

OFFICIAL MONTHLY
PUBLICATION OF
THE CENTRAL VALLEY
MUSTANG CLUB

CENTRAL VALLEY MUSTANG CLUB, INC



FEBRUARY 2021

the **PONY PRESS**

***Ford's Next V8 Mustang Could Be The Last.
It Better Be Damn Special.***



**Rare American
Muscle Royalty**

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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.

CVMC OFFICERS

Joseph Colvin • President	285-7296
Doug Deffebach • Vice President	917-4283
Susan Ward • Secretary	288-6352
Paul Beckley	323-7267

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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MERCHANDISE CHAIR

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

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

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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

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



from the
president

Greetings to my CVMC family.

Another month has slipped away, and we are still in our Covid time out. This is really getting old but what can you do?

We are continuing to monitor the situation as it develops so we can plan events for the club but dates will continue to be flexible subject to CTC and state of California updates. Check your Huntcal and emails for upcoming events. Spring is coming on strong, and I look forward to getting some drives in so we can enjoy the pretty weather and each other's company.

Breakfast at the Blossom Trail Café has been well attended and I invite all of you out to join us for the next one on March 6th at 10:00am. This club still loves to eat. Lol. We also have the Blossom Trail Run coming up on February 28th which will start with lunch at the BTC.

Not a lot going on otherwise for me to talk about, so I'll cut it short. I look forward to seeing all of you soon and sharing a laugh and a meal.

Take care of yourselves and stay well.

Joe Colvin
CVMC Grand Poohbah
joe@cvmustang.org



from the
editor

I'm the type of person who seems to never get sleep. My mind is constantly racing and when the dust settles at night and it's just me and my brain, I start thinking of topics about cars (yes, even non Mustangs) and I get busy.

Below is something that popped up than I've never heard discussed. Maybe someone in the club can verify this.

I hope everyone is well and I'm hoping we can all get together soon.

A 1964½ Mustang Is Not A Thing

We don't care what you think you know; there is no such thing as a 1964½ Mustang. We even spoke to some high ups at Ford who have been eating and breathing Mustang for decades, and they will tell you the same thing. Mustang #001 left the factory with a 1965 VIN code, along with the rest of them. Curiously, it was supposed to be kept by Ford, but the company accidentally sold #001 to a Canadian called Stanley Tucker. He later sold it back to Ford after enjoying it for many years.

The gap in the VINs issued between June-July 1964 is considered by people to be the dividing line between 1964½ and 1965 models. That was to allow a change from a generator to an alternator on the engines. Other small things changed that denote early 1965 to late 1965 Mustangs, but the fact remains: All of the first Mustangs are on 1965 VIN. A 1964½ Mustang is not a thing.

Garo Chekerdemian
CVMC - Newsletter Editor

CVMC SPECIAL NOTICE!

Dear CVMC

As a result of the canceling of most of our club events and activities this year the board has voted to extend all currently paid memberships through the end of 2021. This will be done automatically for all currently paid memberships.

Look for upcoming events and activities on Our Huntcal or Facebook page and come out as you can. Paid members should also be getting email updates on events and activities. If you are not please let me know.

Looking forward to seeing everyone soon.

Joe Colvin

upcoming events

happy birthday

March 2021

Date	Time	Description
6 Sat	10:00AM ✉	Monthly club breakfast Club Breakfast/Blossom Trail Cafe
9 Tue		Roll Off Day
	5:30PM ✉	NEW DATE Slater's 50/50
12 Fri	6PM ✉	Speedy Zaptos Mexican Restaurant
17 Wed		St. Patricks Day
19 Fri	5PM ✉	Ballis Glass Artisan Market
20 Sat	5PM ✉	St. Patty's Day at Brandon's
22 Mon	6PM - 8PM	Board meeting
25 Thu	7PM	C.V.M.C. General Membership Monthly Meeting

MARCH

- Feb 2 Alec Chekerdemian
- Feb 4 Robin McCann
- Feb 5 Dianne Drew
- Feb 5 Paul Beckley
- Feb 20 Ben Tiedt
- Feb 21 Virginia Colvin
- Feb 22 Rick Gardner
- Feb 25 Bob Anderson
- Feb 26 Diana Buranen
- Feb 28 Diane Tiedt



next general meeting
March 25th, 2021
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

1968 Shelby GT500KR Is Rare American Muscle Royalty

By: S.J. Bryan

Source: themustangsource.com

When it comes a car that is pure Pony; the Shelby Mustang GT500KR is likely to top most lists. The GT500KR (meaning “King of the Road”) had everything that made the Mustang incomparable. And then they went further by bringing in Shelby American who added a whopping V8, aggressive styling cues, and boosted horsepower, torque, and performance.

