

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB

the **PONY PRESS**

OCTOBER 2022

The Ford 351C

**Was The Last
Great V8 Of
The Muscle
Car Era**



**How Many
1964 1/2
Mustangs
Are Left?**

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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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NEWSLETTER EDITOR

Garo Chekerdeman	906-7563
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** 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

It's just about time for little ghouls and goblins to be knocking on our doors. Then the mad rush through Thanksgiving and Christmas and the next thing you know it's going to be 2023.

If you're like me, you will probably be sitting there on January first wondering where it went. Make sure you slow down and take time to enjoy the upcoming holiday season and share it with those you love.

Meanwhile, Club elections are happening very soon. Make your voice heard. Voting will be at the November meeting. New officers of the board will be installed at the Christmas party in December and take over their duties in January.

Make sure you sign up if you want to go to the Christmas party by the way as space is limited. See a board member or the activities person for details.

There are still lots of club activities coming up as well. Check the club's huntcal or Facebook pages for details and come out and have a good time with the herd. Let's continue to make happy memories with our Mustang family.

Stay well and be safe my friends

Joe Colvin

CVMC Grand Poohbah

joe@cvmustang.org



from the
editor

I wanted to express my feelings and experience regarding the 2022 Fallen Heroes Car Show. I was a "spectator" this year compared to being involved like times before. Due to my work load, I couldn't spread myself any thinner. I did however get involved at the last minute. I tried to help get the trophies situated due to a ... hell let's save that for another time. Maybe with a nice drink and a cigar. In the long run, my help, though the result or lack thereof was out of my hands.

I thought the show turned out great and the new location was fitting. The cars, people, vendors and overall patriotic feel was great. As with any event of this magnitude, there was limited time for planning along with uncertainty at times. However, people seemed to work together for the most part.

I plan on being involved next year as I have in past years. Even though I joke that I'm semi-retired from the club. Who am I kidding, I love doing this stuff.

If it's decided to have the trophies ordered from China again, clearly I'll be purchasing Rosetta Stone's Learn Chinese In A Week. Because those emails ... DAMN!

Garo Chekerdemanian

CVMC - Newsletter Editor

upcoming events

NOVEMBER 2022

Date	Time	Event Type	Description
5 Sat	9AM - 4AM ☒	☐	Bombs away car show @ Castle air museum
	10:00AM - 12:00PM ☒	☐	Monthly club breakfast Club Breakfast/Blossom Trail Cafe
12 Sat	9:45AM - 3PM ☒	☐	Happy Burger Run
14 Mon	6AM - 8AM ☒	☐	Board meeting @ Marie Callender's
17 Thu	7PM - 8:30PM	☐	C.V.M.C. General Membership Monthly Meeting
19 Sat	7PM - 9PM ☒	☐	The Golden Chain Theatre The Sound Of Music
24 Thu		☐	Thanksgiving Day

Check online for updates and additions

happy birthday

OCTOBER:

Oct 15 Dave Ward

Oct 22 Alyssa Medlock

Oct 16 Don Hobbs



next general meeting
November 30th, 2022

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

How Many 1964 1/2 Mustangs Are Left?

A Frequently Asked Question



Source: dynamicmotorsports.com

The Ford Mustang was introduced April 17, 1964. The first models produced are referred to as a "1964 1/2" model, but are technically a 1965 model which appears on the title. They are also known as an "early '65", which is a more accurate description. Only the coupe and convertible were available as early 1965 models. A total of 121,538 early '65 (a.k.a.: "64 1/2") Mustangs were produced between March and August of 1964, with an additional 437,913 were built as "late 1965" models.

In June of 1964, the "Hi-Po" 289 V8 was unveiled. This engine was equipped with solid lifters and a number of upgraded engine components to deliver 271 horsepower. A modified version of this engine with 306 HP powered the legendary 1965 Shelby GT350 to victory in FIA racing.

Beginning in August of 1964, many upgrades were incorporated into the late '65 Mustangs which included replacing the 260 cubic inch V8 and with the 289, and the fastback body style was introduced. There were more changes between the early '65 model and the late '65 model than there were between the '65 and '66 model Mustangs.

Unfortunately, the exact number of 1965 and 1966 fastbacks, coupes, and convertibles produced, along with their production history, have been lost to time. The late Lois Eminger, an administrative assistant in Ford's legal department, saved some records which are available for a good number of early Thunderbirds, and a handful of Mustangs. You can find production history, beginning with 1967 models, from Kevin Marti.



