

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB



FEBRUARY 2022

the **PONY PRESS**

***The most valuable Mustangs
from every generation***



**'22 Production
Will Pause For
Three Weeks**

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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

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

Spring is coming! We've already had some beautiful weather and some fun times and I'm looking forward to much more!

Check the clubs webpage calendar for upcoming events. We have the MCA Biggest Little National coming up in May so book rooms now. This is the first show MCA has done on the west coast in ten years and should be well attended. You will see Mustangs at this show that you won't see anywhere else.

We also have the return of The Fallen Heroes car show so watch for more details. There's so much to do this year so come out and have some fun with your Mustang family.

Have an event you'd like the club to do? Let us know. The board is always looking for new, fun things to do.

Until I see you again be well and keep the shiny side up.

Joe Colvin
CVMC Grand Poohbah
joe@cvmustang.org



nothing here
folks

keep moving

nothing to
see



Garo Chekerdemanian
CVMC - Newsletter Editor

upcoming events

MARCH 2022

Date	Time	Description
3 Thu	6PM ☑	Central Valley Fallon Heros Meeting
5 Sat	10:00AM ☑	Monthly Club Breakfast/Blossom Trail Cafe
6 Sun	8AM - 10:30AM ☑	Cars at the Pointe
9 Wed	6PM	Roll Off Day Dinner @ JOHN'S INCREDIBLE PIZZA
12 Sat	7:30AM - 11AM ☑	Harris Ranch Cars & Coffee
	4PM ☑	CANCELED St. Patty's Day at Brandons
17 Thu	6PM ☑	Central Valley Fallon Heros Meeting
28 Mon	6PM - 8PM ☑	Board meeting @
31 Thu	7PM	C.V.M.C. General Membership Monthly Meeting

Check online for updates and additions

happy birthday

FEBRUARY:

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 31st, 2021

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

2022 Ford Mustang Production Will Pause For Three Weeks

U.S. Department of Commerce suggests that microchip demand will continue to exceed supply for at least six more months



By: Brett Foote

Source: fordauthority.com

Ford Mustang production at the Ford Flat Rock Assembly Plant has been impacted numerous times over the last several months for more than one reason. Back in September, that reason was a major gas leak, while a pause in 2022 Ford Mustang production last month was attributed to the semiconductor chip shortage. Now, sources familiar with the matter have told Ford Authority that 2022 Ford Mustang production will once again cease temporarily, this time for a full three weeks.

The pony car's production pause will take place the weeks of February 21st, February 28th, and March 7th. No reason for this temporary idle time was given, but it's most likely due to ongoing supply chain constraints that have caused numerous parts shortages and plagued automotive production for some time now.

Ford has already shut down a number of plants this month alone, including the Ford Chicago Assembly Plant – which builds the Ford Explorer and Lincoln Aviator – and the Ford Michigan Assembly Plant – which builds the Ford Bronco and Ford Ranger, both of which were down for one week. Just a few days later, Ford Authority reported that a total of eight Ford plants would be idle that same week, while Ford Super Duty and Ford F-150 production was also recently scaled back.

Meanwhile, a recent report from the U.S. Department of Commerce suggests that microchip demand will continue to exceed supply for at least six more months, meaning that this situation doesn't look likely to improve until later this year, if not next year. The report was based on data from chip manufacturers and auto-makers, giving us our most accurate look at this complex problem to date.



2023 Ford Mustang: Engines, launch date and everything else we know about the next-generation

Ford has been busy in recent years with the revival of the Bronco, as well as introducing new generations of F-150 and Ranger, and the all-new Maverick. Next up is perhaps its most iconic model of all - the Mustang.

The original pony car is currently in its sixth generation, but this was the first to be built for the world, not just the USA. While it has been a sales success for the brand, it has had some shortcomings which will likely be addressed, while also introducing electrification and other technology to future-proof the Mustang.

The seventh-generation model, codenamed S650, is set to launch sometime in 2022 and will be in showrooms in Australia before the end of 2023. This is all-but-confirmed by reports that the new-shape Mustang will be used for the new Gen3 Mustang Supercar in the local racing series.

Here's what else we know about the new 'Stang.