The 1968 Shelby GT500 KR is hard to come by, and with good reason. Only 318 were ever built. So when we come across one this cherry, and with such legendary pedigree—attention must be paid.

Owned by racer and NASCAR legend Rick Hendrick of Hendrick Performance, and signed by Carroll Shelby himself; it will be heading to the auction block at Barrett-Jackson. Safe to say that this will definitely be a hot ticket at the upcoming Scottsdale auction in March.

We love the fusion of purpose-built elements such as hood scoop with the classic Mustang lines. And the Meadowlark Bright Yellow paint makes it just feel even more dynamic. It also gives the car the added distinction of being only 1 of 50 Shelby Special Order Mustangs offered in the vibrant hue.

But the real prize is performance. Under the hood, Shelby gave the '68 GT500KR a beast. Running on the 428 Cobra Jet, it houses the ultimate muscle powerplant. And with 335 horses and 440 lb-ft of torque, this baby gets rowdy fast and keeps going. Connected to a top-loader four-speed manual transmission and traction-lok limited slip rear axle; it also has power steering and power front disc brakes to further enhance grip and control.

Not only was Shelby the man behind the car, he was actually the man in the car. Well, this one. And adding even more to an already amazing car, the man even signed the passenger side dash.

Bone stock through and through, is is a clean machine. With only a mere 20,000 on the odometer. Clean interior and exterior, it is hard to find a better example of the GT500KR. And, for that matter, a better example of Mustang and muscle car perfection.

Owned and driven by true titans, this is one of only 318 Shelby Mustang GT500KR convertibles made.



2021 Mustang Mach 1 To Hit The Road With Very Mild Visual Tweaks, Here's How To Spot Them



By: Sebastien Bell
Source: carscoops.com

It's not unusual for automakers to make mild adjustments to their cars from model year to model year. It's a little less common, though, for them to announce changes before the car has even left the factory, as Ford has done with the Mustang Mach 1.

Returning to the Mustang lineup for the first time in 17 years, the new Mach 1 was launched in June 2020. Since then, though, Ford's designers have been tinkering with some of the car's finer details.

The updates are subtle, but the handy infographic below gives you all the information you need to pick apart the differences. The first, and perhaps easiest to notice, is the slight change to the "Mach 1" badge. Although the shape hasn't changed at all, Ford's design team has added a silver border to make it read better on darker cars.

The next change is a little subtler but still has a meaningful impact. To make the front end look a little meaner, the team changed the lower grille color from Magnetic Gray to low-gloss black. It's the bay leaf of design changes in that you probably won't notice the change of color on the street, but the overall improvement will be appreciated.

Finally, Ford changed the shape of the fender striping and says that this tweak was made largely to improve quality and production processes.

And that's it. Like any artist at an easel, Ford's designers have been tweaking and fettling to make sure that everything is just right when the Mach 1 hits the streets.

"With any program, you want everything to be perfect but when you're bringing back a classic like Mach 1 it is imperative," said Anthony Colard, senior advanced designer. "This team just kept pushing and pushing for perfection."

What won't change, though, is what's under the hood. Powered by a 480 hp version of the 5.0-liter Coyote V8, the Mach 1 will be offered with a six-speed manual transmission as well as a whole host of handling modifications that, according to Ford, should make it nearly as quick around short tracks as the GT350.

The very first Mach 1 is set to sell at Barrett-Jackson's Scottsdale auction in March.

THE FINISHING TOUCHES



Mustang Design team paid attention to the small details that matter

When Mach 1 cars begin appearing on roads and tracks this spring, Mustang enthusiasts – those with the most discerning powers of observation, anyway – may notice some differences from the images that were revealed.

That's because the Mustang Design team continued honing the car nearly right up to the moment that Mach 1 production began at Flat Rock Assembly Plant. Sure, the differences are subtle – likely undetected by the casual observer. But in the Mustang world, every nuance serves a purpose.

“With any program, you want everything to be perfect, but when you're bringing back a classic like Mach 1, it is imperative,” Anthony Colard, senior advanced designer, said. “This team just kept pushing and pushing for perfection.”

After a 17-year absence, Mach 1 returns for 2021 to signal a new pinnacle of 5.0-liter V8 pony car performance. Following the lead of the original 1969 Mustang Mach 1 that bridged the gap between the Mustang GT and Shelby® models, the all-new model delivers V8 power, unique functional aerodynamic enhancements, competition-capable suspension upgrades and a driver-focused cockpit.