The Ford 351C Was The Last Great V8 Of The Muscle Car Era

By the early '70s, the muscle car era was reaching its end, but not without one last great engine from Ford.

By: Steven Teleky
Source: hotcars.com

By the start of the 1970s, the muscle car era in America was starting to wane for the first time. While it wasn't until 1973 that the oil crisis occurred and gas prices skyrocketed, American drivers were already starting to look towards imports and smaller family car options. Smaller domestic cars such as the Plymouth Valiant and Chevy Nova started to gain traction as a serious small option for consumers.

But the muscle car era wasn't over yet, and as the years went on, more and more engine options were available from Chrysler, General Motors, and Ford. While the 1970s don't have the best reputation today for shelling out powerhouse drivetrain, there was one legendary engine built by Ford to usher in the 1970s that is looked on fondly today by collectors, historians, and classic car daily drivers alike.

This is the story of the Ford 351 Cleveland V8, the engine that peaked the "muscle" in classic American cars in the 1970s for a short time frame! It was replaced with what can be called a

Updated August 2022: We have updated this article with more information about one of Ford's most impactful V8 engines from the 70s. We also tell you which iconic cars packed this classic muscle heart, and its increasing value.

The Ford 351 "Cleveland" Engine

The name "351 Cleveland" isn't just a baseless nickname, the engine was produced on the shores of Lake Erie in Cleveland, Ohio at the Ford Engine Plant #2, the same plant that produced Ford Fusions up through 2012.

The 351 Cleveland wasn't the only 351 engine in Ford's lineup either. In 1968, the 351 Windsor was produced, coming from Windsor, Ontario, this engine was an extension of the popular 302 line-ups of engines, which were often offered as a base powertrain for most of Ford's lineup.

The 351W was a great line of engines, and they were produced from 1968 to 2002. But Ford wanted a brand-new engine, one bigger than a 302, and not based on any other engine. Ford wanted something unique and original, which was developed and released as the 351 Cleveland shortly after the 351W in 1970.

An Engine Big Enough For The '70s Muscle Era

It's no secret that the 1970s were a decade of cars getting larger and larger as the years went on. Due to increasing safety standards, many cars grew in size to meet proper safety norms, and as most cars got bigger, it became popular to have a big family car in the driveway, leading many automakers to redesign their cars with size in mind.

For these big bodies to be moved around, a bigger V8 was needed, a gap which the 351C filled excellently. For cars such as the Ford Gran Torino, the 351C offered a bigger displacement to give the car better performance than a typical 302 V8 motor.

For other cars built around performance, early 70s Mach 1 Mustangs and Mercury Cougar XR7s were right at home with the 351C, which is what you will find in many of these surviving vehicles today. The 351C was a new, exciting engine for these cars, and although they were similar to the 351W, the Cleveland-built V8 turned out better performance numbers than the Windsor-built V8.

Ford Mustang Boss Made The 351C A Star

The 351C was placed into a Mustang called the Boss 351 which was designed around the Cleveland-built powerhouse. This was a unique Boss Mustang because it was almost entirely new from the previous Boss, and while the standard 351C was the engine of choice, it was extensively upgraded with features such as aluminum-forged pistons and a four-bolt main setup.

With the introduction of the Boss, the 351C was officially seen as a possible performance engine for any sports car. In the following year 1971, another performance variant of the 351C was released; the 351 Cobra Jet, which was very similar to the 351 Boss, with just a few missing upgrades and a lower compression ratio.

Final Year Of The 351C V8 Engine

By 1973, the oil crisis had hit, and old-school muscle car performance was just about finished. 1973 also finished the first-generation Mustang, as the 1974 Mustang would usher in the Mustang II, which was a great car for the time but paled in comparison to its predecessor in performance.

In 1974, the 351C saw its final year of production, finding installation in many 1974 vehicles, including the Ford Torino and Ranchero, as well as the Mercury Cougar and Montego. If you ever plan on getting a slice of this American muscle V8 then we suggest you eye the 1970s Ford Mustang Boss 351 which sells on the higher side with an average price of \$77,350. But it is well worth the investment.

Ford 351C Replacement Took The "Efficient" Route

For the 1975 model year, the 351M was developed, which was produced in Michigan and Cleveland. This updated engine was more fuel-efficient and used many components of the 351C, but due to the rising cost of fuel and the need for efficiency, only a 2-barrel carburetor was equipped on 351Ms.

