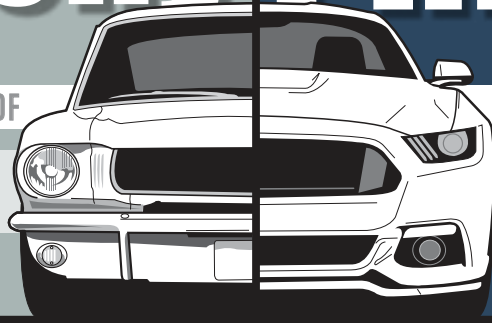


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OFFICIAL MONTHLY PUBLICATION OF



CENTRAL VALLEY MUSTANG CLUB

March 2017

"BULLITT" FOUND



Stunt Car Found In Mexico



**RARE FIND:
The Japanese
Cobra Jet
Mustang**

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www.cvmustang.org



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 Chekerdeman 906-7563

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

The Central Valley Mustang Club accepts paid advertising from legitimate businesses. CVMC does not necessarily endorse or accept responsibility for the quality or integrity of our advertisers' services.



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



***Whether you think you can or think you can't,
either way you are right.***

- Henry Ford

Obviously Henry thought he could, and then he did! We have his drive and vision to thank for the enjoyment we have today with the Mustang. Although he himself did not design the car it was his vision that started things to what we have today.

Men and women with likeminded ideas and goals have inspired the continual growth of the Ford Motor Company. I like to think as individuals and as a club do the same for the growth of our club and the car club hobby. Over the last three decades this club has grown to a mixture of old and new ideas that have strengthen our club.

When a team was developed in late 2015 to take on a car show event we did so with this same attitude of WE CAN... and WE DID! We are again on course to have another amazing event.... BUT.... It takes participation by a mass majority of members to make this happen and share the work. You will hear me often say Participate and Engage in your club and the events we have. Only WE together can make this club and the events a success for enjoyment by engaging in the activities.

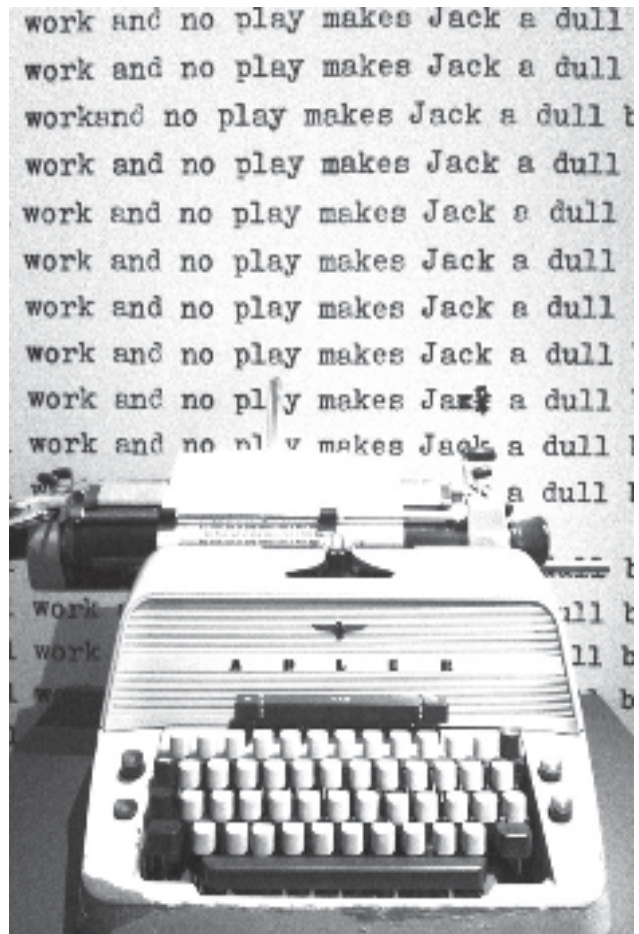
I ask ALL our member to donate time to the success of the Fallen Heroes Car Show. The more who PARTICAPATE the easier it will be to continue this great event we have started. The SACRAFICE of the military and first responders who have served is far greater than the few hours or days we can contribute to this event to honor them and their families.

I thank each and every one of you who have already stepped up to begin our 2017 Fallen Heroes Car Show and I look forward to seeing a mass participation by our members as they engage in this event to honor the fallen.

Respectfully,

Ron Dupras
CMVC – President 2017

FROM THE EDITOR



just sayin'...

