



# the pony

OFFICIAL MONTHLY PUBLICATION

# PRESS

July 2014

# VROOOM VROOOM



**GT 350?**  
*Prototype tearing it up at the "ring"*



**WHAT  
A  
SURPRISE!**  
*Owning  
Henry Ford II's  
Mustang*



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Website



## CLUB INFORMATION:



Central Valley Mustang Club, Inc.  
P.O. Box 9864 • Fresno, CA 93794  
Website: <http://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

Paul Beckley • President	323-7267
Jim Sanborn • Vice President	246-6835
Carol DeLaPena • Secretary	453-0571
Jo-el Vaughan • Treasurer	292-5595

### MEMBERS AT LARGE

Karen Diaz	224-2492
Robert Grant	645-6146
Bob Vaughan	292-5595
Brandon Walker	323-2150

*Compliments or complaints should be presented to Members At Large.*

### MEMBERSHIP CHAIRMAN

Brandon Walker	323-2150
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### CLUB MERCHANDISE CHAIRMAN

Bob Anderson	233-8983
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### ACTIVITIES & PUBLICITY COMMITTEE

Mary Kokalis	229-3219
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*Suggestions for activities should be directed to the Activities Committee.*

### CALLING COMMITTEE

Mary Kokalis	229-3219
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### CO-WEBMASTERS

Brandon Walker	323-2150
Paul Beckley	323-7267
Garo Chekerdemian	906-7563

### CHARITY COORDINATOR

Nancy Sharmer	346-1096
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### NEWSLETTER EDITOR

Garo Chekerdemian	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

*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.*

## GENERAL MEMBERSHIP MEETINGS:



Last Thursday of Each Month  
YOSEMITE FALLS RESTAURANT  
4020 N. Cedar Ave • Fresno, CA  
Dinner: 6 PM • Meeting: 7 PM

### PAST PRESIDENTS

Paul Beckley	2012-2013
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

## PRESIDENTIAL RAMBLINGS



We need to get started on the plans set for the club picnic. (WOW 25 Years!) With that in mind I would like to make it special so I am asking you all for your thoughts on things to do. We had some ideas at the board meeting, but WE WANT YOUR INPUT TOO! It will again end up being a little later than usual (October 4th.) in an effort to have a cooler day so we might get a little more participation.

Please get with someone from the board to either voice your concerns and also to offer some suggestions. This is your party and it is what you make of it. If there are some fun party games or ideas on what would increase attendance please let us know.

I just got back from Oregon and Idaho, on the way back we went through Tahoe, I am dying to get a club trip back up there again. We had a great time years ago and would like to gauge your interests. So let me know what you think. We are having another activities meeting soon, so have your thoughts ready to get some incredible sounding events and trips planned. I know everyone can't go to all of them, but from the sounds of it you don't want to miss very many.

Unfortunately, I need to address some ugliness that has recently reared its head again. I was always amazed at the "family" atmosphere within the club. And as with family sometimes you have disagreements. The great thing about family is that you can work it out and move on to put the families best interest at heart. We are there again and we need to mend fences and I am dedicated to do whatever is in my power to put the club's interest at heart and do what is best for the club. We can't all get along all the time, but whatever differences people have amongst themselves need to be worked out. We had a similar event in the past, some got over it, and some left never to be heard from again. I don't want to see that happen again.

We have been here for 25 years and I don't see this club fading off into the sunset, so if you want to remain all these issues have to be resolved and I stand at the ready to work to mend those fences. I have had emails of complaints but never solutions, I would like to find those solutions and I need your help. Please give me your responses and let's work it out. My way or the highway does not work when we have at this time 106 voices that need to be heard too.

It looks like we are getting the word out and getting new folks joining. However at the display of the 2015 Mustang at Clovis I spoke to about ten people that have Mustangs that have never heard of the club. I gave them my card, but I know there are a ton of folks out there that have never had the opportunity to enjoy what we have built over the last 25 years. We are up to 106 members now and that is FANTASTIC! We still have work to do though.

Until next month, keep the rubber side down and keep those Chevy's in your rear view where they belong.

**Paul Beckley - President**

## FROM THE EDITOR



Mustang VIN numbers. How important are these to a Mustang owner that is questioned and written off as a person trying to pull a fast one?

Very.

In 1988 when I bought the Mach 1, it had a flat hood, chrome front bumper, stock grille with the pony in the corral and chrome trim at the edge of the fenders and hood.

