

OFFICIAL MONTHLY
PUBLICATION OF
THE CENTRAL VALLEY
MUSTANG CLUB

CENTRAL VALLEY MUSTANG CLUB, INC



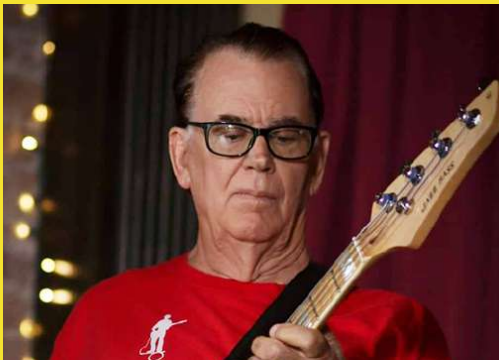
NOVEMBER 2020

the **PONY PRESS**

See ya next year



Hopefully at a Car Show...



a great guy

Willard D. (Skip) Tullock II
August 28, 1943 - November 6, 2020

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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
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
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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

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

Happy Holidays

This year has slipped away quickly and here we are at the end of it with all our holidays piling up back to back. We are still in the Covid time out and nobody really knows what to expect of the coming year.

May your holidays be filled with peace and joy and the love that seems to come forth more during this time of year than any other. We take time to pause and reflect on what really matters in our lives. It's not about the riches of life but about those that touch our lives each day and those that we touch.

I thank you all for trusting me at the helm of our club and my wish for you my Mustang family is that you are well this holiday season and surrounded by those you love.

God bless you all.

Happy Thanksgiving, Merry Christmas and Happy New Year. I pray that the coming year will be kinder to us all.

Joe Colvin
CVMC Grand Poohbah
joe@cvmustang.org

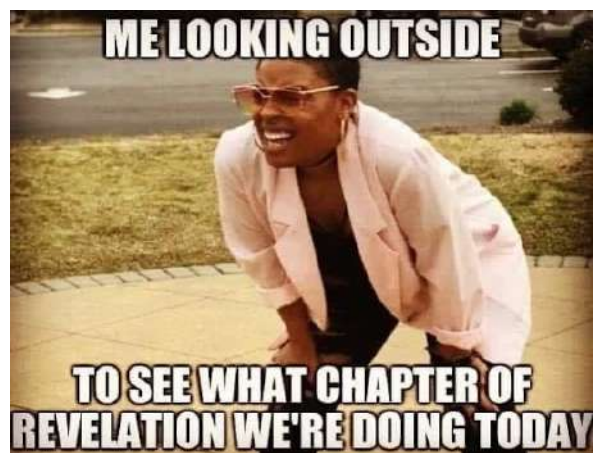
There are many times I say, "I'll be glad when this year is over." I'm sure there are many others that say the same but I realized that I'm basically wishing my life away.

My hope is that next year things will get back to some sort of normal but, deep down I have doubts. I miss the club event, the monthly meeting, car shows and most importantly my friends.

So help me, if I hear the phrases "unprecedented times", "social distancing", "must wear mask", "take out only"... I'm going to lose my wonderful disposition.

So, I guess let's all continue to do our part so we can have fun again and cruise our Mustangs.

Garo Chekerdeman
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

December 2020

Date	Time	Description
5 Sat	10AM ☑	Ballis Glass Holiday Market
	10:00AM	Monthly club breakfast
	4:30PM ☑	Drive Down Christmas Tree Lane/Chocolate Fest
6 Sun	4PM ☑	Ballis Glass Holiday Market
11 Fri	6PM ☑	Christmas with Elvis *CANCELED*
12 Sat	5PM - 8PM ☑	CVMC Christmas Party Hosted by Doug and Karen
19 Sat	5PM - 9PM ☑	Big Fresno Fair's Holiday Fantasy of Lights Show
25 Fri	12:00AM ☑	Merry Christmas from all of us to all of you
31 Thu	5PM ☑	CVMC New Years Eve Party Hosted by Karen & Doug

happy birthday

NOVEMBER

- Nov 7 Michael Rube
- Nov 11 Elizabeth Grant
- Nov 17 Andrea Jackson
- Nov 17 Tony Kokalis
- Nov 19 Bill Summers
- Nov 21 Flow Smith
- Nov 24 Darian Jackson
- Nov 28 Valerie Ramsey



next general meeting
January 28th, 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

