketing purposes; the rest were ordered by a dozen or so Ford dealerships near Indianapolis. They were mostly identical with no additional equipment choices other than engine, transmission, and power steering. The majority, 231, were equipped with the 289 two-barrel V-8; 93 were six-cylinders. Transmission choice was limited to three-speed manual or automatic. Half were optioned with power steering. None came with air-conditioning.



The sales invoice with Cosentino's Pacesetter paperwork reveals that it was purchased new on June 9, 1967, by John Morgan from Ossian, Indiana. Like four other identically equipped Pacesetters sold at Allen County Motors in Fort Wayne, it came with the C-code 289, automatic, power steering, and radio delete. Before taking delivery, Morgan asked the dealership to install an AM radio and undercoating. By the time Cosentino acquired the Pacesetter, the well-used hardtop had incorrect replacement stripes and the ribbed rear panel had been painted white.

After establishing the Pacesetter's uniqueness and rarity, Cosentino decided to send his hardtop to Russ Turack at RST Restorations for a full concours-style restoration. While Russ handled the heavy-lifting for the tear-down and rebuild, Cosentino tackled the task of tracking down information about the original Scotchlite stripes and inserts to replace the incorrect graphics on his car. "I was fortunate to find Mike Sharp, the owner of an unrestored Indy Pacesetter," Cosentino says. "He was invaluable in providing exact stripe measurements, location, and color matching for the 3M Scotchlite. Mike and George Katona at InSignOut reproduced the side stripes and tail panel inserts to the exact duplicates of what was placed on these cars by the factory over 45 years ago."

Of the 324 Pacesetters built for '67, Cosentino is aware of only four others that survive today, including Sharp's unrestored example and two that are considered "parts cars." To our knowledge, Cosentino's is the only one that has been restored.

"It's such a rare car that it needed to be done right," Cosentino explains.

1967 Indy Pacesetter Package:

- *Wimbledon White paint*
- *Blue standard bucket seat interior*
- *Two-tone blue and white Scotchlite re- flective side stripes*
- *Rear panel grille with Scotchlite reflective inserts Chrome "Sports Sprint" air cleaner and decal*
- *Pop-open gas cap*
- *Louvered hood with turn signals*
- *F70x14 Wide Oval whitewall tires (V-8 only)*
- *Rocker panel moldings*
- *Full wheel covers*
- *Vinyl covered shift lever*





