

# the pony PRESS

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB

JANUARY 2019



## *IT'S HERE!*



## 2020 Shelby GT500



**RARE**  
**Shelby GT500**  
**sells for**  
**\$2.2 million**

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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](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

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

Common interest...

With all that rips us apart in the world and the lack of willingness to work together it is nice to have a common interest with others. Something that brings us together to enjoy.

This time of year we start out a bit slow as we recover from the holiday travels and gatherings. But your board has been hard at work planning events for this upcoming year.

Seeing the list of upcoming meetings and events we are set for some good times ahead. Day trips, weekend adventures and of course plenty of food! We have added some new activities and hope to bring out more members to enjoy our common interest.

2019 marks the 30th year of the Central Valley Mustang Club and that is a milestone many clubs fail to make. It is obvious America, the central valley, loves the Mustang.

This club like, any club, has its hard times with retention and participation of membership. We are not exempt from these struggles, but we are resilient and our common interest is stronger than the struggles. Let's make our 30th year the strongest with participation and encourage growth of the club with our community.

Just the other day I stopped at a gas station as I was headed out of town with my 1967 Mustang and I was approached by a couple of men asking about my car. From that simple conversation I found one is a Shelby Mustang owner and multiple Mustang owner. Both men are Mustang fans and I invited both to our monthly meeting. As simple as that I extended our name and good will with hopes of bringing in a couple new members.

Our common interest of Mustangs is only the beginning of the relationships we form. So over the next few weeks, months and years please consider reaching out to each other and build the fellowship of our club. You will find... WE are a Mustang FAMILY. 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."***



## from the editor

It seems as though this squeaky body needed a bit more oil to get moving again after a two month "vacation" from the newsletter.

I made some minor tweaks to make things easier to ready and not have you running to Office Depot every month to buy printer ink.

The newest item with the newsletter is the 30th Anniversary logo that will be on the cover page header. I know not everyone has been here since day one but it's truly a milestone for little 'ol Fresno.

The year was 1989 and I had bought the Mach about a year prior to that and was my daily driver. In May of '89 I married a gorgeous blonde who has stuck by me for 30 years also.

The history of how this club started is long and complex so I'll drop some bullet points.

- Maroon '66 drafting me down Shaw from Fresno St to Fig Garden Village. Throws a wadded up paper at us and says, "I'm starting a Mustang club!" That was the first time I met Paul Beckly.

- The first meetings at Hendricks Lounge. To small of a room and ended up standing and taking it all in wondering what the hell am I doing? I don't know anyone. Paying my bill and this huge guy comes up to me excited and just short of breath asking questions about my Mach and proceeds to tell me he's got a '73. This was the first time I met Jim Sanborn.

- Years later I keep seeing a name and think I know that name, I went to elementary school with him. There was Ron Dupras.

There have been so many cherished memories in the last 30 years along with the many, many laughs and some tears from losing friends but man, what a ride!

**Garo Chekerdeman**

*CVMC - Newsletter Editor*



# recipe

## Parmesan-Crusted Pork Chops

By: *Giada De Laurentiis*  
Source: *foodnetwork.com*



### INGREDIENTS:

- 2 large eggs
- 1 cup dried Italian-style bread crumbs
- 3/4 cups freshly grated Parmesan
- 4 (1/2 to 3/4-inch thick) center-cut pork loin chops (each about 10 to 12 ounces)
- Salt and freshly ground black pepper
- 6 tablespoons olive oil
- Lemon wedges, for serving

### DIRECTIONS:

1) Whisk the eggs in a pie plate to blend. Place the bread crumbs in another pie plate. Place the cheese in a third pie plate. Sprinkle the pork chops generously with salt and pepper. Coat the chops completely with the cheese, patting to adhere. Dip the chops into the eggs, then coat completely with the bread crumbs, patting to adhere.

2) Heat 3 tablespoons of oil in a very large skillet over medium heat. Add pork chops, in batches if necessary, and cook until golden brown and the center reaches 150 degrees, about 6 minutes per side. Transfer the chops to plates and serve with lemon wedges.

