

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB

# *the* **PONY PRESS**

AUGUST 2022

**CODE RED:**  
**Twin Turbo with 1,300+ HP....BOOM**



**Shelby celebrates the company's 60th anniversary.**



**10 Reasons  
To Buy A  
Fox Body**

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## club info

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

**Club Purpose:** To provide a common meeting ground for Mustang owners and further the enjoyment of ownership; to include workshops, discussions and technical meetings; to promote a more favorable relationship with the general motoring public; to further the preservation and restoration of all Mustangs.

**Who Can Join:** The club is open to all Mustang enthusiasts. Any individual or family can join. Ownership of a Mustang is not essential, but enthusiasm is. CVMC embraces the practice of encouraging diversity within the membership and involvement of the entire family in its membership and at all club events.

**A Family Oriented Organization:** As a part of promoting family involvement in the club, children are allowed and in fact encouraged at all club functions. In deference to this family involvement and the driving of motor vehicles, consumption of alcoholic beverages is discouraged at club events except where the club is staying overnight and there is no potential for any drinking member or guest to get behind the wheel.

**Dues:** For the first year only, \$30 for a one year Active Membership, of which \$5 will be an initiation fee and \$25 for dues. For additional family members, Active Membership dues are \$5 per member. Renewals are due each January. Renewal notices are not sent out.



## board members

### CVMC OFFICERS

Joseph Colvin • President	285-7296
Doug Deffebach • Vice President	917-4283
Susan Ward • Secretary	288-6352
John Briar • Treasurer	259-1437

### MEMBERS AT LARGE

Diana Buranen	647-6034
Mary Kokalis	229-3219
Karen Lee	681-0181
Robert Whitley	877-4948

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

### MEMBERSHIP CHAIR

Brandon Walker	288-0450
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### ACTIVITIES CHAIR

Robin McCann	709-0830
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*\* Suggestions for activities should be directed to the Activities Committee.*

### MERCHANDISE CHAIR

Robin McCann	709-0830
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### MCA REGIONAL DIRECTOR

Paul Beckley	323-7267
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### SUNSHINE CHAIR

Mary Whitley	285-1060
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### WEBMASTER

Paul Beckley	323-7267
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### NEWSLETTER EDITOR

Garo Chekerdeman	906-7563
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### ADVERTISING

*\* Talk to a Member at Large*

### ADVERTISING RATES:

#### Classified Ads (3 Lines)

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

#### Business Card Ad

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

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

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

## past presidents

Joseph Colvin	2020
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**

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





from the  
president



from the  
editor

As I sit down to write this column my heart is heavy. In the nine years I've been with this club it's become my extended family. We come together initially because of the love for the Mustangs but we stay together because we are a family.

As a group we have good times and lots of laughs and we care about each other. That family feel is what keeps us coming back. Unfortunately, we've lost several members recently. Sadly none of us are promised tomorrow.

So let those close to you know that you love them. Don't put it off until it's too late.

With that thought in mind, come out and join us for a meal or a drive soon. I always tell people that we are a social eating club with a Mustang addiction.

Our next club breakfast is Saturday September 3rd. Come out to Blossom Trail Cafe and have a good meal with your Mustang family.

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



## I play with toys!

*I'm going to get one for Joe since he loves the Mach-E so much... haha*

The New Bright Full-Function RC Ford Mustang Mach E App Driver is loaded with details, including working head, take, brake, and turn signal lights, AND lets you choose from five different ways to play! Drive with included transmitter or download the free app to unlock additional ways to play using your smartphone! With the app, you can draw or code a path, use the tilt mode OR virtual dashboard to control the vehicle. 2.4GHz technology lets you race up to six similar R/Cs simultaneously. USB Rechargeable internal battery makes refueling easy. Use attached cord to plug into any powered USB port, and in 2 hours you are ready to go again! All required batteries included.