This engine lasted until 1979 in cars, and 1982 in Ford trucks. As the end of the muscle car era dawned on Ford, the 351C was an awesome sendoff to give us one last glimpse of old-school muscle car performance before the fuel crisis hit.

Today, you can find 351C engines in most late model 1st-generation Mustangs built for performance, as well as many family classics from the same period. Today, the 351C is seen as an engine that gives a little more muscle car rumble than a classic 302, but is still reliable to come by, and easy for you to get a taste of old-school muscle.



That Time Ford Built a Fake Mustang GT350 to Celebrate Nothing



By: Ciprian Florea
Source: autoevolution.com

The V8 engine returned for 1975, but power ratings remained below early 1970s levels for decades. Ford eventually offered a few decent ponies during the 1980s, such as the Fox-body-based Mustang SVO, powered by a turbocharged four-cylinder with up to 205 horsepower.

But FoMoCo was still desperate to recapture its former muscle glory, and that resulted in a few questionable marketing decisions. One of them was to build a fake Shelby GT350 model for the 1984 model year.

As the Mustang SVO broke cover for 1984 as the first performance-oriented model in a long time, Ford also rolled out a limited-edition GT350 version. Offered in both hatchback and convertible body styles, the GT350 was finished in Oxford White only as a tribute to the original Shelby GT350 of the 1960s. All came with Canyon Red interiors, far from accurate but an appealing contrast to the white body.

But the GT350 had two major issues. First, it was a plain Mustang GT sold with either the 5.0-liter V8 or the turbocharged, 2.3-liter four-cylinder rated at 175 and 145 horsepower, respectively. The V8 version was just as powerful as the SVO in 1984 but devoid of any performance-oriented upgrades to the suspension and powertrain.

Second, Ford launched it to celebrate the 20th anniversary of the Mustang—naturally, because it couldn't celebrate the Shelby GT350's 20th anniversary with a car that was unrelated to Carroll and his performance packages. However, because the Mustang GT350 was launched in 1983, it actually arrived too early for the Mustang's 20th anniversary.

The original Mustang went into production in March 1964, which means that it debuted as a 1965 model. But because it was produced alongside the 1964 Falcon, early models are widely referred to as 1964 1/2 models. Still, they all had 1965 VINs. This basically means that Ford couldn't really celebrate the Mustang's 20th anniversary until the second quarter of 1984 with a car built for the 1985 model year.

All told, the 1984 Mustang GT350 is a fake Shelby model that celebrates nothing. Poor marketing decision-making at its finest.

Ford built around 5,200 units of the Mustang GT350, a trim that was quickly buried into the history books. The fake GT350 is so forgettable that only used car ads like this one remind us that it ever existed.

There's absolutely no reason why a Mustang enthusiast would want one, but just in case you like weirdo cars, this one has only 62,000 miles (99,780 km) on the clock and costs \$9,100. It's the second 1984 GT350 that popped online recently, following the one auctioned off by Barrett-Jackson in May 2020.

That low-mileage GT350 failed to sell as the reserve was not met, yet another sign that no one wants to spend money on a fake Shelby, even if they're in mint, as-new condition.

As a brief reminder, Ford and Shelby split up in 1969 following a series of GT350 and GT500 models. Although Ford continued to sell Shelby Mustangs in 1970, all were leftover models from 1969. Carroll shut down Shelby American in January 1970, and no other Mustang featured a Shelby badge until 2005.

While Ford was developing the Mustang GT350 in the 1980s, Carroll Shelby assisted Dodge in creating the 1983 Shelby Charger, a high-performance variant of the front-wheel-drive Omni. Shelby also designed the Omni GLH for 1984. The success of these Shelby-branded Dodges prompted Carroll to set up a new automobile company in 1985.



This Is What Makes The 2013 Ford Mustang V6 So Special

Though not the most talked about in the model lineup, the 2013 Ford Mustang V6 is a great option to consider as a high-performance sports car.



The Ford Mustang is one of the most iconic American sports cars. The Mustang was born in 1964 with the classic versions of the ride considered by many to be the cream of the crop of an all-around great car. However, many gearheads dislike many of the newer models of the Mustang. This disdain is because they feel that the Mustang has lost its edge and has become too commercialized.

However, it's important to remember that as generations change, different aspects of vehicles become essential. Although not every later edition of the Mustang excels, some models stick out. One model year that often goes underrated but is perhaps one of the recent best is the 2013 Ford Mustang V6. No, this isn't a GT or a California Special edition. Still, this car lives up to the Mustang name. It is a great option, especially for younger car enthusiasts who want a fantastic sports car without breaking the bank.