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
Ph: (559) 898-CV FH
(2834)



www.cvmustang.org

Willard D. (Skip) Tullock II

August 28, 1943 - November 6, 2020



Skip Tullock was born on August 28, 1943 in Austin, TX. to Willard D. (Bill) Tullock and Dorothy Commons Tullock. He grew up in Merced, CA and graduated from UC Long Beach with a bachelor's degree in Civil Engineering and later earned a master's degree from UC Bakersfield in Public Administration. He retired from Cal Trans in December 2013.

Skip was the consummate Renaissance Man. He had many hobbies. He enjoyed backpacking, fishing, skiing (served 12 years in ski patrol at China Peak), golf, flying, shooting and car shows with his cherished yellow Mustang. In later years he played bass guitar with the church band at Cornelia Avenue Southern Baptist Church and often joined the Wednesday night jam sessions at Di Cicco's in Clovis. Skip was a kind and warm-hearted man and he will be missed by all who knew and loved him.

He is survived by his wife of almost fifty years, Nana, his sister Patty McLane and her husband Alan of Fresno, various nieces and nephews and his dog, Mr. Pickles. The family would like to extend a special thank you to Marita of Laurita Senior Care Home and Nancy Hinds Hospice.

A celebration of life is being planned for a later date.



Legacy.com
Photo: Marilyn Blue

Missing Mustangs: The Savelle Ford "135" Cobra Jet



By: Wes Eisenschenk
Source: mustangandfords.com

"We had two Ferraris here at Savelle. I took one out one day, and they were just slow compared to that Cobra Jet."

John Woermer was a truck sales and leasing manager with Savelle Ford in Thomaston, Connecticut, in the late 1960s. His recollection of the 1968 Cobra Jet has been echoed by nearly everyone who has sat behind the wheel of a "135" Mustang—Ford's last big effort to support drag racing in the 1960s. John warmly remembered the day the transporter pulled up to Savelle Ford in the spring of 1968 with a Body-In-White (BIW) 1968 fastback Mustang on the hauler. Number 8F02R135024, one of 50 factory-produced Mustangs (the 18th car in the batch), would be campaigning under the Savelle Ford banner in what was shaping up to be the most competitive factory-supported effort of the muscle car era.

But why was Savelle Ford receiving one of the most potent Fords of all time? Inventory at Savelle wasn't exceedingly slanted toward muscle cars in 1968. In fact, a few short years later the dealer would be known much more for its Mazda sales than its 429 SCJ Torino sales. The likely answer resided in a multitude of things. Stu Savelle was a New York District Ford Dealers Association trustee; a close, personal friend of Lee Iacocca's; and also a very successful dealership owner. Stu was also going to be breaking ground on a new dealership location (May 1969), expanding his Ford footprint and keeping his name in the New England area.

Lastly, he understood that the words "Savelle Ford" slapped on the door of a CJ Mustang were bound to lead to queries and sales. So, Stu accepted the Mustang with open arms in

the spring of 1968. Tapped to campaign the car was "Stamping Stan" Lizauskas, who would eventually harness another racing skillset when he began building engines for Mazda racers.

Under Stan's command, the Cobra Jet Mustang would forage the New England area, campaigning at the Connecticut Dragway and Dover Dragstrip. "Stamping Stan" even trailered out to Indy for the 1970 U.S. Nationals, accompanied by an even more important Mustang—Al Joniec's former 1968 Winternationals mount that's now under Harvey Wilson's ownership, another New Englander.