**Garo Chekerdeman**  
CVMC - Newsletter Editor



# upcoming events

SEPTEMBER 2022

Date	Time	Event Type	Description
1 Thu	6PM - 8PM		<a href="#">Central Valley Fallen Heroes Meeting</a>
2 Fri	5PM		<a href="#">Rods on the Bluff</a>
	5PM - 8PM		<a href="#">Hot Rod Gathering - Clovis Missionary Baptist Church</a>
3 Sat	10:00AM - 12:00PM		<a href="#">Monthly club breakfast Club Breakfast/Blossom Trail Cafe</a>
8 Thu	6PM - 8PM		<a href="#">Central Valley Fallen Heroes Meeting</a>
9 Fri	5PM - 8PM		<a href="#">Hot Rod Gathering - Clovis Missionary Baptist Church</a>
10 Sat	11:30AM - 2AM		<a href="#">Lunch @ the Beach Club</a>
15 Thu	6PM - 8PM		<a href="#">Central Valley Fallen Heroes Meeting</a>
16 Fri	5PM - 8PM		<a href="#">Hot Rod Gathering - Clovis Missionary Baptist Church</a>
17 Sat			<a href="#">Greek Fest</a>
	9AM - 2:30PM		<a href="#">Miramonte Elementary First Annual Car Show</a>
18 Sun			<a href="#">Greek Fest</a>
22 Thu	6PM - 8PM		<a href="#">Central Valley Fallen Heroes Meeting</a>
23 Fri	5PM - 8PM		<a href="#">Hot Rod Gathering - Clovis Missionary Baptist Church</a>
24 Sat	10AM - 4PM		<a href="#">Central Valley Fallen Heroes Car Show</a>
26 Mon	6PM - 8PM		<a href="#">Board meeting @ Hacienda tequila</a>
29 Thu			<a href="#">Shelby Bash</a>
	7PM - 8PM		<a href="#">C.V.M.C. General Membership Monthly Meeting</a>
30 Fri			<a href="#">Shelby Bash</a>
	5PM - 8PM		<a href="#">Hot Rod Gathering - Clovis Missionary Baptist Church</a>

Check online for updates and additions

# happy birthday

AUGUST

Aug 3 John Briar

Aug 4 Jim Sanborn

Aug 6 Robert Whitley

Aug 7 Ian Carson

Aug 24 John Anderson



next general meeting  
**SEPTEMBER 29th, 2022**

**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



**NEW DATE • NEW DATE • NEW DATE**

CALIFORNIA 9/11 MEMORIAL

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CLOVIS  
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**NEW DATE:  
September 24, 2022**

**\$30**  
Pre Registration  
Price

\$35 Day of Show



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

**LOCATION: California 9/11 Memorial**  
3500 Never Forget Lane • Clovis, CA 93612

For More Info Check Out:  
[www.cvfallenheroes.com](http://www.cvfallenheroes.com)  
Ph: (559) 898-CVFH  
(2834)



# LEAKED: Shelby Will Unveil New Twin-Turbo GT500 "Code Red" With 1,300+ HP This Weekend

Shelby plans to build a limited run of twin-turbo "Code Red" GT500s to celebrate the company's 60th anniversary.



By: Michael Van Runkle  
Source: hotcars.com

As Shelby American continues to celebrate 60 years since the Chicken Farmer from Texas first opened the doors to his shop in Venice, California, a leak from a reliable source this morning revealed that Shelby and Ford plan to unveil a new twin-turbocharged version of the GT500 this weekend at the Woodward Dream Cruise in Detroit. The new model will revive the "Code Red" name used on a one-off experimental GT500 back in 2008—but this Code Red will actually enter production for a limited production run of only 30 units, with up to 1,000 horsepower on tap using pump gas and over 1,300 ponies when running on E85.

The exact details of how Shelby plans to build a Mustang that can handle such a serious power upgrade remain under wraps but for now, the few known facts point to a serious straight-line screamer worthy of the iconic Shelby cobra badge.

## Calling A Code Red

The new Code Red drops the GT500's supercharger in favor of two turbos. Where Ford sells the Mustang Shelby GT500 rated at 760 horsepower and 625 lb-ft of torque, Shelby's already announced King of the Road variant bumps output up to over 900 horses. Of course, a pair of snails bolted onto the same 5.2-liter V8 can produce far more boost when compared to the linear power delivery of a supercharger, and in the modern era, electronic control of wastegates and blow-off valves even help to prevent significant turbo lag. The Code Red's ECU will detect fuel grades and vary the setup's output accordingly.