The 2013 Ford Mustang is a car anyone would be happy to drive. It's fast but in an approachable way that won't get you into trouble with a mountain of speeding tickets, and it's a car modern enough to fit into today's world.

Here's why the 2013 Ford Mustang V6 is so special and is an excellent option for anyone wanting to save money on a sleek but powerful sports car.

Engine And Performance Of The 2013 Ford Mustang V6

As with all models of the storied Ford Mustang, the 2013 edition comes in multiple trims. However, we think the V6 option is much better than most people give it credit for. The 2013 Ford Mustang V6 comes equipped with a 3.7-liter engine. The car has a maximum output of 305 horsepower at 6,500 rpm and a torque of 280 lb-ft at 4,250 rpm. Like most great sports cars, the 2013 Ford Mustang is a rear-wheel-drive vehicle. It delivers power to the wheels with a six-speed manual transmission, which people say is half the fun of driving this car.

Given that we're discussing not only a Mustang but also a V6, there is no question that this car is fast. According to road tests, the 2013 Ford Mustang V6 accelerates from 0 to 60 miles per hour in just 5.3 seconds. For the sake of comparison, the GT trim of the 2013 Ford Mustang accelerates from 0 to 60 miles per hour in 4.7 seconds, showing that while not the fastest Mustang, it's not that far off. This is a vehicle that is appropriate for multiple levels of driving experience.

The Exterior Of The 2013 Ford Mustang Is The Look Gearheads Love

One of the most noticeable aspects of the Ford Mustang is the look. Although the exterior has changed over its decades on the market, largely, all Mustangs have design elements that link them all together. The automaker has done really well with this car by perfectly designing updates to fit into new generations while also bringing with it the usual vehicle styling. The 2013 model has a bit of a subtle look.

Yes, it has its sharp lines, and the car makes a statement with the rear lights, but overall, it has a stylish yet relaxed look. This is another reason why the 2013 V6 Mustang makes the perfect sports car for a broad audience of people. It's rugged enough for the gearheads, but it's not so extreme in its look that someone wouldn't want to use it for an everyday commuter car. In truth, this is one of the things that separates classic Mustangs from the newer ones. Older models were simply not all that practical for everyday use. However, these newer models fit right in, and we're sometimes even surprised by whom you find behind the wheel of a Mustang these days.

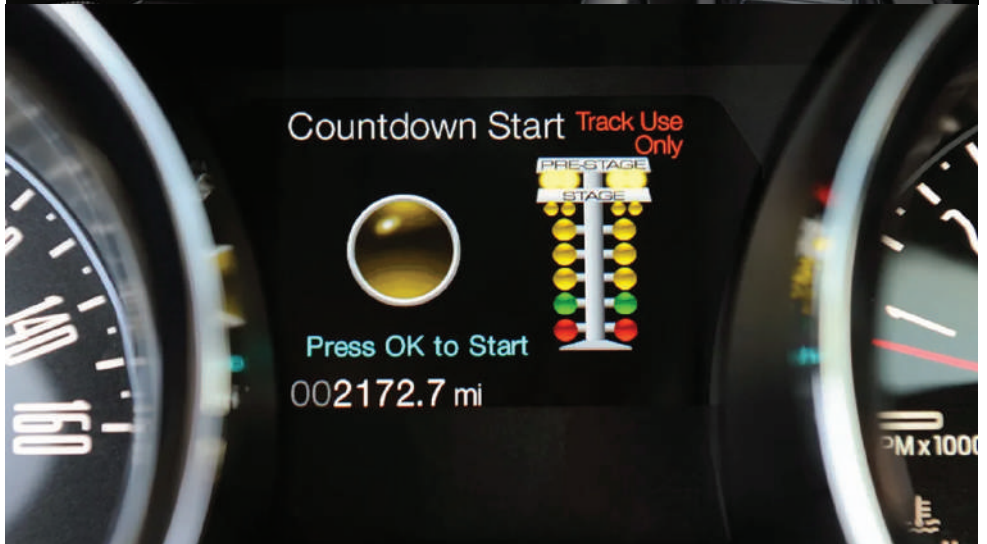
The 2013 Ford Mustang has all the styling of a great sports car, presented in a way that even non-gearheads can appreciate. Of course, not everyone loves this approach Ford and GM have used recently, but the Mustang is still a success, so it must make good business sense.