It starts with an SUV

Strange as it may sound, the foundations of the new Mustang will begin as an SUV platform. Ford is reportedly using the 'CD6' platform - the same one that underpins the Explorer - as the starting point for the S650, because it's the only monocoque vehicle architecture it has with the option of rear-wheel drive - the rest are either pickup chassis or front-wheel-drive models.

V8 and electric power

As for the second possible all-wheel drive option, there have been reports for some time that Ford is working on adding electric motors to the front axle, mounted alongside the 5.0-litre V8, to not only make the Mustang have four-wheel traction but also make it a hybrid.

There have also been rumours of Ford pairing an EcoBoost V6 (similar to the one expected in the new Ranger Raptor), but the talk of a hero hybrid V8 is believed to be closer to the mark. It's also likely Ford could do both, as the S650 Mustang will need to remain relevant and appealing until at least 2030.

Whatever happens with the hybrid, the Mustang is sent to retain the V8 engine, with the 5.0-litre 'Coyote' in the Mach 1 likely to be the starting point for the new GT.

Ford has several other engine options and the biggest question for Australia might be the possibility of offering a six-cylinder for the first time; while the S550 has a V6 option in the US, it was never available here. Ford could use the 3.5-litre twin-turbo V6 from the F-150 or the 2.7-litre V6 turbo found in the US-spec Ranger and Edge ST SUV; although that is a long shot.

The 2.3-litre four-cylinder EcoBoost is tipped to stick around too, despite the Australian preference for the V8.

One more potential engine option is a new 6.8-litre V8 that Ford hasn't confirmed for the Mustang, but a union official at the Canadian plant where it's built revealed in 2020 that it would be used in "derivatives for the Mustang and F-150".

That could mean the eventual replacement for the Mach 1 or possibly the Shelby variants. Whatever happens, it's certain that the new Mustang will have a V8 engine option.

As for an all-electric Mustang, that remains a distinct possibility during the lifecycle of the S650, but most likely not at the initial launch next year. The arrival of the Mustang Mach-E SUV shows the Ford has no concerns about turning its pony car brand electric, and with global trends pushing towards more EVs it seems like a matter of when, not if.

Evolutionary design

After some questionable decisions in the '80s and '90s Ford has seemingly worked out the formula for Mustang design - make it contemporary but retain the classic styling cues and the famous silhouette.

So, while Ford has been careful not to tease or show off any concept cars, it's safe to expect an evolutionary look for the S650 that retains the key details that make a Mustang look like a Mustang. That means a large grille with 'pony' badge, a fastback silhouette and three-bar tail lights.

However, you can also probably expect new headlights, a more raked windscreen to create a sportier profile and other modern details, based on the spy shots that have been taken.

Interior makeover

One of the biggest criticisms of the S550 Mustang when it went global was the cabin fit and finish. Too much cheap-looking and hard plastic blighted the retro design and made the Mustang feel 'down market' compared to its European and Japanese rivals.

Ford acknowledged it was a problem and tried to fix it with the facelifted model, adding more soft-touch materials around the cabin and introducing a new hi-tech digital instrument panel.

Expect to see more of that in the new model but with Ford retaining the retro touches that make the interior match the exterior.



Pretty in Pink: Revology Cars Hits It's 100th Build Milestone With A '66 GT



We've covered news from our friends at Revology Cars before, as many Ford fans will recognize the name of the restomod company's founder and CEO, Tom Scarpello. Scarpello was once the Marketing & Sales Manager for Ford's now-defunct Special Vehicle Team during the era that delivered Cobras, Terminators and Lightnings. Today, his Revology Cars is building new, classic Mustang replicas with current engineering and manufacturing processes, updated underpinnings, and modern performance and features.

A couple of weeks before Valentine's Day, Revology Cars announced that the specialty automaker has reached the milestone of delivering its 100th car, a Playmate Pink-inspired first-generation Mustang convertible. In contrast to a volume automaker, every car Revology builds is made to order. And the 100th car is no different, with its own, uniquely interesting backstory.

The car is a 1966 Mustang GT convertible, painted in Playmate Pink. Between 1965 and 1972, Ford offered Mustangs in several shades of pink. The first was Playmate Pink, available as a special order option on the 1965 Mustang. Playboy magazine publisher, Hugh Hefner, awarded a Playmate Pink 1965 Mustang convertible to Donna Michelle Ronne, the 1964 Playmate of the Year.

