

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB



SEPTEMBER 2025

the
PONY PRESS

2003 Roush 380R

Supercharged, Loud, and Built to Dominate the Streets



2026:

Ford adds
Adriatic Blue
Color

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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

Diane Buranen	647-6034
Chris McKinney	281-8026
Isaiah Montion	696-7968
Cathy Stacy	240-4213

** 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

Linda Alexander 408-1584

MERCHANDISE CHAIR

Robin McCann 709-0830

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Lynnelle Beckley 977-1116

WEBMASTER

Paul Beckley 246-5721

NEWSLETTER EDITOR

Garo Chekerdemian 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

Brandon Walker	2024
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

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monthly meeting

Last Thursday of Each Month

EL PUEBLITO MEXICAN RESTAURANT
1437 Tollhouse Road • Clovis, CA (N/E Sunnyside & 3rd)
Dinner: 5:30 PM • Meeting: 6:30 - 8:00 PM



from the president



from the editor

Greetings to all of you Mustangers!!

Wow as you read this 2025 is 3/4 over with! The first day of fall was Sep 22! This year has been a busy year with lots of challenges for me personally. I don't know how it was for you. The time to think about how you can serve the club for 2026. We will have nominations open in September for all positions President, VP, Secretary, Treasurer, four seats for Member-at-large, Activities, Membership. All nominations will close by the end by the October meeting.

Our breakfast: The Train Depot, 3045 E Ashlan Ave in Fresno on the first Saturday of each month (all 12 months) from 10:00 to 11:30/12:00 'ish' at / NW corner First St/Ashlan Ave. Next one is Oct 4.

Monthly meetings: El Pueblito Mexican Restaurant, 1437 Tollhouse Road in Clovis.

Our dinner time is from 5:30 to 6:30 pm. Our meeting time is from 6:30 to 8:00 pm.

Our upcoming events: Sep 27 is the trip to Three Rivers & lunch, Oct 4 is breakfast, Oct 11 End of Summer Fly-In and car show, Oct 18 is our club picnic at the Beckley's 12:00 pm, Oct 26 is lunch at Sal's 1:30 to 3:30 pm, Nov 1 club breakfast, Nov 8 Dinner 4:30 Me-n-Ed's pizza and 6 pm Movie night Chitty-Chitty Bang Bang, Nov 11 Veterans Day,

I believe that activities, including car shows, are the lifeblood of our club!

It is hard to be in a bad mood when you get to drive a Mustang! Have fun is our motto for the club!

Happy Mustanging to all of you for fall 2025!

Brandon Walker
CVMC President

When it's time to clear my mind...
I go to another world and draw.

Sketch



Version 1



Version 2



Garo Chekerdeman
CVMC - Newsletter Editor

upcoming events

OCTOBER 2025

Date	Time	Event Type	Description
4 Sat	9AM - 2PM 		Fallen Heroes Car Show
	10:00AM - 12:00PM 		Club Breakfast/THE TRAIN DEPOT
11 Sat	8AM - 2PM 		End O' Summer Fly-In and Car Show at Sierra Sky Park
17 Fri			National Bullitt Day
18 Sat	12PM - 4PM 		CVMC PICNIC
26 Sun	1:30PM - 3:30PM 		Lunch at Sal's in Selma
27 Mon	6PM - 8:30PM 		CVMC Board Meeting @ Mimi's
30 Thu	5:30PM - 8:00PM 		El Pueblito Mexican Restaurant C.V.M.C. General Membership Meeting
31 Fri			Halloween

Check online for updates and additions

happy birthday

AUGUST:

Aug 18 Mike Youngblood
Aug 30 Katina Mamigonian

SEPTEMBER:

Sep 7 Ron Tolman
Sep 20 Judy Morris
Sep 21 Brandon Walker
Sep 21 Charles McKinney
Sep 27 Mary Whitley



NEW MEETING PLACE / TIME!!!

next general meeting
October 30th, 2025

EL PUEBLITO MEXICAN RESTAURANT
1437 Tollhouse Road
(N/E Sunnyside & 3rd Clovis)
Dinner - 5:30 pm / Meeting - 6:30 - 8:00 pm

