

the

# pony PRESS



OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB

FEBRUARY 2019



## Battle of Baddest Mustangs



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

# club info



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

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

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

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

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

## CVMC OFFICERS

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

## MEMBERS AT LARGE

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

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  
YOSEMITE FALLS RESTAURANT  
4020 N. Cedar 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



from the editor

Change...

We see change in things every day. Some things we like and others we just shake our head and hope the new change won't last. Well, for 2019 we have many things that have stayed the same and now we are headed to some changes.

As you may have seen in January we made a change to the Raffle and it appears all liked the new system. Thank you for your participation in the raffle each month and as members keep up the good raffle prizes.

We have been discussing, for quite some time now, on making a move for the General Membership Meetings. This is a bit harder than most would think. Venues around the area are either too small or have a cost associated with using the facility. It appears, like Goldilocks, we found the place that is "Just right" at Black Bear Diner on West Shaw Ave.

**Black Bear Diner  
3602 W. Shaw  
Fresno, CA  
(Northwest Corner of Shaw / Marty)**

Your board and members had a meeting this last Sunday at Black Bear Diner and although they are still in training they did a fine job in serving us with good food. We have scheduled a second board meeting at Black Bear Diner for April 22nd and **will begin General Membership Meetings on June 27, 2019.**

The board will be sending out the new information to all registered members again beginning April 01, 2019 so make sure your dues are up to date so you will receive the information and continual updates.

One thing that won't change is our love of Mustangs! Be **involved, engaging in your club and enjoy the journey.**

Don't forget we now have a suggestion box at our meetings and would like to hear your comments as to how we can improve our club.

Thank you...

**Ron Dupras**  
CVMC President 2017-2019

**"Get involved, engage in your club and enjoy the journey."**

I came across this the other day and it reminded me of the old days when the club first started and we'd get together to help each other and learn how to do things to our cars.

Be safe out there folks.

**When the entire squad comes to help you figure out wtf is wrong with your car**



**Garo Chekerdeman**  
CVMC - Newsletter Editor



# recipe

## Crab Cake Sliders with Blood Orange Aioli

By: Jeff Mauro

Source: foodnetwork.com



### INGREDIENTS:

#### Blood Orange Aioli:

- 1 cup mayonnaise
- 2 to 3 tablespoons freshly squeezed blood orange juice (about 1/2 orange)
- 1 tablespoon stone-ground mustard
- 1 teaspoon blood orange zest
- 1 clove garlic, grated
- Kosher salt and freshly ground black pepper

#### Crab Cake Sliders:

- 18 butter crackers, crushed (about 3/4 cup)
- 1/4 to 1/2 cup mayonnaise, plus more for schmearing
- 1 tablespoon roughly chopped fresh parsley
- 1 1/2 teaspoons seafood seasoning, such as Old Bay, plus additional for garnishing
- 8 dashes hot sauce
- 1 large egg, beaten
- Kosher salt and freshly ground black pepper
- 2 pounds lump blue crab meat, shell and cartilage picked out
- Butter, for spreading
- 24 potato slider buns, split
- Baby mesclun greens, for topping

### DIRECTIONS:

- 1) Preheat the oven to 350 degrees F.
- 2) For the blood orange aioli: Combine the mayonnaise, blood orange juice, mustard, zest and garlic in a mixing bowl. Season with salt and pepper.
- 3) For the crab cake sliders: In a large mixing bowl, gently combine the crackers, mayonnaise, parsley, seafood seasoning, hot sauce, egg and some salt and pepper. Gently fold in the crab meat until just combined. Lightly form 24 patties by taking 2 tablespoons of the crab mixture and rolling it into 2-inch balls, about the size of a golf ball. Place the patties on a baking sheet lined with a silicone mat. Spread each patty with 1/4 teaspoon of mayonnaise, and sprinkle with additional seafood seasoning.
- 4) Bake until light golden brown, 10 to 15 minutes.
- 5) Butter each slider bun and lightly griddle to toast.
- 6) For the sandwich build: Spread the bottom half of a bun with some aioli. Place a crab cake on top. Top the cake with some mesclun greens, and finish with the top bun.

