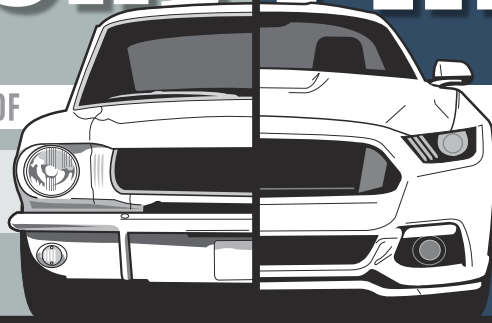


the **pony PRESS**



OFFICIAL MONTHLY PUBLICATION OF



CENTRAL VALLEY MUSTANG CLUB

February 2017

The Ford Mustang SVO



**A Turbocharged
Ponycar Pioneer**



**John Wick's
'69 Mustang
Fastback Is Back**

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CLUB INFORMATION

Central Valley Mustang Club, Inc.
P.O. Box 9864 • Fresno, CA 93794
Phone: (559) 715-CVMC (2862)
Website: <http://www.cvmustang.org>

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

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

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

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

CVMC OFFICERS

Ron Dupras • President 313-9042
Joseph Colvin • Vice President 285-7296
Karen Diaz • Secretary 224-2492
Doug Deffebach • Treasurer 917-4283

MEMBERS AT LARGE

Becky Bartee 276-7092
Chris Butterfield 731-6685
Cynthia Harvat 492-1117
Matt Lieb 557-7500
Jim Sanborn 246-6835
Greg Stewart 907-4724
Justin Salter 706-4046
Robert Whitley 877-4948

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP

Brandon Walker 323-2150

ACTIVITIES & PUBLICITY COMMITTEE

Mary Kokalis 229-3219

Suggestions for activities should be directed to the Activities Committee.

CAR SHOW CHAIR

Dennis Harvat 492-1117

MCA REGIONAL DIRECTOR

Paul Beckley 323-7267

WEBMASTER

Paul Beckley 323-7267

NEWSLETTER EDITOR

Garo Chekerdemanian 906-7563

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MONTHLY MEETINGS

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

PAST PRESIDENTS

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

PRESIDENTIAL RAMBLINGS



Well it seems January and February have muscled by like a 427 Cobra Jet in the ¼ mile! Here we are at the end of February and some of us headed off to Las Vegas for a weekend of fun. Plenty of car stuff along with other fun in Vegas with the highlight of a tour at the Shelby plant. We also have some things planned for our members not able to make the trip to Las Vegas! Let's get those cars cleaned, gassed up and rolling down the road of fun.

I have to thank everyone for the efforts already put forth in making 2017 a great year. The activities list is growing and the input has been amazing. I have been hearing from many other clubs throughout the state and the excitement for building relationships for joint events. I'm hoping we will have the chance to make some things happen to open opportunities for new adventures and friendships.

The love of the automobile by not only an America thing but Californians have created a culture to be embraced and enjoyed. With Henry Ford giving us affordable cars and later the Ford Motor Company giving us the Mustang in 1964 we can proudly say FORD has been and still is a leader in a culture we all enjoy.

As many of you know I have a 1931 Model A five window coupe and belong to the Sierra Model A Club. As a board member of that club I am able to have the ear of the President and Vice President, who happen to be my Uncle and Dad! Hopefully we will have time to squeeze in an event or two together showing our Ford Pride in 2017!

Your club, The Central Valley Mustang Club, is a premier club in the valley and as you continue to support your board members with ideas and enthusiasm we will continue to be the club others strive to be.

We again had a meeting for the Fallen Heroes Car Show and again Dennis Harvat is leading the way to bring the Central Valley a car show we can be proud of. I encourage all to jump on board and let Dennis know you are ready to be involved for the EPIC event of the year.

Thank you my friends,

Be involved, engage and enjoy the Central Valley Mustang Life!

Respectfully,

Ron Dupras
CMVC – President 2017

FROM THE EDITOR



This has been a crazy month for me so I'll be keeping it simple. No words of wisdom, remembering yesterdays or making fun of the rain. Ya, that's still going on...

