

HISTORY: Ford Mustang Mach 1



Will we ever see a new generation
the Mach 1?



Unique
Celebrity
Mustangs

Find us on  Facebook



Visit Our Website



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

Ron Dupras • President 313-9042
Joseph Colvin • Vice President 285-7296
Tish Davis • Secretary 708-7951
Doug Deffebach • Treasurer 917-4283

MEMBERS AT LARGE

Chris Butterfield 731-6685
Robin McCann 709-0830
Susan Ward 288-6352
Robert Whitley 877-4948

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP CHAIR

Brandon Walker 323-2150

ACTIVITIES CHAIR

Karen Lee 681-0181

MERCHANDISE CHAIR

Robin McCann 709-0830

Suggestions for activities should be directed to the Activities Committee.

CAR SHOW CHAIR

Brandon Walker 323-2150

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
YOSEMITE FALLS RESTAURANT
4020 N. Cedar Ave • Fresno, CA
Dinner: 6 PM • Meeting: 7 PM

PAST PRESIDENTS

Ron Dupras 2017
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

Welcome to the summer!

As I write this we are in our 18th day of 100+ degree heat. As we are all aware the Fresno (valley) is brutal on us during the summer. Does that count us out for fun? Heck no! We have plenty of things coming up and of course it usually has to do with jump you your air conditioned Mustang and drive to an air condition restaurant or cool spot outside the Fresno area. If we can't do that we find Ice Cream!



As we are out and about or on our own with the club please stay hydrated. If you see someone struggling make sure to help out with some water or getting the help needed so we all remain healthy.

–Respectfully,

Ron Dupras
CVMC President 2017-2018

“Get involved, engage in your club and enjoy the journey.”



from the editor

About a month ago, Carla and I FINALLY purchased a second car (the Mach is an emergency vehicle) and let me tell you it's been great. I can not stress enough that if you're in the market for a new Ford, sign up at MCA and use the Ford XPlan. What a huge savings we got on top of the dealer discounts that were offered.

We didn't need another daily driver as the kids got their own cars (both Mustangs). We got rid of the Expedition we had. Carla and I carpooled because our schedules worked out great and she was on the way for me.

As my job got busier, I relied on the Mach more. First was taking it on Monday to get in early, then that turned into a couple of days and finally it was almost everyday.

As I drove the Mach more, it was taking me longer to get anywhere with the constant parking lot conversations. People wanting to take pictures and so forth. “Bitzy” had become a celebrity. It also got to the point where the gas was killing me with the crazy prices we have in California.

The final straw was the heat. The unbearable heat in this valley. The heat that I'm sure is hotter than it is in Hell.

So the Mach has sat for a month and yesterday I needed to move it. It had a flat, needed to be washed because the body felt like sandpaper. However, the icing was the battery was dead. I felt bad at how I had neglected her for a month and now I have to do something about it. This weekend I'll check all the fluids, give her a good wash and take her out for a spin.

All this in the 187 degree weather. Ahh the things we do for our babies.

Garo Chekerdeman
CVMC - Newsletter Editor

recipe

Antipasto Pasta Salad

Submitted By: *Carla Chekerdeman*



INGREDIENTS:

- 1 pound seashell pasta
- 1/4 pound Genoa salami, chopped
- 1/4 pound pepperoni sausage, chopped
- 1/2 pound Asiago cheese, diced
- 1 (6 ounce) can black olives, drained and chopped
- 1 red bell pepper, diced
- 1 green bell pepper, chopped
- 3 tomatoes, chopped
- 1 (.7 ounce) package dry Italian-style salad dressing mix
- 3/4 cup extra virgin olive oil
- 1/4 cup balsamic vinegar
- 2 tablespoons dried oregano
- 1 tablespoon dried parsley
- 1 tablespoon grated Parmesan cheese
- Salt and ground black pepper to taste

DIRECTIONS:

- 1) Cook the pasta in a large pot of salted boiling water until al dente. Drain, and cool under cold water.
- 2) In a large bowl, combine the pasta, salami, pepperoni, Asiago cheese, black olives, red bell pepper, green bell pepper and tomatoes. Stir in the envelope of dressing mix. Cover, and refrigerate for at least one hour.
- 3) To prepare the dressing, whisk together the olive oil, balsamic vinegar, oregano, parsley, Parmesan cheese, salt and pepper. Just before serving, pour dressing over the salad, and mix well.

happy birthday

Jul 1 Annalee Jirsa
Jul 2 Susan Ward
Jul 3 Brenda Dupras
Jul 4 Greg Stewart
Jul 12 Ron Dupras
Jul 20 Seth Deffebach
Jul 24 Tom Higham
Jul 25 Doug Deffebach
Jul 27 Carroll Bartee
Jul 31 Kieran Armstrong

next general meeting
AUGUST 30th

be sure to
check out



cvmustang.org

Events • Calendar
Pics • Newsletters
Merchandise

SAVE THE DATE SAVE THE DATE SAVE THE DATE



CENTRAL VALLEY FALLEN HEROES PRESENTS

Wheels

and

Waves

SHOW

HOSTED BY
CENTRAL VALLEY
MUSTANG CLUB, INC.