Garro Chekerdeman
CVMC - Newsletter Editor



Recipe of the Month

Crock Pot Brown Sugar Pineapple Ham

Submitted By: *Carla Chekerdeman*



Ingredients:

- 1 Ham, pre-cooked, spiral cut - bone-in or boneless, either will work
- 3 1/2 cups brown sugar
- 1/2 cup Raw natural Honey
- (1) 20 oz can pineapple tidbits or chunks - do not drain

Directions:

1. In a large crock pot, over 6-quarts or larger, cover the bottom with only 2 cups of the brown sugar.
2. Place ham on top of the brown sugar, open the slices slightly with your hands.
3. Pour the Honey over the ham evenly.
4. Add the pineapple around the sides (with the juice) and some on top.
5. Top with the remaining 1 1/2 cups of brown sugar, making sure it is evenly distributed over the entire top of the ham.
6. Cover and cook on low for 3 1/2 - 4 hours.

ENJOY!

BIRTHDAY Wishes to...

MARCH

- Mar 3 Nash Byrant
- Mar 3 Peter Reyer
- Mar 6 Bill Jirsa
- Mar 7 Gary Cook
- Mar 9 Carl Sing
- Mar 12 Garo Chekerdeman
- Mar 15 Andy Bitter
- Mar 21 Mike Olson
- Mar 21 Sue Atkisson
- Mar 22 Jody Heffington
- Mar 23 Rich Atkisson
- Mar 31 Don Hefington
- Mar 31 Joseph Colvin

Be sure to check out



www.cvmustang.org

Events - Calendar - Pics
Newsletter - Merchandise

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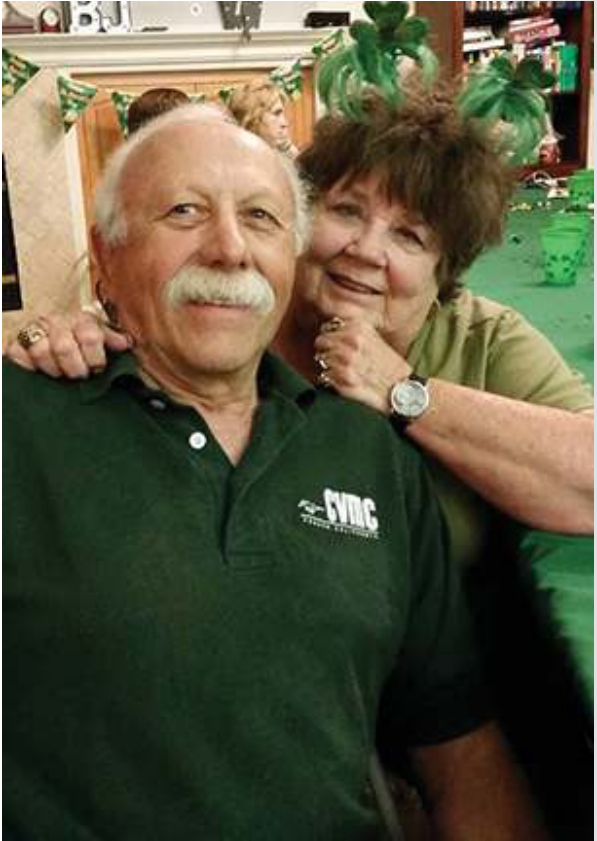
FREE ADMISSION FOR SPECTATORS

2017 Blossom Trail Run



Pics By: Sharon Mack & Carol Bandy

CVMC St. Paddy's Day and Game Night at Brandon's house



Pics By: Carol Bandy & Paul Beckley



Long-Lost '68 Mustang "Bullitt" Stunt Car Found In Mexico

Famous movie car was thought to have been crushed

The legend has been the same for decades: There were two 1968 Ford Mustang GT fastbacks provided by the Blue Oval as stunt cars in 1968's Bullitt, starring Steve McQueen. Both were Highland Green with aftermarket Cragar wheels, equipped with howling S-code 390s and four-speeds — though sometimes a 289 was claimed to be the nimble jump car's motivator — and both were modified by Hollywood car builder Max Balchowsky to fit the interior movie lighting and cameras while also upgrading the chassis and suspension for the those famous jumps through the streets of San Francisco.