So have fun, plan for the coming months of activities like Fabulous Fords Forever and our very own Fallen Heroes Car Show.

Most importantly...

hi

Garro Chakerdeman
CVMC - Newsletter Editor



Recipe of the Month

Bailey's Spiked French Toast

An Irish cream soaked French toast with a spiked chocolate sauce

Submitted By: Nancy Sharmer



Prep time 30 mins • Cook time 2 mins • Total time 35 mins
Serves: 10-12 slices

Ingredients:

- 1 Loaf sourdough bread
- 3 Large eggs, whisked
- 1/4 C Bailey's Irish Cream
- 1 tsp Pure vanilla extract
- 1 tsp Cinnamon

For the chocolate sauce:

- 4 oz Dark chocolate
- 2 tbsp Heavy whipping cream
- 1 1/2 tsp Bailey's Irish Cream

For the Whipped Cream:

- 100 ml heavy whipping cream
- 2 tablespoons Baileys

Instructions:

1. Slice bread to desired thickness.
2. Crack eggs in a 9x9" pan. Whisk until light and fluffy. Add Bailey's, vanilla extract and cinnamon. Whisk thoroughly until mixed.
3. Place bread in the pan and soak each side for at least 10 minutes.
4. Preheat pan on medium-high heat. Lightly spray with cooking spray. Place soaked bread into pan and cook for about 1 minute on each side until slightly brown. Remove bread from pan and set aside until all bread is cooked.
5. While cooking the French toast, prepare the chocolate sauce. In a glass measuring cup, or other microwave-safe bowl, combine 4oz of Dark chocolate with 2 tablespoons of heavy cream. Microwave on high for 45-60 seconds. Remove from microwave and whisk until smooth. Add Bailey's Irish Cream and whisk into melted chocolate.
6. Serve with homemade whipped cream if desired. Prepare the whipped cream by combining heavy whipping cream and powdered sugar in your mixing bowl. Beat on high speed until stiff peaks form; about 3-4 minutes. Set whipped cream in the fridge until ready.
7. Serve the French toast with chocolate sauce and whipped cream.

BIRTHDAY Wishes to...

FEBRUARY

- Feb 2 Alec Chekerdeman
- Feb 5 Paul Beckley
- Feb 6 Ben KuyKendall
- Feb 6 Susan Perrin
- Feb 8 Wanda Aaron
- Feb 11 Bryan Papay
- Feb 21 Virginia Colvin
- Feb 22 Rick Gardner
- Feb 23 Pete Logoluso
- Feb 25 Bob Anderson
- Feb 26 Diana Buranen
- Feb 27 Cindy DeLaPena
- Feb 28 Amy Bang

Be sure to check out



www.cvmustang.org

Events - Calendar - Pics
Newsletter - Merchandise

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John Wick's '69 Mustang Fastback Is Back

While Playing John Wick, Actor Keanu Reeves Does Some of His Own Stunt Driving

*By: Detroit Steel
Source: themustangsource.com*



Everybody's favorite assassin, John Wick, is back in action at theaters right now, along with his black 1969 Ford Mustang Fastback.

You probably know that Keanu Reeves plays the take-no-prisoners assassin in the franchise. But did you know he was allowed to do some of the car-driving stunts himself? Reeves says he actually went through some pretty intense stunt-driver training to prepare for John Wick: Chapter 2.

Touted as "John Wick boot camp," Reeve's preparations also included rigorous training in martial arts, gun work, and choreographed fighting.

The actor says the Mustang plays a major role in this latest movie. During one of the action scenes, Reeves is even forced to drive the Mustang into another car. Sigh.

"I was surprised about that. They said, 'Get in the car, drive backward and smash into that other car.' It was funny because I hit that car so hard, I ripped the steering wheel off the steering column," the actor told the Washington Post.

Darrin Prescott, who coordinated the stunts, calls the action "car fu, where the car is used as a weapon." Most of the really insane car scenes, however, were done by Reeves' stunt double, Jeremy Fry.

All and all, the team used five '69 Mustangs during film, which speaks to how much action the fastback sees in Chapter 2. It also sounds like Reeves might be making a strong push for a third Wick film. We shall see, but if it goes down, we certainly expect him to be driving some badass American muscle.

