

OFFICIAL MONTHLY  
PUBLICATION OF  
THE CENTRAL VALLEY  
MUSTANG CLUB

CENTRAL VALLEY MUSTANG CLUB, INC



MAY 2020

# the PONY PRESS

Could have looked a lot different



The concepts ranged from mild to wild



Ford's Salute to  
Twenty Years  
of Mustang

Find us on  Facebook



Visit Our Website



[www.cvmustang.org](http://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
Charlene Stebles • Vice President	299-1039
Susan Ward • Secretary	288-6352
Doug Deffebach • Treasurer	917-4283

## 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
----------------	----------

## ACTIVITIES CHAIR

Robin McCann	709-0830
--------------	----------

## MERCHANDISE CHAIR

Robin McCann	709-0830
--------------	----------

*Suggestions for activities should be directed to the Activities Committee.*

## MCA REGIONAL DIRECTOR

Paul Beckley	323-7267
--------------	----------

## SUNSHINE CHAIR

Mary Whitley	285-1060
--------------	----------

## WEBMASTER

Paul Beckley	323-7267
--------------	----------

## NEWSLETTER EDITOR

Garo Chekerdeman	906-7563
------------------	----------

## ADVERTISING

*Talk to a Member at Large*

## ADVERTISING RATES:

### Classified Ads (3 Lines)

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

### Business Card Ad

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

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

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

*The Central Valley Mustang Club accepts paid advertising from legitimate businesses. CVMC does not necessarily endorse or accept responsibility for the quality or integrity of our advertisers' services.*

# monthly meeting



Last Thursday of Each Month

BLACK BEAR DINER

3602 W Shaw Ave • Fresno, CA

Dinner: 6 PM • Meeting: 7 PM

## PAST PRESIDENTS

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



from the editor

As I write this May is almost gone and we will soon be moving into June. We've already had some triple digit weather with more to come. Yay?

They are starting to release us from "time out" and we should soon be able to get out and break bread with our Mustang family and put some miles on our ponies. As we find out what the restrictions are going to be moving forward we will get our activities committee together and start planning some events for the club. Many of the events and shows we normally attend have been postponed or canceled so we will have to see what is still going on.

We did manage to get a "meet and eat" in this month at the Sonic Drive In that was well attended. We had a chance to enjoy each other's company while meeting some new Mustang family and expanding our membership. I'm looking forward to more events soon. Meanwhile, our Facebook page is still a good way to stay connected and keep up with what everyone is doing. I encourage everyone to join in.

Check out the Facebook page for upcoming event info or the Hunt-calendar on our web site [www.cvmustang.org](http://www.cvmustang.org). We will continue to update event information as we plan for the rest of the year. Event ideas from the club are always welcomed.

I look forward to seeing all of you out and about real soon. Take care of yourselves and as always, enjoy the ride.

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

If you're ever bored (there's been a lot of that lately), get on a search site and type in a future date for a Mustang. I came across the bottom two images when I searched 2025 Ford Mustang and just dug in deeper from there.

There were some very talented folks out there with amazing designs. There were also some that made you feel good about a Mustang SUV. In going through all the images I came across, I asked myself one question.

When is a Mustang not a Mustang anymore? Flashback to 2015 and enthusiasts complained the upcoming design was "too European". So, when is a Mustang not a Mustang anymore?

**Garo Chekerdeman**  
CVMC - Newsletter Editor





# upcoming events

---

June 2020

**COMING SOON!**  
Wheels Are Turning

For details on events go to  
[www.cvmustang.org](http://www.cvmustang.org)  
and click the calendar tab.

next general meeting  
**JUNE 25th, 2020**  
BLACK BEAR DINER  
3602 W. Shaw Ave • Fresno, CA  
(Northwest Corner of Shaw / Marty)

# happy birthday

MAY

May 10 Bob Sharp

May 13 Greg Cohorst

May 14 Chet Stacy

May 17 Peter Antaramian

May 19 James Bandy

May 25 Zaniah Glaspie

May 27 Lynne Rayner



be sure to check out  
[cvmustang.org](http://cvmustang.org)