# happy birthday

Jan 1 Carla Chekerdeman  
Jan 7 Laura Gardner  
Jan 7 Tish Davis  
Jan 8 Chris Butterfield  
Jan 17 Karen Diaz  
Jan 21 Wanda Hamshar  
Jan 24 Ashley Stefanlli  
Jan 24 Marty Sherwood  
Jan 26 Chris McKinney  
Jan 27 Dan Clingenpeel  
Jan 27 Karsta Lieb

next general meeting  
**FEBRUARY 28th, 2019**

## be sure to check out



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

# What is the Mustang 20th Anniversary GT350?

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



Ford celebrated the 20th anniversary of its iconic pony car by bringing back the GT350 name, which had been absent from its stable since 1970. Reaction among hardcore Mustang fans, however, was decidedly mixed.

Available as a hatchback or convertible, the all-white GT350 was limited to a 35-day production run, producing 5,261 cars that were sold to the public in the spring of 1984. Despite the name, the GT350 was produced entirely by Ford without the participation of Carroll Shelby or Shelby American.

## SPECIFICATIONS

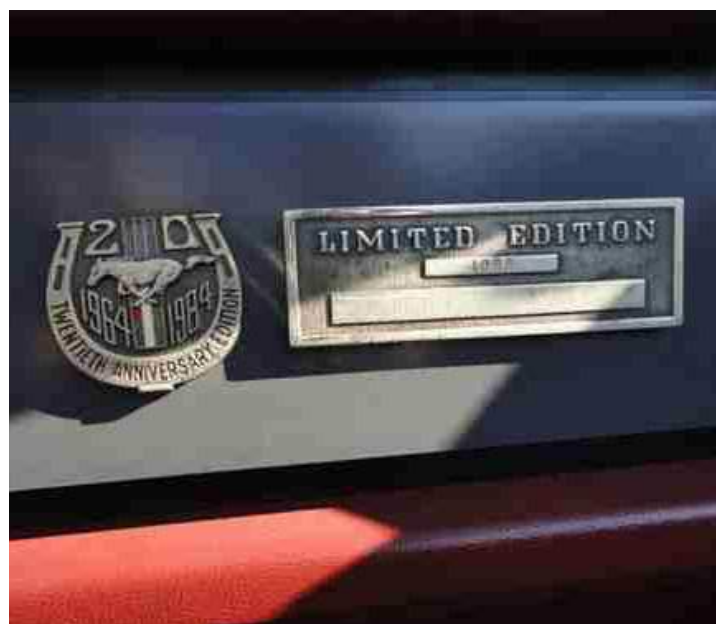
The 20th Anniversary GT350 Mustang was not as well-received as its namesake due to the fact that it only contained cosmetic upgrades. In addition to the distinctive Oxford White paint job, the GT350 featured a dark red interior, fog lights, special badging and bumper striping, as well as a front air dam. The only significant performance upgrade was the TRX handling package, which further refined the GT's stock suspension.

## ENGINES

The GT350 20th-anniversary package was available with either a V8 or a 2.3L four-cylinder engine. Two V8s were available to match the choice of transmission — when paired with an automatic overdrive gearbox, the GT350 received a fuel-injected 165 horsepower 5.0L V8. With a five-speed Borg Warner T5 transmission, a carbureted 5.0 was used, delivering an extra 10 horses.

## RELATIONSHIP TO PAST AND FUTURE GT350S

While the 20th Anniversary GT350 is not without its own merits when considered next to past and future bearers of the GT350 title, it's easy to see why the 1984 model does not have the same high profile. The original GT350, first released in 1965, was built specifically for performance on the track and featured a modded engine producing over 300 horsepower. The GT350 name was revived again in 2011, this time with a supercharged 5.0L capable of going from zero to 60 in just 3.7 seconds.