2019 Mustang Mach 1 (Please Build This)

Source: mustang6g.com



If there ever was an argument to build the 2019 Ford Mustang Mach 1, this artist rendering would be it, perfectly blending old heritage cues with the ultra-sleek and modern design of the 2018 Mustang.

Mustang6G member Heavyfoot hits on all of the best traits of previous Mustang Mach 1 versions showing a black two-piece hood stripe with a border pinstripe flanking a large "Shaker" hood scoop, Mach 1 rocker stripes, tri-bar pony logos on the fender and front grille, long and flat pedestal spoiler, and 17-inch Mach 1 heritage aluminum wheels.

The color is also a nod to the excellent Azure Blue paint available exclusively on the 2003-2004 Mach 1.

While any design for a 2019 Ford Mustang Mach 1, if it exists, is surely locked in by now, we can only hope that in a secret underground facility somewhere in Dearborn, a Mach 1 clay model that looks this good is being sculpted in preparation for the 50th anniversary of this special vehicle.

Get To Know CVMC Member: Virginia Colvin

Interviewed by Mary Kokalis

• Virginia has been married to Joe Colvin for 33 years, she has been a Kindergarten teacher for the past 18 years. Virginia and Joe have 1 daughter and they are raising their two granddaughters Mary and Madi. Virginia is also a very active Girl Scout leader. She enjoys doing her crafts, scrapbooking, painting, sewing, crocheting and Disneyland. Virginia loves and collects Disney, she collects Mickey Mouse Ears and has over 150 Hats in her collection. Virginia's fun is traveling on her many trips to Disneyland and also traveled to Disney World to celebrate her 50th birthday last year.

• Virginia found out about CVMC through her husband Joseph

• She has been a member of CVMC for 3 years

• "I fell in love with the Mustang when Joe brought me a 1992 Red Mustang with Red Interior home for my Birthday."

• My car is a 2004 Red Mustang Convertible.

• I love CVMC for their family atmosphere, I can bring my grandchildren with me.

• My favorite memory from CVMC is the Sleigh Ride down Christmas Tree Lane 2016.

• I don't know as I don't go to very many car shows.

• I would love to have us do Christmas Caroling around Fresno.

• My dream car would be a 1965 all girly Pink Mustang.



**Can you guess
who this
future CVMC
member is?**



The Ford Mustang SVO: A Turbocharged Ponycar Pioneer



By: James Derek Sapienza
Source: cheatsheet.com

Today, we marvel at the rise of the four-cylinder engine. No longer saddled with the reputation of being the universal powerplant of the economy car, turbocharging, electronic systems, and engine tuning has made it one of the most versatile — and popular — engines found in new cars across the board. Of course, the four-banger's reputation is something of an American hang-up; there have been some brilliant small displacement engines built in Europe and Japan over the years. But until fairly recently, most Americans still held fast to "there's no replacement for displacement." With cars like the Ford Focus RS, Mustang EcoBoost, and Camaro 2.0T, we're glad to see that gearheads are finally coming around, and the walls are finally coming down for small, forced-induction engines.

But there has to be a first for everything, and it may surprise you that the direct ancestor for these cars is now over 30 years old. The Ford Mustang SVO wasn't just the fastest, most expensive, and most advanced Mustang of its day, it also may have saved the iconic nameplate from extinction. At a time when American automakers were still figuring out how to get power from their emissions-choked V8s, the SVO seemed to hint at a better way. It may have taken decades, but automakers have finally found their way back there, and the results so far have been spectacular.

When the Fox platform-based Mustang debuted for 1979, its base engine was a Pinto-sourced, 2.3-liter 88-horsepower four. It proved to be a popular (albeit unexciting) option, but Ford soon realized that the engine was surprisingly robust, and responded well to forced induction. In 1980, the 2.3 Turbo appeared, making 132 horsepower — just eight shy of the 4.2-liter V8. Like the range-topping eight-cylinder, the Turbo model could be had with the performance-focused TRX wheel and suspension package, making it a formidable sports car. But the new technology wasn't quite there yet, and the turbocharged 2.3 skipped the 1982 model year so Ford could make emergency revisions. It returned with fuel injection for 1983 as the Turbo GT.