## Code Red Carries On The Legacy

Earlier experimental cars from Shelby that preceded this new Code Red gained cult followings, from the 1967 EXP 500 nicknamed "Little Red" that Barrett-Jackson found and restored, to the '68 notchback commonly known as "Green Hornet" that Shelby used as a tester for independent rear suspension, and all the way to the legendary '67 Super Snake that employed an aluminum 427 borrowed from a Le Mans GT40 to hit a top speed of 172 miles per hour in period.

More recently, Shelby built a single GT500 in 2008 that initiated the Code Red moniker with a similar twin-turbocharger setup. But at the time, the potential power output proved overwhelming for the fifth-gen Mustang's technology so the project ended up scrapped after only one unit built.



For context, that Code Red ran a twin-turbo V8 displacing 5.4 liters and built by Nelson Racing Engines to pump out over 1,000 horsepower (and even logged over 900 at the wheels on only 16 PSI of boost from the dual 61mm Turbonetic turbochargers). Even though the original Code Red never entered series production, it achieved enough cult status for Shelby to now revive the name in 2022.

### **A Real Straight-Line Screamer**

Where the new Shelby GT500 KR maxes out track performance with weight savings and carbon-fiber aero bits to go along with over 900 horsepower from the supercharged 5.2-liter V8, the new Code Red sounds like much more of a straight-line screamer. All the little goodies that anyone might expect from a limited-edition Shelby should fit into the mix, though right now, HotCars only knows about a widebody kit for the already aggressive sixth-gen Mustang styling.

Want to know more about reinforced engine internals, suspension upgrades, or launch control settings? You'll have to wait. The first Code Red received a host of upgrades far too long to list here: a billet intake manifold, a magnafluxed engine block, billet connecting rods, and fueling upgrades including 16 fuel injectors, a secondary fuel cell, and a 1,700-cfm throttle body. The main problem that prevented that Code Red from entering production surrounded the relationship between tire grip and power output—at the time, Shelby wanted to develop an electronic boost controller so perhaps that system finally performs well enough to release a new Code Red using a similar system.

The 2008 version also featured a manual gearbox, which seems unlikely to be the case in the current era. At the very least, HotCars can conclude that the revisions to support so much power must be extensive, since Shelby decided not to bother with federalizing the Code Red, which suggests more in the way of drag-strip domination than road-going driving dynamics.

### **60th Anniversary Celebrations**

Leave it to Shelby to take a King of the Road offering over 900 horsepower and ratchet up the insanity to an entirely new level. Production will be limited to only 10 units per model year, based on the 2020, '21, and '22 Shelby GT500. Expect to learn more about the new Code Red when Shelby American President Gary Patterson and Ford Performance Marketing Manager Jim Owens officially unveil this radical new Mustang variant to the public in Michigan later in the week—only the confidence that comes with a very serious build could inspire Shelby to debut a new model capable of drawing enthusiast attention right at the height of Monterey Car Week.





# 10 Reasons Why You Should Buy A Fox Body Ford Mustang Right Now

It's the third generation of the popular Ford muscle car, and it was produced from 1978 until 1993.



By: Luke Zietsman  
Source: hotcars.com

After 5 long years of malaise related suffering, Ford fans breathed a collective sigh of relief as they finally saw the back of the Mustang II. Although the II was almost universally hated, it served its purpose and got the brand through the rocky oil crisis years. It was without doubt awful, but it sold incredibly well, proving right the company's theory that it was "the right car for the time."

The Fox Body was also "the right car for the time" and breathed new life into the very nearly dead pony car. It was modern, embraced technology, and above all else, it was a genuine muscle car.

## 10 - Increasing Value

The last Fox Body Mustangs left the factory very nearly 30 years ago (1993). These are now very old cars and those that are in good shape are few and far between. As a result, special editions and cars in mint condition (be it restored or survivors) are worth a fair bit of money to collectors all over the world.

## 9 - '80s Charm

In case you have not noticed, everything to do with the '80s is back in fashion. Cars are no exception and nothing screams '80s more than a Fox Body. This '80s charm is part of their increasing value now, but if you know what to look for, there are still several affordable options out there.

## 8 - Still Affordable

Like any car model, there were several duds, or at least cars that were appreciated back in the '80s but have no real place in society today. An inline-4 automatic might have won praise for fuel efficiency and comfort back then, today it is just a cheap car. Even in pristine condition, those cars are worth dirt, but cars like the SVO are also affordable if you are willing to take on a bit of a project. Early underpowered V8s are not worth too much either.