MACH 1



BEFORE



AFTER



Badging: This modern interpretation of the classic Mach 1 nameplate was updated with a silver border to help the badge better stand out against dark-colored exterior paint.



Lower grille: The team changed the lower grille from Magnetic Gray to low-gloss black to make the front end look “even more menacing,” according to Colard.



Fender striping: The overall shape of the front edge of the stripe was tweaked to improve quality and production processing.



Ford's Next V8 Mustang Could Be The Last. It Better Be Damn Special.

By: *Justin T. Westbrook*

Source: *jalopnik.com*

Illustrations: *Adrien Alf Design*

As the age of the electric car begins, there are plenty of reasons to believe that a V8-powered Ford Mustang may not be long for this world. With Ford announcing that it will offer only EVs in Europe by 2030 it's worth wondering whether a V8 Mustang will survive past that date.

All we know for now is that an EV Mustang would need to be ready for sale by 2030 if Ford wants to keep selling Mustangs in Europe (and stick to today's pledge). That may not sound super compelling, but you may be surprised to learn how much of a success Ford Europe considers the current Mustang. Having been reintroduced to Europe only in 2015, Ford now calls it the "world's best-selling sports coupe." Does that mean it's a make or break product for Ford? Probably not. But it is another reason to imagine the automaker will have to seriously consider building an electric Mustang in the form of the current car.

Of course Ford could continue to sell new generations of V8 Mustangs in other markets like the U.S. — alongside an EV version that also gets shipped to Europe after 2030 or whenever. In a sense it's doing that now with the Mach-E. But I think all of this offers us a few scheduling hard points to work from when imagining what to expect from the upcoming generation of Mustang — which is again, potentially the last to offer a V8.

If we assume Ford will introduce an all-electric Ford Mustang sports car by 2030, that leaves enough of a gap between

now and then for what I'm calling a lame-duck generation. I would anticipate the next-generation Mustang will be a light upgrade of the current platform, and obviously still offer the V8 and manual transmission that enthusiasts demand. But how much attention could this car get when Ford's engineering teams are hard at work on the future electric next-gen? How big will the budget be to make it feel like a new car compared with the current generation?

Those could be important questions, because if this is the last generation to have a V8 engine, people are going to want it to be damn good.

Of course, the current Mustang is incredible. It offers one of the best performance value propositions in the world, is available at just about any price point, with half a dozen engine options, all of which seem able to carry the legacy of the Mustang just fine. But will the next-generation? Even if it's just a light update, a stop-gap for the EV car? Will it be just be a series of tuned special editions? Or will Ford send off the V8 with something we'll never forget?

My hope is that Ford will save some special "final days of the V8" cars for after the introduction of the EV Mustang sports car — at the end of the next generation, not this one. That's when the argument for selling a V8 sports car becomes even tougher to make and Ford actually has to fight to keep the model around in countries like the U.S. while it dies in Europe and elsewhere.



But we're not there yet, and I don't want to become preoccupied with what's to come before we need to, at least not in the specific case of the Mustang. Right now, this is potentially the last opportunity for Ford to sit down and deliver its "wildest dreams" combustion-powered Mustang. I want to imagine it's being done with the same level of dedication that brought us the latest Ford GT, with secret meetings in basements and pressure to build something that cements Ford's legacy in motor-sports.

Yeah, take up those old plans for taking the Mustang into Le Mans and actually go through with it. The next decade has the potential to be a frenzy of last-ditch enthusiast wish fulfillment, and the re-introduction of the GT and Bronco has proved Ford can really deliver on that stuff. Just give the Mustang the same attention.

We don't know about the next-gen Mustang yet, nor any future EV version. But of course a new Mustang is coming, and I think it's worth calling attention to what could be something very exciting — the V8 Mustang's final form perhaps — while there's still time.

*what could be crazier than a Mustang SUV....?
here, hold my beer*

New all-electric Ford 'mini Mustang Mach-e' will be built on the VW Group's MEB platform at the Fiesta's home in Cologne

Ford Fiesta plant to build new 'mini Mustang Mach-e' electric car from 2023



Ford has confirmed that its next electric car will arrive in just two years and it's set to be built at a redeveloped Cologne manufacturing plant. The factory will become the Ford Cologne Electrification Centre - a dedicated electric car manufacturing site that will produce two Ford EVs developed specifically for the European market.