But by the mid '80s, the Mustang was in serious trouble. Emissions regulations had neutered the surviving muscle cars of their '60s-era

performance, and underpowered versions of the coupes weren't finding buyers like they used to. Slightly more expensive competitors like the Nissan 300ZX, Toyota Supra, Mazda RX-7, and Porsche 924 all offered livelier performance, better handling, and stronger fuel economy, and were attracting buyers who might have gone for muscle cars a decade earlier. What's more, Ford was in trouble. Scrambling to field a lineup of fuel efficient compact cars, and dealing with two of the largest scandals in automotive history (Pinto fires and defective automatic transmissions), the company lost over \$3.5 billion between 1979 and 1983. Rumors began to circulate that Ford would kill off the Fox-based Mercury Capri and Mustang after 1983.

One of Henry Ford II's final orders before retiring led to the creation of the Special Vehicle Operations Department (SVO) in late 1981 with the sole intention of returning to racing, and bringing performance technology to its street cars. SVO saw huge potential in both the Fox platform and the fuel-injected turbo 2.3, and set about re-engineering the car. The SVO Mustang was supposed to fill the spot once held by the Shelbys, and later the Boss Mustangs of the '60s: a range-topping high performance version meant to put the Mustang back at the top of the performance car segment. It wasn't necessarily interested in what Chevy, Pontiac, or Chrysler were doing anymore; the segment had become a global one, and instead of following the conventional wisdom in Detroit, Ford took inspiration from Europe and Japan.

Turbocharging seemed like the wave of the future in the early 1980s. Ford had largely worked the kinks out of the turbo 2.3, and SVO felt that the smaller engine was better suited to a modern performance GT than the aging V8. By 1982, the bigger mill was only making 157 horsepower; the 2.3 could put out 175 horsepower and 210 pound-feet of torque, while weighing 150 pounds less, which aided handling on the nose-heavy car.

On top of power, the SVO had a Borg-Warner T-5 manual gearbox with Hurst linkage, adjustable Koni shocks, revised steering and suspension, ventilated four-wheel disc brakes, 16-inch wheels, and a unique, upscale interior. Up front, the car had a unique front fascia, with a

CONTINUED: The Ford Mustang SVO

functional hood scoop to feed the intercooler, an aerodynamic nose, fog lamps, and unique headlights. Out back, it had a striking two-tier spoiler loosely based on the upcoming Merkur XR4Ti (known as the Ford Sierra XR4i in Europe). The car was ready by early 1984, and astonishingly, SVO had developed it for a mere \$7 million.

Almost immediately, the SVO garnered positive reviews. Car and Driver said “The Mustang SVO is shot through with the look and feel of a car built by car people for car people.” Motorweek’s John Davis called it “a most civilized race machine for everyday use.” But the SVO’s base price was \$15,585, putting it firmly in 300ZX, 924, and RX-7 territory — and making it \$6,000 pricier than a Mustang GT.

Almost instantly, the SVO began getting squeezed from both sides. Ford only sold 4,508 in its first year, as it found it difficult to woo import buyers back to a Mustang, which still had the reputation for being an outdated, unrefined car, and talking buyers who were used to the traditional V8 into making the leap. And SVO’s objective to bring performance to the rest of the Ford lineup was already bearing fruit. The Thunderbird Turbo Coupe had bowed for 1983 using the same engine. And in the wake of GM’s popular redesigned Firebird and Camaro, Ford made some big changes to the GT model that closed the performance gap between it and the SVO.

For ‘85, the 302 was bored out and became the 5.0, with a four-barrel carburetor, revised camshaft, cylinder heads, and exhaust manifolds. It now put out a conservatively rated 210 horsepower and significantly more torque than the turbocharged car. Big changes for the SVO came in its second year too, including a revised turbocharger and intercooler, flush-mounted headlights, and revised gear ratios for faster shifts. Power was now up to 205 horsepower and 240 pound-feet, and despite a \$750 price drop, just 1,951 cars were sold in the second year.