Events Calendar  
Photo Gallery  
Newsletters  
Merchandise

**NEW DATE • NEW DATE • NEW DATE**

CALIFORNIA 9/11 MEMORIAL

**O'Reilly** AUTO PARTS  
PROFESSIONAL PARTS PEOPLE

CLOVIS VETERANS  
MEMORIAL DISTRICT

CENTRAL VALLEY



# FALLEN HEROES

ANNUAL CAR SHOW

**ALL MAKES  
ALL MODELS**

Vintage Cars • Classic Muscle  
Street Rods • Motorcycles  
Customs



**FREE ADMISSION  
FOR SPECTATORS**

**NEW DATE:  
October 2, 2021**

**\$25**  
Pre Registration  
Price

\$30 Day of Show

**LOCATION: California 9/11 Memorial**

3500 Never Forget Lane • Clovis, CA 93612

**100% PROCEEDS TO BENEFIT**

American Legion District 14 • Clovis Firefighters • Fresno Deputy Sheriff's  
Association Peace Officer Memorial Fund • Fresno & Clovis Police Chaplaincy

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



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



## The 1965 Ford Mustang could have looked a lot different The concepts ranged from mild to wild



By: Joel Stockdale  
Source: [autoblog.com](http://autoblog.com)

The 1965 Ford Mustang is unquestionably an automotive design icon, and nearly every generation of Mustang has some connection to that original car. Because it's such a universally-known vehicle, we were amazed to see all the different designs that were being considered. Head of Ford's archives Ted Ryan recently shared photos of design proposals for the original Mustang on Twitter that he and Jamie Myler found, and we reached out to them to find out more.

As Ryan initially noted, the photos were taken on August 19, 1962, and they are proposals for the Ford Mustang. Apparently Ford had committed to doing a Falcon-based youth-oriented car at this point, and it did have plans to launch the car in 1964 for the 1965 model year. But after having little success with early design proposals, the company asked all of its design studios — the Advanced Studio, Lincoln-Mercury Studio and Ford Studio — to submit proposals. With only about two years before the planned launch, Ford was understandably short on time, and it's believed that the studios only had a month to create and present these designs.

The majority of the designs, a total of five, came from the Advanced Studio, and part of this was because they already had a couple of concept designs in reserve it could present. Two other models representing three design possibilities came from Lincoln-Mercury, and just one model with two options came from Ford. The Advanced Studio proposals are shown in the gallery at the very top of

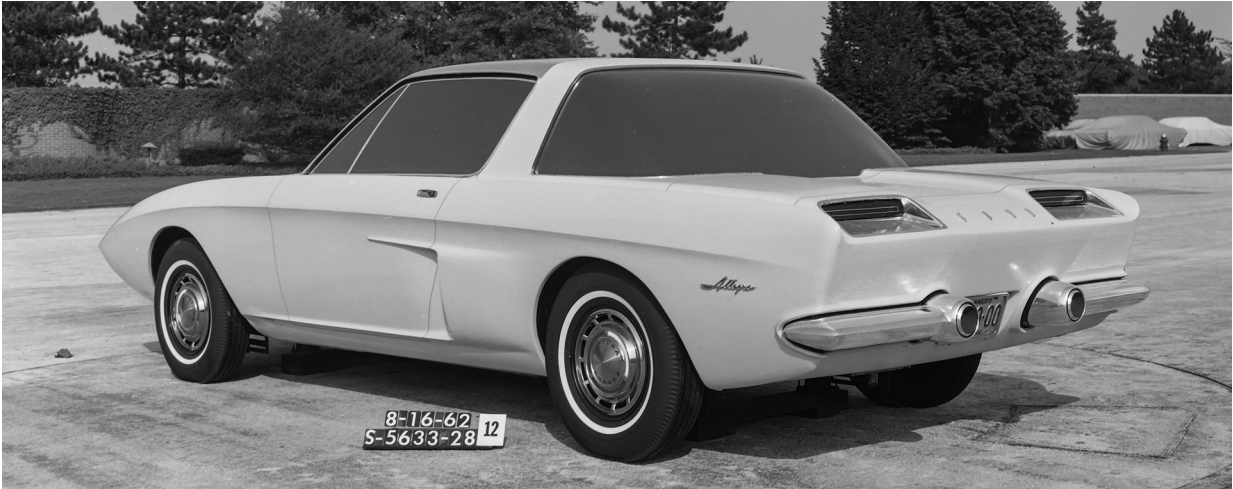
this article, and the Lincoln-Mercury and Ford proposals are in the gallery directly above this paragraph.

