

the pony PRESS

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB

AUGUST 2019



Evolution of the Ford Mustang Running Pony



All-New 2020
NASCAR Xfinity
Series Mustang
Unveiled

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club info



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

Club Purpose: To provide a common meeting ground for Mustang owners and further the enjoyment of ownership; to include workshops, discussions and technical meetings; to promote a more favorable relationship with the general motoring public; to further the preservation and restoration of all Mustangs.

Who Can Join: The club is open to all Mustang enthusiasts. Any individual or family can join. Ownership of a Mustang is not essential, but enthusiasm is. CVMC embraces the practice of encouraging diversity within the membership and involvement of the entire family in its membership and at all club events.

A Family Oriented Organization: As a part of promoting family involvement in the club, children are allowed and in fact encouraged at all club functions. In deference to this family involvement and the driving of motor vehicles, consumption of alcoholic beverages is discouraged at club events except where the club is staying overnight and there is no potential for any drinking member or guest to get behind the wheel.

Dues: For the first year only, \$30 for a one year Active Membership, of which \$5 will be an initiation fee and \$25 for dues. For additional family members, Active Membership dues are \$5 per member. Renewals are due each January. Renewal notices are not sent out.

CVMC OFFICERS

Ron Dupras • President	313-9042
Joseph Colvin • Vice President	285-7296
Susan Ward • Secretary	288-6352
Doug Deffebach • Treasurer	917-4283

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Tish Davis	708-7951
Karen Diaz	213-7957
Robin McCann	709-0830
Robert Whitley	877-4948

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP CHAIR

Brandon Walker	323-2150
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ACTIVITIES CHAIR

Karen Lee	681-0181
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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

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NEWSLETTER EDITOR

Garo Chekerdeman	906-7563
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Talk to a Member at Large

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Non Members per issue	\$3.00
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CVMC Members	FREE
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Full Page (One Year)	\$105.00
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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

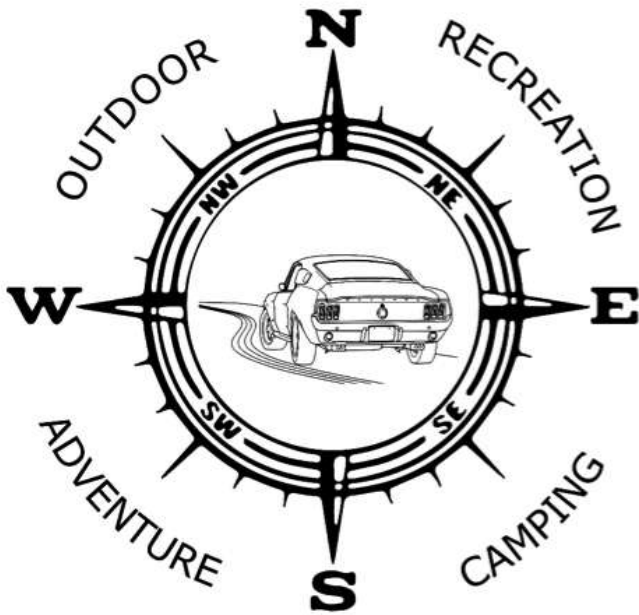
PAST PRESIDENTS

Ron Dupras	2017-2018
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

The president is out for a much needed break! Enjoy and be safe.



Ron Dupras
CVMC President 2017 - 2019

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



from the editor

Well, I recently talked myself (along with the help of Mike Aaron) out of a potential bigger car payment. Not to mention a very good possibility (justified) of divorce papers being served.

As I'm sure most of us do, I was going through dealership websites looking for a '15 - '17 GT. Wanting to get rid of the V6. I had decided that with this version of the Mustang, I wanted a V8 again for the power and the sound.

I found a few that weren't bad and then wondered what a '18 would cost. With that the search was on. I found a couple, but they were about \$2,000 less than a new one and I thought, well that's odd. With that in mind I started looking at the '19's. I figured a brand new car, had a couple of nice rebates and I could use the Ford X-Plan and have a brand new car with full factory warranty.

Right off the get go, BAM, there she was. A brand new 2019 GT, though not fully loaded, but enough for me. The best part was that it was white and I could continue the tradition of having a white Mustang. As was my '71 coupe, '72 Mach 1, 2003 V6, and the 2006 Pony Package.