And again the Mustang was in trouble. Ford was using its 25% stake in Mazda to develop an all-new front-wheel drive Mustang replacement based on the Japanese automaker’s midsize platform, slated for 1987. Engineers were furious, and when word leaked about the project, thousands of angry gearheads flooded Ford with calls and letters demanding they spare the iconic ponycar. Ultimately, the Mustang was saved, the Fox platform soldiered on, and the Ford/Mazda coupe debuted in 1989 as the Probe.

But the SVO disappeared after finding just 3,379 buyers in 1986. Ford had originally hoped to sell 10,000 a year; in the end, it had only managed to move 9,844 cars. But the program had paid for itself, and its innovations continued to trickle down to the base Mustang. In 1987, the car got another refresh, gaining the SVO-like flush headlights and a similar front end. And despite an aging platform, the program had brought some much-needed attention to Ford’s ponycar, and sales rebounded through the end of the 1980s.

Now 30 years after the SVO’s demise, Ford’s EcoBoost Mustang — also a 2.3-liter turbo four — is considered to be one of the best muscle cars on the road. Not a range-topper like the SVO (it’s slotted between the base V6 and V8 GT), it brings a unique blend of performance and handling that hasn’t been found in a Mustang since, well, 1986. The SVO may not have been a huge seller, or even much more than a cult car, but its brief, high-profile run brought some much-needed prestige back to the Mustang nameplate, and kept it relevant through some of the car’s darkest years. We won’t go as far as saying it saved the Mustang from an early demise, but it proved to the automotive world that there was plenty of life left in the old ponycar. Today, we know that there’s still plenty of excitement to be had from a turbocharged 2.3 too.



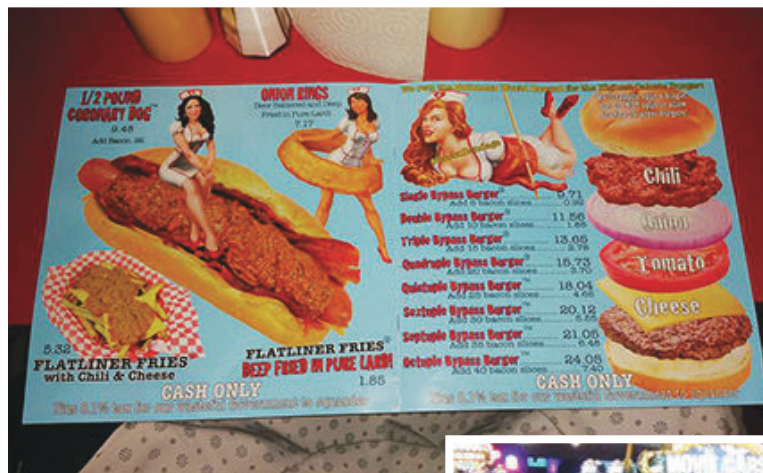
CVMC Heads To Las Vegas



Pics By: Joseph Colvin & Paul Beckley



CVMC Heads To Las Vegas



Pics By: Joseph Colvin & Paul Beckley

How to Prepare Your Mustang for a Car Show

By: Stanley Sadowski
Source: americanmuscle.com

Preparing for a car show means keeping your Mustang in great shape. Washing, waxing and cleaning are a must for most car shows and an absolute necessity if you plan on taking home a trophy. AmericanMuscle only carries top of the line maintenance products for your Ford Mustang.

Car shows are a great way to expand your Mustang knowledge. Show cars range from being mildly modded to having a complete, professional rebuild. Every Mustang has a story.

Benefits Of Attending A Show

A car show gives you the opportunity to ask other guys some questions you may have about a certain setup and allows you to see different mods in person before choosing to do them to your own Mustang. What's unique is that while all the cars at a show may be the same model, there will never be two identical cars. Everyone has a different opinion and has chosen their modifications to fit their vision. If you are getting ready to attend a car show these are a few things you may want to consider if you're looking to take home a trophy.

Make sure you do the following before attending a show or event:

- Clean & detail your Mustang
- Find out what classes there will be
- Find your style and choose your modifications carefully

Detail Your Mustang

Judges count cleanliness. When entering your car into a show it is extremely important to take the time to make sure it's as clean as possible. Nobody wants to look at a dirty car when the guy next to him spent a whole day detailing. Cleanliness goes a long way in a car show—it shows dedication to maintaining a flawless overall appearance which essentially is what a show is all about.