The Advanced Studio's most radical design is the one that was clearly related to the Mustang I concept that would be shown later that year with huge wraparound rear glass, turbine-inspired bumpers and enormous side scoops. The other proposals from the studio were more conservative, featuring simple lines, grilles reminiscent of the Falcon, and one even borrowing the jet-thruster-style taillights made famous on the Thunderbird. Lincoln-Mercury had some impressively bold designs, particularly its fastback that had buttresses to extend the shape all the way to the tail. This car had two different side trim possibilities.

The other Lincoln-Mercury design was toned down a bit, but had two interesting possibilities for side detailing, as well as some crisp, low-profile tail fins. Ford only had one model to present, but you can see that it was the winner in the end. The model did show two possibilities for side details, one that was close to the production car, and one that had the side scoop higher up on the fender and with more detailing.

It would be tempting to say Ford should have gone with one of the other proposed designs for any number of reasons, but based on the Mustang's success, it clearly picked well. It's also impressive how Ford was able to get a close-to-final Mustang design in such a short time, and then also turn it into a finished project with only a couple years from picking a nearly finalized design.





# The 1984 Ford Mustang Anniversary Edition GT350

## Ford's Salute to Twenty Years of Mustang

By: Jonathan Lamas

Source: [liveabout.com](http://liveabout.com)

In 1984, Ghostbusters debuted on the big screen, Michael Jackson was successfully pitching Pepsi "The Choice of a New Generation," and Ford celebrated 20 years of Mustang. In honor of the special occasion, the company devised a plan to celebrate the milestone. The end result was the 20th Anniversary Edition GT350 Mustang package. The cars, which were all based off of a standard 1984 Mustang, were built in just 35 days and featured an Oxford White exterior with red trim and a red interior.

While the car's speedometer was limited to the legally mandated 85 mph display, the 20th Anniversary Edition Mustang was no slouch. The 2.3L turbocharged four-cylinder model, which produced 145-horsepower, was capable of burying the needle with ease. Of course, those looking for even more power were able to select from a 5.0L carbureted 5-speed and a 5.0L EFI powered model, each resulting in additional performance gains. According to reports, the 2.3L turbo model could clear 60 mph in around 8 seconds with a quarter mile time of around 16 seconds. The 20th Anniversary Edition GT350 Mustang package also featured numerous suspension upgrades, such as a TRX handling package, including a four-link rear axle and coil springs along with gas-filled shock absorbers.

### Highlights of the 1984 Mustang GT350

- Available in either Hatchback or Convertible
- Three Engine Options: 2.3L turbocharged four-cylinder, 5.0L carbureted, 5.0L EFI
- Marchal Fog Lamps
- Oxford White Exterior with Red Trim
- Canyon Red Interior
- Limited to 5,260 units

### Celebrating Twenty Years

On the outside, the 20th Anniversary Edition GT350 Mustang package boasted dark red GT350 racing stripes as well as dark red side body moldings. The goal here, it seems, was to outfit the car in a way that would be special for many years to come. Ford's typical 5.0 emblems were replaced with classic Tri-bar running horse emblems, all paying







homage to twenty years of Mustang. Other exterior features included Marchal fog lamps in the front and a non-functional air dam. Those looking to add even more flair to their ride had the option of purchasing a T-top roof on hatchback models, a sunroof, and a rear decklid spoiler. The car rode on P220/55R390 Michelin TRX tires, matched with three-spoke aluminum wheels.

### **Interior Anniversary Accents**

As with its exterior, the 1984 Ford Mustang GT350 anniversary Mustang featured numerous interior accents such as Canyon Red cloth interior fabric, dark red high-back buckets seats matched to halo headrests, an optional premium sound package, and a turbo gauge on those models equipped with the turbo option. Other interior features included a center console with a clock, optional map light between the car's sun visors, and power windows, locks, steering, you name it. Ford even offered optional tinted windows and cruise control.