Well, I got to the dealership and parked. Then called Mike and said I was there but I was hesitant. With that he went into full therapist mode and when I told him my reasons, we laughed and we basically decided I needed to get the hell out of there. I hopped into my trusty Ruby Red V6 "Layla" and cruised around telling her daddy still loved her.

Garo Chekerdeman
CVMC - Newsletter Editor



recipe

Source: bluejeanchef.com
Submitted By: *Carla Chekerdemian*

Mexican Street Corn Nachos



INGREDIENTS

QUESO BLANCO:

- 1 tablespoons butter melted
- 1 tablespoons all-purpose flour
- 1½ cups milk
- 1½ cups shredded white Cheddar cheese divided
- 1½ cups shredded Monterey jack cheese divided
- 3 tablespoons canned diced green chilies
- ½ teaspoon chili powder
- ¼ teaspoon cumin
- ½ teaspoon salt
- ¼ teaspoon freshly ground black pepper

NACHOS:

- 4 ears corn
- ¼ cup mayonnaise
- ½ cup cotija cheese
- ¾ teaspoon chili powder
- 1 bag white corn tortilla chips
- ½ cup diced red onion
- 2 Jalapeño peppers sliced
- Mexican crema**
- Fresh chopped cilantro

INSTRUCTIONS

Make the queso blanco by melting the butter in a medium saucepan and adding the flour. Stir the two ingredients together into a paste. Whisk in the milk until smooth. Bring the mixture to a boil and simmer for 5 minutes, until the sauce starts to thicken and coats the back of a spoon. Remove the saucepan from the heat and add 1 cup of the white Cheddar cheese and 1 cup of the Monterey Jack cheese. Stir until both cheeses have melted. Add the green chilies, chili powder, cumin, salt and black pepper and set the queso blanco aside. Pre-heat the oven to 350°F.

If you have a grill at your disposal, grill the corn on the cob to char some of the kernels and then slice all the kernels off the cob. If you don't have access to a grill, slice the corn kernels off the cob and sauté them in a skillet over high heat. Transfer the corn to a bowl and add the mayonnaise, cotija cheese and chili powder.

Spread the tortilla chips on a baking sheet and transfer the sheet to the oven for 5 minutes to crisp them up. Pour the queso blanco over the tortilla chips and sprinkle the remaining cheeses over the top. Sprinkle the corn mixture on the chips and top with the diced red onion and sliced Jalapeño peppers. Return the baking sheet to the oven.

Bake in the oven for 10 minutes until warm and bubbly.

Drizzle the Mexican crema on top of the nachos and sprinkle with a little chili powder. Top with fresh chopped cilantro and serve immediately.

RECIPE NOTES

**Substitution for Mexican Crema

- ½ cup sour cream
- ¼ cup heavy cream
- ¼ teaspoon salt
- 2 teaspoons fresh lime juice

happy
birthday

Aug 4 Jim Sanborn

Aug 6 Robert Whitley

Aug 28 Skip Tullock

next general meeting
SEPTEMBER 26th, 2019
NEW LOCATION:
BLACK BEAR DINER
3602 W. Shaw Ave • Fresno, CA
(Northwest Corner of Shaw / Marty)

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Sunday, January 12, 2020 at 10 AM - 3 PM

Knott's Berry Farm

8039 Beach Blvd, Buena Park, California 90620

Registration for our 35th Annual show will open on September 1, 2019!

For our 2020 show, we will be returning home to Knott's Berry Farm. Yes, you read that right, the 35th Annual Fabulous Fords Forever will be at Knott's Berry Farm on Sunday, January 12, 2020.

Why January? Well, with the success of the Boysenberry Festival and increased attendance throughout the year, this was the only date available, so we seized the opportunity and we are happy to be back!

We encourage everyone to get your entries in early, as we expect the show to sell out quickly! The last show at Knott's sold out well before the last day of registration, so don't wait!

Registration will end on December 21, 2019. **DO NOT WAIT TO GET THOSE ENTRIES IN!** We do not anticipate extending registration, so don't miss out.

The Knott's Berry Farm Hotel will be offering discounted hotel rates, so bring the family and plan your weekend around the show! The discount code is FABFORDS38. Don't wait to book your room, as the block fills up fast!

Entry to the show is **FREE FOR SPECTATORS!**

We will have some great guests on hand for this event. As a reminder, this event is rain or shine, but it never rains in Southern California, right? Not even in January!

