

the pony PRESS

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB

OCTOBER 2019



GREAT TURNOUT FOR A GREAT CAUSE



**Don't call it
an SVO**

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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

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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Talk to a Member at Large

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CVMC Members	FREE
Non Members per issue	\$3.00
with Photo	\$10.00

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CVMC Members	FREE
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Six Months	\$13.00
One Year	\$25.00

Double Business Card Ad (1/4 Page)

Issue	\$7.00
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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	2017-2019
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

With just over ten weeks left in the year we find ourselves finalizing activities for the end of the year and preparing for upcoming elections.

We again have had an exciting and fun filled year with activities. This year members of CVMC again did double duties and organized another Central Valley Fallen Heroes Car Show. To those CVMC members who stepped up and donated their time, their home for meetings, contributions, feedback, input and so much more I thank you not only as the President of the Central Valley Mustang Club, Inc. but also as the CEO of the Central Valley Fallen Heroes, Inc. The success of the event is a team effort and the commitment to give back selflessly to those who risk and sacrifice for each of us on a daily basis is one I am proud of as the president of this club.

Central Valley Fallen Heroes car shows have now raised more than \$83,000!!!

Over the next few weeks please consider **getting involved, engaging in your club** to become a member of the board or simply be available for the board or club as the needs arrive to make things happen. Our club is only as good as **WE** make it.

I would like to again thank the CVMC members who contributed to CFVH... **THANK YOU!!!**

Thank you...

Ron Dupras
CVMC President 2017 - 2019

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

In case you haven't heard, below is a statement from Fabulous Fords Forever that they posted to Facebook. I had suspected this but had hope it wasn't true and that they were just shaking things up a bit.

Fabulous Fords Forever

October 15 at 10:35 AM ·

Hey Fabulous Fords Forever Fans, time for an update about the show.

It looks like we have a lot of people on the fence out there. Registration has been open for 6 weeks and the returns are a little lacking.

The response to the new date has been good, but some people seem to be a little too worried about the weather in January. It will be cooler than it normally is in April, but honestly, it can get pretty warm in January as well. Rain? LOL. There likely won't be much, if any, in mid-January. Don't forget, the show has always been "rain or shine" and it has rained on us in April.

We get entrants from NV, ID, OR, Northern California and we know they get rain and snow during the winter months. If folks from those parts aren't able to make it, we completely understand, as they do experience seasonal weather changes.

Also, there was some talk about this, but we are planning the upcoming show at Knott's as the LAST SHOW. That's right, the last one.

Why? Well, KBF allowed us to return as a last hurrah. A final sendoff to celebrate the 30+ years we had at their venue. We returned to a familiar space so everyone could come out and enjoy the venue that is synonymous with Fabulous Fords.

I've been going for almost the full 30 years with some great fun at the show and prior to the show with club members and all the wonderful memories. Saw the Mustang Mach III showcar and the '94 Boss 10.0L in person along with meeting John Coletti from Ford and talking to him one on one for a while. Great, great memories...

Garo Chekerdeman
CVMC - Newsletter Editor

recipe

Old Spaghetti Factory Browned Butter and Mizithra Cheese



I have noticed a lot of other copycat recipes online miss their specific cheese mix. They use Mizithra cheese, but they miss the Romano cheese that the Old Spaghetti Factory adds. The Old Spaghetti Factory actually sells this cheese blend in many grocery stores. If you don't have a Sprouts near you, I can tell you how I make my own cheese blend. Mizithra cheese is a greek cheese. So you may have to go to your grocery store's deli department. If you can't get your hands on some Mizithra cheese you can substitute a good quality Parmesan cheese. It won't be a copycat, but it will be quite good.

If you are new to browning butter, it isn't difficult at all. If you can clarify butter you can make browned butter. You will place the butter into a saucepan and warm it on medium heat, it will begin to froth, and you will use a spoon to spoon off the butter fats on the top of the butter. Then you will continue to cook the butter until it begins to brown. Once it turns the shade of a caramel you will have browned butter.