For More Info Check Out:
www.cvmustang.org
www.cvfallenheroes.com

DATE: October 6, 2018

LOCATION: Sierra Vista Mall



'Bullitt' chase scene recreated with Steve McQueen's original Mustang



Recreation at Goodwood

By: Gary Gastelu
Source: Fox News

Steve McQueen's "Bullitt" Mustang is back on the beat.

The 50-year-old Ford recreated the chase from the classic Hollywood thriller on Thursday when it made a run up the hill climb course at the Goodwood Festival of Speed in England, hot on the tail of a black 1968 Dodge Charger.

Well, not that hot. The Highland Green muscle car is worth millions of dollars and the two cars took their time so that the pursuit didn't end in flames, as it did in the film.

The Mustang had been out of the public eye for decades before the family brought it to the Detroit Auto Show this January to help celebrate the golden anniversary of the movie and launch the latest "Bullitt" tribute edition of the current Mustang GT.

The green Ford Mustang from the Steve McQueen film "Bullitt" is one of the most famous cars in history, but it hasn't been seen in decades. Now its owner is finally telling the tale of what happened to the iconic automobile.

The Goodwood appearance marks the first time the historic car has been shown outside of the U.S., as it goes on a world tour of automotive events with its owner, Sean Kiernan, whose dad bought it from a Road & Track classified ad for \$6,000 in 1974.



Old and New



Scene from movie

CUSTOM: Nancy Sinatra's Custom Mustang

Popular Hollywood customizer George Barris, restyled the Mustang for Nancy Sinatra in 1965. What movie was it used in?



Source: Mustang Owners Museum

Iron Horse for IRONMAN

Robert Downey Jr's Custom Mustang Muscle

Robert Downey Jr's custom 1970 Ford Mustang worthy of Iron Man's approval. Downey's newest toy is a first-generation Boss 302 that was stripped down and rebuilt with carbon fiber body panels and recharged with a modern 5.0-liter V-8 engine that packs 667 horsepower. The custom job maintains the collectible's vintage style with advanced technology, featuring an analog-style gauge cluster, three-spoke steering wheel, one-off bespoke HRE wheels and an updated interior and a unique "Tuscany" yellow paint exterior.



HISTORY: Ford Mustang Mach 1

Source: netcarshow.net
Submitted By: Ron Dupras



The 1969 model year restyle "added more heft to the body" with body length extended by 3.8 inches (97 mm) (the wheelbase remaining at 108 inches), width increased by almost half an inch, and the Mustang's "weight went up markedly too". 1969 was the first model to use quad headlamps placed both inside and outside the grille opening. The corralled grille pony was replaced with the pony and tribars logo, set off-center to the drivers side. The car was longer than previous models and sported convex rather than concave side panels. The fastback body version was renamed Sportsroof, styled as SportsRoof in Ford's literature.

The 1969 model year saw the introduction of the Mach 1, with a variety of powerplants options and many new styling and performance features. Distinctive reflective striping was placed along the body sides, with a pop-open gas cap, dual exhausts, matte-black hood with simulated air scoop and NASCAR-style cable and pin tiedowns. It used steel wheels with bold-lettered Goodyear Polyglas tires. A functional "shaker" hood scoop - which visibly vibrated by being attached directly to the air cleaner through a hole in the hood - was available, as were tail-mounted wing and chin spoilers and rear window louvered blackout shade. The Mach 1 featured a deluxe interior with simulated wood trim, high backed seats, extra sound deadening, remote sports mirrors and other comforts. The Mach 1 proved popular with buyers with 72,458 cars sold through 1969.

The Boss 302 was created to meet Trans Am rules and featured distinctive hockey-stick stripes, while the understated Boss 429 was created to homologate the Boss 429 engine (based on the new Ford 385 series engine) for NASCAR use. The two Boss models received fame on the track and street and to this day they still demand premium pricing for their pedigree. 1628 Boss 302's and 859 Boss 429's were sold through 1969 - making these vehicles somewhat rare.