You really don't want to miss this event!

See you there!

All-New 2020 NASCAR Xfinity Series Mustang Unveiled



DEARBORN, Mich., August 15, 2019 – Ford today revealed the all-new 2020 NASCAR Xfinity Series Mustang racecar, rounding out its presence as Ford’s global flagship in race series around the world, from hot rods to stock cars to endurance racers.

The NASCAR Xfinity Series Mustang marks the fifth all-new motorsports Mustang unveiled in the past year. It joins the Monster Energy NASCAR Cup Series, National Hot Rod Association Funny Car division, Virgin Australia Supercars Championship, and grassroots Cobra Jet, which have all found their way to the winner’s circle in their respective forms of racing.

The new racing Mustangs all were projects that included members of Ford’s engineering and aerodynamics teams based out of the Ford Performance Technical Center in Concord, NC. The facility has evolved from a racing-only facility to a test-bed of development for production vehicles as well as motorsports including the all-new 2020 Mustang Shelby GT500.

“We’ve always talked about Mustang being a car that was born to race, and it’s been gratifying to see it performing so well in multiple series around the world,” said Mark Rushbrook, global director, Ford Performance Motorsports. “It’s a credit to all of our engineers and teams that have worked so hard to make Mustang a championship contender right out of the box.”

This has been particularly evident in the Virgin Australia Supercars Championship, where the new Mustang has won 17 of the first 20 races of the season and has now clinched the Supercars Manufacturer’s Championship just halfway through the season. DJR Team Penske has won 16 of the events, including defending champion Scott McLaughlin’s 14 victories.

In addition to the new motorsports Mustangs, Ford also com-

petes with the Mustang GT4 in the IMSA Michelin Pilot Challenge Series in North America, and the FIA British GT4 Championship in Europe.

In 2019, Team Penske captured five of the first 15 Monster Energy NASCAR Cup Series events with drivers Brad Keselowski and Joey Logano. Stewart-Haas Racing’s Kevin Harvick has also won two Cup events, including this past weekend at Michigan International Speedway.

“Ford and NASCAR have enjoyed a long and storied partnership, and the iconic Mustang has solidified its place within that legacy with an impressive performance in the NASCAR Xfinity Series,” said Ben Kennedy, NASCAR managing director of racing operations and international development. “We’re looking forward to seeing what the newest generation of the Mustang will do on the track.”

In NHRA Funny Car drag racing competition, Bob Tasca III recently won back-to-back events in Bristol, Tenn., and Norwalk, Ohio.

Before revealing today’s all-new Xfinity Series Mustang, the previous Xfinity Mustang started racing full-time in 2011, winning the driver’s championship three times and the owner’s title on six occasions.

Ricky Stenhouse Jr. won back-to-back driver’s championships in 2011 and 2012, with car owner Jack Roush taking the manufacturer’s crown in 2011. Chris Buescher followed with the driver’s title in 2015 while fellow Ford owner Roger Penske capped off a run that saw him win three straight owner’s championships. Penske added a fourth owner’s title in 2017 before Tony Stewart and Gene Haas won their first with driver Cole Custer last season.

The new NASCAR Xfinity Series Mustang will debut at Daytona International Speedway on Feb. 15.

Evolution of the Ford Mustang Running Pony



By: Amie Williams
Source: mustangandfords.com

The running pony is the most identifiable symbol when it comes to the Ford Mustang. It may not have been if designers went with calling this new car the Avanti, Allegro or Torino. Even Gale Halderman's design chosen for the basis for the production model was originally called "Cougar" until the Mustang name was finalized.