I barely had a the car a week when I was "questioned" about the authenticity by an older gentleman. He told me he wasn't a Ford man but appreciated muscle cars and knew a little about all of them.

I had gotten to the point of being very frustrated when a light went on in my head. The VIN number!!!

I told him is he knew so much, go check the VIN. He did so and walked back like a dog in trouble and kept referencing these "issues". I bought the car from the second owner and he said that's how he bought it and was just going to put new paint and detail then turn it for a profit.

Well, last weekend my son came across what one might think was the grandson of the guy I dealt with. He was talking "smack" and when my son walked up and asked what his problem with the car was, he clammed up. I guess size does matter.

My son explained everything to him and then went in for the kill, the VIN number. After a lot of "cool, I didn't know", another know it all was educated and all was good in the world again.

**Garo Chekerdeman - Editor**



# Recipe for July

## Taco Pie

Original recipe makes 4 servings



### Ingredients:

- 1 (8 ounce) package refrigerated crescent rolls
- 1 pound ground beef
- 1 (1 ounce) package taco seasoning mix
- 1 (16 ounce) container sour cream
- 8 ounces shredded Mexican-style cheese blend
- 1 (14 ounce) bag tortilla chips, crushed

### Directions:

Preheat oven to 350 degrees F (175 degrees C).

Lay crescent dough flat on the bottom of a square cake pan and bake according to package directions.

Meanwhile, brown the ground beef in a large skillet over medium high heat. Add the taco seasoning and stir together well. When dough is done, remove from oven and place meat mixture on top, then layer with sour cream and cheese, and then top off with the crushed nacho chips.

Return to oven and bake at 350 degrees F (175 degrees C) for 10 minutes, or until cheese has melted.

# July BIRTHDAYS



- Jul 4 Greg Stewart
- Jul 19 Ricco Denedetti
- Jul 20 Seth Deffebach
- Jul 23 Jann Coppola
- Jul 24 Tom Higham
- Jul 25 Doug Deffebach
- Jul 27 Carroll Bartee

don't miss the action on the last Thursday of each month (unless noted)

**BOB SHARP**  
Area Sales Manager

Veyance Technologies, Inc.  
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Clovis, CA 93619-9531  
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# Pony Tales

The Club sends condolences to Erin Dotson, whose grandmother passed away on June 25th. Erin lived with her for several years when she was very young.

Jann Coppola, after injuring her leg and foot, was off work eight weeks and went back to work on July 14th. She says physical therapy is helping a lot.

Allen and Anna, during 107 degree weather, had their air conditioner go out. It's always when it's hot!

The Club sends condolences to Robert Grant, whose father passed away on July 15th.

Apparently Carol Bandy is a terrible driver and runs into everything. Just ask Jim.

At the June meeting, Lanny Vaught won the beautiful flag afghan crocheted by Shelby Presser. Everyone else was jealous. Ok, I was jealous.

Mary reports that former member Erin Long, daughter of Stonney Long, is living back in Fresno and will rejoin the Club.

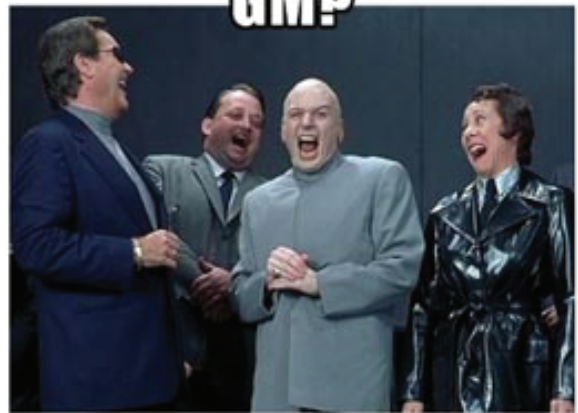
Mustangs Plus in Stockton now offers Club members 6% off their purchases. There is a new tab for them on the Club website. Click on the tab and it will give you a code for your discount.

Ask Mark Gardner about his senior moment in his new motor home.



"There's a vintage '64 Mustang exactly like mine on here for sale. Hey wait a minute, that is mine..."

WHAT DID FORD SAY TO GM?