# IT'S HERE!

## 2020 Ford Shelby GT500 Is The Fastest, Most Powerful Mustang Ever

By: Michael Karkafiris  
Source: carscoops.com



Ever since Ford came out with the Shelby GT350 and the GT350R, fans of hardcore Mustangs knew that the real prize would be the all-new GT500 version, which is here to push the limits of what is street legal with a 5.2-liter V8 that happens to have a giant supercharger bolted to it.

Ford didn't reveal however all the details of the new GT500, saying it produces "over 700hp", making it capable of 0-60mph in mid-three seconds and a quarter mile score of under 11 seconds.

The supercharged 5.2-liter V8 uses the same block with the GT350 but unlike previous reports, it won't be a flat-plane crank unit. The supercharger attached to it is simply massive, at 2.65 liters of capacity. That's bigger than the ones found in the Hellcat and Camaro ZL1 and slightly smaller than the one in the Demon.

It's no wonder then why Ford is claiming "the quickest street-legal acceleration and most high-performance technology to date ever offered in a Ford Mustang".

Ford Performance opted for a Tremec seven-speed dual-clutch automatic transmission, which sends power to the rear through a unique carbon fiber driveshaft. The gearbox itself can manage shifts in under 100 milliseconds, according to Ford, and comes with a number of modes; these include normal, sport, drag and track. Customer-favorite features like line-lock and launch control are also present.

To successfully harness the colossal power, the chassis of the new Mustang GT500 comes with revised suspension geometry, lighter coil springs, next-gen MagneRide dampers and a new electronic power

steering unit. A set of massive 420mm two-piece rotors up front with six-pot Brembo calipers provide the necessary braking power.

Ford will offer the new Mustang GT500 with a choice of two handling packs: the first, simply called the Handling Package, includes adjustable strut top mounts and a spoiler with Gurney flap. The most hardcore choice is the so-called Carbon Fiber Track Package, which includes 20-inch carbon wheels that are half-an-inch wider at the back (11.5 inches), custom Michelin Pilot Sport Cup 2 rubber, an adjustable GT4 wing and splitter wickers with dive planes made out of carbon fiber and no rear seat.

The Ford Shelby Mustang GT500's angry bodywork was created in collaboration with Ford Performance's engineers, allowing the front end to suck 50 percent more air when compared to the GT350.

"With a double front grille opening and 50 percent more cooling pack airflow versus the Shelby GT350, along with the most advanced aero components and downforce we've ever offered, every millimeter of Shelby GT500's fastback design is aimed at improving performance," said Melvin Betancourt, Ford design manager.

The interior gets its own special touches, including the exposed carbon fiber instrument panel appliqué and new door panel inserts in dark suede with accent stitching. A set of Recaro racing seats is optional while Ford is also offering a more comfortable set of power-adjustable seats with suede inserts.

Sales of the new 2020 Ford Shelby Mustang GT500 will begin this fall, with Ford to reveal the final figures in the coming months.



# First 2020 Mustang Shelby GT500 Auctioned for \$1.1 Million to help Juvenile Diabetes Research Foundation cure kids with diabetes



Source: [media.ford.com](http://media.ford.com)

The very first model of the most powerful factory Mustang ever was auctioned tonight for \$1.1 million as it goes for the famed muscle car's biggest win ever – trying to help researchers cure children with type 1 diabetes. Craig Jackson, chairman and CEO of Barrett-Jackson, was the winning bidder.

This highly anticipated, 700-plus-horsepower 2020 Shelby GT500 – VIN 001 – was auctioned at the Barrett-Jackson Collector Car Auction in Scottsdale with all proceeds going to help JDRF, the leading global organization funding type 1 diabetes research, find a cure.

“The chance to become the owner of the first 2020 Ford Shelby GT500 cars is an opportunity of a lifetime,” said Joe Hinrichs, Ford president, global operations. “More importantly, being involved in helping to raise much needed funds and awareness for JDRF is a big win for everyone.”