Ingredients:

- 16 ounces pasta
- 1 cup butter
- 1/2 cup mizithra cheese grated
- 1/2 cup Romano cheese grated
- 1 tablespoon parsley minced

Directions:

1) Cook the spaghetti according to package directions. Do not rinse. While the pasta is cooking brown the butter by placing into a saucepan over medium heat. As the butter melts, it will begin to foam. Remove the foam with a spoon. Cook the butter until it browns.

2) To prepare the pasta, pour pasta into a bowl. Pour the browned butter over the pasta, and then add the two kinds of cheese. Toss pasta until it is well coated. Serve immediately. This dish does not reheat well.

happy birthday

- Oct 2 Georgina Grant
- Oct 8 Ron Deubner
- Oct 10 Steve Smith
- Oct 10 Tara Spagnola
- Oct 15 Dave Ward
- Oct 22 Alyssa Medlock
- Oct 26 Don Hobbs
- Oct 28 Kathy Stacy

next general meeting
NOVEMBER 21st, 2019
NEW LOCATION:
BLACK BEAR DINER
3602 W. Shaw Ave • Fresno, CA
(Northwest Corner of Shaw / Marty)

be sure to check out



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**35th ANNUAL
FABULOUS FORDS FOREVER!
WEST COAST'S LARGEST ALL FORD SHOW**

**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!

CENTRAL VALLEY

FALLEN HEROES

ANNUAL CAR SHOW

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ALL MODELS**

Vintage Cars • Classic Muscle
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FOR SPECTATORS**

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Association Peace Officer Memorial Fund • Fresno & Clovis Police Chaplaincy

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For More Info Check Out:
www.cvfallenheroes.com

DATE: October 5, 2019
LOCATION: Sierra Vista Mall





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hard working staff and to the generous
community for your continued support.



Barn Find 1968 Shelby GT500 Heads To Auction



By: Shane McGlaun
Source: fordauthority.com

Typically when we talk about a 1968 Shelby GT500 Mustang, it's a perfect condition example like the gold GT500 we talked about before. When in excellent condition, a 1968 Shelby GT500 is right at the top of the classic Mustang pricing hierarchy, the perfect gold example we mentioned was going for \$199,000.

A real 1968 Shelby GT500 is heading to auction soon with Mecum, and the pre-auction estimate is for \$20,000 to \$25,000. Before you jump to clean out your 401K, the car is so cheap because it's literally in pieces. It's from the Petrozzi Estate and is going to auction in Chicago on October 24-26 of this year. The car is Lot T33, and it is going at no reserve.

The exterior of the car looks very clean and in excellent condition. The interior is very rough, with lots of parts missing, including the driver's seat. The motor is out of the car, but the engine block and the hood are included with the purchase. It's not clear if the transmission is in the car or not. We assume there is no transmission included as we see no shifter sticking up in the console. There are a number of interior parts included with the sale, but we don't see a driver's seat.

We'd expect a real 1968 GT500 to bring more than the pre-auction estimate predicts, even in rough condition. There is no mention of rust in the auction listing, and clearly, the car hasn't run in years. This car will make a very nice, if never numbers-matching perfect, restoration. We hope someone buys this GT500 and gets it back on the road where it's meant to be.



Ford Explains Why It Chose Mustang High Performance Pack Name Over SVO



*By: Christopher Smith
Source: motor1.com
Submitted By: Joe Colvin*

When rumors of an amped-up turbocharged four-cylinder Mustang began percolating earlier this year, Ford fans were understandably excited for an SVO revival. Of course, that didn't happen – instead we were presented with the Mustang 2.3L High Performance Package. It's a moniker that's certainly a mouthful, and honestly, it doesn't inspire much excitement for a car that could've tapped some of the old SVO love. A new report from Muscle Cars & Trucks offers a possible explanation as to why those three letters weren't on the Mustang's fenders. The short answer is that SVO – which stood for Special Vehicle Operations – wasn't just a Mustang trim level.