### **A Limited-Edition Pony**

Of the 5,260 anniversary Mustangs made available, only 104 Turbo GT350 convertible models were created, each featuring the 2.3L turbocharged engine option. In all, it's been reported that only 350 of the cars, both hatchback and convertible, featured the turbo engine.

Of note, this would be the last time a Ford product would use the name "GT350" until Carroll Shelby returned to making the GT350 in 2011. Shelby had sold Ford the Cobra name to use when they parted ways with the company but had not given Ford the right to use the iconic GT350 moniker. The end result was a lawsuit between the two companies.

While not the most popular of Ford's special-edition Mustangs, the cars do continue to show up at car shows and auctions across the country. Some companies even offer 20th Anniversary Edition GT350 Mustang package stripe kits for those looking to make tribute 20th Anniversary Edition GT350 Mustangs.



**1st ANNUAL**  
***“Social Distancing Meet & Eat”***  
**Sponsored by Sonic Drive In**

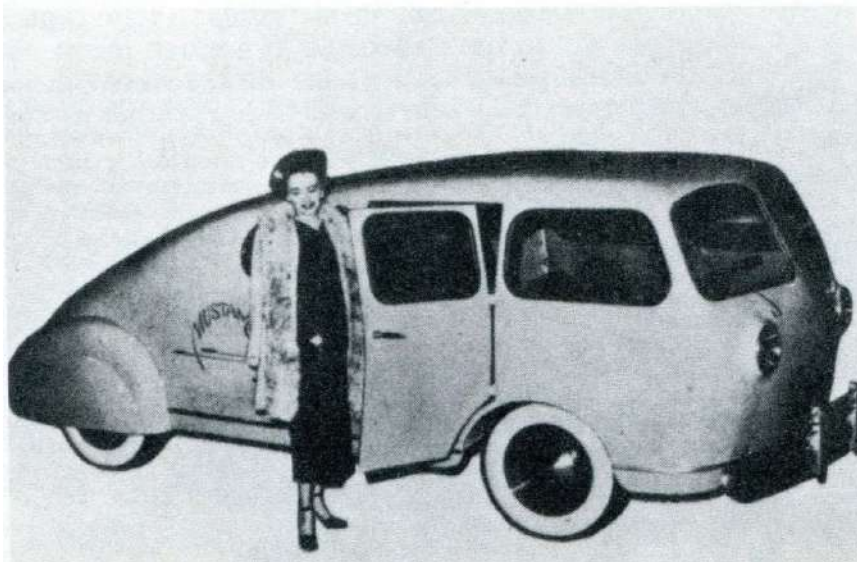
*Central Valley Mustang Club got out for a “social distancing meet and eat” at Sonic Drive In. A good time was had and we got to see lots of friendly faces.*





# We find evidence the “Mustang” was first produce back in 1948!

Source: [performance.ford.com](http://performance.ford.com)



## Mustang

Designed by Roy C. McCarty, a former service manager for Lincoln Motor Division in Dearborn, the Mustang was introduced in 1948 by Mustang Engineering corp. of Renton, Wash. Although production was planned at 8 to 10 cars a day by 1949, it appears that only this one prototype ever emerged. Built on a 102-inch wheelbase, the body was of aluminum skin over a tubular frame. The car seated six; two in bucket seats in the front, and four on the rear bench seat. In the rear was housed the compact power unit, which could be slid out from under the car when the body was raised. This unit consisted of a 59 horsepower 4-cylinder water cooled Hercules engine, a Warner 3-speed transmission, and the rear axle. Luggage was stored in a fairly large compartment behind the rear seat. The projected price of the Mustang was \$1,235, had production ever started.

In honor of National Mustang Day, we've decided to open up our mail vault to reveal information we've been hanging onto for several years now that suggests Mustang was first produced way back in 1948. Of course any Ford pony car purist worth their salt knows that April 17, 1964, is the official introduction date for the Ford Mustang, but when we got word about a car called Mustang that dates back to just after World War II, we paid attention!

The email we received about that 1948 car came from Mustang enthusiast Russ Wilcoxson in Tacoma, Washington, back on January 27, 2013. We met Russ at an event banquet, and after talking to him for a while he promised to send us a surprise. We must admit his email was certainly surprising. "Click on the attachment for a picture of the 1948 Mustang," he wrote in his email. "Thanks for coming to our banquet."