Edsel B. Ford II and Aaron Shelby, grandson of the legendary Carroll Shelby, rekindled the performance magic of their two families and energized the auction arena by accompanying the all-new Shelby GT500 onto the block. The winning bidder of Lot No. 3008 – selling at “no reserve,” or simply the top price is tendered at the auction – became the owner of the coveted first production Ford Shelby GT500 and can choose from available colors and options for the model. Proceeds from the auctioned car are being donated to JDRF.

“For 35 years, Ford Motor Company has fueled the efforts of JDRF researchers to find a cure, while helping millions of children enjoy better lives,” said Edsel B. Ford II. “The proceeds from this car will add to the more than \$3.5 million Ford contributes to JDRF annually, for a total of \$70 million donated during our long-time partnership.”

World-beating pedigree

The 2020 Mustang Shelby GT500 draws on Carroll Shelby and Ford's many performance collaborations that began with the Cobra roadster in 1962, which went on to win a world championship. Working together, they also broke the European stranglehold on Le Mans, winning the most important sports car race in the world with the Ford GT-40.

***“The chance to become the owner of the first 2020 Ford Shelby GT500 cars is an opportunity of a lifetime,” said Joe Hinrichs, Ford president, global operations.***

When Ford Motor Company asked Shelby to turn their new Mustang into a race winner for the 1965 model year, the small block Ford Shelby GT350 was born. In 1967, the big block-powered Ford Shelby GT500 was unveiled and it became a star among fans worldwide.

In 2006, Ford and Shelby announced a new generation Ford Shelby GT500. The first 2007 model year car available to the public was sold at Barrett-Jackson in Scottsdale with Edsel B. Ford II and Carroll Shelby watching from the block.

The limited-production car will be available in the United States and Canada this fall.



# This one-off Shelby GT500 Super Snake is muscle car royalty

*There's only one original 1967 Shelby GT500 Super Snake in the world, and now it could be yours, as this Ford GT40-engined American icon heads to auction*



By: Tyler Heatley  
Source: [autoclassics.com](http://autoclassics.com)

Carroll Shelby was a fantastic racing driver, engineer, and businessman who gifted the world of road and racing many memorable moments up until his death in 2012 aged 89. He was most widely known for his work with Ford and his production of the potent Shelby Mustangs. During the late 1960s a plan to build the ultimate Mustang was put into motion. Just one Shelby GT500 Super Snake was ever made and now this king of Mustangs is heading to auction with Mecum.

The Shelby GT500 proved to be a huge success when introduced, outselling its little GT350 brother by almost a factor of two. When Carroll was approached by Goodyear, of which he was the West Coast distributor, to join a demonstration run in order to promote a new tyre, the GT500 was the obvious choice.

However, at the same time former Shelby American Sales Manager Don McCain suggested that Shelby should build a supercar using the racing 427 V8 - this led to that engine finding its way into a GT500 for the demonstration. The plan was to demo the car and build a further 50 examples for the Long Beach dealer McCain was working for.

Shelby American's chief engineer Fred Goodell was asked to prepare the special engine that was effectively a modified version of the unit found in a Ford GT40 MKII. GT500 No. 544 received the engine designed and modified to deal with extensive high speed running, a unique transmission and bespoke rear axle. McCain described the 427 engine in this car as 'the mother of all 427s' as its exotic components such as aluminium heads, lightweight water pump, forged crank and Le Mans rods made it the ultimate V8 of the breed.

At the Goodyear demonstration Shelby took a number of guests and journalists out in the car and reportedly cracked 170mph. Goodell then drove the car for the test averaging 142mph over 500 miles! The Thunderbolt tyres on test proved highly durable, but the headlines were all about the Super Snake.

The car was then sent to the Californian dealership to drum-up publicity for the limited run of 50 cars as planned. However, due to the exotic

nature of this Shelby, the cost was vast. McCain had to concede that the car, no matter how impressive, was simply too expensive.

The Super Snake was sent to Dallas and sold to James Hadden and James Gorman, who modified the gearbox for drag racing. In 1970, Texan Bobby Pierce purchased the car and retained it for some 25 years before it was then sold to a man from Florida.