Phil Clark's Sketchy Mustang

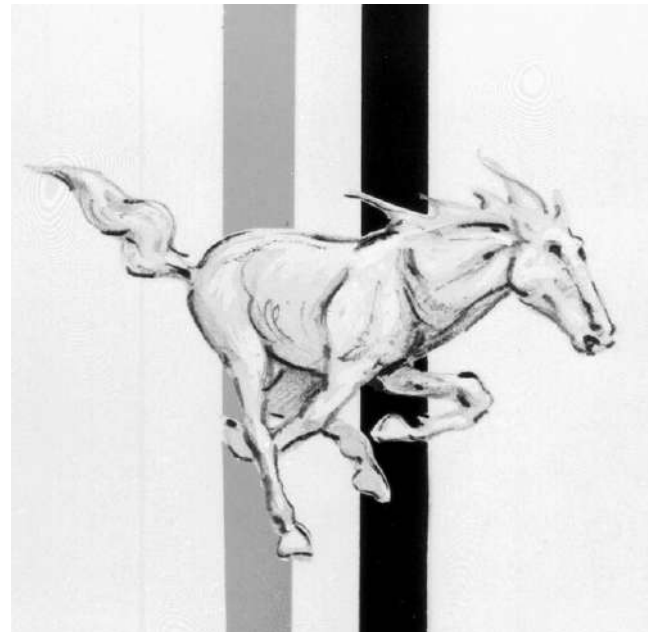
Starting in the early summer of 1962, Troutman and Barnes – a race car constructor based out of California – assembled the running version of the Mustang 1 Concept. That's when Ford designers got together to review sketches for badging this new car. With a name like Mustang it needed to reflect the horse and America. Phil Clark was busy sketching ideas for the badge for several years and the team preferred the galloping horse with a red, white and blue tri-bar design.

Gale Halderman's Cougar Design

While this Mustang concept was being finalized in September of 1962, a competition was held between Ford designers where Gale Halderman's design was chosen as the basis for the running pony logo. Each design had a name and Halderman's was called "Cougar." The grille featured a stylized big cat inside what would eventually be called the pony corral. There was a debate on which way the Cougar or pony should face, so various design models from 1962-1964 can be found with the logos facing in either direction.

Charles Keresztes Model

In 1963, Ford was getting ready for a second concept based on the first production prototype body that would sport the Mustang II name. The first pony logos were too tall to fit into the grille corral. Design studio modeler Charles Keresztes created a new version of the pony for the grille and pony car. Here is his final wooden sculpture of the grille pony.





Lee Iacocca said: "the Mustang is a wild horse, not a domesticated racer," so the designer Gene Halderman felt that the pony should always face left. Frank Thomas who worked on the name research, is quoted as saying that Mustang rose to the top "because it had the excitement of the wide open spaces and was American as all hell." No concrete evidence can be found, but numerous anecdotes have been told that the left-facing pony represents a wild horse running west.

1965 Production Grille Pony

The pony that graced the 1965 production Mustang showed more of a running stance than a galloping one. The head and neck are more horizontal and the tail flows out behind.



1965-66 Mustang Side Badge

A revised version of the grille pony on the front fenders was placed on top of a red, white and blue tri-bar. The modeler, Wayno Kangas, designed the horse to be somewhat flatter for the fender badge than in the grille.

Mustang II Badge

For the Mustang II in 1974, the tri-bar was changed to a Roman numeral II and the horse was re-sculpted with its head more upright and the tail straightened out.



1994 SN-95

The side tri-bar emblem disappeared for the Fox-body models, but reappeared for the fender of certain models of the 1994 SN-95 Mustang.

Warriors in Pink

Special edition badges appeared over the years including the 40th and 45th anniversary editions. Whether it was a horseshoe or the 2009 Warriors in Pink edition, which featured a pink ribbon under the pony to raise awareness for breast cancer awareness, special badges graced the fenders of a number of Mustangs over the years.

2010 Grille Pony

This would be the most recent revision for the last model change in 2010. The pony appears to have a crisper, more muscular profile.



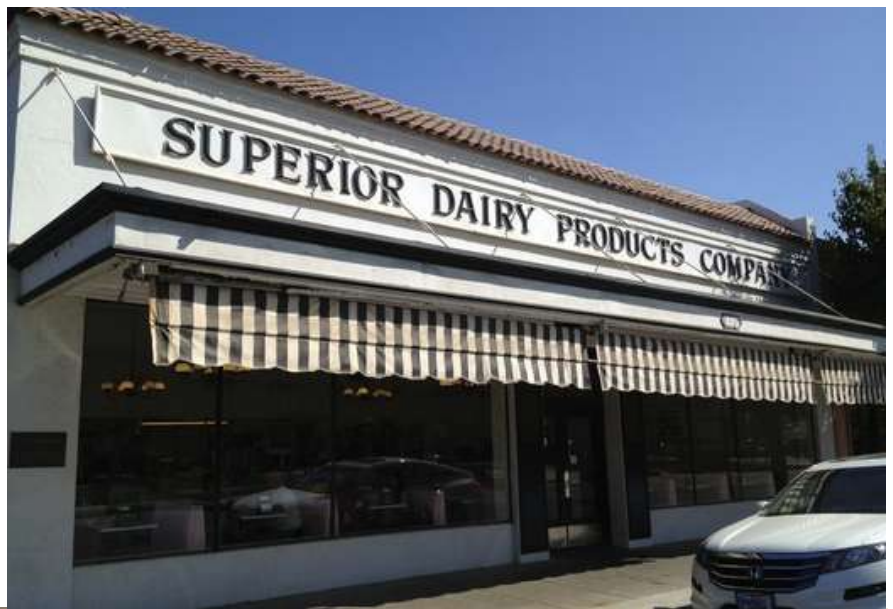
Windham Senior Living Hot August Nights Show