Central Valley
MUSTANG
Club, Inc.



be sure to check out
cvmustang.org

Events Calendar
Photo Gallery
Newsletters
Merchandise

2026 Ford Mustang Adds Adriatic Blue Metallic Color: Deep Dive

By: Alexandra Purcell
Source: fordauthority.com



The 2026 Ford Mustang adds two new colors to the lineup, including Orange Fury Metallic Tricoat and Adriatic Blue Metallic. Here's everything you need to know about the latter, Adriatic Blue, a color that Ford Authority first spotted in May 2025.

Adriatic Blue Metallic is tagged with paint code B2, and is available on certain 2026 Ford Mustang configurations. It's offered on the EcoBoost, EcoBoost Premium, GT, and GT Premium trims in conjunction with all interior colorways with one exception: it cannot be paired with the Carmine Red seats. Adriatic Blue is also available on the Mustang Dark Horse equipped with the High Package (600A equipment group), but cannot be added to Dark Horse models featuring the Deluxe Package (700A equipment group). The color is also able to be paired with the brand new FX Package, a retro-themed aesthetic package that is optional on the GT Premium trim.

A photo showing a side view of the 2026 Ford Mustang wearing Adriatic Blue Metallic, a brand-new color for the 2026 model year.

All told, there are 10 colors offered on the 2026 Ford Mustang. They are as follows (paint codes in parentheses):

- *Grabber Blue Metallic (AE)*
- *Shadow Black (G1)*
- *Iconic Silver Metallic (JS)*
- *Carbonized Gray Metallic (M7)*
- *Vapor Blue Metallic (K1)*
- *Molten Magenta Metallic Tinted Clearcoat (DT)*
- *Race Red (PQ)*
- *Oxford White (YZ)*
- *Orange Fury Metallic Tri-Coat (NL) (new for 2026)*
- *Adriatic Blue Metallic (B2) (new for 2026)*

Meanwhile, the following represents all available interior colorways:

- *Black Onyx*
- *Space Gray*
- *Emberglo*
- *Carmine Red*
- *Black Onyx / Light Gray*
- *Black Onyx / Space Gray*
- *Black / Blue Accents*
- *Black / Blue Dinamica Cloth*

Pricing for Adriatic Blue Metallic has not been released at the time of this writing. However, it is likely that it will be offered as an extra-cost color.

Both of the new hues offered on the 2026 Ford Mustang come at the cost of two others that have been discontinued. In other words, Intense Lime Yellow Metallic and Wimbledon White are no longer available on any 2026 Mustang trim.

Inside the cabin, the 2026 Ford Mustang is getting a flash of color in the form of optional seatbelts. Those seatbelts will be offered in Orange, Prime Blue, Race Red, and Black with a red stripe, decorating the pony car's interior like a sash. Note that Race Red and Black with red stripe are the only two seatbelt colors offered across the lineup; Orange and Prime Blue are only offered on EcoBoost and GT models, and are not available on the Dark Horse.

2003 Roush Mustang 380R

Supercharged, Loud, and Built to Dominate the Streets



The 2003 Roush Mustang 380R Stage 3 is what happens when one of motorsport's sharpest minds (Jack Roush) is unleashed on a Ford Mustang GT. It's fast, aggressive, rare, and unapologetically American. No "sleeper" here—this is a bold, loud, supercharged street fighter with race-inspired DNA and real collector chops.

- *The 2003 Roush 380R Stage 3 is a supercharged monster based on the SN-95 Mustang GT.*
- *Powered by a 4.6L V8 with an Eaton supercharger putting down 379 hp / 380 lb-ft through a 5-speed manual.*
- *Built by Roush Performance with full powertrain, suspension, aero, and braking upgrades.*
- *Visually aggressive with Roush-exclusive styling, and produced in very limited numbers (~62 units).*
- *A legit collectible in the modern Mustang world with rising desirability due to rarity and power.*

Roush's Vision for Street Domination

By 2003, Jack Roush was far more than a tuner—he was a Ford-sanctioned performance visionary, turning factory GT Mustangs into fully reengineered street-legal muscle cars. The Roush Stage 3 380R was part of this legacy, sitting just below the Track Package Stage 3 but still equipped with all the go-fast essentials.