I DON'T RECALL

*If you have news of any kind to tell the Club, please send the information in an email to me (Nancy Sharmer) at [railbird61@comcast.net](mailto:railbird61@comcast.net). Things like trips, a new car, new grandchild, accidents, funny happenings and comments, lies.....you know. Many things happen that would be interesting to other members, but if we don't know it, we can't print it.*

## Spied: Mustang SVT Wrangles the 'Ring 17 JUL, 2014

By: Manuel Carrillo III

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

Images: [mustang6g.com](http://mustang6g.com)



You know shit's about to get real when you see Ford engineers testing a Mustang on the Nürburgring. Now, if those Ford engineers forded the Atlantic Ocean to get to Europe, that would be very intimidating to the Mustang's European competitors, but I digress — the deep-cut aero packaging is intimidating enough; kind of like a biker-gang hitman with a four-inch scar across his forehead.

Because of the need to test the Mustang SVT's aerodynamics at speed in real-world conditions, it was necessary for engineers to strip this car down to its skivvies. In its current state of undress, we can get a good look at its aggressive face and hood scoop, as well as its wider rocker panels, its imposing front splitter and the quad-tip exhaust.

SVT engineers are really pushing the limits of engineering with this one.

This test car has its wheels wrapped in Michelin Pilot Super Sport rubber. Working in concert with that sticky rubber are cross-drilled rotors clamped by massive brake calipers.

Word on the Nürburgstreets is that there is a naturally aspirated 5.2L V8 under that bulgy hood.

Our spies tell us the 5.2L motor has suffered several catastrophic engine failures, which tells me the SVT engineers are really pushing the limits of engineering. Does that remind you of a certain Corvette-killing 'Stang?

This car's existence further demonstrates that the horsepower war is entering its nuclear stage, reinforcing what I said at the beginning of this post: shit's about to get real.

**SVT engineers are really pushing the limits of engineering with this one.**



## Mustang History: Henry Ford II's Personal Mustang

**By:** Jonathon Klein

**Source:** [themustangsource.com](http://themustangsource.com)

**Via:** Oakland Press

**Images:** Mustang 360

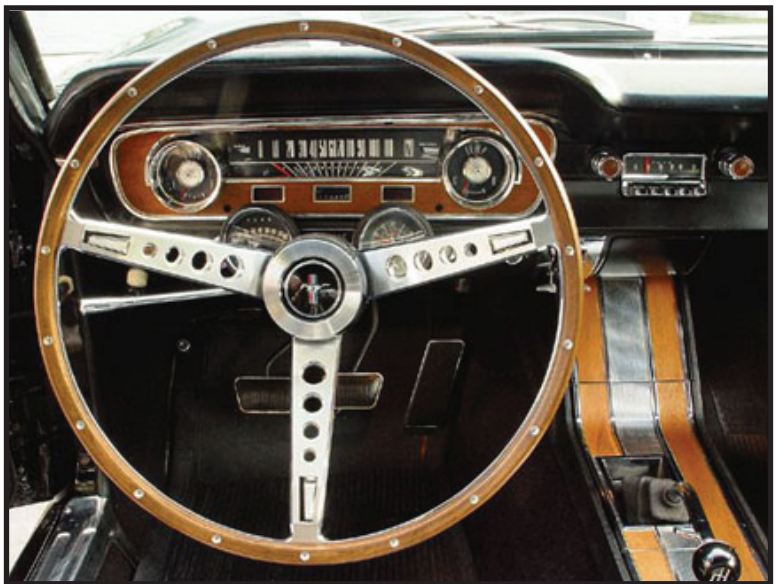
How would you like to find a piece of history? It would be awesome, right? Picturing yourself on the cover of Time, or the Wall Street Journal, holding some long-dead Egyptian mummy's head? So maybe that will never happen, but it happened to Art Cairo. He somehow got his hands on Henry Ford II's personal 1964 Mustang.

Art picked the car up directly from Ford in 1974 for a cool \$1,000; obviously, no one knew this car was one of a kind ... and I mean one of a kind. There are features on this car, which is a pre-production model, that never made it to the consumer Mustang. This 'Stang has a teak steering wheel, leather, a few pieces on the dash and console, and a few other flourishes in the paint of the body. The company had built the car specifically for Henry because he was still on the fence whether to put the Mustang into production.