# happy birthday

Feb 2 Alec Chekerdeman

Feb 4 Robin McCann

Feb 5 Michael Borrell

Feb 5 Paul Beckley

Feb 20 Ben Tiedt

Feb 22 Rick Gardner

Feb 25 Bob Anderson

Feb 26 Brian Green

Feb 26 Diana Buranen

Feb 28 Diane Tiedt

next general meeting  
MARCH 28th, 2019

# be sure to check out



[cvmustang.org](http://cvmustang.org)  
Events • Calendar • Pics  
Newsletters • Merchandise



# A 1967 Ford Mustang Fastback Is the Latest to Be Immortalized in Legos

The Lego Creator Ford Mustang kit includes 1471 pieces.

By: Andrew Wendler  
Source: caranddriver.com

- *This 1970s-era Ford Mustang kit is customizable; there's a supercharger, front and rear spoilers, tail or side pipes, and even a nitrous-oxide tank.*
- *A removable roof panel permits access to the attentively detailed interior.*
- *The kit will be available directly from Lego stores or online, starting March 1.*

Lego has been on tear in the past few years, working up both scale-model and actual-size reproductions of some pretty exotic hardware such as the Bugatti Chiron, the Aston Martin DB5, and the McLaren 720S. Now it has turned its sights to re-creating a decidedly American icon: the Ford Mustang.

Lego has dabbled in Mustang kits before, but this is the first time it has released one with this level of detail and complexity. Consisting of 1471 individual pieces, the kit measures over 13 inches long and five inches wide when completed. Designed for builder customization, the kit includes a selection of license plates, a supercharger, a rear ducktail spoiler and front chin spoiler, massive exhaust pipes, and a nitrous-oxide tank. The kit even allows the builder to alter the rear suspension lift for that sweet jacked-up look so prevalent in the average high-school parking lot of the mid-1970s era. Opening the front hood reveals a detailed Ford 390-cubic-inch big block V-8 engine; the trunk and doors are also functional.

Additional special elements include working steering, a set of five-spoke rims, and Lego bricks wearing Mustang and GT emblems.

The price for the Lego Creator Mustang expert level kit is \$149.99. It will be sold through dedicated Lego stores and on the Lego online shopping site.



# Mach 1 vs Cobra: Battle of Baddest Mustangs

## The Similarities End With the Four-Valve 4.6

By: Donald Farr

Submitted By: Joe Colvin



Model year 2003 will no doubt go down in Mustang lore as one of the best years ever for Mustang performance. Not since the '68-'71 era of Cobra Jets and Bosses have we seen such a powerful arsenal of machinery, a lineup that also includes the base GT with its 260hp SOHC 4.6 and, arguably, even the base V-6 model with its 190 hp--almost as much as the first 5.0 High Outputs in the early-'80s.

While the GT Mustang certainly commands respect in performance circles, the crown jewels of 2003 are the Cobra from SVT and the special-edition Mach 1 from Team Mustang. Both cars feature the four-valve 4.6 DOHC engine under the hood, but that's where the similarities end. The Cobra, with its independent rear suspension and supercharged 390 hp, is a refined touring vehicle, while the Mach 1 comes across as a back-street brawler, its Shaker scoop and throatier exhaust just screaming for red-light challenges.

Recently, we had the chance to spend a couple weeks, back to back, in both a Mach 1 and a Cobra. The difference in personalities between the two cars--both Mustangs, both with DOHC 4.6 power--amazed us.

### Rockin' Mach

With its name, hood scoop, and other vintage characteristics taken from its '60s namesake, the '03 Mach 1 arrived at our offices first, which probably wasn't fair to the Cobra. We instantly fell in love with the Mach 1's aggressive exhaust note, buttery-smooth shifter, and high-winding engine. In fact, the car felt, sounded, and performed more like a '69-'70 Boss 302 than a big-block '69-'70 Mach 1. With the Shaker scoop in full view from the driver's seat, the only thing the car needed was a Hurst T-handle shifter to finish off the effect.

For a car built for straight-line performance, the Mach 1 felt surprisingly nimble and light on its feet. The vintage-style bucket seats offered plenty of comfort and support, although the seatbelt came directly in contact with the keypad on our belt-mounted cell phone, causing a couple of errant phone calls to friends, who,

upon answering, heard nothing more than the Mach 460 stereo and Mach 1 exhaust tone.