This wasn't a body kit job—it was a full performance package:

- *Built on the Mustang GT chassis (SN-95/New Edge), but heavily upgraded.*
- *Powered by a supercharged 4.6L SOHC V8, with an Eaton Roots-type blower and intercooler.*
- *Rated at 379 horsepower and 380 lb-ft of torque, paired with a Tremec 5-speed manual.*
- *0–60 mph in just over 4 seconds, and quarter-mile times in the mid-13s—serious performance for the era.*

OEM Parts, Design & Upgrades

The 380R wasn't just about power—it brought real motorsport-grade engineering to the street:

- *Upgraded suspension with*
- *Roush-calibrated springs, dampers, and sway bars.*
- *Roush performance brakes with slotted rotors and upgraded calipers.*
- *Full aerodynamic package including front fascia, side skirts, rear valance, and spoiler—all functional.*
- *Forged 18-inch wheels wrapped in performance tires.*
- *Interior upgrades included Roush badging, white-face gauges, leather sport seats, billet pedals, and short-throw shifter.*

Unlike many Mustang variants that relied on sticker packages, the 380R felt and handled like a different animal altogether.

Production & Collectibility

- *Estimated production for 2003: Only ~62 units, making it one of the rarest Roush cars ever built.*
- *Built by Roush Performance in Livonia, Michigan, with final assembly and modifications on the Ford GT platform.*
- *Unique badging and serial plates authenticated each 380R build.*

Because of the limited production and legitimate performance chops, the 380R is becoming more desirable on the collector market. It's not just a tuner Mustang—it's a factory-sanctioned, limited-run, supercharged American performance car with documented provenance.

What Was It Competing Against?

In 2003, the performance Mustang world was fierce:

- *SVT Cobra "Terminator" – 390 hp supercharged DOHC V8*
- *Mach 1 – Naturally aspirated 4.6L DOHC V8 with heritage styling*
- *Saleen S281 SC – Another aftermarket-tuned Ford with less support from Ford*

The 380R stood on its own—not as a rival to the Cobra or Saleen, but as a distinct take: raw torque, aggressive Roush styling, and real engineering, meant to tear up the streets without apology.

Long-Term Value Outlook

The 380R's limited production, full Roush pedigree, and no-nonsense supercharged performance make it a dark horse in the Mustang collector world. These haven't skyrocketed yet like Terminator Cobras or Boss 302s, but the trend is upward—especially as enthusiasts and collectors start digging deeper into low-production, factory-authorized performance variants.

Expect values to continue climbing, especially for clean, low-mileage, properly documented examples.



GT500-Swapped Fox Body Mustang Hits the Dyno and Goes for a Rip



Things went a little too well for this GT500-swapped Fox Body Mustang, as it made so much power it can't seem to find traction.