A new "luxury" model became available starting for 1969, available in only the hardtop body style. The 'Grande' featured a soft ride, 55 pounds (24.9 kg) of extra sound deadening, as well as deluxe interior with simulated wood trim. It was popular with buyers with 22182 units sold through 1969.

Amidst other special editions, the 1969 Mustang E was offered for those desiring high mpg. The 1969 Limited Edition Mustang E was a rare (about 50 produced) fastback special model designed for economy. It came with a six-cylinder engine (250 cu in (4.1 L)), a high stall torque converter for the standard automatic transmission and a very low, 2.33:1 rear axle ratio. Mustang E lettering on the rear quarters identified the special Mustang E. Air conditioning was not available on the 'E' model.

The Mustang GT was discontinued in 1969 due to poor sales versus the success of the new Mach 1 with only 5396 GT models sold that year.

A new 250 cu in (4.1 L) Thriftpower I6 engine with 155 hp (116 kW; 157 PS) filled the gap between the existing 200 cu in (3.3 L) Thriftpower I6 and the V8 engine line-up.

Although 1969 continued with many of the same basic V8 engines available on 1968 models, notably a now revised 302 cu in (4.9 L) Windsor engine with 220 hp (164 kW; 223 PS), the 390 cu in (6.4 L) FE with 320 hp (239 kW; 324 PS) and the recently launched 428 cu in (7.0 L) Cobra Jet engine (with or without Ram-Air) with an advertised 335 hp (250 kW; 340 PS), a variety of revised options and changes were introduced to keep the Mustang fresh and competitive including a new performance V8 available in 250 hp (186 kW; 253 PS) or 290 hp (216 kW; 294 PS) tune known as the 351 cu in (5.8 L) Windsor (351W), which was effectively a stretched and revised 302 cu in (4.9 L) to achieve the extra stroke.

The 428 cu in (7.0 L) Cobra Jet engine continued unchanged in the 1969 and 1970 model years and continued to be advertised at just 335 hp (250 kW; 340 PS) despite being closer to 410 hp (306 kW; 416 PS). However, whenever a V or W axle was ordered (3.90 or 4.30 locking ratio) on any Cobra Jet Mustang, this kicked in various engine improvements which were designed to make the engine more reliable on the strip. These improvements included an engine oil cooler (which resulted in AC not remaining an option), stronger crankshaft and conrods and improved engine balancing and was named the 'Super Cobra Jet'. On the order form, these improvements were later referred to as 'Drag Pack'. Today, these models request a premium price despite offering no notable performance increase other than provided by their unique axle ratios.

The 1969 Shelby Mustang was now under Ford's control and made to look vastly different from regular production Mustangs, despite now being built inhouse by Ford. The custom styling included a fiberglass front end with a combination loop bumper/grille that increased the car's overall length by 3 inches (76 mm), as well as five air intakes on the hood. Two models were available, GT-350 (with a 351 cu in (5.8 L) Windsor (351W) producing 290 hp (216 kW; 294 PS)) and GT-500 (with the 428 cu in (7.0 L) Cobra Jet engine), in both sportsroof or convertible versions. All 1969-1970 Shelby Mustangs were produced in 1969. Because of dwindling sales, the 789 remaining 1969 cars were given new serial numbers and titled as 1970 models. They had modified front air dam and a blackout paint treatment around the hood scoops.

The 1970 model year Mustangs were restyled to be less aggressive and therefore returned to single headlamps which were moved to the inside of the grille opening with 'fins' on the outside of the grille sides. Some felt the aggressive styling of the 1969 model hurt its sales and this view prompted the headlamp revisions and simplification of other exterior styling aspects. It's worth noting though that 1969 model year sales exceeded those of 1970. The rear fender air scoops were removed and the taillight panel was now flat instead of concave as seen on 1969 models. The interior options remained mostly unchanged.

1970 model year saw the previous 351W V8 engine options replaced with a new 351 cu in (5.8 L) Cleveland (351C) V8 in either 2V (2-venturi carburetor) or 4V (4-venturi carburetor) versions. Though some early 1970 mustangs, built in 1969, had the 351W. The 351C 4V (M code) engine featured 11.0:1 compression and produced 300 bhp (224 kW; 304 PS) at 5400 rpm. This new performance engine incorporated elements learned from the Ford 385 series engine and the Boss 302, particularly the poly-angle combustion chambers with canted valves and the thin-wall casting technology.