Fast-forward to 2021 and the buyer of Revology's 100th car decided he wanted to echo the famous, original pink Mustang with a GT convertible painted in the same color. The car itself was a surprise gift to the buyer's wife.

Delivering the 100th car "is a huge milestone for the Revology team and our clients," Scarpello said in a press release. "Building new reproduction 1960s Mustangs is not easy, but nothing meaningful ever is. We are honored to carry the torch for this iconic American brand and are looking forward to the day we deliver #1000. With only 100 produced to date, all Revology Mustangs are exceedingly rare, but this pink Revology Mustang is one of a kind, at least for now."

Revology's 100th car in its seventh year of operation will make a special appearance on the company's show stand at 'The Amelia' concours from March 3-6, 2022. The presence of the 100th car at the Amelia Island event will be doubly significant for Revology Cars as the venue is where the company launched its first prototype car back in 2015.

Revology is the first company ever licensed by Ford to build a new reproduction Ford. It is also one of just a handful of companies worldwide licensed by Shelby.



The most valuable Mustangs from every generation



By: David Zenlea
Source: hagerty.com

Of the more than 10 million Mustangs Ford has produced in the last six decades, the vast majority have been affordable and remain so to this day. And thank goodness for that. Mustangs are the lifeblood of the collector car hobby precisely because they're genuinely cool and genuinely attainable. They're consistently among the most popular cars we get calls about insuring, and it comes from collectors of all ages—millennials love 'em as much as baby boomers do. They're also highly sought after by collectors abroad.

However, in the same way you can find thousand-dollar pairs of blue jeans, there are some truly expensive ponies out there. Here are the most valuable Mustangs from each generation, per the latest edition of the Hagerty Price Guide.

First Generation (1965–73): 1969–70 Boss Mustang 429

#2 (Excellent) condition average value: \$259,000

Let's start by acknowledging the omission here: The most valuable Mustang from the first generation—or any generation, for that matter—is the 1965 Shelby GT350R, which currently has an average condition #2 value of \$898,000. But let's also acknowledge that the 'Stangs turned out by Carroll Shelby's outfit are a whole other ball of wax, with their own legend and lore.

What the Boss 429 illustrates is that Mustangs are to be taken seriously in their own right. That was the general idea behind the car back in 1969. By that point, the pony car craze that Ford had started with its 289-powered compact had spun wonderfully out of control, to the effect that every Detroit automaker was exploring how big a V-8 it could offer in its small two-door model. To re-assert dominance—and meet homologation rules for NASCAR—Ford stuffed its beastly 429 V-8, replete with aluminum heads, into 1360 Mustangs in 1969 and 1970.

The Boss 429 option brought a near 40 percent surcharge over the more streetable Boss 302, meaning those who bought them in era needed relatively deep pockets and a one-track mind. Nevertheless, a young street racer who bought one new and held onto it would now find it has matured into a nice retirement nest egg. One brought to auction earlier this year (pictured) sold for \$385,000.

Second Generation (1974–78): 1976–78 Mustang II Cobra II

#2 (Excellent) condition average value: \$31,900

"Wasn't the '70s a drag, you know?" So observed John Lennon in an interview just hours before his death. Considering the drop off in performance and coolness from the Boss above to the peak Mustang from the following generation, it's

hard to disagree with him. Yet the Mustang II was—in its way—ambitious. Whereas other manufacturers allowed their muscle cars to slowly fade through the Me Decade with progressively weaker engines and bigger fenders, Ford attempted to reinvent the Mustang as a smaller, more accessible car and, in so doing, bring it back to its roots. Kind of like punk rock. Of course, the Mustang II isn't exactly Sid Vicious, which is why even well-preserved examples of the most powerful version, the Cobra II, can be had for used-car money. That said, Mustang IIs are appreciating faster on a percentage basis than any other car on this list. Perhaps collectors living through the 2020s—which, if we're being honest, have also been a drag so far—finally appreciate these miniature Mustangs.