Most Ford fans know this story, which actually starts with the 1979 Mustang Cobra. The then-new Fox Body offered not a V8, but a 2.3-liter turbocharged four-cylinder producing 132 horsepower. Ford would later offer the turbo option on the 1983 Mustang GT, but 1984 is when the proper Mustang SVO hit the scene. At 175 hp, it offered considerably more horsepower than the previous turbo 'Stangs, but it also had an aggressively tuned suspension and upgraded brakes.

It was the product of Ford's Special Vehicle Operations group, a Blue Oval engineering division that launched in 1981 and, among other things, built race cars and racing components. By 1986 – the SVO's final year – the fuel-injected turbo-four was making 200 hp, placing it side-by-side with the 5.0-liter V8 for power and ahead in handling.

As Ford Performance Marketing Manager Jim Owens explained to MC&T, the new Mustang 2.3L High Performance Package wasn't developed by a special internal team.

“The High Performance Package was the base Mustang team working weekends at the Arizona Proving Grounds, taking the engine out of a Ford Focus RS and putting it into a Mustang,” Owens reportedly told MC&T. “That's a long-winded way of answering why the new Ford Mustang EcoBoost High Performance Package isn't called the SVO.”

The explanation makes a certain amount of sense, though it feels like a cop-out. As for the current upgraded turbo Mustang, its engine might be different than the standard model (though only slightly more powerful), but the tweaked suspension is the same as you'll find on the GT, so it's admittedly not as special as the original SVO was.

That doesn't mean an SVO will never happen. Ford still holds the trademark, and a previous report from MC&T suggested the automaker could have grander plans for a lighter, more powerful four-cylinder Mustang. That's something we'd love to see, and if it happens, it better wear an SVO badge.

The Future of Camaro, Mustang, and Challenger: What We Know

Spoiler alert: One pony dies.



By: Todd Lassawriter
Source: automobilemag.com

First the SUVs came for our sedans. Now they're going after our sport coupes.

Two-door American coupes and convertibles with virtually unusable rear seats, usually referred to as pony cars or muscle cars and considered sports cars by some, have long been a hard sell in the U.S. market. Now with the Detroit Three offering SUVs like the Chevrolet Blazer RS, Ford Edge ST, and even the Jeep Grand Cherokee SRT, the future of this segment is in grave doubt.

Consider: In calendar year 2015, when U.S. auto sales hit 17.4 million for the first time (followed by two more record years), the combined sales of the Ford Mustang, the Chevy Camaro, and Dodge Challenger were 266,216. In 2018, the U.S. market held on to 17.3 million total sales, but the three ponies totaled just 193,134. That's a collective 27.5 percent drop.

Since at least the 1960s, constant design and performance updates have been key to the success of sporty two-doors. The thinking is that after the first model year of almost any expressive, aspirational car, everyone who wants one has one. Makers of the Mustang, Challenger, and Camaro work overtime to keep these models fresh, but sooner or later it becomes time for an all-new replacement. Here is everything we know about the future of these cars as we approach a decade in which electrification, autonomy, and car-sharing will do far more to upend the auto business than the proliferation of SUVs.

Chevrolet Camaro

We've been hearing for weeks that General Motors brass have been debating whether there's a future for the Chevy Camaro. Now, Muscle Cars & Trucks reports that development of a

seventh-generation Camaro is on hiatus, and the car will be discontinued after the 2023 model year. We think "hiatus" may be a tad too optimistic, even though the Camaro went on hiatus before, between the 2003 and 2008 model years.

When the fifth-generation, '09 Camaro made its debut it shot to the top of pony-car sales, topping even the Ford Mustang. But the all-new '15 Mustang passed it again for good, outselling it that year 122,349 to 77,502. Dodge sold 66,365 Challengers in '15. Since then, with low-volume Hellcats and Demons polishing its halo, the Challenger has passed the Camaro in sales; last year the numbers were 75,482 Mustangs, 66,716 Challengers, and just 50,963 Camaros.

While the '09 Camaro borrowed interior and exterior visual cues from the 1969 Camaro, early proposals were to completely redesign the car for its sixth-generation with a Gen II, 1970.5 look. Instead, that redesign proved far too conservative for such a style-conscious segment, and the problem was compounded by an even gloomier interior and poor outward visibility that forces drivers to depend heavily on modern camera and proximity sensor technology.