For the first year the Cobra Jet sported a rather subtle Acapulco Blue paint scheme, but after about a year with the car, the Cobra Jet received something more outlandish. No longer subdued, the Savelle Ford Cobra Jet now sported a two-tone respray featuring a mustard yellow bottom half with a black top. The hood scoop and sail panel vent louvers featured the yellow accents as well, tying the car together.

It's unclear how successful the car was or what prompted the color change in 1969. Historic photos indicate the car continued in this scheme with Stan behind the wheel into the early part of the 1970s until it virtually vanished.

Stuart Savelle passed away much too soon in March of 1978. John Woermer made the move to the Waterbury, Connecticut, location and remained with Savelle until 1972; he eventually ended up in real estate after his time at the dealership. Stan Lizauskas is still around but suffers from memory loss.



2014 Ford Mustang Shelby GT500 Remade As 1967 Tribute

In 2005, the Ford Mustang received a stunning redesign that successfully evoked memories of the original model, while bringing the pony fully into the 21st century. Since then, Ford has hewed close to that aesthetic, and for good reason. But what if buyers could blend the timeless looks of the first generation Mustang with a modern chassis? Mag Motors has thoroughly answered that question with its customized models designed to look like classic Mustangs. The Los Angeles-based custom vehicle producer recently showed off a 2014 Shelby GT500 that got transformed to look exactly like a 1967 Shelby GT500, and the car is absolutely incredible.

At its heart, the MAGStang GT500R is a 2014 Shelby GT500 refashioned to look like a 1967 Shelby GT500. The overall appearance actually looks more in line with the Eleanor Mustang from *Gone in 60 Seconds*, but mechanically the two designs couldn't be more different.

That's because Mag Motors fabricated over 300 custom parts to make its "backdated" 1967 Shelby GT500 tribute. The process involves a significant amount of carbon fiber and is aided by 3D printing.

By: Edward Snitkoff
Source: fordauthority.com

The 2014 Ford Mustang cannot be totally excised from the interior, but then again, that's not the point. Rather, these ponies are an interesting blend of old and new. While this particular build features the factory steering wheel, climate controls, and dashboard of the newer model, it receives some unique interior enhancements to give it a classic vibe.

For starters, Mag Motors completely redesigned the interior door panels and installed distressed Italian leather as requested by the customer. Additionally, the door handles and speaker grilles were constructed as low-key, retro pieces. Alcantara replaced a lot of the plastic bits.

Surprisingly, not much was lost in translation during the transition to the new body. It retained all the bits that make a 2014 Ford Mustang Shelby GT500 so fun to drive. The 662 horsepower, supercharged Ford 5.8L Trinity V8 sits under the hood. However, it received several minor modifications like a new intake, exhaust, throttle body and pulley to bring power up to 655 at the wheels.

A quick drive confirms that the 1967 Shelby tribute really feels like a lightly modified 2014 Ford Mustang Shelby GT500, retaining all of its modern technology like traction control, stability control, power steering, and anti-lock brakes. That makes the MAGStang GT500R a civilized, yet modern beast.

That said, these modern 1967 Shelby GT500 tribute vehicles aren't cheap. Mag Motors charges \$195,000 for the conversion, which doesn't include the donor vehicle. It's a high price to pay, but then again, these are very unique creations that will no doubt bring a smile to the face of the owner, while turning the heads of passersby.



The End of the Big-Block Era for Mustang



By: Richard Truesdell
Source: mustangandford.com

The year 1968 pitted factory-sponsored drag teams against each other, encouraging them to pull out all the stops to gain the advantage. For Ford, the 428ci Cobra Jet Mustang made its competitive debut at the season-opening NHRA Winternationals in Pomona, California. In its first race, Al Joniec drove his Rice-Holman-prepared entry to an unexpected win among the four Cobra Jet entrants over Dave Wren's Max Wedge-powered Plymouth in the final round. Joniec posted an 11.49 best at over 120 mph in the SS/E class. While impressive 50 years ago, there are Mustangs, Camaros, and Challengers that you can drive off the showroom floor today, on street tires, that would put Joniec's Mustang right back on the trailer. We live in wonderful times today—don't we?