After changing hands a few more times, the rare Mustang was bought by a collector who lightly restored the car — even finding a new set of Goodyear Thunderbolt tyres like those used during the test. The car was then sold to its current owner, Shelby collector John Wickey, who has cared for the one-off car ever since.

Today the Shelby Super Snake is surrounded by myth and legend, but the Mecum Auctions Kissimmee sale on January 3 - 13 next year give you the chance to buy the real deal. Shelby American is currently producing 10 continuation examples of the classic Super Snake, but there'll only ever be one original car.



**Update 1/15/2019: This 1967 Shelby Mustang GT500 Super Snake ended up selling for a staggering \$2.2 million at Mecum's Kissimmee auction last weekend, doubling estimates and setting a record for most expensive Mustang ever sold at Auction. This new sale price is \$900,000 more than what it previously sold for in 2013.**

# CVMC Events





**2018 WAS A FANTASTIC AND FUN YEAR!  
THANKS FOR ALL THE SUPPORT AND LET'S CONTINUE  
THE EXCITEMENT IN 2019**

# Could this be a concept rendering of the next generation 2021 Mustang?



In a story encapsulating how Ford wants to inject more Mustang DNA into its wider lineup, Automotive News reported that the next, seventh-generation Mustang will be delayed "by about a year." We don't know the reason, but CEO Jim Hackett was said to be behind the move. It's possible the schedule change has something to do with the Mustang giving up its single-use platform to move to one of five new modular architectures, figured to be the RWD/AWD architecture planned for the next Ford Explorer and Lincoln Aviator. The next Mustang is now expected in 2021.

That's a rather uncertain guess about cause, though, because Ford's clearly had platform rationalization and parts-sharing plans for a while. The modular Explorer platform got out in rumor four years ago and confirmed in January this year. In March, we spotted the 2020 Aviator show car at the New York Auto Show with a Mustang's rear suspension. Not a modified Mustang suspension, but the identical item, which we expect to be swapped out for beefier components come production time.

As long as designers can maintain the Mustang mojo they've had going for several years now, the platform switch should be a non-issue. The coupe's real trick has been backing up those popular retro looks with excellent driving dynamics, and that latter benefit shouldn't be harmed. The pony car's chief designer told AutoNews that the next version will "be a strong, well proportioned vehicle," and that the behind-the-scenes parts sharing is "not going to bastardize Mustang."

After that, a more full-featured platform gives engineers more possibilities, like the opportunity to create an all-wheel drive coupe that can stand on level with the AWD Dodge Challenger, or that might be used for special trims like the Shelby GTs. The ability to power all four wheels would increase control and sharpness in the face of stratospheric horsepower numbers and severe weight gain.

The same way Chevrolet took Camaro DNA to create a crossover that resurrected the Blazer name, the next Mustang will pour its heart and soul into an electric crossover. Ford teased the name Mach 1 for that EV people mover earlier this year, but a stampede of negative reaction appears to have forced a rethink. After that, as the last car standing in the U.S. lineup, and arguably Ford's greatest global icon, we should expect more Mustang cues to find their way to other models. If it's the Mustang with which Ford wants to pave the way, however, it remains unclear if the electric crossover will also be moved back a year to 2021.

## Is the Mustang design getting to "global" for the purists?

# SAVE THE DATE

CENTRAL VALLEY FALLEN HEROES PRESENTS

# Wheels

and

# Waves

SHOW

HOSTED BY  
CENTRAL VALLEY  
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)