There's another reason to ice the Camaro for good: It allows Chevrolet to devote the car's resources toward updates and upgrades of the new mid-engine Corvette, which will have a base price competitive with the Ford Mustang Shelby GT350. There's no reason to continue competing with the four-cylinder Mustang EcoBoost convertibles popular mostly with California and Florida rental fleets.

Ford Mustang

The new rear-wheel-drive platform that underpins the 2020 Ford Explorer and Lincoln Aviator was designed to put volume, and thus cost-effectiveness, into the next-generation Ford

Mustang, which is the automaker's single remaining non-truck/non-SUV sold in North America. But when we were attended the '20 Explorer first-drive program, engineers said the longitudinal-engine architecture was designed to be a sport-utility platform from the start.

A hybrid Mustang is expected next year as a 2021 model, and this car always was planned for the existing architecture. This suggests the Explorer/Aviator-based Mustang would come in time for perhaps the 2023 model year, with the hybrid power-train carrying over.

The "Mustang-inspired" all-electric four-door crossover will not be mechanically or architecturally related to any of these models.

Now it looks like the current Ford Mustang will roll on at least through the 2025 model year, if not later. The Explorer/Aviator architecture isn't quite as flexible as Ford first thought, so if the Mustang does eventually migrate to their bones, it will grow to be closer in size to the Dodge Challenger.

The current Mustang is 188.5 inches long overall and 54.3 inches high, on a 107.1-inch wheelbase. In comparison, the Challenger is 197.9 inches long and 57.5 inches tall, and has a 116.2-inch wheelbase, a result of sharing a tall firewall with the Charger and Chrysler 300. The Camaro is close to the Mustang in size, at 188.3 inches long and 53.1 inches tall, and with a 110.7-inch wheelbase.

A Challenger-size Mustang would make it a tough sell in the European Union, where Ford says the car has become the region's bestselling sports car. But it might be the future for what most likely will be a two-car segment, consisting of Mustang and Challenger. Think of this next-generation Mustang as being a kind of retro nod to its 1971 ancestor, which left its Falcon compact platform for the one under the midsize Torino. Of course, that 1971-73 model was succeeded by the Pinto-based '74 Mustang II.

If the Ford Mustang does not migrate to the Explorer/Aviator platform by the 2026 model year, we'd bet on Ford skipping the move in favor of constant updates to keep the current architecture fresh. Those SUVs will be getting old after '26, and their underpinnings are scheduled to next be replaced in model year '29, according to one source.

Dodge Challenger

Fiat Chrysler's muscle/pony has had a checkered future, full of oft-cancelled replacements. The Challenger debuted in '08 in SRT guise, with the full line added for '09, and Dodge had planned a new "Barracuda" in the early 2010s that would be smaller than Challenger, though on the same platform. It was a pet project of Fiat Chrysler design chief Ralph Gilles.

By Fiat Chrysler's second Five-Year Plan introduced by then-CEO Sergio Marchionne in 2014, the Dodge Challenger and Charger were to migrate to Alfa Romeo's rear-drive Giorgio platform, on which the Giulia is built. But delays and added cost in developing that platform put the Dodges on ice.

By Fiat Chrysler's third Five-Year Plan presentation last year in Balocco, Italy, Marchionne confirmed that the Giorgio-based Dodges were off, and that constant updates of the Challenger/Charger/Chrysler 300 platform would keep the models fresh through the 2020s. Fiat Chrysler long ago evolved the chassis, cribbed from the Mercedes-Benz E-class during the Daimler-Chrysler years, to the point that it considers the platform its own. For instance, AWD was added to the Dodge Challenger in the 2017 model year. Earlier in the decade, Fiat Chrysler had to pay a licensing fee to post-Chrysler Daimler for AWD systems for the Dodge Charger and Chrysler 300.

Meanwhile, ZF Friedrichshafen last week announced Fiat Chrysler has placed the second-largest order for the transmission supplier's eight-speed automatic for longitudinal-engine, rear- and all-wheel-drive models. The order includes a "significant share of hybrid transmissions," which means Dodge, Chrysler, and Jeep, as well as Alfa and Maserati, will likely soon offer 48-volt systems like those seen on Ram pickups and the Jeep Wrangler/Gladiator.