50 Songs Featuring The Iconic Ford Mustang

Jolie Lee

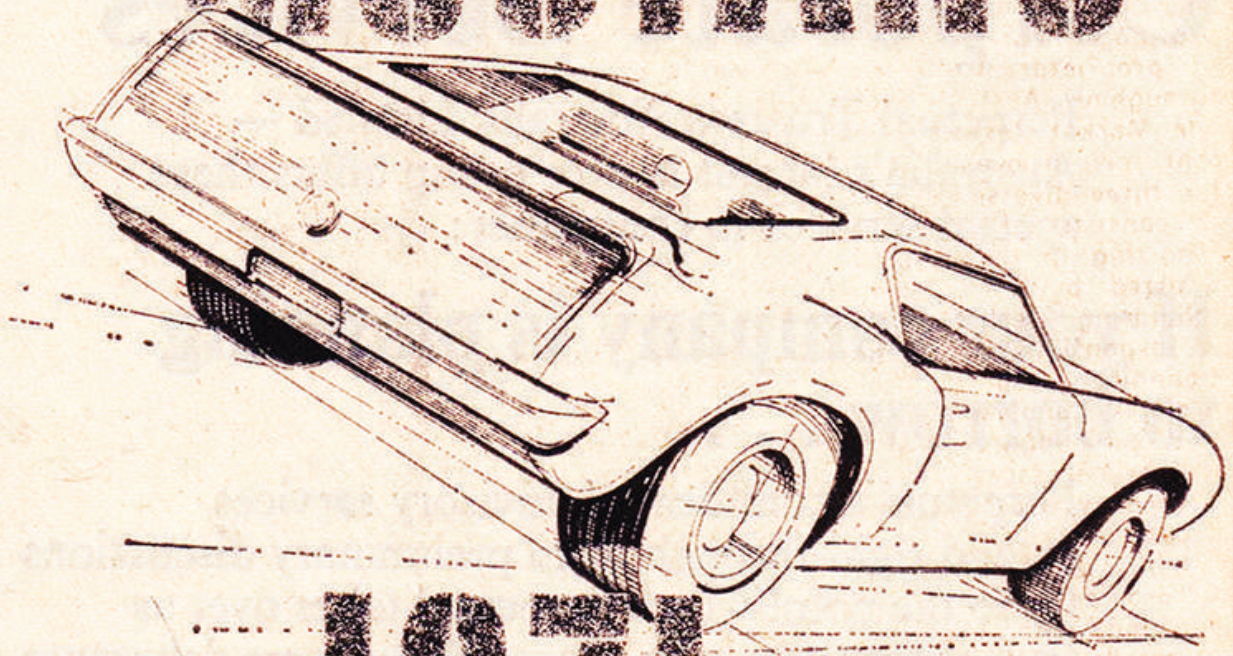
USA TODAY Network

1. *Mustang Sally* - Wilson Pickett
2. *Wild, Wild Mustang* - Dick Dale & The Del-Tones
3. *My Ford Mustang* - Chuck Berry
4. *Move out Little Mustang* - The Fantastic Baggys, a.k.a.. Rally-Packs
5. *Rollin' in My 5.0* - Vanilla Ice
6. *Shelby GT 356* - The Chesterfield Kings
7. *Mustang Burn* - Jack Ingram
8. *65 Mustang* - Five for Fighting
9. *Mustang Ford* - T. Rex
10. *Nowhere to Run* - Martha and the Vandellas
11. *Black Sunshine* - White Zombie
12. *Let's Kill Saturday Night* - Robbie Folks
13. *Mustang Heart* - George Fox
14. *Rocking Horse* - Bad English
15. *Echo* - Eminem
16. *Run, Little Mustang* - The Zip-Codes
17. *Again* - David Nail
18. *Sweet Thing* - Keith Urban
19. *Tattoos on this Town* - Jason Aldean
20. *Glamorous* - Fergie
21. *One That Got Away* - Katy Perry
22. *Son of Mustang Ford* - Swervedriver
23. *Daddy's Mustang* - Laurel Taylor
24. *My 5.0* - Power Supply
25. *Your Love (All That I'm Missing)* - The Bellfuries
26. *Mustang Sally Bought a GTO* - John Lee Hooker
27. *Take the Keys* - Leah Turner
28. *Fun, Fun, Fun* - Beach Boys
29. *Little Mustang* - David Olney
30. *Ford Mustang* - Serge Gainsbourg
31. *Mustang* - Eddie Angel
32. *Young Americans* - David Bowie
33. *Top Down* - Too \$hort
34. *Don't Make Me Come to Vegas* - Tori Amos
35. *Last Night I Dreamed* - Blues Traveler
36. *Summer Forever* - Megan Nicole
37. *Prodigal Son* - Bruce Springsteen
38. *Shoulder Holster* - Elton John
39. *Whiskey Girl* - Toby Keith
40. *Oklahoma Nights* - Arlo Guthrie
41. *You're Insane* - Rod Stewart
42. *Pushin* - Bun-B
43. *Changes Comin' On* - Alabama
44. *Quietly Making Noise* - Jimmy Buffett
45. *Somewhere in Love* - John Wiggins
46. *How U Ridin* - Webbie
47. *Tennessee in My Windshield* - Rebecca Lynn Howard
48. *Tequila Mockingbird* - Pam Tillis
49. *Road to Ruin* - Mr. Big
50. *De Anza Jig* - Primus

Contributing: Jessica Durando

<https://www.usatoday.com/story/news/nation-now/2014/04/17/ford-mustang-songs-50th-anniversary/7814091/>

MUSTANG



1971

THE NEW 1971 FULLY IMPORTED FORD MUSTANG IS AVAILABLE IN THREE VERSIONS — CONVERTIBLE, HARD TOP OR FAST BACK, MACH 2.

302, 351 or 428 CID Engines
4 speed manual or T-Bar Automatic
Air Conditioned
Power Disc Brakes
Wide Oval Tyres

Power Steering
Seats with built-in headrest
Radio or Tape Players
Many other options available

A limited quantity of these superb personal vehicles will be available on order from us now.

Prices range from **\$8,500 incl. Tax.**
Finance available — H.P. or Lease.

Contact:

MUSTANGO AUSTRALIA

29-5040

A subsidiary of Mekler Bros. Pty. Ltd., Sydney
283 Clarence Street, Sydney

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
*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.

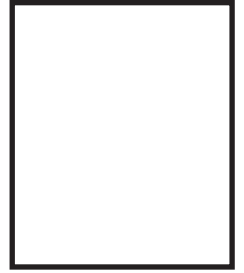
P.O. Box 25964 • Fresno, CA 93729-5964 • Phone: (559) 715-CVMC (2862) • Website: www.cvmustang.org

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.

the pony
OFFICIAL MONTHLY PUBLICATION
PRESS

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



ADDRESS CORRECTION REQUESTED