The caption that came with the grainy, black-and-white ad copy read as follows: "Designed by Roy C. McCarty, a former service manager for Lincoln Motor Division in Dearborn, the "Mustang" was introduced in 1948 by Mustang Engineering Corp., of Renton, Washington. Although production was planned at 8-10 cars a day by 1949, it appears that only this one prototype ever emerged. Built on a 102-inch wheelbase, the body was of aluminum skin over a tubular frame. The car seated six; two in bucket seats in the front, and four on the rear bench seat. In the rear was housed the compact power unit, which could be slid out from under the car when the body was raised. This unit consisted of a 59 horsepower 4-cylinder water cooled Hercules engine, a Warner 3-speed transmission, and the rear axle. Luggage was stored in a fairly large compartment behind the rear seat. The projected price of the Mustang was \$1,235, had production ever started."

After seeing the photo and caption, we emailed Russ to ask if he knew anything more about it – we'd love to learn more. So a bit later, he sent along an ad out of Buckley, Washington, entitled: "Looking for Info on 1948 Mustang." It read: "My husband's grandfather owned this company and built this Mustang, we have the blueprints, advertisements, stock certificates, pictures, etc. Not a lot of stuff, but some pretty interesting reading if anyone is interested. We have been looking for one of these cars that might have survived, I believe that he only made 12 of them. If anyone has any more information on where one might be we would be very interested."

Russ later even connected with the family that placed the ad and told us that, "Brian McCarty just called and would be more than willing to share what they have with you. He will get in touch with you. How cool is that? WOW!"

It was very cool, indeed – except that we were never able to connect with the McCarty family. We never heard anything about it again for about another year, when a story on the car appeared on TheOldMotor.com website. But the information trail went cold again until just last year, when the BangShift.com site uncovered some new info on the car. We're still hoping to connect with the McCarty family to see if they ever found one of those 1948 Mustangs that are said to exist. If you have more info, or know where one is, please contact us at [ClubHub@Ford.com](mailto:ClubHub@Ford.com).

# 1965 vs 2015 Ford Mustang

By: C.J. Tragakis  
Source: [cjponyparts.com](http://cjponyparts.com)



50 years marked an enormous anniversary for one of the most quintessential pieces of Americana, not to mention the American automobile industry. In 2015, the Ford Mustang celebrated half a century of heritage. Through difficult economic times and incredible cultural change, the Mustang was able to adapt and evolve to not only survive but thrive. These cars don't need to wear a Ford badge for people to recognize what they are: the Mustang brand is an icon in and of itself.

Though a lot has changed in 50 years, the essence of what the Mustang stands for as a car has not. Here, we compare the two model years to take a look at how technology and design have changed. Even though they're very different pieces of machinery that are separated by decades, the ancestry is immediately recognizable...and some aspects might not be as different as you'd expect.

## 1965 VS 2015 MUSTANG: QUICK STATS

Specification	1965 Model	2015 Model
Length	182 inches	188.3 inches
Width	68 inches	75.4 inches
Height	51 inches	55.4 inches
Weight	~2,570 to 3,000 lbs	3,512 to 3,852 lbs
Wheelbase	108 inches	107.1 inches
Horsepower + Engine	120 hp, i-6 200 hp, Challenger V8 225 hp, Challenger Special V8 271 hp, Challenger High Performance V8	310 hp, 2.3 liter turbo 4-cyl 300 hp, 3.7 liter V6 435 hp, 5.0 liter V8
Torque	156 lb-ft	280-400 lb-ft
Body Styles	Fastback, Convertible, Hardtop	Fastback, Convertible
MPG	~13-20 mpg	26 mpg (4-cyl, combined) 22 mpg (6-cyl, combined) 19 mpg (8-cyl, combined)
0-60 mph	~10.8-16.8 seconds	5.5 seconds (EcoBoost, V6) 4.5 seconds (V8)
Starting Price	\$2,461 (~\$18,517 in 2015 USD)	\$23,600



## HUMBLE BEGINNINGS OF A LEGEND

Ford touted the 1965 Fastback 2+2 Mustang as a direct match-up against European imports in terms of style but heavily emphasized the very low comparative price.