Some people assume that the Mach 1's four-valve engine is identical to the DOHC 4.6 used in the '01 Cobra. True and false. Basically, it's the same engine, except for the Mach 1, Team Mustang enhanced the performance with high-flow four-valve heads, higher compression, new cams (from the 5.4 Navigator, reportedly with the same lift as the '01 Cobra cams but with different overlap and duration), revised calibrations, and improved exhaust manifolds that are also port-matched to the heads. The result is, well, actually less advertised horsepower than the '01 Cobra--305 to 320--something that may be attributed to the Cobra's marketing status as the top-of-the-line performance Mustang.

On the street, the Mach 1 feels strong, especially at high rpm where the four-valve heads can strut their stuff. At around 3,000 rpm under full throttle, you can feel a surge in power, almost like the secondaries opening on an old Holley four-barrel carburetor. For those of us who grew up with musclecars, the Mach 1 under acceleration has a familiar feel.

We did have a chance to test our five-speed Mach 1 press vehicle on the dragstrip, making a pair of back-to-back passes during a Bradenton (Florida) Motorsports Park test and tune day. Forgetting to turn off the traction control on the first run resulted in a time-killing bog when the rear tires spun on the first-to-second shift, although we were impressed the car still managed a 13.81 at 102.40. With the traction control off on the next pass, the Mach 1 responded with a 13.54 at 103.14. We've heard about other Mach 1s dipping into the 13.20s with more experienced drivers.

Food for thought: The best quarter-mile time we could find for a box-stock '69 Cobra Jet Mach 1 was a 13.69 at 103.4 in the January '69 Popular Hot Rodding.

### Cobra Refinement

When jumping out of the Mach 1 and straight into the '03 SVT Cobra, two things were immediately apparent. The supercharger



## Mach 1



makes a big difference, especially at low speeds, and the Cobra feels heavy in comparison to the Mach 1. If the Mach 1 is a street brawler, the Cobra is a well-heeled Mafia hit-man--dapper but dangerous.

We can't say enough about the Cobra's supercharged power. Just ease into the throttle, and the Cobra surges forward in a luscious rush of torque. Need to pass a slow moving tractor-trailer? Don't even worry about downshifting. Heck, you'll only need part throttle. At full throttle, the sensation and sound of shifting through the six gears can be compared to an Indy car; the shifts come fast and furious, while the Eaton supercharger emits a mechanical whine that mixes with the toned-down exhaust.

More food for thought: Rated at 390 hp and 390 ft-lb of torque, the '03 Cobra is the most powerful Mustang ever offered to the public. Unfortunately, our limited time with the Cobra did not coincide with a dragstrip date, so we were unable to obtain quarter-mile times. However, our sister magazine, 5.0 Mustang & Super Fords, ran a string of low 13-second e.t.'s, including a 13.04, with a stock '03 Cobra.

It's also the most refined Mustang ever offered. Settling into the gorgeous leather with suede seats, you are surrounded by unpretentious refinement. Unlike the Mach 1, with its loud colors, Shaker hood scoop, and side stripes, the Cobra comes in mainly subdued hues (Torch Red and Zinc Yellow being the exceptions) and features subtle hood vents (functional, by the way, for releasing underhood heat) and non-obtrusive identification, like the snake emblems on the fenders and the embossed "Cobra" on the rear bumper cover. Some Cobra owners have complained that the car is too introverted. We suppose if you spend \$35,000 or so for the top-dog Mustang, you want people to notice.

## Cobra



In addition to the supercharged engine, the Cobra's two other stand-out features are the independent rear suspension and the six-speed T56 manual transmission. While the IRS keeps the Cobra planted in turns, it also provides a tremendous improvement in the ride quality. With each rear wheel working independently, unlike the live rear axle on all other Mustangs, including the Mach 1, the Cobra glides over rough roads, pot holes, and bumps.

The six-speed is a nice addition to a luxury touring Mustang like the Cobra. However, we were disappointed by the notchy feel in the shifter, something that other reviewers have pointed out as well.

### Year of Performance

With both the Mach 1 and the supercharged Cobra in the lineup, 2003 will go down as one of the Mustang's best years ever for performance. Granted, the '68-'71 era had a wider array of performance engines and options, but today's hot Mustangs are arguably faster and quicker. Plus, they are available with amenities like air conditioning, powerful sound systems, and convenience items like power windows and cruise control.

So which is best? Mach 1 or Cobra? That may depend upon your personality.