Ford made 96 'Mustang Twister Special' cars for Kansas Ford dealers in late 1969. The Twister Specials were Grabber Orange Mach 1s with special decals. Ford also made a few 'Sidewinders', which were built in Dearborn, shipped to Omaha, and sold in Iowa and Nebraska. They were available in Grabber Green, Grabber Blue, Calypso Corral, and Yellow. The stripes came in the trunk to be installed by dealers.



10 Strange and Unusual Facts You Should Know About Ford



Perhaps more than any other car manufacturer, the history of the Ford Motor Company is full of twists and turns. We've selected 10 anecdotes we think you'll enjoy.

"Any customer can have a Model T painted any color that he wants so long as it is black" is not true.

Ironically in the first years of production from 1908 to 1913, the Ford Model T was not even available in black. The colors available in those years were grey, green, blue, and red. Green was available for the touring cars, town cars, coupes, and Landaullets. Grey was only available for the town cars, and red only for the touring cars. By 1912, all cars were being painted midnight blue with black fenders. It was only in 1914 that the "any color so long as it is black" policy was finally implemented.

For a brief period, Ford was a leading aircraft manufacturer

After Henry and son Edsel invested in the Stout Metal Airplane Company, they decided to purchase the entire operation. They manufactured several versions of the same basic design: a three-engine aircraft manufactured from corrugated aluminum. Between 1925 and 1933, 199 Ford Trimotors were built, until Ford's personal pilot was killed during a test flight and the automaker lost interest in aviation.

Henry Ford Co-Founded Kingsford Charcoal

The Kingsford Company was formed by Henry Ford and E.G. Kingsford during the early 1920s. Ford thought charcoal was a good use for the waste wood coming out his car factories. The Kingsford Company came about when Ford relative Kingsford secured the site selection for Ford's new charcoal manufacturing plant. The company, originally called Ford Charcoal, was later renamed in E.G.'s honor. BTW Chevy owners, Kingsford is now owned by Clorox.

Ford built more than a quarter-million Jeeps During WWII

A total of 277,896 of the GPW designated Jeeps emerged from Ford plants during the Second World War. Willys built more than 300,000 MB versions.

Ford's German Factories Continued to Operate Under The Nazis in WWII

Ford's division in Germany remained part of Ford Motor Company of the US throughout WW2. With the outbreak of war, car production continued until 1942 but increasingly military production took over. Ford-Werke built trucks and armored personnel carriers for the German armed forces.

There were Ford Flathead V-8s with Hemi heads built by Chrysler in Brazil until 1969

French automaker Simca purchased Ford's French factory and with it the Vedette sedan, powered by the 2.3L flathead Ford V-8. Then in 1963 Chrysler purchased Simca. and it shipped all the tooling for the cars and engines to its Brazilian subsidiary. In order to remain competitive, the original Ford engine of 1932 was fitted with new heads with hemispherical combustion chambers (Emi-Sul) based on the 1950s Arduon cylinder heads and remained in production until 1969 (37 years).

How a \$2.2 million Ford show car hand built in Italy became the Batmobile

The Lincoln Futura was a concept car designed by Ford's lead stylists Bill Schmidt and John Najjar Ferzely in 1955 and built by Ghia entirely by hand in Turin, Italy, at a cost of \$2.2 million in today's money. In 1966 the design was cloned and updated by George Barris into the Batmobile for the TV series Batman.



There were 7 different cars that Ford named Capri

From 1952 through 1959 Ford produced three generations of Lincoln Capris. The first was positioned as a mid-level line, then generations two and three were relegated to the entry-level duty. The Lincoln Capri never sold well, which is why you may not have heard of it. The second round set of Capris came to the US from Europe between 1970 and 1977. A mid-term update separates the models into Capri and Capri II. In 1978 the Capri became a clone of the Fox-based Mustang through the 1988 model year. The last use (to date) of the Capri name was the 1991 – 1994 Miata-fighter, two-door convertible sports car ironically based on a Mazda 323 chassis and built in Australia.