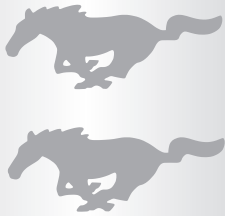
The story of this car is also remarkable in how it came into Art's hands. The company had given it to Ford II who drove it around for a while. Ford II had his own personal chauffeur who took a real liking to the car, so Ford gave it to him. The chauffeur then drove it for a while before selling it to one of his friends who worked for the company. That's where Art comes in. He bought it from the chauffeur's friend without the knowledge that it had been Ford II's personal car.

In 1981, Art got a chance to meet Edsel Ford who is the son of Henry Ford II. Art had Edsel sign the glove box of the car and had the company authenticate the car as a real Mustang pre-production model, but Art didn't know the real history of the car. Edsel did, and informed Art that this was actually his dad's personal car.

Art has since lovingly restored the entire vehicle, stating that every single bolt and nut has been stripped and redone to perfection. The only problem? He doesn't drive the car anymore, which is a real shame, and it seems he understands that, too. "I created a museum piece," he said smiling. "I shouldn't be driving it now. Any time it goes anywhere now it goes in a trailer."



# Out and about showing





# '15 EcoBoost at Lithia Ford of Fresno

*On Saturday, July 26th, the 2015 Mustang was on tour in town. First stop was Lithia Ford of Fresno in the morning the was Future Ford of Clovis in the afternoon. The model was a Competition Orange 4-cylinder EcoBoost. The car was strictly a "touring prototype" which meant look, but don't touch. The paint color is one that needs to be seen in person because pictures don't do it any justice.*



*Bright color, gloss black 5-spoke rims and just an overall execution of design*



*Even though it was a base model, the interior was out of this world.*



## 1964-1974 Ford Mustang Facts, Mustang History Lesson

By: *Matt Rigney*

Source: [www.motorauthority.com](http://www.motorauthority.com)

As Ford prepares for the 45th anniversary celebration of the Ford Mustang on April 16-19 in Birmingham, Alabama at Barber Motorsports Park they will be taking us back in time with some little know facts about the Mustang. They are starting us off with 1964-1974 Ford Mustangs which are rich in history and racing heritage. To me it's more of a "Did You Know" fact type list which I will post below but I have gone through a few of the more popular ones.

As most of us hardcore Mustang fanatics know the Mustang debuted on April 17, 1964 but did you know the price was only \$2,368. Another little known fact was Ford expected annual sales of only a 100,000 units but with 22,000 orders taken on the first day Ford quickly realized it had something special. They eventually sold 417,000 Mustangs over the next 12 months which was truly an amazing feat.

One fact that blows my mind is how there were 93,000 pedal-powered children's Mustangs bought for the 1964 Christmas season and during the 1966 model year Mustang sales passed the 1 million mark. Check out the complete list of 1964-1974 Mustang facts below and be sure to check back later in the week for part two, 1974-1982 Mustang facts.

### 1964-1974 Mustang Facts

The original Ford Mustang debuted on April 17, 1964 at a price of \$2,368 – a bargain even at that time.

Dealers were inundated with requests for the vehicle. In Garland, Texas, 15 customers bid on the same Mustang, and the winner insisted on sleeping in the car overnight to guarantee that it wouldn't get sold from under him before his check cleared the next day.

Ford expected annual sales of about 100,000 units, but 22,000 Mustang orders were taken on the first day, and sales reached an astounding 417,000 in the car's first 12 months on the market.

Not much more than a month after its introduction, Ford's new Mustang was on the racetrack as the pace car for the 1964 Indianapolis 500 race.

The early Mustangs have figured prominently in hundreds of notable films to date, beginning in 1964 with the James Bond movie Goldfinger, in which Bond's Aston Martin DB5 chased a white Mustang convertible.

Mustang-crazed parents bought 93,000 pedal-powered children's Mustangs during the 1964 Christmas season.

In 1965, the Shelby GT350 was introduced, with a 306 horsepower V-8 engine, giving the Mustang performance credibility.

Mustang sales passed the one million mark in March of 1966. The 1966 Mustang was the first – and perhaps the only – car to park on the 86th floor observation deck of New York's Empire State Building. Ford engineers disassembled a 1966 Mustang convertible and took it up in four sections using the building's passenger elevators.

Mustang-mania hit full force. The 289-cid V-8 "Hi-Po" engine became available. Carroll Shelby adapted the Shelby GT350 for Sports Car Club of America (SCCA) competition, and the GT350 went on to win three straight SCCA national championships.