Pics By: Robin McCann, Mary Kokalis & Carol Bandy



we all scream
for
ice cream!

Pics by: Mary Whitley



WHAT IS THE RAREST MUSTANG?

*By: Meghan Drummond
Source: cjponyparts.com
Submitted By: Joe Colvin*

“Rare” means something that’s scarce or something that’s unusually good or remarkable. Rarity is a hard value to quantify in automobiles, and perhaps even harder to come up with an exact value with for Mustangs. Depending on how you define rare, there are several Mustangs that could qualify for rarest Mustang.

The 1969 Mustang E could qualify; only 50 units were produced. But the reason why so few were produced was that nobody particularly cared for them in 1969 and that hasn’t really changed. It’s scarce, but it’s not even usually good—let alone unusually good. On the other hand, some of the more popular models of Mustang were immediately identified as valuable, and despite not being overly scarce, they are able to hold value because they are unusually good.

The Ford Mustang has been manufactured since 1964, and in the years between then and now they’ve certainly had more than a few limited runs. There have been Warrior Mustangs for troops overseas, and Warriors in Pink Mustangs for people battling breast cancer.

Those are all worth writing about, and we have. These limited runs are scarce, and they’re unusually good, but with so many competing lines, none of them really qualify for the coveted position of rarest Mustang

But the rarest Mustang title falls down to a tie between these truly one of a kind Mustangs.

THE 1964 WORLD’S FAIR SKYWAY MUSTANG

When Ford debuted the Mustang at the World’s Fair, they brought twelve convertible Mustangs that were bolted to the Magic Skyway. For the ride, guests would sit in one of the twelve cars and be taken on a tour through the distant past and into the future.

After the fair, Ford elected not to keep the ride as part of their display in Dearborn, and the vehicles once unbolted were offered up for sale through Ford’s used car program. There were three convertibles made in each of four colors: Raven Black, Wimbledon White, Guardsman Blue, and Rangoon Red. Though there were originally twelve 1964 World’s Fair Mustangs, now only two of the convertibles from the 1964 season exist.

One of the Raven Black convertibles was purchased in 1965 by Dr. John Mansell, who kept the car safe in his barn. It still had remnants of the brackets that had once attached it to the Magic Skyway for the World’s Fair event where the Mustang debuted.

Though the Mustang was requested for many local events, people were primarily drawn to it because it was a classic Mustang convertible. It wasn’t until Dr. Mansell pointed out the vin number to people that they realized just how special the car was. Unlike a lot of people with barn cars, Dr. Mansell has always realized just how special his vehicle was, which has led to it being a family bonding project.

One of the 1964 Wimbledon White Skyway Mustangs was found, but it had been neglected and left in a Georgia junkyard. It is presently in the process of being restored, but until it is, Dr. Mansell’s car remains the only intact specimen from the first season of the Magic Skyway. There are two 1965 Skyway Mustangs as well, both of which are owned and have been fully restored by Al and Gary Schweitzer. The location of the twenty other Skyway Mustangs is unknown.

THE 1967 SHELBY GT500 CONVERTIBLE

Though Shelby intended to make a GT500 convertible in 1967, issues with fitting the fiberglass parts to the cars resulted in an epic slow down in manufacturing. Shelby ended up with a backlog of Mustangs that needed to be finished. In the end, only one GT500 convertible was made in 1967, and it was used as a company car.