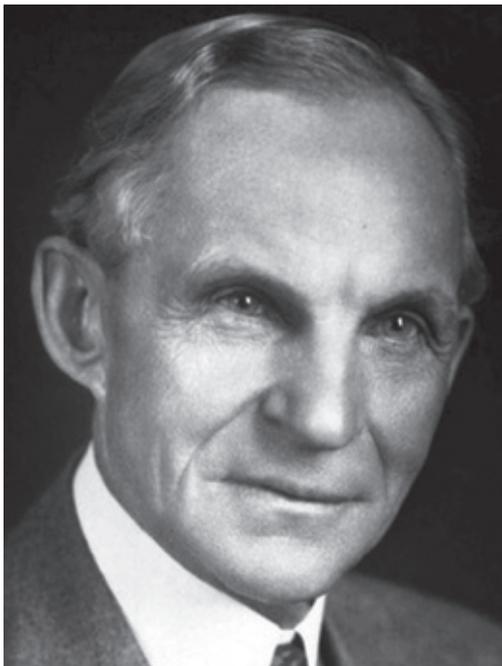


Not only did Ford try to buy Ferrari, it later tried to buy Alfa Romeo as well

It's a well-known story that Henry Ford II tried to buy Ferrari but then Enzo backed out at the last minute. Angered, Ford authorized the GT40 which would dominate the 24 Hours of Le Mans, squashing Ferrari there in the process. But Ford also took a hard look at another Italian manufacturer in 1986: Alfa Romeo. The first Henry Ford very much admired Alfa, so there may have been an emotional side to this business merger, but unfortunately the Italian government got involved and Alfa went to Fiat.

A 2015 Mustang V-6 costs 10 times more than did a 1964.5

Sticker on a base 1964.5 Mustang was \$2320.96. Today, the MSRP of a base V-6 Hatchback is \$23,800. Yes, there's inflation of course. Adjusting for inflation the base 1964.5 Mustang would cost \$17,867 in 2015 money. But I think we can all agree the 2015 Mustang is a much better, safer, and more environmentally-friendly car.



When I see an Alfa Romeo go by, I
tip my hat.

— Henry Ford —

Ford Motor Company Files Trademark Application For 'EVOS'



By: Alex Luft
Source: fordauthority.com

Ford Motor Company has filed an application to register EVOS as a trademark with the United States Patent and Trademark Office (USPTO), Ford Authority was first to discovered.

Filed on June 25th, 2018, the application is assigned USPTO serial number 88013905 and specifies that the mark will be used in conjunction with the following goods and services category: "Motor vehicles; electric vehicles; trucks; sport utility vehicles; off-road vehicles; and structural parts, engines, trim, and insignia badges for the foregoing".

The Ford Authority Take

It would appear that Ford is planning on using the Evos name on a future electric SUV of sorts, as the filing's goods and services section appears to indicate.

We should note that this is not the first time that Ford has entertained the Evos name: in 2011, The Blue Oval introduced a concept car called the Evos that previewed the design language – known as Kinetic 2.0 – for future Ford vehicles, such as the current (second-generation) Ford Fusion and current Ford Mustang (S550).

ha ha ha ha ha ha

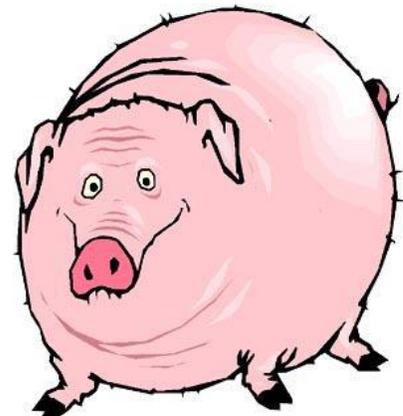


Eddie was driving down the road and met a car coming the other way.

Although there was room to pass easily, Eddie forced the oncoming car to slow down and wound down his window and shouted 'Pig'.

Astonished, the other driver looked in his rear view mirror and swore at Eddie.

Then his car hit the pig.



Submitted By: Ron Dupras

You'd look even better in a Mustang

There's only one thing to add to that fantastic sporty look of yours. A 1983 Ford Mustang. Try one of the Flip-Up or T-roofs. Or slip into the all new 4-seater convertible model, with a glass-back window and power assisted top. Mustang's smooth sleek shape is aerodynamic. Its drag coefficients rival some very notable imports. So come and get in your '83 Mustang today.

It's your kind of style.



Have you driven a Ford lately?



Get it together—buckle up.

CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE

*T-Shirts - Polos - Hats - Wind Breakers
Antenna Pennants - Name Badges*

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.

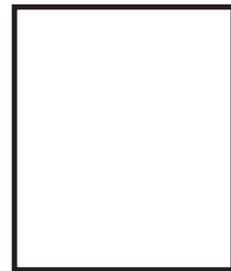
P.O. Box 25964 • Fresno, CA 93729-5964 • Phone: (559) 715-CVMC (2862) • Website: www.cvmustang.org

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



ADDRESS CORRECTION REQUESTED