The 1967 Mustang was considered by many to be the high water mark for Mustang design in the 1960s. The 2+2 model went from a semi-notchback to a sweeping full fastback roofline. Separate triple tail lamps, a longer nose and a bigger grille made for a more aggressive stance.

In 1968, the 428 Cobra Jet engine was introduced as part of an option package aimed at enthusiasts, and it helped make the Shelby GT500 become King of the Road – KR.

A "steed for every need" philosophy yielded 11 different powertrain combinations in 1969. New models added to the lineup included hot rods like the 290 horsepower Boss 302, the 375 horsepower Boss 429 and the Mach 1, giving the Mustang its muscle car heritage. The Grande luxury model also was introduced.

In 1970, a ram air "Shaker" hood scoop could be ordered on any Mustang equipped with a 351-cid or larger V-8.

The 1971 Mustangs were the biggest Mustangs ever – nearly a foot longer and some 600 pounds heavier than the originals. The Boss 351, with its 351 "Cleveland" V-8 and Cobra Jet heads, debuted. The Mach 1 was available with a variety of powertrains, topped by the 370 horsepower 429 Super Cobra Jet.

In 1973, the impact of gasoline shortages, rising insurance premiums and emissions controls brought the muscle car era to a close. The 1973 model was the last original Falcon-platform Mustang, and the convertible model was discontinued.

## Two Colts for a Mustang

By: Jerry Heasley

Source: [www.mustangandfords.com](http://www.mustangandfords.com)

In 1989 in El Paso, Kenneth Pasquarell spied an abandoned '65 Mustang fastback under a pine tree in Reid Davies' backyard. Although the sun had bleached the original Caspian Blue paint, the body appeared ding-free. The odometer read just 40,000 miles.

Davies' mom bought the six-cylinder fastback new in 1965 at Kemp Ford in El Paso. As is often the case, the car held sentimental value and was not for sale. In 1996, Pasquarell moved to San Antonio but he didn't forget the vintage Mustang and Davies' promise, "I'll give you first chance if I ever sell it."

Opportunity day came in May 2010. Pasquarell and Davies made a long-distance deal; in exchange for the fastback, Davies got a pair of vintage pistols, a Colt Single Action Army Revolver (introduced in 1873 and often touted as "the gun that won the West") and a Colt Bisley. Both pistols came with documentation back to 1901 when they were shipped from the Colt factory.

Amazingly, with a fresh battery installed, the Mustang started up and ran. Pasquarell took the car apart and stripped the paint to find a mostly rust-free Mustang except for a little rot in the bottom of the doors.



## 2015 Mustang F-35 Lightning II Edition Revealed



For the seventh consecutive year, Ford will create and donate a unique Ford Mustang to be sold, via auction, at the Gathering of Eagles charity event to support the EAA Young Eagles program. This year, the Ford Design and Engineering teams created the 2015 F-35 Lightning II Edition Mustang GT.

The car was specially built for AirVenture, drawing inspiration from the Lockheed Martin F-35 Lightning II aircraft, which represents the pinnacle of more than 50 years of fighter technology. The nonprofit EAA Young Eagles has provided free introductory flights to more than 1.8 million young people since 1992, helping inspire and motivate the next generation of leaders, aviators and innovators.

The one-of-a-kind F-35 Lightning II Edition Mustang will be one of the first salable all-new 2015 Ford Mustangs. The design of the modified 2015 Mustang GT 5.0-liter Fastback exudes a creative connection to the F-35 Lightning II joint forces strike fighter, while highlighting the design features of the new Mustang. Ford Design Manager Melvin Betancourt and Mustang Chief Engineer Dave Pericak led the respective teams.

The exterior will showcase a customized glossy and matte titanium paint scheme with distinctive F-35 Lightning II aircraft accents, with a carbon fiber front splitter, rear diffuser and rocker moldings added. The interior will include performance gauges, modified instrument clusters, Recaro seats and embroidered F-35 Lightning II elements in the seats and floor mats, among other distinctive design elements.

Last month I wrote about getting the new 2015 Mustang plastic snap model kit from Revell. This is basically the same model that was given to kids attending the Michigan Auto Show.

The main difference is the ones handed out at the show had white print on the bottom stating what the model was. Those same models (from the show) are going for \$100 or more on eBay.

The retail version goes for about \$12.99.

This is definitely a kit for kids because of the simplicity of it. Though it may take about 3 minutes to put together (right out of the box, no detailing), it still is a great representation of the car. There is a lot to play with for an experienced modeler.