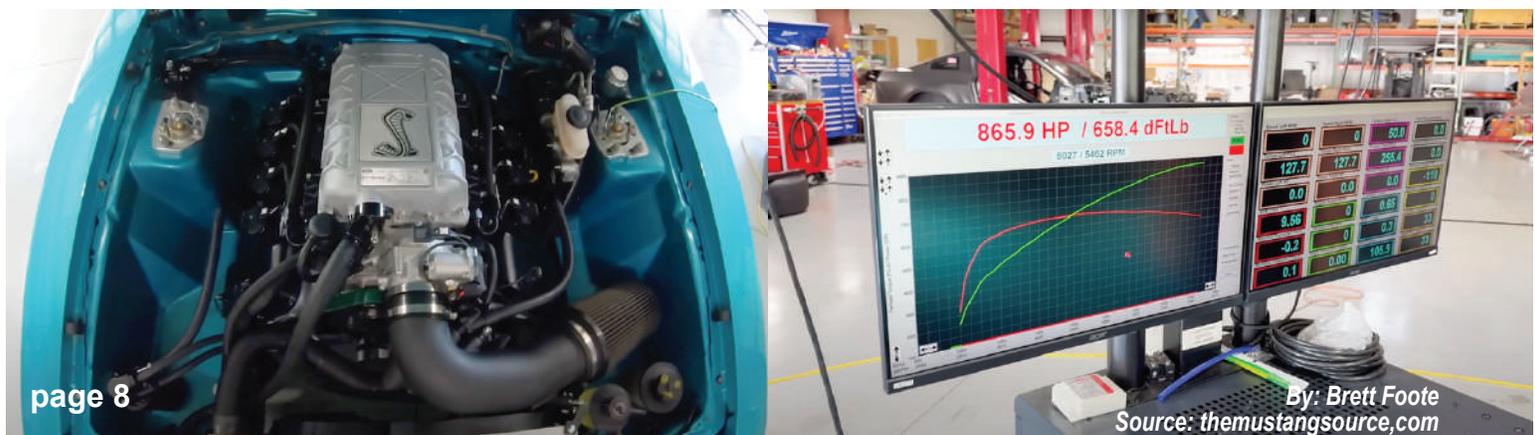
The S550-generation Ford Mustang Shelby GT500 bowed out of the lineup a year before that version of The Blue Oval's pony car gave way to the new S650, but it remains an incredibly popular vehicle, for some pretty good reasons. That's pretty much to be expected for a machine that looks great and comes equipped with the supercharged 5.2-liter Predator V8, cranking out 760 horsepower and sounding amazing in the process. We've even seen a handful of GT500-swapped Fox Body Mustang builds out there, which are arguably even cooler.

This particular GT500-swapped Fox Body Mustang comes to us from the folks at Motion Performance, and since it's a fairly fresh build, it's just now getting around to hitting the dyno – in this case, a hub dyno. As it sits, the Predator sitting in the engine bay is pretty much stock, save for a couple of different pulleys that will result in a bit more boost, at least. Things start off rather promising with a baseline run that results in just under 770 horsepower and 626 pound-feet of torque, too.

After swapping out pulleys and extracting a bit more boost from the blower, this Fox Body Mustang winds up improving to 780 horsepower, but torque dips to 615 pound-feet – and that's with some belt slip occurring. After a little trouble shooting, our hosts discover that the throttle body was actually closing a bit because of a fuel injector duty cycle warning, a safety mechanism that's built in to the factory ECU.

There are a few more issues that pop up along the way as well, which is to be expected for a modern powerplant running modern software. After hitting 788 horsepower, our hosts find out that the system was pulling ignition timing out at the top end due to the fact that the engine was getting a bit hot. Thus, they let it cool down and gave it another go, only to be rather shocked when the pony car lays down an incredible 865 horsepower and 658 pound-feet on 14 pounds of boost.

That's so much power, in fact, that our host says that it would be best to have two tunes – one for the street and one for the track – with a more conservative 800 horsepower output for regular driving, since it'll be hard to hook on the street, anyway. Even in spite of that, a little test drive reveals that the car is "basically useless in second" gear, as it just won't hook at all. Regardless, to us at least, that just makes it even more fun to tool around in – if not a bit sketchy.



Ford Mustang VIN Decoder

What is a VIN?

VIN stands for Vehicle Identification Number and, since 1981, is expressed as a 17-character serial number. Each of the positions in a VIN describes a specific aspect of the vehicle

Example VIN for 2011 Ford Fiesta

3	F	A	D	P	4	E	J	9	B	M	1	5	6	9	3	7
---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---



The World Manufacturer Identification code, with the first character identifying the country of assembly (e.g. 1:United States)



Characters used to identify vehicle attributes such as body style, model and engine type. Each manufacturer uses this section differently



A Check Digit used to algorithmically validate the entire VIN



Indicates the model year of the vehicle (e.g. B:1987 or 2011). Must sometimes be read with position 7 in the VIN, in order to make an accurate determination



The plant in which the vehicle was manufactured. The code varies with each manufacturer



These last six digits are used to identify a specific vehicle within the border Year/Make/Model class

Where do I find the VIN?