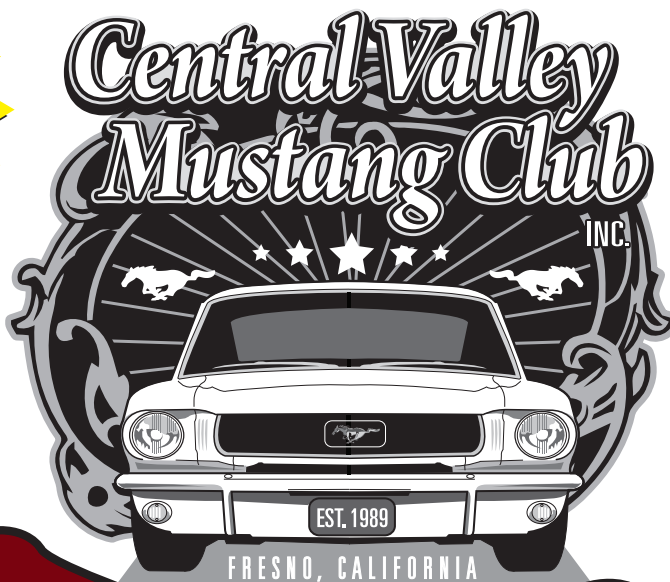
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Name Badges

**NEW  
ITEM**



To order merchandise, check styles and prices  
Visit: [www.cvmustang.org](http://www.cvmustang.org)  
\*All orders must be prepaid or paid online



# MEMBERSHIP APPLICATION

PRIMARY MEMBER NAME: \_\_\_\_\_

Are you a current MCA (Mustang Club Of America) member?  Yes  No

MCA (Mustang Club Of America) Member Number: \_\_\_\_\_

Birthdate: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Your Preferred Email: \_\_\_\_\_

Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

In an effort to maintain the privacy of our members, please select if you prefer to not publish your contact information in our membership lists.

Yes, Please do not publish.  No, It is ok to share my information with other members.

**Please select your choice. We WILL NOT sell or share your information with ANYONE outside the club membership.**

SPOUSE: \_\_\_\_\_ Spouse's Birthdate: \_\_\_\_\_

Spouse's Email: \_\_\_\_\_ Spouse's Cell Phone: \_\_\_\_\_

Children's name(s) and birthdate(s): \_\_\_\_\_

**1ST VEHICLE - Please enter your vehicle(s) information.**

Vehicle Year \* \_\_\_\_\_ Vehicle Make \* \_\_\_\_\_ Vehicle Model \* \_\_\_\_\_

Vehicle Color \* \_\_\_\_\_ Speciality Vehicle? \_\_\_\_\_

**2ND VEHICLE - Please enter your vehicle(s) information.**

Vehicle Year \* \_\_\_\_\_ Vehicle Make \* \_\_\_\_\_ Vehicle Model \* \_\_\_\_\_

Vehicle Color \* \_\_\_\_\_ Speciality Vehicle? \_\_\_\_\_

How did you hear about us? \_\_\_\_\_

*Membership Requirements: Insurance - Each active and honorary membership will be required to carry and produce to the Membership Committee evidence of public liability and property damage insurance as follows: a) In the minimum amount required by California law. B) Or, in individual cases, the amounts recommended by the Membership Committee or the Executive Board. This insurance must cover the car owner and any driver of that member's vehicle. Lack or, cancellation of a member's policy immediately invalidates his/her membership in this club. Operator's License - Each active and honorary member must have a valid vehicle operator's license at all times. Lack of, cancellation of, or expiration of this license immediately invalidates membership.*

*Release of Damages: By submitting this document online, applicant / member agrees to hold the Central Valley Mustang Club, Inc. harmless for and to protect and defend the Officers and Club Members from any damages that may occur en route to, during, or from an event in which the applicant / member is involved. By submitting this document online, the submit button will constitute your signature as proof that the included information is true and accurate and that you agree to the requirements previously set forth.*

**Central Valley Mustang Club, Inc.**

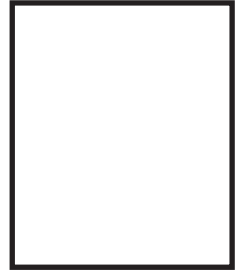
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

**MEMBERSHIP DUES: For the first year only, the sum of \$30.00 for a one year Active Membership, of which \$5.00 will be an initial fee and \$25.00 for dues. Thereafter, a member shall pay each January a \$25.00 fee for dues. For additional family members, Active Membership dues are \$5.00 per member.**

**the pony**  
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**PRESS**

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