The Revell kit is a "curbside" model: no engine, no chassis detail and no hood opening. The taillight panel, front grille and black trim around the windows are pre-painted.

Though I haven't built a plastic kit in a while, I had a blast!



The snap kit from Revell is pretty simple in that there aren't many pieces to it. There is no detail to the bottom of the car but all the other pieces are well detailed.



The red car was the first one I did. I used it as a tool to familiarize myself with the pieces. I kept it stock for the most part with the exception of lowering a bit and making decals for the headlights from an actual picture.



The interior has a lot of detail. Again, I used reference photos and used a small brush that I trimmed and several toothpicks for all the details.

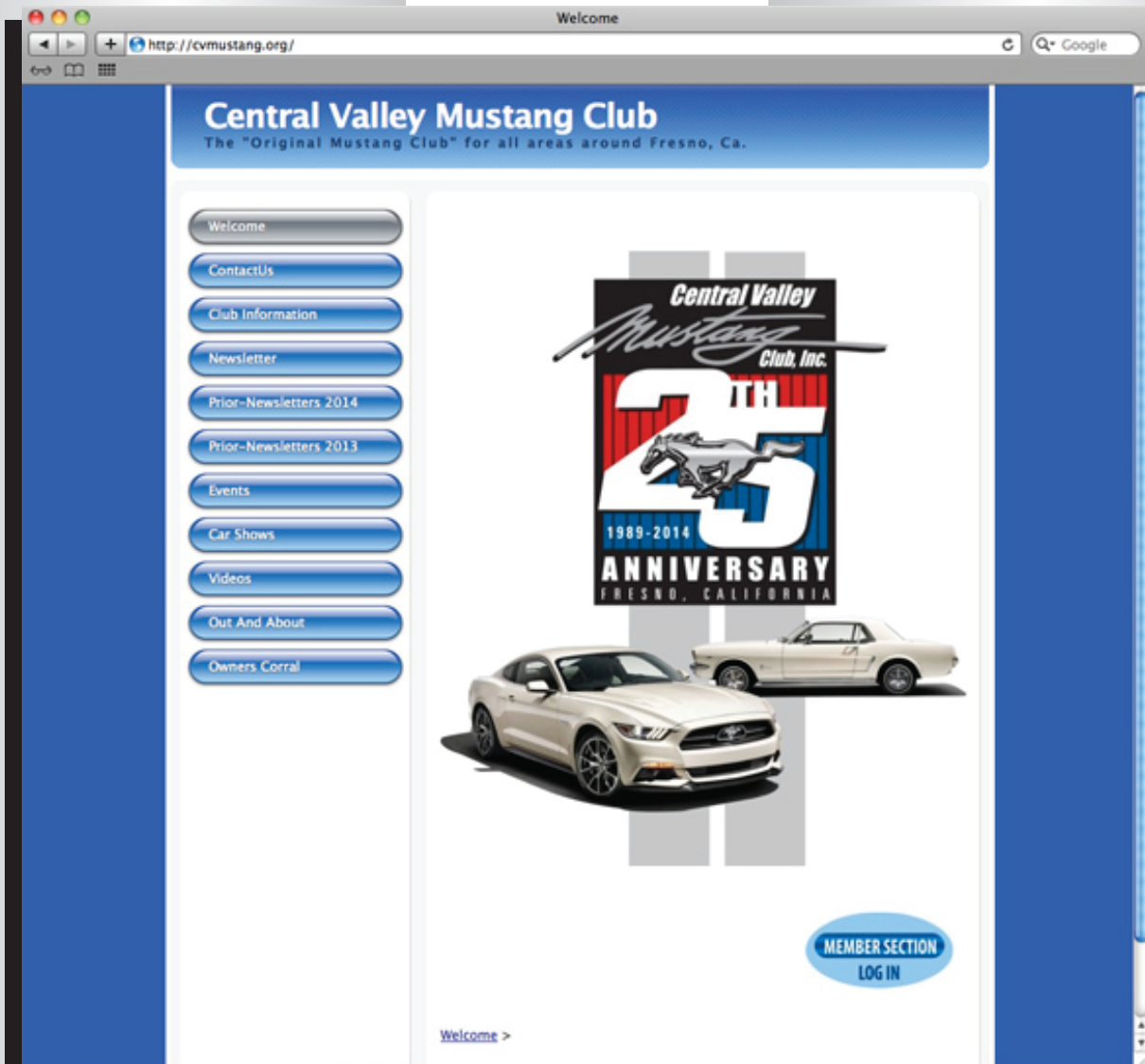


The white one is the second one I started. The paint went nuts and just left a lot of "clumps". After sanding and cleaning real well, a new coat of paint was put on. It came out better but you can still see some issues. This one I decided to use different rims and tires.