Ford originally planned to run its tried-and-true 427, an expensive engine to build. But plans changed to use the 428 engine first developed by Bob Tasca, one of Ford's most prominent high-performance dealers. Concurrent with the introduction of the Cobra Jet in competition, in April 1968 it became the top-dog performance street option on Mustangs, Cougars, and Ford's intermediates.

The Cobra Jet was offered in 429ci big-block form through 1971, just as federal emission standards and the insurance industry brought the hammer down on the muscle car era. In 1972 the Cobra Jet brand was applied to the 351ci option, relegating the big-block V-8s to Mustang history. That's what makes this car, a 1971 Mustang Cobra Jet, extra special; it's rare in that it is a base-model SportsRoof instead of the Mach 1.

We started working on the story of this car over a year ago when we saw it on display. It was up for sale at Crevier Classic Cars in Costa Mesa, California. Alerted about the car by Crevier's sales

manager, Frank Chirat, who owns a Shelby Cobra G.T. 500 himself, we used the opportunity to get the car photographed and documented, just in case the car got sold. And that's exactly what happened when Carl and Grant Amor bought the car in October 2018 when they were visiting Southern California from Australia. And as of the time we write this, it is being unloaded in Australia and is making its way through customs.

When we asked about how this car was acquired, here's what Carl had to say: "The acquisition of the Mustang was absolutely an accident and definitely an impulse. We had met up with a couple of friends in Los Angeles on our way to Canada for business. We had about six hours to kill so after grabbing a burger we set off to buy some parts for our recent purchase of a one-owner 1958 Corvette. After doing that we still had about three hours, so I searched 'internet+classic+car+sales' near me and up popped the Crevier Classic Cars site. I looked at the site and said to everyone let's go here as it looks impressive, and it was just 15 minutes from where we were eating."

Carl continues, "When we arrived and walked in the door it was more than impressive and we were all stunned, with very impressive cars. Our group all walked around for about an hour or so in different directions until Juice, one of our friends, called out and said come look at this. We all wandered over to the Mustang and read the info sheet, did some checking on the Net, and within 30 minutes the car was ours. We walked out very happy with our purchase and the fantastic service. Juice stopped to look at a 1952 Lincoln that was on display out front. We had all walked past the Lincoln on the way in. As with the Mustang, we all looked at it, talked about it, and then Juice went back inside and bought it. So, in the space of two hours that we needed to fill time, we bought two fantastic cars. We talked about it on the way back and decided that four guys shopping together is more

expensive than letting our wives shop, but that's a secret and we will never admit we said that."

The Mustang wasn't a blind purchase for Carl and his mates. Carl was familiar with big-block Mustangs, having owned a 1969 Mustang Boss 429 some years ago, and that was one of the two cars they sold. What really got Carl interested in this particular car is that, with its combination of options, it's a one-of-one car—and, of course, it's in amazing condition. Carl is an American car enthusiast, and he knew it represented the end of the Mustang big-block era. He bought the car without having the opportunity to drive it. Time was tight and they were just killing time awaiting their next flight after all. We wonder if Carl and his mates know this American expression: You snooze, you lose!