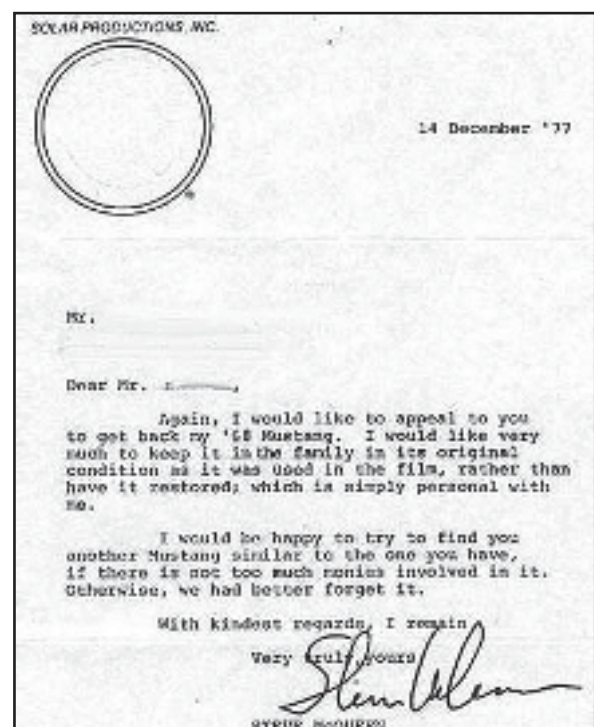
After filming, the lesser-damaged Mustang was sold to a Warner Brothers employee named Robert Ross, who sold it to a now-retired New Jersey detective named Frank Marranca (coincidentally, "Frank Bullitt" was McQueen's detective character), who then sold it in 1974 to the anonymous current owner that allegedly hid it in a Kentucky Barn — and the second stunt car, the one that folds the front suspension at the end of the chase scene, was allegedly so heavily damaged during filming that it was crushed.

Despite letters from McQueen attempting to buy what was thought to be the last surviving car from the mysterious third owner in 1977 (before his death in 1980), it was assumed that the story ended there — as heartbreaking of a conclusion as one could imagine for the legacy of both the actor and film.

That is, until a dusty, white '68 fastback was pulled from a backyard in Mexico — ironically to be restomodded into a clone of the "Eleanor" Shelby GT500 from 2000's Gone in 60 Seconds. When the body shop ran the build plates through the Marti Report, an extensive early Mustang background check, things changed.

VIN 8R02S125558, the consecutive build number of the previously lone-surviving Kentucky Bullitt (8R02S125559), had been found. The history books were wrong: the second Bullitt stunt car was indeed sold after filming, though it's currently unknown how.

Other than the VIN, there were more clues: The shock towers were welded, chassis reinforcements were found, and the rear-left inner fender had a hole cut, which was presumably used for exhaust pipe of the trunk-mounted, gas-powered generator that powered the in-car movie lights used in the interior shots (35mm movie film cameras needed a lot of lighting to expose properly) in both stunt cars. There was also a fair amount of chassis damage in strange places; and of course, through the layers of spray paint, was the notorious Highland Green paint.



According to Federico Garza — the Stangs de Mexicali club member who discovered the news when the body shop's owner, Ralph Garcia Jr., came to his fastener shop, hands shaking, with photos of the car and VIN plate — both Mustangs in the lead photo above were purchased by Hugo Sanchez with the intention of using both to build an Eleanor tribute. The car had been around for 20-30 years, at one point abandoned down in the Baja California Sur peninsula, before Hugo finally rescued it.

This, of course, could have been one of the biggest travesties in movie and Mustang history had it not been for Ralph's research, which led to Kevin Marti's early Mustang report. The Marti Report is something you buy when researching that next six-digit auction buy to make sure it's the real deal; and Kevin's word, backed up by a private database of factory Ford records and information, is considered the gospel for a Mustang owner looking for the exact history of their car — and it didn't take long until he found himself at a Ford dealership in Mexicali.

With Ralph's blessing and Stangs de Mexicali's support, Federico arranged for the car to be featured at a local Ford dealership to showcase the discovery. In the months ahead, Ralph's body shop replaced the roof, quarters, and floor pans (though they are staying with the Baja Bullitt) before quickly painting ahead of the unveil. Federico then began posting photos to the Vintage-Mustangs forum, with the membership showing equal amounts of skepticism and mouth-foaming.

Everything came together last Friday, March 3, when Kevin finally met the Baja Bullitt in Mexicali. With a jubilant mariachi band, the Baja Bullitt was pushed inside for Kevin's inspection. It took about a half-hour, but Kevin, Hugo, and Ralph finished their inspection with success and smiles. According to Kevin, the Baja Bullitt was 8R02S125558 — the lost stunt car.