All there is left on the white one is some detailing. For the most part I'm happy with both cars but especially like the different rims on the white version. So, with that said, I still have another 3 in boxes to "experiment" with. I'm thinking maybe a Mach 1. Yes, yes, that works for me.

*It's finally here...*



*the new and improved  
**www.cvmustang.org***

*go and check it out!*



# MERCHANDISE ORDER FORM

To order merchandise contact Bob Anderson (559) 233-8983  
**All orders must be prepaid**

**PLEASE PRINT NAME:**

NAME: \_\_\_\_\_ DATE: \_\_\_\_\_

PHONE NUMBER: \_\_\_\_\_

**T-SHIRTS: (Color for 2014 is Hunter Green)**

S - XL = \$10.00  
 XXL = \$11.00  
 XXXL = \$12.00  
 XXXXL = \$13.00

**POLOS or WINDBREAKERS**

S - XL = \$25.00  
 XXL = \$26.00  
 XXXL = \$27.00  
 XXXXL = \$28.00

● ● Add \$2.00 for pockets on T-shirts & Polos ● ●

**HATS = \$11.00 ● PENNANTS = \$8.00 ● NAME BADGE = \$8.50**

ITEM	SIZE	COLOR	QTY	AMOUNT DUE
				\$
				\$
				\$
				\$

TOTAL DUE: \$ \_\_\_\_\_ METHOD OF PAYMENT: CASH \_\_\_\_\_ CHECK # \_\_\_\_\_

RECEIVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_



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We have our Save Mart SHARES cards. Use the card when you go to Save Mart or Food Maxx and the club gets 3% cash back! See Ron Deubner to get a card for you and any family member who will shop at Save Mart. This can bring a lot of money into the club.



## Membership Application

This section will be forwarded to the CVMC Membership Committee. Please type or print in block letters.

<b>MEMBERSHIP COMM. USE</b>	<input type="checkbox"/> NEW	<input type="checkbox"/> RENEWAL	DATE	AMOUNT
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MEMBER INFORMATION					
NAME			BIRTHDATES	MONTH	DAY
ADDRESS			PHONE		
CITY	STATE	ZIP CODE	NAME & PHONE IN CLUB DIRECTORY?	YES	NO

FAMILY MEMBERS			
	BIRTHDATES	MONTH	DAY
NAME			
NAME			
NAME			
NAME			
NAME			
TOTAL NUMBER OF ACTIVE (VOTING) MEMBERSHIPS FOR WHICH YOU ARE PAYING			

**Car 1**

TYPE OF VEHICLE(S)					
YEAR	BODY STYLE	MODEL	ENGINE	TRANS.	
EXTERIOR COLOR		INTERIOR COLOR	HOW LONG HAVE YOU OWNED THE VEHICLE(S)?	YRS	MOS
OTHER FEATURES					

**Car 2**

TYPE OF VEHICLE(S)					
YEAR	BODY STYLE	MODEL	ENGINE	TRANS.	
EXTERIOR COLOR		INTERIOR COLOR	HOW LONG HAVE YOU OWNED THE VEHICLE(S)?	YRS	MOS
OTHER FEATURES					

**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 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 the member's vehicle. Lack of, 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 who operate a vehicle.

**Release of Damages:** By signing this document, 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.

Applicant's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Applicant's E-Mail Address: \_\_\_\_\_

Please send this form with your check to:

**Central Valley Mustang Club, Inc.**

Post Office Box 9864

Fresno, California 93794-9864

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 initiation 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. Dues are prorated by month. Please contact Membership before paying dues.

Come join the fun

# Yosemite Falls Cafe



**General Membership Meetings:**

*Last Thursday of Each Month*

Yosemite Falls Restaurant

4020 N Cedar Ave (Cedar & Dakota) • Fresno, CA

**Dinner:** 6pm • **Meeting:** 7pm



For Detailed Information On Club Activities Visit Our Website At:

**<http://www.cvmustang.org>**

Or Call Club Information Line: 559-485-1010

*every month!*

**the pony**  
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