If you are shopping for a New or Used vehicle you will usually find the VIN with the published listing information

You can also find a car's VIN in the following locations on the driver's side:

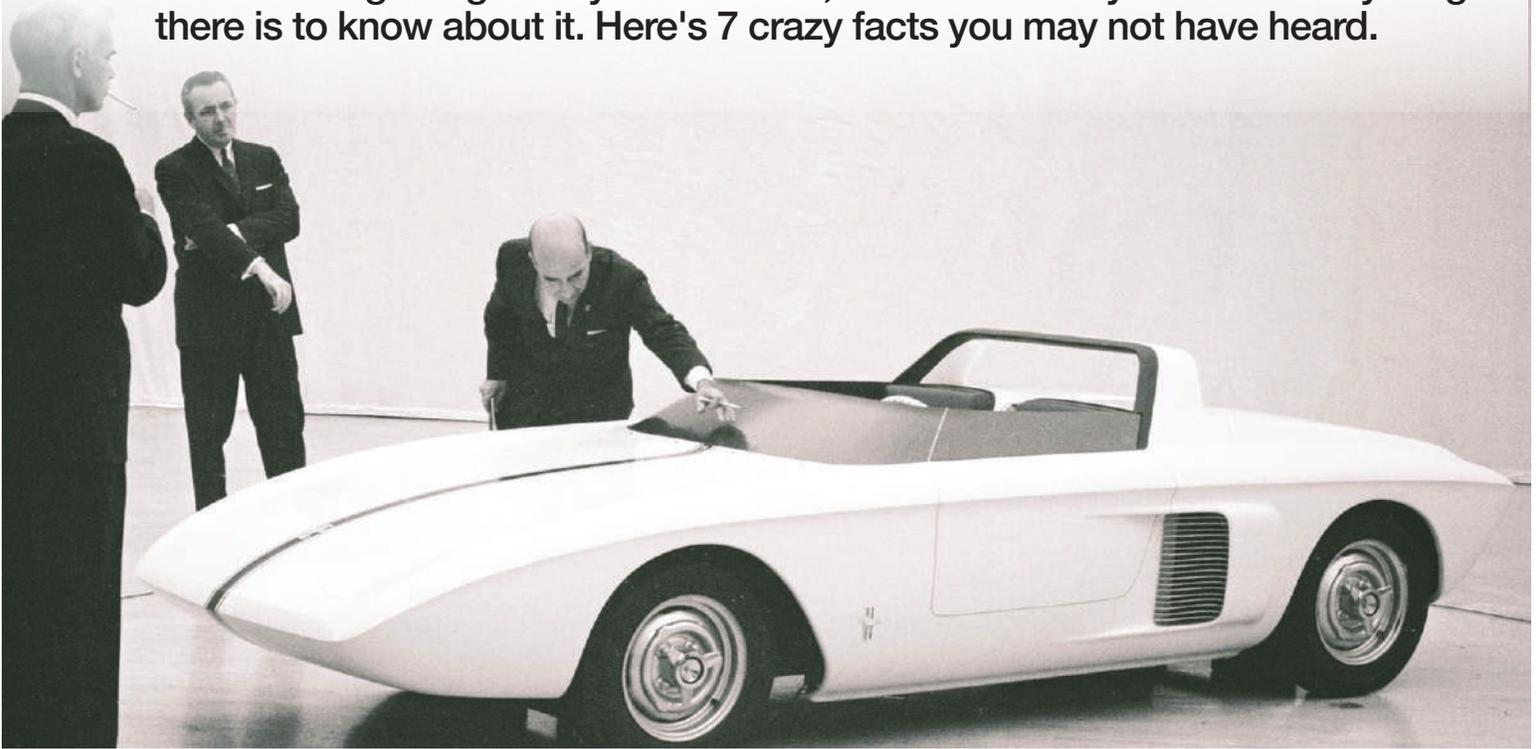
- At the base of the windshield
- In the doorjamb