The first vehicle to be built at the new Cologne site will be based on the Volkswagen Group's MEB electric car platform, following the announcement in 2019 that Ford had signed a deal to use VW's tech. It's likely to take the form of a small SUV, incorporating design inspiration from the brand's new all-electric performance SUV - the Mustang Mach-E - and becoming the third member in a growing Mustang family.

The first MEB car launched was the Volkswagen ID.3 and the new Ford is expected to be similar in proportions to that car, but with a more crossover-like body style. That's the route Ford went down with the new Mustang Mach-E and it's expected that Ford will take a similar approach with the new 'Mini-mustang', previewed in our exclusive images.

VW's ID.3 is 4,261mm long, putting it in between Ford's Fiesta and Focus in size and very close to the 4,186mm long Puma SUV. Although the platform is modular and can be extended or shortened with different battery options, it's expected that Ford's new EV will be similar in size, allowing clear space between it and the 4,713mm long Mustang Mach-E. However, interior space of the 'Mini Mustang' is likely to be in excess of that in the Focus and closer to that in the Mondeo.

Using the VW Group's MEB skateboard platform for their new EV means Ford will also have to use the same battery technology - which is likely to mean a choice of 58kWh batteries with power outputs of 201bhp or 143bhp or a 77kWh battery also with 201bhp, but with a longer range. To be competitive with other MEB models and their rivals, the baby Ford EV would have to offer between 250 and 350 mile of range. Fast charging will also be offered with an 80 per cent charge expected in a little over half an hour.

Auto Express revealed in late 2019 that Mustang design influences were likely for the smaller EV, when Ford of Europe's chief designer Murat Gueler told us: "The Mustang influence wasn't considered until an earlier direction with the car wasn't really working. Once we introduced Mustang as inspiration, it came together quickly. We're really excited by what this brings to the electric car, and yes we have already talked about expansion, to some sort of family."

Gueler also confirmed that the new car would have a different profile to the Mach-E, but that it would almost certainly be a cross-over.

When the new EV arrives in 2023, we would expect it to be positioned below the Mustang Mach-E, meaning a price range from under £30,000 to just over £40,000.

Ford now says that it is already considering the potential for Cologne to be the manufacturing site for two electric vehicles, raising the possibility of another MEB platformed car being built there.

The move to turn the Cologne factory into a European hub for electric vehicle manufacturing leaves question marks over the future of the Ford Fiesta. With production in Valencia, Spain ending back in 2012, Cologne has been the sole build site for the hugely successful supermini for nine years now.

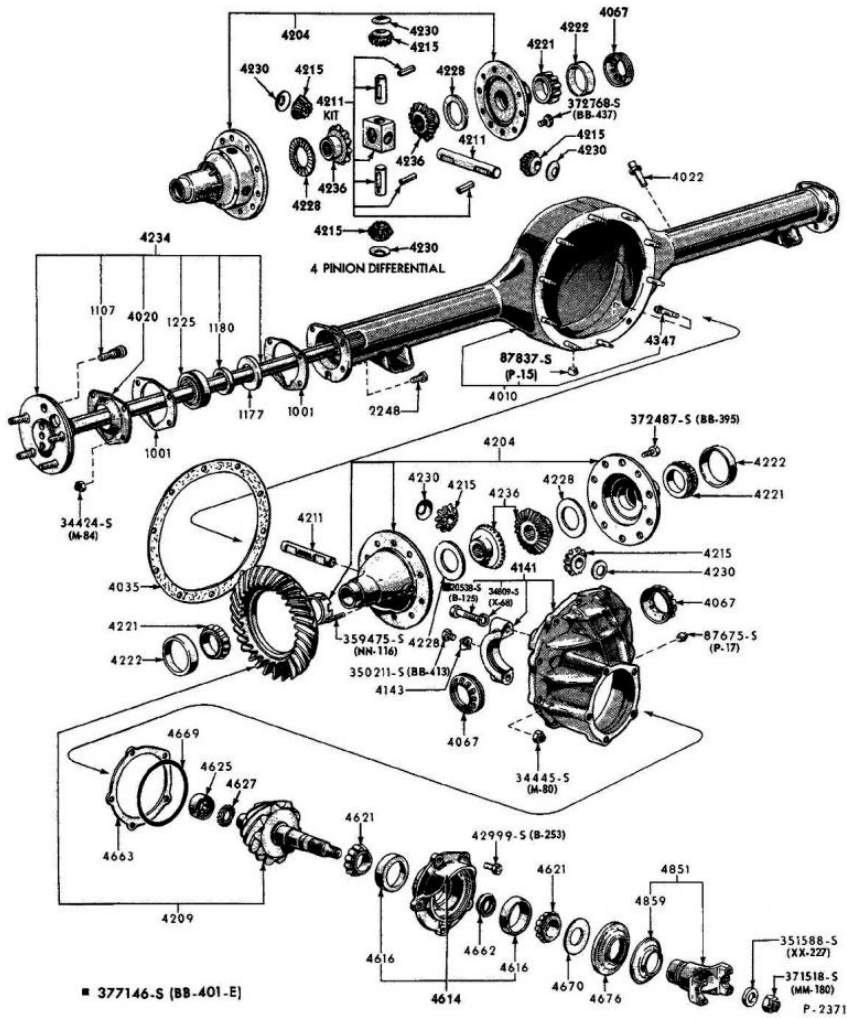
However Auto Express understands that Fiesta production could return to Ford's plant in Valencia, and that the Fiesta could continue in production for some years still. It remained the UK's best-selling car in 2020, although it was overtaken in the sales charts in the first month of 2021 by Vauxhall's Corsa, which is already available as an all-electric car.