Over the weekend, the Baja Bullitt made its way back to the United States (with Federico's father escorting the convoy to the border), and according to Fox News, it's heading to Ralph's Paramount, Calif., shop for a restoration with its new owner ahead of the film's 50th anniversary.



No Hands at All – It's the Law

April is Distracted Driving Awareness Month. Distracted driving is anything that takes your eyes or mind off the road or your hands off the steering wheel – especially when it comes to texting, using apps or talking on a cell phone. The California Office of Traffic Safety wants to remind everyone that under the new distracted driving law that took effect on January 1st, holding a cell phone in your hand is illegal and you will be cited.



The new distracted driving law prohibits driving while holding a cell phone in your hand. However, you may still legally use it in a hands-free manner such as voice command or when using a mounting device. Keep in mind that you cannot text, scroll or tap multiple times - just one tap or swipe to activate or deactivate a feature or function is allowed. The first ticket costs \$162, so save yourself the time and money by following these tips to avoid being distracted when behind the wheel:

- *Turn off your cell phone and put it out of sight before you get behind the wheel.*
- *Do not program your GPS or MP3 player or other devices while driving.*
- *Do not eat or drink while driving.*
- *Do not groom, read or try to watch videos.*
- *Finally, if something falls to the floor, pull over to a safe parking spot before trying to reach it.*

For more information on Distracted Driving and Distracted Driving Awareness Month, please visit: www.ots.ca.gov. For details on the new law, visit: http://www.ots.ca.gov/Media_and_Research/Press_Room/2017/docs/CaCellPhoneLawAB1785.pdf.

The California Office of Traffic Safety wants to remind everyone that distracted driving is a choice, so make good decisions to help keep our roads safe for everyone!

Can you guess
who this
future CVMC
member is?



Rare Finds: The Japanese Cobra Jet Mustang



By: Jerry Heasley
Photos By: Mark Wilson
Source: mustangandfords.com

Mark Wilson wasn't looking for a Japanese Mustang, but while browsing eBay one day, he ran across a 1971 Mach 1 with a 429 Cobra Jet. "The picture showed orange lights on the front fender, which I had never seen before," Mark says. "That's what caught my eye. Then I read more about it, and the ad said the Mustang was a Japanese export."

A Mustang Monthly subscriber since 1986 and a collector since 1987, Mark didn't even know these Asian-bound Mustangs existed. But Mark does work for Ford in Shanghai, China's largest city. He is responsible for creating special packages for the Asia Pacific market, similar to California Specials, and Pony or MCA packages sold in the United States.

Wilson called a coworker in Japan, who verified that Ford has sold Mustangs in Japan since the early '70s. The Mach 1 Wilson had found was for sale in California, apparently having been shipped from Japan back to the States, still with special Japanese features. He bought the Mach 1 and has been researching the history of Japanese Mustangs, including a Marti Report that verifies the car's export status. He believes Mustang exports had occurred for the 1971-'72 through '73 model years. One person in Japan told him the 1974 Mustang II was very popular there, too.

So far Mark has located roughly 15 1971-1973 Japanese Mustangs, all of which exhibit similar modifications. They are all high-end cars as far as options and accessories go. Most of those 15 Japanese Mustangs that Wilson found are still located in Japan, but three are in Australia, and one in California. Each Japanese Mustang went through a conversion process to comply with that country's laws when it was shipped.



The 1971 Japanese Mach 1 was in excellent condition, ready to drive and enjoy with original paint. From what Mark Wilson has been able to discover, Japanese export Mustangs are highly optioned.

マッハ1



The side-turn signals placed high on each front fender are an oddity that gives this Japanese Mach 1 a special flare.



Two round reflectors, one per side, protrude beneath the rear bumper. These were a lighting regulation in Japan. Their presence is original and a cool talking point on this rare Japanese Mustang.



The rear side-marker lights were red on the Mach 1 that Mark Wilson found. However, he discovered some of these lights are yellow on 1971-1973 Mustangs and appear to be sourced from a 1971 Galaxie to comply with Japanese regulations.



An extra light located in the front lower turn signal lights is part of the driving lights and foglights system that consists of extra bulbs installed on the rear outermost brake light, as well as the front, lower turn-signal housing.



The odometer shows 79,646 kilometers, which is 49,490 miles. The speedometer for 1971 goes to 200 kilometers per hour (124 mph), while 1973s go to 220kph.



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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.
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!

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OFFICIAL MONTHLY PUBLICATION
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