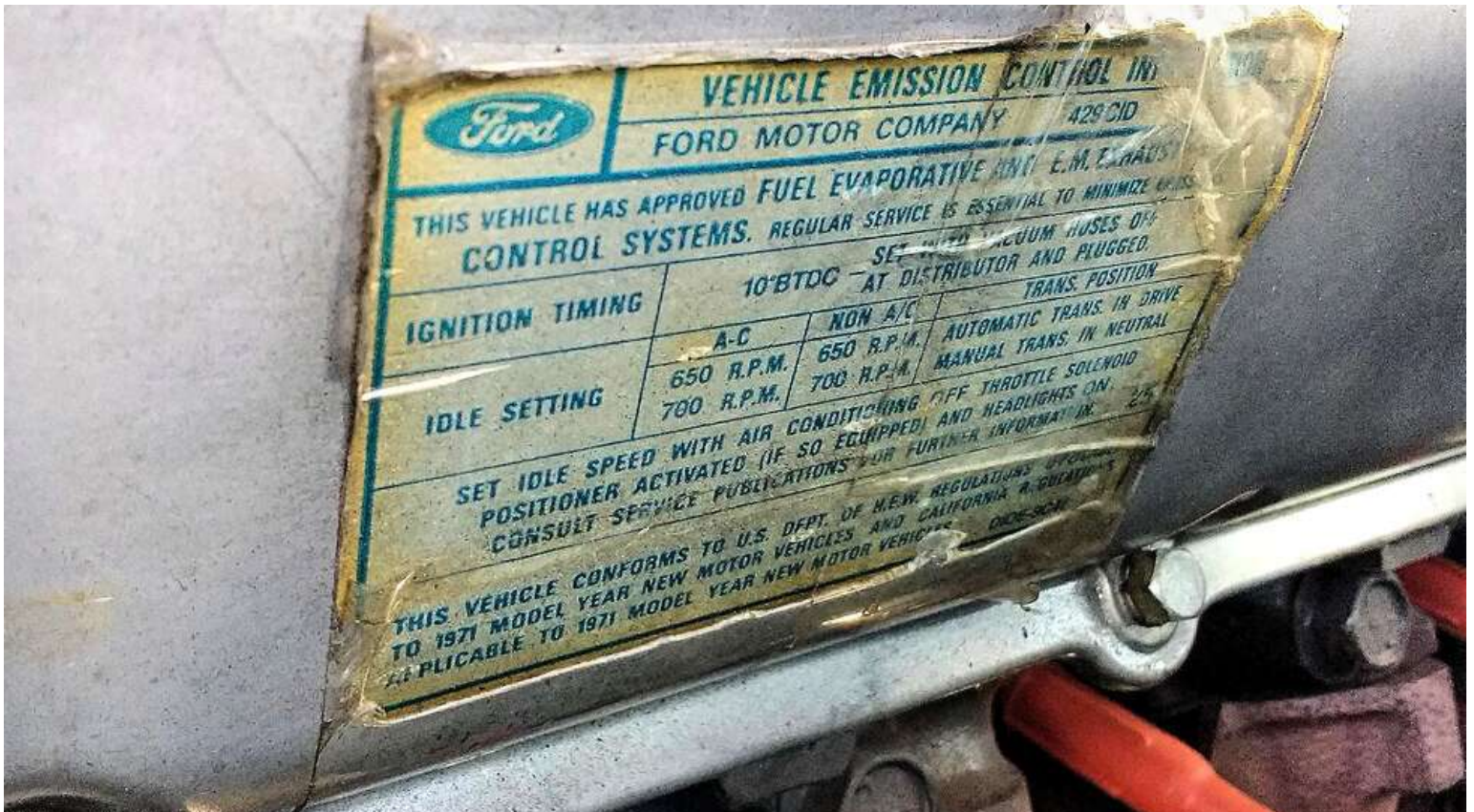
Readers of Mustang Monthly might not know much about Australian muscle car history, but it does parallel the U.S. experience. Carl explains, "Ford in Australia has a long and distinguished muscle car history in Australia, going back to the 1960s. A series of V-8-powered cars started with variations of the American Falcon compact. The collector car culture is very strong in Australia despite the costs involved in shipping and currency exchange. It has also seen some pleasing movements toward the younger generation, which I am happy about—as we all get older it is nice to see the new generation take an active part in restoring these magnificent vehicles. Australians have a fond desire for all things American and cars are a huge part of this fondness, with many thousands of American automobiles in Australia."