The 2013 Ford Mustang V6 Has A Modern Interior

The interior of the Ford Mustang has never been great. Early models of the car were bare and mostly unpleasant to ride in. Now, the Mustang has modern technology, but there is still a lack of space. For example, there is technically a back seat in Mustangs. However, the back seat has no room for anyone or really anything. The Mustang is unlike the Chevrolet Camaro in this way, as the Camaro has always been best known for more interior space. 2013 also wasn't that long ago. This means that the 2013 Ford Mustang has pretty much all you need regarding entertainment, climate control, and interior comfort. Sure, it's not the same level as the 2022 Ford Mustang, but it's still a great setup.

The Ford Mustang is one of those vehicles that could go on forever. It has a deep history, and the automaker still pumps out great models. It may not be everyone's cup of tea, but Ford even has an electric Mustang called the Mustang Mach-E.

The 2013 Ford Mustang V6 may not be the most talked about from the lineup, but it's still a great car, which the rating on Kelley Blue Book demonstrates. So if you're in the market for an approachable sports car that's still fun to drive, the 2013 Mustang V6 is a strong option.



THE SCENE

CVMC 2022 CHILI COOKOFF



GLOBAL FIRST: All-New Ford Mustang GT Supercars Race Car Revealed At Bathurst 1000

Ford has today revealed the first race-prepared seventh-generation Mustang, with the 2023 Mustang GT 'Gen3' Supercar uncovered at Mount Panorama ahead of the famous Bathurst 1000.

Ford's challenger for the 2023 Australian Supercars Championship was shown in pit lane this afternoon, in a global first appearance of the seventh-generation Mustang in racing guise.

The road-going variants of the seventh-generation Mustang were revealed in Detroit last month, with computer-generated images of the race cars shown at the same time.

"It is fantastic to be able to show, for the very first time globally, the seventh-generation Mustang in racing form," said Mark Rushbrook, Global Director, Ford Performance Motorsports.

"The reveal of the Mustang Supercar is the first of many, with Mustang to race in GT3, GT4, NASCAR and NHRA competition globally. Mustang has been an iconic brand on and off the track for 58 years and its legend will continue around the world. We always say Mustang was born to race, and that is more true today than ever. The Mustang GT Supercar is ready to race in 2023."

The Mustang Supercar has been built by Ford's homologation team Dick Johnson Racing, in conjunction with Ford Performance, in preparation for the 2023 season when a new era of Supercars racing begins.

The Gen3 Mustang GT Supercar more closely resembles its road-going counterpart, with production-based Coyote V8 engine, low roofline and long hood that makes Mustang the world's favourite sports car.

Ford supported teams in 2023, who will race the new Mustang, include Dick Johnson Racing, Tickford Racing, Grove Racing, Blanchard Racing Team and new to the Mustang stable, Walkinshaw Andretti United.

Johnson, the Ford legend whose namesake team is celebrating the incredible milestone of 1000 races this weekend, will drive the car for the first time this afternoon.

"We're very proud to be showing the world our new Mustang Supercar, and what better place to do it than at the Great Race here at Mount Panorama," said Andrew Birkic, president and CEO, Ford Australia and New Zealand. "It's a special moment to be able to uncover this car in front of passionate Ford fans, alongside all of our Supercars drivers. It's very fitting that Dick will take the car for its first laps this afternoon. He's a legend of the sport, and an incredible ambassador for Ford."

"This car looks sensational, it's loud, it's fast and we can't wait to see it hit the track," said Birkic. The Bathurst 1000 kicks off today for practice, before qualifying on Friday. The 1000km race is on Sunday, October 9.

The seventh-generation Ford Mustang will hit Australian roads in late 2023.



Source: Ford Media

CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE



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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



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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.

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.

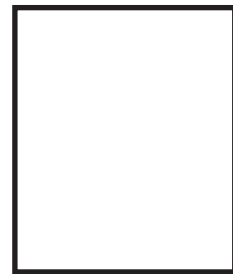
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MEMBERSHIP DUES: For the first year only, the sum of \$30.00 for a one year Active Membership, of which \$5.00 will be an initial fee and \$25.00 for dues. Thereafter, a member shall pay each January a \$25.00 fee for dues. For additional family members, Active Membership dues are \$5.00 per member.

the **pony**
OFFICIAL MONTHLY PUBLICATION
PRESS

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www.cvmustang.org



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