Photos By: Joe Colvin







# What Does GT Stand for in Mustang GT?

By: Jonathan Lamas  
Source: [www.thoughtco.com](http://www.thoughtco.com)  
Submitted By: Joe Colvin



No, it doesn't stand for good times, but chances are if you own one, you'll experience plenty. GT most commonly stands for Grand Touring or Gran Turismo. More specifically, the Random House Unabridged Dictionary defines GT as "an automobile in the style of a coupe, usually seating two but occasionally four, and designed for comfort and high speed."

An automobile awarded the GT designation by its manufacturer generally means the vehicle is high performance and, unlike a race car, features an interior built for comfort.

## Classic GT Mustangs

The first Ford Mustang GT dates back to April of 1965. At the time, 1965 Ford Mustangs came with an optional GT equipment package that featured a 289-cubic-inch V-8 engine. This "special GT package" exterior featured GT trim, front disc brakes, auxiliary fog lamps on the grille, and a dual exhaust system with polished tips. Other features included side stripes and unique GT badging.

Interior features included five-dial instrumentation, which differed from the standard 1965 Mustang instrumentation, and the optional Rally-Pac instrument cluster.

The Mustang GT went into automotive hibernation after 1969.

## The Return of the GT

In 1982, after years without a GT model Mustang, Ford brought the GT back and matched it with the 5.0L V-8 powered Mustang. Hence, the GT 5.0 Fox Body Mustangs of the 1980s and early 1990s were born. The Fox Body style was nearly 200 pounds lighter than the Mustang II body and resulted in faster, more fuel-efficient rides.

The traditional Fox Body Mustang was retired in 1993. For the next 11 years, Mustang body designs (including those for the GT) were based on an updated version of the Fox platform, code-named the SN-95. Regardless of body design, the GT continued to be popular with buyers, and it remains so today.

## Notable GT Mustangs

**2001:** Ford paid tribute to the Mustang driven by Steve McQueen in the 1968 movie "Bullitt" with a total of 5,582 limited-edition model Bullitt GTs; 3,041 of them painted in the original car's classic Dark Hunter Green.

**2005:** With a brand new body style which officially retired the last vestiges of the Fox platform, the 2005 Mustang GT featured a powerful 4.6-liter all-aluminum, 300-horsepower V-8 engine. It was also the pace car for the 2004 season NASCAR Nextel Cup Banquet 400 and Ford 400.

**2006:** The 1965 Carroll Shelby-designed Mustang GT350 is one of the most iconic cars ever made. To celebrate its 40th anniversary as well as the original Hertz "Rent-a-Racer" program of 1966, Ford produced a special run of 500 GTs, designated GT-H, for the Hertz car rental company. Production of another Shelby GT for Hertz was repeated in 2016.

**2011:** Sleek and fast with a 5.0-liter engine, 412 horsepower, and a respectable zero-to-60-mph time of 4.3 seconds, the 2011 GT packed a lot of punch for a sports car selling for just under \$30,000.

**2013:** Those with a cool \$55,000 to spend on a fast car in 2013 would have done well to choose the Ford Mustang Shelby GT500, which featured a monster 5.8-liter engine that generated 662 horsepower and resulted in a zero-to-60-mph time of 3.5 seconds.

**2018:** This is another GT Mustang winner from Ford, with a six-speed manual transmission (a 10-speed automatic is also available), a 5.2-liter V-8 engine with 460 horsepower, and a zero-to-60-mph time of 4.3 seconds.



# FLASHBACK: 1997 Ford SVE Super Stallion Mustang



While the SVE Mustang King Cobra was originally an exploration of intended things to come, the Super Stallion was nothing more than a show car (introduced at the 1997 SEMA show). However, it did reveal to the public for the first time the front SLA and rear IRS development work that had been done. Several magazine articles of the time showed detailed photos of the front and rear suspension. Unfortunately, none of these unique suspension pieces would ever be seen again, much less in production. However, the improved 4-valve cylinder heads, the T-56 (previously seen in the Mustang Mach III show car), and the use of front Brembo brakes were an early indication of things to come on future SN95-based Mustangs.

The bodywork of the Super Stallion takes a step forward from the King Cobra by providing proper room for much-needed larger wheels and tires. Custom front and rear fenders provide extra width and opening size. The King Cobra, given the standard early SN95 fender wells, was left at a strange angle in order to get the needed wheels and tires under the car.