Fiat Chrysler now considers the Dodge's plus size an advantage, so we don't expect any significant downsizing when the next Challenger arrives, likely for 2022.



Why The Car Industry Still Builds Life-Size Clay Models

They take months to produce, but even today, nothing beats a clay model in imagining a car.



By: Mark Wilson
Source: fastcompany.com

In the era of 3-D computer modeling and Oculus Rift virtual reality headsets, you'd think the car industry might give up on clay modeling. But in fact, the age-old art of layering thousands of pounds of clay over a foam core, spending months shaping every curve by hand, and even storing the model in an air tight container to revisit the next year, is still seen a necessity in the auto industry.

A recent piece by the Associated Press explored the steadfastness of the profession, talking to Joe Dehner, head of Dodge & Ram Truck exterior design about the art form. As the reporter, Michael Wayland, explains:

Twenty-five years ago, as milling and computer-aided design programs transformed the design process, it seemed clay modelers would be all but extinct. Bean counters saw the new technologies as a way to shorten the design process and cut costs.

But carmakers found they were turning out lackluster vehicles due to a lack of hands-on interaction and being unable to effectively evaluate styling.

"There was an infatuation with the technology where there was a rush to do totally digital," Dehner told The Detroit News. "I still think there's a desire in the design ranks to be more technically savvy, but the one thing about this is you're adding the human element."

That "human element" may sound unquantifiable, like the vague musings of a music aficionado who holds onto a scratchy collection of records rather than embracing flawless digital media formats. But just as records contain signals lost to digital compression, clay offers something contemporary modeling techniques do not. As Chris Svensson, the director of design for Ford's North and South American operations told the Wall Street Journal last year:

'We always came back to clay.' The problem is, he says, digital projections can't accurately show how light will play on a car's surface. 'You can't replicate the sun.'

Still, computer technologies have reduced the amount of clay models used by the industry. Autodesk told the Journal that one European manufacturer had used digital workflows to reduce its clay builds by 70%. So while the few remaining clay modelers command salaries of \$100,000 or more a year and may not be going extinct anytime soon, they remain an endangered species.

Kelly Racing Changing To Supercars Mustang Next Season

By: Shane McGlaun
Source: fordauthority.com

The Ford Mustang has been dominating the Australian Supercars series. The Ford has dominated to the point where it has been hit with adjustments to try and bring its performance down to the levels offered by the Nissan Altima and the Holden Commodore that run in the series. The Supercars Mustang continued to dominate the series.

Kelly Racing has announced that it will scale back its four-car Nissan team to two cars and change manufacturers for the 2020 season. Kelly Racing will have backing from Ford Australia and Ford Performance for the season and will run a driver line up that includes Rick Kelly and Andre Heimgartner.

The racing team will also run its own in-house Ford engine program. The team will field a pair of Nissan Altimas in the Super2 series, which is a step down from the Supercars series. Team boss Todd Kelly has stated that his team is excited for the future with the Supercars Mustang they will run next season. Kelly said that after 11 seasons, it was moving into the Supercars Mustang and would have its best chance at winning.

With Kelly Racing moving to the Ford Mustang, there will now be eight Mustangs on the Supercars grid. Tickford Racing runs two, DJR Team Penske runs a pair, and 23Red Racing runs a single Mustang. Nissan now has no cars on the Supercars grid, leaving Ford and Holden to fight it out next season. The coming season will mark the first time there have been only two manufacturers in the Supercars series since 2012. The Mustang won 21 out of 25 races in its first season in Supercars.



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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.

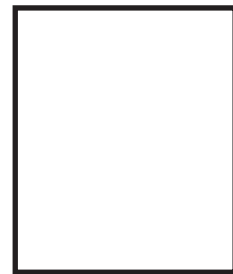
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

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

Central Valley Mustang Club, Inc.
P.O. Box 25964 • Fresno, CA 93729-5964
www.cvmustang.org



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