Ford decided to redesign the Mustang before 1968 and sent replacement parts for the three 67’s being used as company cars so that the parts could be installed and promotional photos could be taken. The parts were installed, and with them the convertible was disguised as a 68 Mustang. It somehow managed to make its way onto a used car lot where it was purchased by an enthusiastic Mustang fan. Eventually, the car’s new owner noticed some oddities about the little convertible and eventually pieced together the vehicle’s history. The giveaway was the engine. A dual-quad 428 engine was only used for one year-1967. Since then it has been restyled to its original 1967 form.

In 2004, Carroll Shelby travelled to the Chicago Auto Show where the convertible was on display and autographed the hood and dash. He also wrote a letter where he expressed surprise that the convertible had managed to escape Ford’s policy of crushing prototype and experimental vehicles. We’re all certainly glad it did though.

THE 1967 SHELBY GT500 SUPER SNAKE

The Shelby Super Snake was supposed to be a limited run of 50, but in the end only one was manufactured.

The Super Snake started its life as a GT500, but then Shelby added a racing engine, a special rear axle, a special transmission, and Thunderbolt tires. The car was originally intended to serve as an ambassador for the tires, but then Don McCain suggested making a supercar for the purpose and Shelby was keen on the idea. Externally, chrome headlight surrounds and blue stripes were added, making this a distinct car inside and out. It performed exceptionally well on the test drive, and at the end of five hundred miles the Thunderbolt tires had maintained their tread. By all accounts, the car was a total success, both fun to drive and unreasonably fast.

High performance parts tend to come with a high price tag though, and none of the other planned fifty were ever manufactured. Though the projected 7500 dollar price tag may look paltry, when adjusted for inflation it would have been around 60,000 dollars. The one and only original car was most recently auctioned off for 1.3 million dollars, and with only 26,000 miles on it, it's likely it'll be around for years to come.

THE 1968 SHELBY GREEN HORNET

Born as a 1968 Mustang with a v8 engine, the Green Hornet never wanted for power. But Shelby decided to add a little something extra to this car. An experimental fuel injection system that put out 450 horsepower. A Ford truck transmission was added, and an independent rear suspension.

The result was a car with better handling, better traction, and a smoother ride. As a prototype, it was supposed to be crushed. Obviously, that didn't happen. Somehow the Green Hornet escaped, was sold, and came to be appreciated and loved by several people. On the driver's visor a note from Shelby identifies the car as the one and only Green Hornet. Though the car was nearly auctioned off for 1.8 million dollars (a record amount for a Mustang) the sale fell through because the reserve price was set at 2.5 million.

FORD'S AVIATION SERIES

These are different from any of the Mustangs listed above in that they are intentionally produced to be one of a kind. Each year Ford produces one aviation inspired Mustang to be auctioned off during an airshow to benefit the Young Eagles, an education program designed to help introduce young people to the experience of aviation.

The first of Ford's aviation inspired Mustangs was created in 2008. It was named the AV8R and was modelled after a F-22 Raptor aircraft. Since then every year Ford has introduced a new aviation inspired Mustang, with the exception of 2017 when a Ford Raptor was showcased instead.

2018's special edition was the Eagle Squadron Mustang GT. Some of the special features for this Mustang included that it was equipped with a carbon fiber widebody kit, and leather racing seats embroidered with Eagle Squadron logos. This Eagle Squadron refers to the American pilots who flew combat missions alongside British pilots prior to the United States joining World War II. All told, the auctions for these cars have enabled Ford to raise nearly 3.7 million for the Young Eagles.

These Mustangs are all one of a kind and unusually high quality, which makes them contenders for the rarest title as well as unique parts of Mustang's history spanning from their World Fair debut to today.

Australian Ford Muscle



A bit of a rare shot here. Those trumpets up front are from the mechanical injection of a 351 Cleveland from Moffat's Super Falcon. Installed for some more straight line grunt, it upset the Car's fine balance and was removed shortly after. This photo is allegedly from the 1972 Sandown 250 support race, there's not too many shots of this legendary Car in this configuration.

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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.

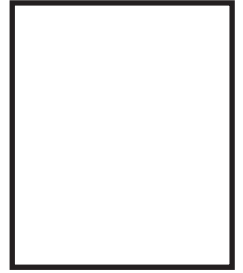
P.O. Box 25964 • Fresno, CA 93729-5964 • Phone: (559) 715-CVMC (2862) • Website: www.cvmustang.org

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.
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www.cvmustang.org



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