## 7 - The 5.0

Initially, that SVO was the only real performance option. Although it was good, it was a far cry from previous V8 cars. All that changed in 1982. The introduction of the 5.0 nameplate was a true revelation. It was the long-awaited return of the muscle car and as much as manual 5-speed cars are getting expensive, a 5.0 automatic can still be had for around \$5,000.



## 6 - Modern Classic

The 5.0 obviously stands out from the crowd a little, but it was far from being the headline act by the late '80s. Several other special editions, including a couple of Saleens were being made, and they all command a lot of attention come auction time, but it is the more accessible modern classics that are most attractive to us. Standard V8s and other less popular models can make for fun, affordable cars that are also fun and affordable to modify.

## 5 - The Convertible

For a time, no car was seen on screen more than a convertible Fox Body Mustang, and it became almost synonymous with wealthy college students. It is hard to say if that particular Hollywood stereotype really rang true, but it is still an image burnt into our minds, and only a few would say no to an affordable 5.0 convertible today.

## 4 - Historically Significant

You could understand a certain level of apprehension at Ford when this was first launched back in 1979. It was still a nervous time for the auto industry, and they were replacing their top seller with a new, largely untested model. Thankfully for them, this was just as successful as the putrid Mustang II, and it brought affordable performance back into fashion.

## 3 - Long Production Run

What stands out most is the longevity of the model, but in truth this wasn't supposed to be the case. Ford were primed to move forward into the '90s with a front-wheel drive pony car. It was their intention to rebadge the Mazda MX-6 as the 4th generation Mustang, but when that information got leaked (intentional or not) it was met with so much derision that they had to reverse the decision and launch the model as the Probe instead.

History paints the Probe in a fairly dim light, but if it was made as a Mustang, we suspect it would have been a lot better. Even the MX-6 was a substantially better car than the Probe, and enjoyed solid sales in other markets. The American public had to instead make do with another facelift and an extra 4 years of Fox Bodies.

## 2 - Reliability

The SVO was and never will be a reliable car, but it makes a cheap, fun project for the real enthusiast. The rest of the lineup was simple and very reliable. The 5-speed 5.0 is particularly resilient, but everyone knows that now and these cars are desirable for precisely that reason.

## 1 - Performance Potential

Well, let's forget about the naturally aspirated inline-4 for a minute, they were just slow. The SVO, although unreliable, was a quick car, with a respectable 0-60 mph time of 7.5 seconds (depending on the weather, they tend to get a bit hot).

The 5.0 was at the peak of its powers by around 1989, making 225 horsepower and able to hustle to 60 mph in 6 seconds. That is pretty fast even by modern standards. Matching numbers cars are worth more, but who cares, an inline 4 and an engine swap will be the ticket for most Fox Body fans.



# The V8 Ford Mustang is going extinct and this is who bought the first of the last ones

Final gas-powered Mustang debuts at the Detroit Auto Show



By: Gary Gastelu

Source: foxnews.com

Rendering By: chazcron (mustang7g.com)

The Ford Mustang was one of the first pony cars when it went on sale in 1964, and it looks like it will be the last that runs on gas.

The seventh-generation Mustang is scheduled to be revealed at the Detroit Auto Show on September 14.

Ford said it will have a V8 engine and a six-speed manual transmission, despite the company and automotive industry's shift toward electric vehicles.

Its crosstown rival Dodge has already announced it will stop building V8-powered cars at the end of next year, replacing them with the battery-powered Charger Daytona SRT. GM has not said anything official about the future of the Chevrolet Camaro, which has faded to a distant third in the pony car sales race, but the automaker has committed to an all-electric future.

The Mustang is the heart and soul of Ford, however, and the last car model it sells in the United States. According to Autoforecast Solutions, it will likely continue offering it with internal combustion engines through 2029, but it sounds like that will definitely be the end of the road.

As for who is even excited about it, there is at least one person, and his name is on the car.

"Of course I am," Ford Executive Chairman Bill Ford told Motor Trend last week.

"I can't lie. The day that we will roll off—and it will happen in my lifetime—the last internal combustion, stick shift Mustang, I'll have a tear in my eye. I will,"

Ford has previously said the Mustang is his favorite car, and he confirmed he's already put his order in for the first of the new generation models that will be built at the company's Flat Rock Assembly plant next year.