The last couple of years have been tumultuous for the Australian motor industry, as Ford's and GM's affiliates have ceased operations (Chevrolet's current Camaro was developed off of an Australian rear-wheel-drive platform). "The Australian car indus-

try was a massive part of the Aussie culture, with iconic cars from Ford and Holden leading the way," says Carl. "We had the Ford GTHO and the four-door Escort RS2000, both of which were only produced in Australia. Then GM Holden countered with the Torana SLR 5000 and the Holden Monaro (related to the Pontiac G8 and Chevrolet SS). That being said, the cost of wages and the cost of doing business in Australia being the biggest contributors to the fall of car manufacturing in this country. It is sad that this happened, but the taxpayers have long been subsidizing the automotive industry, making it uneconomical for not only the manufacturers but also the government trying to provide good-paying jobs."

In looking at Carl's Mustang, a few things stand out. First, is that it's a base-model Mustang without any exterior stripes, not the Mach 1 trim level (although it has the Mach 1 interior trim package, a \$130 option). Then, there is the combination of the 429 Cobra Jet engine with the Ram Air hood mated to the four-speed Top Loader manual transmission, a beefy 9-inch rearend, and its Bright Red hue with the Vermillion interior trim that make it a one-of-one car. As far as is known, it's lived its life mostly, if not always, in California, and in its five decades it has covered just under 23,000 miles. Except for the headliner and new front seat upholstery, both replaced with N.O.S. materials, it retains all its original, rust-free sheetmetal (although from what can be gathered, it has been repainted) and looks like a fresh-from-the-assembly-line presentation.

The original big-block Mustang era lasted just five years, from 1967 to 1971. And while we are sad to see this car leave the country of its birth, it looks like it's in great hands. Carl and brother Grant know full well that it's significant, and it will occupy a prominent place in their museum.



Mustang Themed Garage Is A Proper Pony Car Tribute



By: Edward Snitkoff

Here at Ford Authority, we'd argue that the Ford Mustang is the most iconic muscle car of all. As a result, enthusiasts often own more than one model. Sometimes, they go several steps further by constructing a true home for their multiple rides. Marcelo Simionato, from São Paulo, Brazil constructed a Mustang themed garage that looks more like a gallery or special manufacturer exhibit, and we really like it.

Obviously, the cars themselves are the focal point of Simionato's Mustang themed garage, which currently houses four models, all imported from the United States, since Ford didn't offer the Mustang globally until 2015. What's more, he currently owns the only 2013 Ford Mustang Shelby GT500 SVT 20th Anniversary Edition in the country. That feat is understandably important to the collector, as the vehicle represents the last Mustang developed with Carroll Shelby's personal input.