Possibly this car was simply the King Cobra underneath, with the new engine added. In any case, when the car was revealed, the production 1999 SVT Mustang Cobra with its entirely different IRS suspension was already well in the pipeline and would be shown to the press 6 months later. The reworked 1999 Mustang was the result of a 750-million dollar (over-)budget project, led by Janine Bay, including the cost of the design and production prep of the IRS that was used in production.

This car, and the King Cobra, showed that Ford engineers were trying to give the Mustang a world-class suspension, despite the desperately outdated and unbalanced platform – and the intent to replace it with an entirely new platform after the turn of the century (delayed until 2005). A prior “last shot” at improving the FOX platform had been seen in the FR500, although that car was never (despite press releases to the contrary) intended as anything other than a show car.

## SPECIFICATIONS

### Engine:

5.4L “modular” V8 with improved 4V cylinder heads and 16 injectors • Flex fuel compatible  
Dual MAF and throttle body assemblies  
Garrett (Allied Signal) Positive Displacement Supercharger w/Cockpit Controlled Disengagement Clutch  
Garrett Air to Water Intercooler • Borg Warner T56 6-speed

### Suspension:

Front: SLA Front Suspension w/Koni DA shocks  
Rear: SLA IRS w/pushrod actuated Koni DA coil over shocks mounted in the truck

### Brakes:

Front: Brembo 4 Piston w / 13” x 1.25” cross drilled and slotted rotors  
Rear: stock Cobra rear calipers w / 12” x 1.0” cross drilled rotors

### Wheels/tires:

Speedline 3 Piece Racing Wheels (18” x 8.5” Front / 18” x 9.5” Rear)  
Goodyear 265/40ZR18 Eagle F1-GS Fiorano Tires

### Engine Output

#### Gasoline

545 HP @ 6000 RPM (101 HP/Liter)  
497 Lbs-Ft @ 4750 (84% of Max Torque at 2000 RPM)

#### Flex Fuel

590 HP @ 6000  
536 Lbs-Ft @ 4750 RPM



Official U.S. Government Environmental Protection Agency tests:

**34mpg** (4-speed manual)  
highway...23mpg city.

**30mpg** (automatic)  
highway...21mpg city.

# New Mustang II **MPG**



Left, Mustang II **MPG** Hardtop • Right, Mustang II **MPG** 2+2

**Better mileage than any small luxury car.  
Lower priced than any foreign competitor.**



This insignia tells you America's best-selling small luxury car now gives you the luxury of increased mileage. Official EPA highway tests got 34 miles to a gallon (23 mpg city) with a 4-speed manual transmission. Even with automatic transmission, the new Mustang II MPG got better mileage than many imports. Along with good mileage you get the standard Mustang II equipment: tachometer, rack and pinion steering, steel-belted radials, floor-mounted 4-speed stick—and the same low Mustang II price. Order now for quick delivery.



**Mustang II **MPG** Ghia.** Opera windows, vinyl roof and bodyside moldings are just some of the elegant touches that are standard on Ghia and make it such a distinctive small luxury car.

### Mustang II **MPG** \$3,529\*

\$2,748 less than Datsun 280Z  
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\$974 less than VW Dasher  
\$1,413 less than VW Scirocco

And \$319 less than Monza Towne Coupe with its 5-speed option, which is required to achieve its best mileage results.

### **MPG** equipment:

Mustang II MPG equipped with 2.3-liter 2V 4-cylinder engine, 4-speed manual (or optional automatic) transmission, a 3.18 axle ratio and catalytic converter.

\*Base sticker price of Mustang II MPG Hardtop excluding title, taxes, destination and dealer prep. Price comparisons based on sticker prices. Because destination charges are extra on all cars, and dealer prep is extra on all cars except GM and Toyota cars, the price difference may vary in some areas.

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MUSTANG CLUB, INC.



DATE: October 5th, 2019

LOCATION: Sierra Vista Mall

For More Info Check Out:

[www.cvmustang.org](http://www.cvmustang.org) • [www.cvfallenheroes.com](http://www.cvfallenheroes.com)

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\*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.**

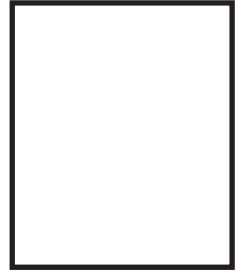
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

**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**

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P.O. Box 25964 • Fresno, CA 93729-5964  
[www.cvmustang.org](http://www.cvmustang.org)



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