"You bet," he said.



# A Stampede is Coming: Seventh-gen Ford Mustang breaks cover September 14



Rumors and spy shots of an upcoming successor to the current S550 Mustang have been floating around automotive news outlets for months now. The anticipation for the new 'Stang will soon subside, as Ford announced it will be officially debuting the seventh-generation Mustang in conjunction with this year's Detroit Auto Show on September 14, at 8 p.m, ET.

Because the Mustang is a such an important part of the American automotive landscape, the Blue Oval is organizing something special. In the week leading up to the unveiling in Detroit, Ford (in partnership with America's Automotive Trust and the Detroit Auto Show) is putting on a cross-country road trip, a la Hot Rod Power Tour. Dubbed "The Stampede," the pilgrimage kicks off from Tacoma, Washington and ends at Ford World Headquarters, with scenic stops along the way. Once gathered at HQ in Dearborn, Mustang owners who completed the road trip, as well as owners local to Detroit, will descend on Hart Plaza downtown for the release party of the all-new pony car.

For those not able to attend the final festivities in Detroit, the event will be livestreamed on both Ford's YouTube channel and the Ford Mustang Facebook page.

While little is officially known about the seventh-generation Mustang, the pony car is expected to share its rear-wheel-drive platform (CD6) with the current Explorer. Engine-wise, the new Mustang is expected to retain the Coyote V-8 and the EcoBoost four-cylinder. No official word yet on whether or not either engine will be backed by a manual transmission, but we are holding out hope. More interestingly, a hybrid drivetrain is expected to be released for this generation as well as an all-wheel-drive option—both firsts for the Mustang.

While the outgoing S550 has only been around since the 2015 model year—not a long time in the grand scheme of Mustang revamps—it's starting to show its age. We are excited for the launch of this hotly-anticipated sports car, but only time will tell if the seventh-generation Ford Mustang will live up to its reputation as an American icon.

# “Caged” latest Mustang build from Ringbrothers’ stable



By: Steven Cole Smith  
Source: [hagerty.com](http://hagerty.com)

Ringbrothers, the Spring Green, Wisconsin custom-car builder, has unveiled its latest creation—a bespoke 1964.5 Ford Mustang convertible known as “Caged.” The design objective was to evolve and modernize the original Mustang’s lines while honoring the aesthetic of Ford’s original pony car. The result, the Ring brothers say, is an icon of the 20th century with the technology of the 21st.

Born from an original, 1964.5 Mustang convertible, nearly every component is a Ringbrothers-built one-off; the only factory Mustang parts are the center caps for the wheels. The Ringbrothers team did extensive metalwork converting the Roadster Shop Fast Track chassis back into a unibody, as well as widening and lengthening the bodywork by one inch. The BASF Glasurit “Burgundy Brave” finish was then applied.

“The client was highly involved in the process and adamant on maintaining a subtle, stock-like appearance,” says Ringbrothers co-owner Mike Ring. “Everything was cued off the Mustang’s original design, but we sharpened the lines and added a number of 3D-printed details to make it truly unique.”

“Every piece of this car has been touched and updated with the original design cues in mind, down to the iconic Mustang taillight bezels, gas cap, and running horse emblems,” says Ringbrothers co-founder Jim Ring. “There’s a lot of nuances that went into the design, and we’re proud of that aspect of the build. Only the expert eye will be able to discern the subtlety of the differences.”

The new front grille is set back two inches and feeds air into a Ford Performance 5.0-liter Coyote V-8, mated to a Ford 10-speed automatic transmission. The suspension uses Penske Racing Shocks coilovers front and rear, an independent rear suspension, and a set of Baer Brakes for stopping power.

“In all, more than 4200 hours were invested in bringing ‘Caged’ to life,” says Jim Ring.

We’d be happy with just one behind the wheel.





# CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE



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\*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.

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**Central Valley Mustang Club, Inc.**

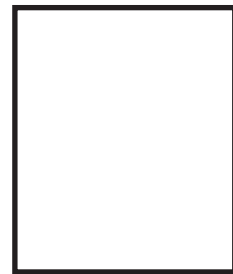
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

**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**

Central Valley Mustang Club, Inc.  
P.O. Box 25964 • Fresno, CA 93729-5964  
[www.cvmustang.org](http://www.cvmustang.org)



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