The Vehicle Identification Number (VIN) began with unique codes from individual auto-makers in the 1950s, but it was only in 1981 that the National Highway Traffic Safety Administration (NHTSA) standardized it into the 17-digit format used today for all vehicles, replacing older, inconsistent methods like engine numbers. This standardization allowed for the creation of modern 17-digit VIN lookup tools and vehicle history reports by companies like Carfax and the National Insurance Crime Bureau (NICB), which can track theft, salvage, and accident histories



7 Crazy Historic Facts About the Ford Mustang

The Ford Mustang is legendary and historic, but don't think you know everything there is to know about it. Here's 7 crazy facts you may not have heard.



1. Too Fast

When the production Mustang was just an idea, Ford was working on a sports car described as fitting between a go kart and the Corvette. Taking cues from the Chevy Corvair with its rear engine, the Mustang 1 sports car used a Ford of Germany FWD V4 motor and transaxle, mounted in back. It was meant to be sporty, however, things may have gotten a little out of hand. Once the prototype was ready for public, Dan Gurney drove it around the legendary Watkins Glen Grand Prix track in New York in front of a crowd of race fans. Gurney's driving, combine with the race car like suspension, aerodynamics, and ample power turned in a lap only a few seconds short of the then current Formula F1 race-cars' times.

2. Gutsy Promotion

Ford had no plan to sell a rear engine 2 seat sports car like the Mustang 1 concept, but that didn't stop them from promoting the crap out of it. It was lent to all the big magazines for road tests, and shown at all the big shows. Images like this appealed to the hip young crowd who had no interest in a Galaxie 500 or pedestrian Falcon in 1962.

3. Mustang - Cougar

Early sketches show the falcon based Ford Mustang production car being called the Cougar. In fact, there were other names being considered for the car, like Panther and Torino, before Ford decided to go with the legendary horse. The company did exhaustive market research, however, and the Mustang name was the most popular by far.

4. The Pony Name

Designer John Najjar originally suggested the name "Mustang" from the World War II P-51 Mustang fighter plane, but the name was quickly rejected. The very designer pitched the same name again a few days later, only this with connection to the legendary American horse. There is a rumor Lee Iacocca visited the locker room of the Southern Methodist University Mustangs football team and told them they were so tough against Michigan he was naming a car after them. That's a nice story, but there are pictures of pre-production cars with Mustang emblems on them from before that game.

5. Station Wagon

In the beginning stages of the development of the Mustang, engineers were thinking about a Mustang Station Wagon. There are plenty of pictures around of full sized clay models of the Mustang wagon from the early days (1964-68) of production, but none were ever made. Or, almost none. Carroll Shelby and his team made up two or more Mustang wagons in their spare time between Cobras and GT350. These cars weren't offered to the public, but were used for errand running and general shop transportation, which is how one of them ended up stolen.

6. Swivel Bucket Seats

For some strange reason, some of the original engineers for the Mustang thought it would be a good idea to put a swiveling bucket seat for the driver. Fortunately, or unfortunately, this crazy prototype never made it to the production line. Someone may have been spying from GM though, because in the 1970s they did introduce swivel bucket seats in their intermediates, like the Chevy Malibu.

7. McLaren Mustang

Ford collaborated with McLaren to create 11 Ford Mustang McLarens in 1981 based on the Fox Body. Shortly after, they collaborated with American Sunroof Company to make a line of McLaren Mustang convertibles. This picture was the official advertisement for the unique, Formula One inspired, McLaren Mustang collaboration.



Edsel Ford II's 2020 Ford Mustang Shelby GT500 Sets New Auction Record



The Ford Mustang Shelby GT500 is already coveted in its own right, but add a famous name to its ownership history, and its desirability skyrockets. A 2020 Ford Mustang Shelby GT500 owned by a member of the Ford family recently crossed the virtual auction block, and given that its former owner was none other than Edsel Ford II, it's no surprise that its hammer price broke a record.

In fact, Edsel Ford II – the great-grandson of the great Henry Ford – has been the vehicle's sole owner. It sold on Bring a Trailer, and has just 666 miles on its odometer, putting it barely past the break-in period.