**Third Generation (1979–93): 1993 5.0 SVT Cobra R
#2 (Excellent) condition average value: \$93,900**

We're on the record as calling the SVT Cobra 5.0 a poster child for rising values of 1990s cars. And why shouldn't they be? The Special Vehicles Team's take on the 5.0 was both a fitting swan song for the Fox-body and a foreshadowing of the absurdly capable special-edition Mustangs sold today. The SVT-version of Ford's famous mighty mouse got an aggressive camshaft and special cylinder heads, lifting output to 235 hp and 280 lb-ft of torque. Since by this point Mustangs were as much about handling as straight-line speed, the Cobra also got seventeen-inch wheels (a big deal in '93) and four-wheel disc brakes. The race-ready Cobra R ditched the rear seats, radio, and A/C while adding larger brakes, engine oil cooler, power steering cooler, and Koni shocks and struts.

Fox-body Mustangs have been appreciating across the board in recent years, thanks largely to the fact that the people who grew up with them, Gen-Xers, are now the prime movers on the collector car market. Due to the R's extras and rarity—just 107 were built—it's at the head of the pack.

**Fourth Generation (1994–04): 2000 Cobra R
#2 (Excellent) condition average value: \$53,200**

One of the secrets to the Mustang's success over the decades has been its engineers' unerring ability to do more with less. The

fourth-gen Cobra is a prime example. By the year 2000, state-of-the-art sports cars from Japan and Germany bristled with turbocharged engines and sophisticated chassis electronics. Even the Mustang's crosstown rivals, the Chevrolet Camaro and Pontiac Firebird, were benefiting from some trickle-down updates courtesy of the C5 Corvette. In contrast, Mustang partisans at Ford had weathered an attempt to replace the car with a front-driver by updating the Fox-body platform on a tight budget.

It's hard to imagine anything that shared origins with a '70s Fairmont keeping up with contemporaries like the Mark IV Toyota Supra, yet the Cobra R does and then some. Thanks to a 385-hp, 5.4-liter V-8 and a serious diet, the car hits 60 mph in well under 5 seconds. It also acquits itself well on a race track, courtesy its beefed-up Bilstein dampers and independent rear suspension. Those credentials hold up even today, making this most-valuable of SN-95-chassis Mustangs something of a performance bargain, to boot.

Fifth Generation (2004–2014): 2013–2014 Shelby GT500 convertible*

#2 (Excellent) condition average value: \$76,200

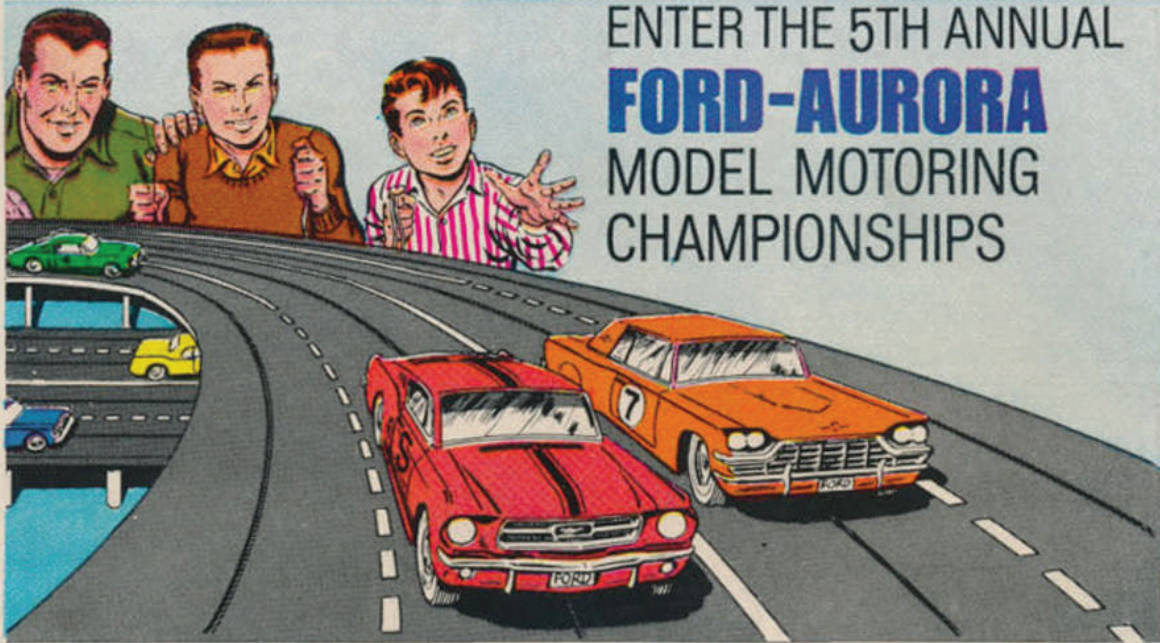
With apologies to Hellcat lovers, it was really this supercharged Mustang that hurtled us into the gonzo era of muscle car performance. Its 500-hp V-8 is the prime attraction—those who want a true track focus can find that in spades in the contemporary Boss 302. The GT500 is all about the cacophony of supercharger whine, exhaust, and tortured rubber. No wonder, then, collectors are willing to pay a premium to be able to put the top down and hear more of that wonderful noise. The convertibles, on average, bring some \$7000 more than the coupes.