“Modern” features that offered more convenience were available as options, but not standard for the 1965. This included an AM radio, air conditioning, backup lights, electric windshield wipers, power steering, power brakes, emergency flashers, reverse lights, side mirrors, floor mats, front disc brakes, and rear seat belts! Only the fastback offered standard sun visors. Many of these options were no doubt added, with Ford noting that the “Mustang was designed to be designed by you.”

## OLD-SCHOOL ADVANTAGES

So what are some things that the 2015 Mustang lacks that its classic 1965 predecessor did offer? For one, manually opening rear windows, which is a very cool feature. The small window on the A-pillar also popped open. A true cigarette lighter was included standard (the 2015 offered a smoker’s package with a 12-volt plug-in). If you want a narrower car, the 1965 is noticeably less wide. Overall, there were more color options for the exterior and interior, but apart from these small consolations, the 2015 rightly shows its dominance on the features list.

## MODERN ADVANCES

Not as easily shown on paper are the differences in NVH (noise, vibration, harshness) between the two cars. The 2015 Mustang rides much more smoothly and quietly, with immensely improved handling. This does come at the expense of feeling less “connected” to the road. The 2015 model was also the first Mustang to come with independent rear suspension.

In terms of safety, the 2015 not only offered typical, government-required components like seatbelts for all occupants, airbags, antilock brakes, and electronic stability control, but also optional blind spot monitoring, adaptive cruise control, a rear-view camera, knee airbags, and collision warning with brake support.

Also available were selectable drive modes, Intelligent Access with push-button start, steering wheel-mounted controls, and Easy Fuel capless fueling system. In both big and small ways, features like these show how far automobiles have come in terms of safety, convenience, and luxury.

That dominance is just as apparent when you take a look under the hood. Though they sounded excellent and provided great performance for the time period, the V8’s of the 1965 model simply can’t hold a candle to the 5.0 liter V8 in the 2015. In addition to being direct fuel injection instead of carbureted, the new model features all the latest in exhaust management, cooling, valve timing, limited-slip differential, and so much more.

## SIMILARITIES

So what do these two ponies have in common? Besides four wheels and an engine, there’s one easy answer: styling. From the tail lights to the body shape the iconography, the 2015 Mustang and other modern Mustangs have done more to maintain the lineage of its forebearers than any other car. Unfortunately, the 2015 Mustang did drop the retro gauges, but compromises do have to be made as modern design progresses.

**did  
you  
know?**

### **First Mustang with sequential turn signals**

Although today’s Ford Mustang has sequential turn signals and many associate the cool feature with the model, the feature wasn’t really a Mustang thing until Ford added the feature in 2010. It was first introduced on Ford’s Thunderbird in 1964 and then the Mercury Cougar in ’67. They lasted on the T-Bird until 1970 and the Cougar until ’72. The first Mustang with sequential turn signals was the 1968 Shelby GT350 and GT500, because they were fitted with Thunderbird taillights. The lights remained on those models in 1969–70. Just 4450 Shelby Mustangs were built in 1968, while only 3751 were sold in 1969 and ’70.

# CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE



- Name Badge
- Women's V-Neck T-Shirts
- Women's Polo Shirts
- 2 Tone Button Up Shirt
- Men's T-Shirts
- Men's Polo Shirts
- Uni-Sex Sweatshirt
- Uni-Sex Zip Up Hoodie
- CVMC Embroidered Hat
- Custom Engraved Plaques & Signs
- Club Logo Engraved "Root" Beer Mug

To order merchandise, check styles and prices  
**Visit: [www.cvmustang.org](http://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.**

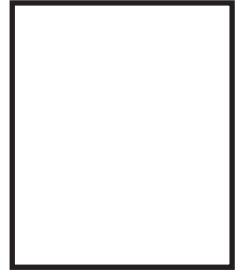
**P.O. Box 25964 • Fresno, CA 93729-5964 • Phone: (559) 715-CVMC (2862) • Website: [www.cvmustang.org](http://www.cvmustang.org)**

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)



ADDRESS CORRECTION REQUESTED