To clean your car for a show I would highly suggest using a quality wax after a good wash. Not only will a wax add a noticeable shine but it will help keep debris off of the surface of the car. This will allow for an easy wipe down when you arrive at the show, keeping your time spent cleaning your Mustang to a minimum. I would also highly recommend investing in a quick detail spray wax. It does not deliver the same characteristics of a carnauba wax, but it will assist with detailing on-the-go. Since you will be showing off what's under the hood it is extremely important to give the engine a good detail as well. Use a degreaser to wash off any residue or debris, and you can even consider applying a silicone-free engine dressing to make it shine.

Traditional Car Shows

Most car shows are for all makes and models of cars and trucks. The way a traditional car will be classified is first by splitting up the automobiles by years or into eras. It depends if the show is big enough to have to break the cars into classes but for the most part this is how a usual show will classify a car.

Classic cars (25 years or older) and new generation cars will usually be in separate classes. Within these two classes there will be a stock and a modified class and they will only compete within their designated class. There are also different things judges look at it depending on the class. In a classic car stock class a judge may be more interested in the quality of the original paint and interior while in the new generation class modified class a judge may be more interested in the quality of the build, cleaned up wiring harnesses, and one-of-a-kind modifications.

Mustang Specific Car Shows

In a Mustang or other model specific car show the cars will most likely be broken down into body styles. For example, SN95 Mustangs will only compete against other SN95 body style Mustangs. There will also most likely be a stock and modified class for each body style so a pristine, bone stock '93 Cobra wouldn't be competing with somebody's tubed and caged fox body drag car.

Model specific shows may be a little bit harder to go home with a trophy because there are so many cars just like yours. This is where it is important to truly make your car stand out from the rest of the bunch.

Choosing Your Mustang's Modifications Carefully

While everyone has different taste and opinions in what they think a Mustang should look like in order to be of show quality, there are a few mods that just look like they should have been there to begin with and are accepted by almost all Mustang enthusiasts.

One modification that I personally believe that completely changes the car's appearance would be installing lowering springs. The ride height these cars have from the factory is very close to that of a 4x4 SUV. Lowering the car won't only improve the appearance but it will improve the handling as well since you are lowering the center of gravity. Another mod to consider would be a shorty antenna. Unless you are trying to reach outer space then I would suggest installing a small, sleek, shorty antenna to give the car a cleaner look.

Rear bumper inserts and blackout or honeycomb panels are great items to change up the rear of the car. The bumper inserts make the already existing 'Mustang' or 'Cobra' lettering stand out and the trunk lid panels give the back of the car that retro muscle car look that won't go unnoticed.

Preparing For a Specific Class

While it can vary from each event, most events make a few extra separations. These classes can include stock, street, modified, etc. The stock class is as it sounds, the best stock vehicle in the event. While there can be an overall winner in the classes, they can also be broken down by make/model. The street class can have modified cars in the running; they are mainly aimed at slightly modified cars that like to cruise and enjoy the wind in their faces.

The primary requirement for most shows is that the vehicle meet street requirements for legal driving. The modified class has no limits: the car can be modified in any way shape or form. Judging can be based on uniqueness of changes, creativeness, and effectiveness. In some shows, there is also a gold class: basically a car that is only used for shows. These cars are 100% show cars and do not get driven on the street, if hardly at all.

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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? _____

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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.
Post Office Box 9864 • Fresno, California 93794-9864 • (559) 715-CVMC (2862)

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

Come join the fun

Yosemite Falls Cafe



General Membership Meetings:

Last Thursday of Each Month

Yosemite Falls Restaurant

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

Dinner: 6pm • Meeting: 7pm



For Detailed Information On Club Activities Visit Our Website At:

<http://www.cvmustang.org>

Or Call Club Information Line: 559-715-CVMC (2862)

every month!

the pony
OFFICIAL MONTHLY PUBLICATION
PRESS

Central Valley Mustang Club, Inc.
P.O. Box 9864
Fresno, CA 93794-9864

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