Ford recently electrified the Fiesta with 48-volt mild hybrid assistance, which is likely to keep it ticking over until at least 2026 - the year by which Ford says every one of its vehicles in Europe will be offered with fully-electric or plug-in hybrid power. By 2030, the brand says its passenger car line-up in Europe will be fully-electric.

The electrification of the firm's expansive commercial vehicles arm has also been revealed: a range of vans and pick-up trucks with fully electric and plug-in hybrid drivetrains across every model will be offered to customers from 2024.



Iconic Ford 9-Inch Rear End Turns 65 Years Old, Still Going Strong



By: Brett Foote
Source: fordauthority.com

For some, the age of 65 is a time when we get to retire and start traveling or doing those little projects around the house. But for the iconic Ford 9-inch rear end, there's no time to rest. In fact, the Ford 9-inch is arguably just as popular as it ever has been, and is still the rear end of choice for hot rodders and drag racers all over the world, whether they own a Blue Oval vehicle or not.

The legendary 9-inch debuted way back in 1956 for the 1957 model year, and both was and is a revelation. The Ford rear end has become a favorite of drag racers over the years thanks to the fact that it is stronger than General Motors' 12-bolt and lighter than a Dana 60. It's also quite simple and can be completely assembled and disassembled by anyone with basic tools.

Unlike other rear-end designs, accessing the differential gears is accomplished by removing the center cover on the pinion (front) side of the axle through which the drive-shaft yoke connects, with the differential assembly coming out of the axle as a unit attached to the cover,

rather than through the rear center cover, as it is welded to the axle housing.

This requires disconnecting the driveshaft to access the internal gear set, but it offers the advantage of being able to disassemble and reassemble the differential gears and adjust clearances conveniently on the benchtop, rather than with the restricted access of working within the axle housing under the car.

Over the years, the 9-inch has seen duty in a host of Blue Oval models including the Ford F-150, Ford Mustang, Ford Bronco, Fairlane, and Thunderbird, to name just a few.

The 9-inch was used in production vehicles through 1986 before it was replaced by the 8.8-inch, but the aftermarket has taken over where Ford left off. Today, we can buy all sorts of parts and entire rear ends from a host of sources, and these companies just continue to perfect what was already a nearly-perfect product.

Carroll Shelby has gone and done it!

Convertible types, rejoice! He's built Shelby COBRA GT performance, handling, style and safety into a Mustang

convertible complete with the best-looking roll

bar in the business. If you

don't flip your lid over this, you just don't flip (unless his Mustang-based Cobra GT 2 + 2 fastback gets to you).

- Both styles are available in GT 350 or GT 500 versions. The GT 350 boasts 302 cubic inches of Ford V-8 performance with an optional Cobra supercharger for added zip. The GT 500 really delivers with your choice of two great V-8's . . . 428 cubic inches are standard. A new 427 engine is the ultimate performance option.
- All the Le Mans-winning handling and safety features are better than ever for 1968. They're wrapped up in a fresh new luxury package. And the Mustang base means an exciting price. □ Any questions? Your Shelby Cobra dealer has some great answers!



Shelby COBRA GT 350/500

POWER BY 



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Club Logo Engraved "Root" Beer Mug

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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.

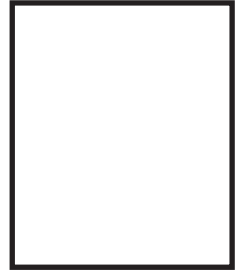
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

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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P.O. Box 25964 • Fresno, CA 93729-5964
www.cvmustang.org



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