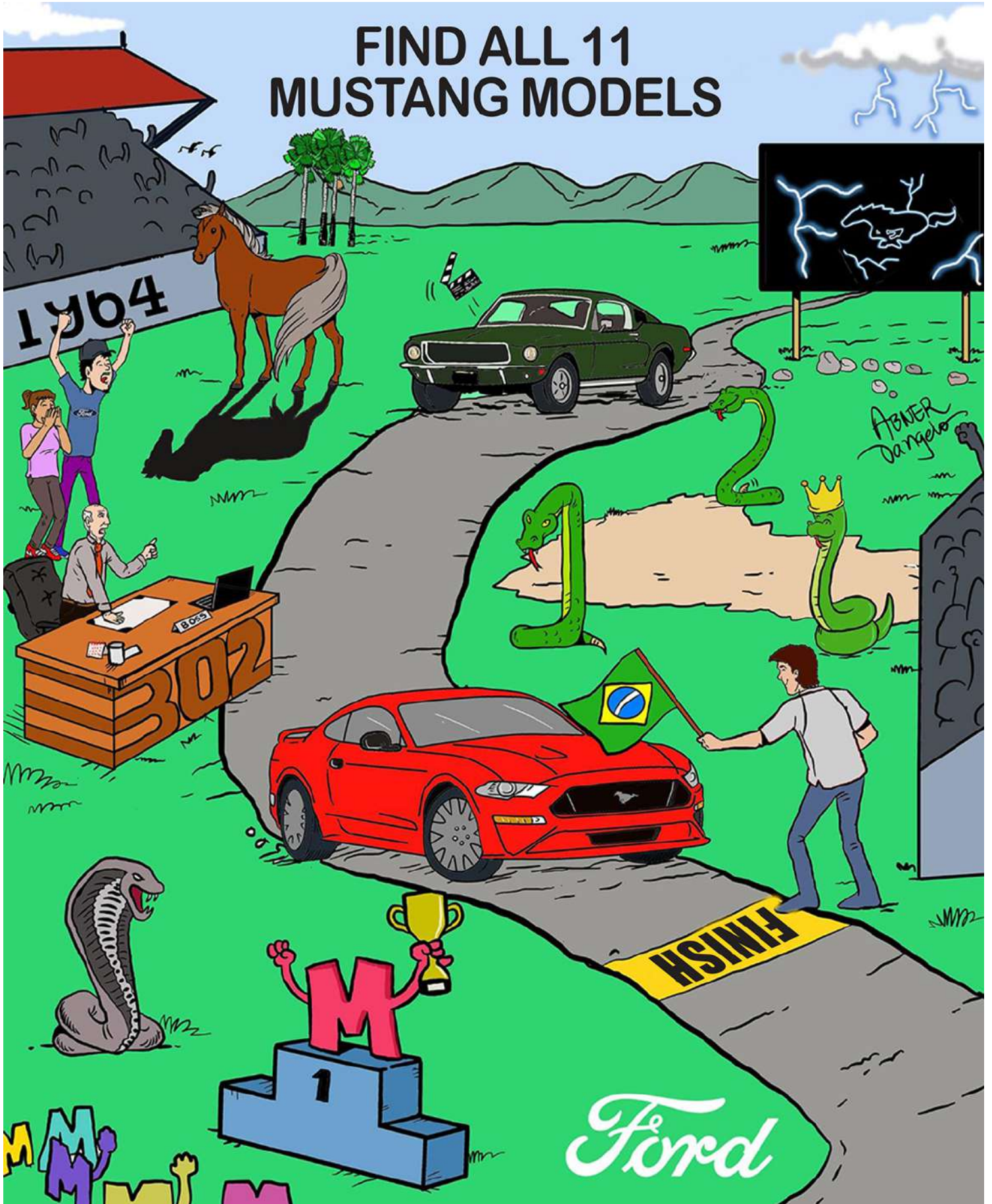
Surrounding the modern Mustang is a trio of first generation models. There's a fastback, a convertible, and a hard-top, which round out his "dream trilogy" of classics. But, as evidenced by the wall art, Simionato appreciates every Mustang generation, including the SN95 model, which gets some prime real estate towards the front of the garage.

Rounding out the Mustang themed garage is a collection of memorabilia in the form of vintage decals and posters of local Mustang meet-ups. It's proof that Simionato really loves every aspect of Mustang fandom. His appreciation for The Blue Oval started with a 1971 Ford Corcel owned by his father. The Corcel, which is Portuguese for stallion, inspired his love of driving.

Simionato's enthusiasm is made possible by Ford's century-long relationship with Brazil. Ford Motor Company Brazil was established in 1919 and currently offers a variety of products, including the S550-generation Mustang GT, Ranger, Ka, EcoSport, Edge ST, and Troller T4, a two door off-road utility vehicle based on the Ford T6 platform. Like the Mustang, the T4 earned recognition outside its intended market from fans who wished Ford would offer something like it outside of Brazil.



FIND ALL 11 MUSTANG MODELS



CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE



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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

*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.

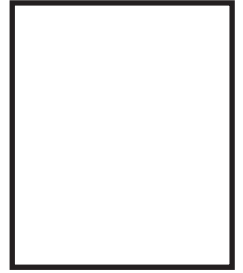
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

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

Central Valley Mustang Club, Inc.
P.O. Box 25964 • Fresno, CA 93729-5964
www.cvmustang.org



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