Bidding on this 2020 Ford Mustang Shelby GT500 concluded on September 16th, 2025. The high-performance pony sold for \$189,901, making it the priciest of its brethren on Bring a Trailer. The next-biggest hammer price for an S550 Ford Mustang Shelby belongs to a 2020 Shelby GT350R Heritage, which raked in \$175,212 back in April 2022, closely followed by the \$175,000 price tag brought by a Shelby GT500 wearing the Carbon Fiber Track Pack, which also sold in April 2022.

For reference, the most expensive Mustang Shelby to sell in 2025 was a 2022 Ford Mustang Shelby Super Snake, which went for \$165,000 back in April – a record that stood until Edsel's pony crossed the auction block this month.

Finished in Rapid Red Metallic, this 2020 Ford Mustang Shelby GT500 harnesses the supercharged 5.2L Predator V8 engine mated to a seven-speed dual-clutch automatic transmission, making it a force to be reckoned with both on the street and on the track.

If there was any doubt about the identity of its former owner, Edsel Ford II's name is emblazoned on its door sill scuff plate, stating that it was explicitly built for the great-grandson of The Blue Oval's patriarch.



**More than 1.5 million Americans have taken
the Mustang pledge.**

**For all the standard reasons.
And over 100 optional ones.**

The standard reasons include items like floor-mounted stick shift and full carpeting. Items you'd have to pay extra for in many other cars. And with all this, Mustang is still America's lowest priced sports car with bucket seats!

How about Mustang options? Well, there are more than 100 offered so that you can personalize your Mustang. With Stereo

tape, air-conditioning, center console, Tilt-Away steering wheel, V-8's up to 390 cubic inches, and SelectShift, the automatic that also works like a manual. To name just a few.

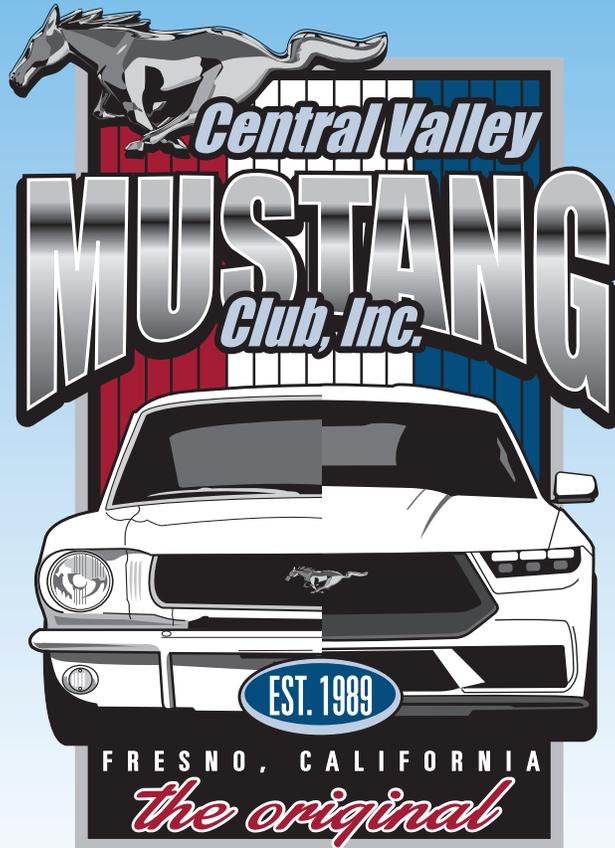
And they're all available on any Mustang—fastback, convertible, or hardtop.

Why not see your Ford Dealer? He's the expert on Mustang—the car designed to be designed by you.



THE ORIGINAL!
MUSTANG

CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE



Women's V-Neck T-Shirts • Men's T-Shirts
CVMC Embroidered Hat



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.

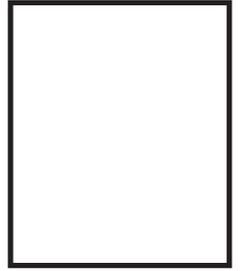
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

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

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