*We included this Shelby on our list in recognition of the fact that the modern GT500 is a Ford effort, through and through. In the interest of splitting hairs, we didn't include the GT500 Super Snake, which benefits from a bevy of Shelby American-developed aftermarket upgrades and is, as such, worth a bit more.



THE CONTEST IS ON!

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FORD-AURORA
MODEL MOTORING
CHAMPIONSHIPS

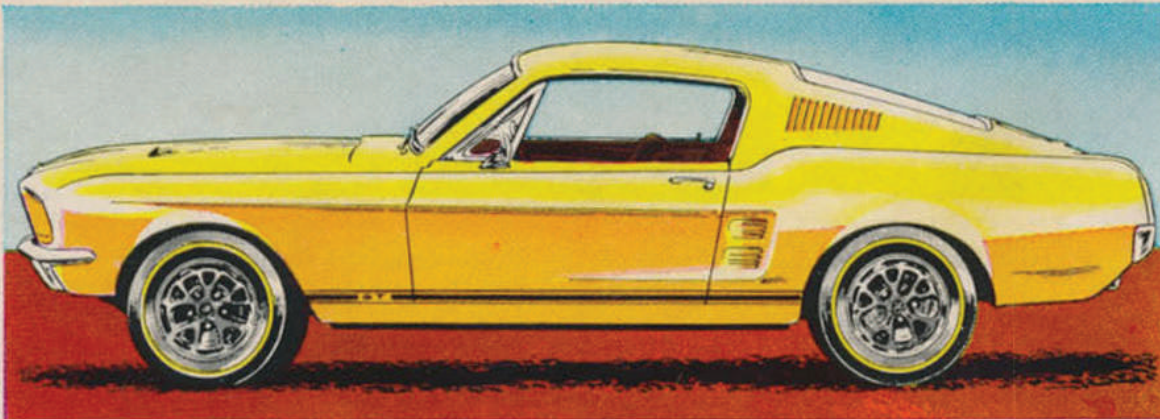


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1967 MUSTANG GT 2+2. Turns heads with sport racing stripes, sunburst wheel covers, GT emblems and newly styled full-fastback roof. Performance features include front power-disc brakes, tachometer, low restriction dual chromed quad exhaust outlets, fog lamps, and famous 289 cu. in. high performance 271 h.p. V-8; automatic transmission or 4-speed manual with stick shift.

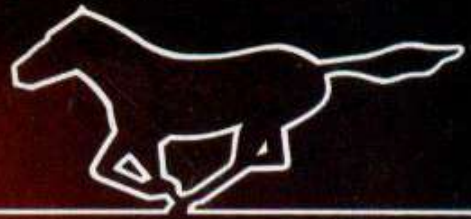
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1983 FORD MUSTANG GT



**THE BOSS:
ONE HOT PIECE
OF AMERICAN
STEEL.**

Mustang GT for 1983.

It begins in a river of red-hot steel.

It's cast and crafted and bolted together to be the Boss. This year, the 5.0 liter High Output engine has a new four-barrel carburetor for even more muscle. 175 horsepower. It's sprung with a performance suspension and packs 247 lb.-ft. of torque @ 2400 rpm* and a four-speed transmission.

It comes complete with a real bad attitude about being anything but the Boss...

Mustang GT for 1983. It's one hot piece of American steel. Get it together. Buckle up.

*Net torque and horsepower as measured by SAE standard J1349.



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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



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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.

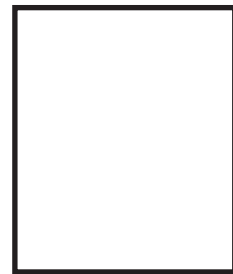
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

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.
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www.cvmustang.org



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