

the pony PRESS

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB

JUNE 2019



Unbelievable Mustang I Concept Car Molds Surface on Craigslist!



Awesome
Throwback:

1967 Shelby GT500

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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 Chekerdemian	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
BLACK BEAR DINER

3602 W Shaw 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

Hello everyone...

This will be our first General Membership meeting at Black Bear Diner. Over the last few years your elected boards have discussed and hashed out many places for us to meet. We are thankful for the opening of Black Bear Diner on West Shaw (Shaw / Marty) as we believe this will bring the club many good times. The room is bigger, brighter, and offers new technology we will be able to use for our meetings. I have again listed the address below and look forward to seeing all our members at the meeting.... Yes, they can accommodate our entire membership!

BLACK BEAR DINER
3602 W. Shaw Ave
Fresno, CA
Northwest Corner of Shaw / Marty

The summer looks promising with some new adventures locally and afar. Come see what we have coming up and let's all have some fun building new memories as a club and friends.

Don't forget to bring some extra cash for the club's 30th anniversary "Challenge Coin" (\$10ea).



Ron Dupras
CVMC President 2017 - 2019

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



from the editor

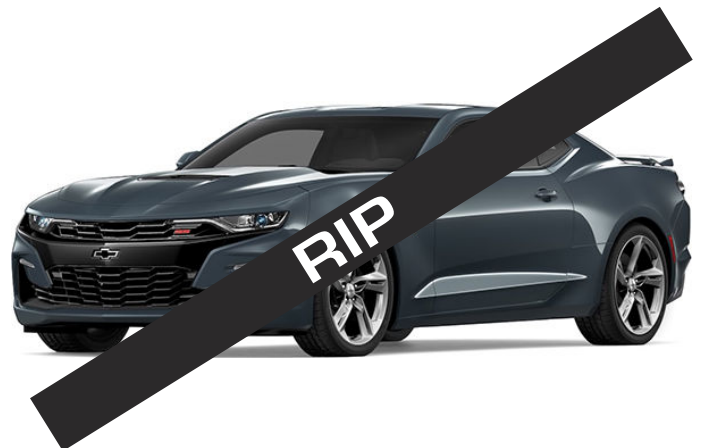
The auto industry is buzzing with the "possibility" of the Camaro coming to an end by 2023. No definite word has come out but the article in the newsletter from carscoops.com sees the writing on the wall.

Now I'm not one of those guys that hates on every car but the Mustang (except for the Prius. I...hate...the...Prius!). Hell, the first car I wanted was a 1978 Trans Am (come on, I was 14 years old) but you have to wonder what's in store for the muscle car.

The horsepower war has been INSANE the last few years and now the Camaro looks like it's heading out? No Camaro and Hybrid/Electric Mustangs on the way? It almost seems like we're living in an upside down world run by damn dirty apes.

So on that note, will we see a Camaro again 10 years from now? They did it before and this will give them 10 years of Mustangs to get design ideas from.

Garo Chekerdemanian
CVMC - Newsletter Editor



recipe

Source: tasteofhome.com

Easy Strawberry Lemonade Freezer Pie



INGREDIENTS:

- 1 container (23.20 ounces) frozen sweetened sliced strawberries, thawed (2-1/2 cups thawed)
- 1 package (3.40 ounces) instant lemon pudding mix
- 1 carton (8 ounces) frozen whipped topping, thawed
- 1 graham cracker crust (9 in.)

Optional: Additional whipped topping and fresh strawberries

DIRECTIONS:

1) In a large bowl, combine the strawberries (with juices) and pudding mix; let stand until slightly thickened, about 5 minutes. Fold in whipped topping. Spread into graham cracker crust.

2) Freeze for at least 8 hours or overnight. Let stand 5-10 minutes before serving. If desired, serve with additional whipped topping and strawberries.

happy birthday

- Jun 3 Ron Coppola
- Jun 9 Paul Spagnola
- Jun 12 Charlene Stebles
- Jun 13 Robert Grant
- Jun 19 Mary Kokalis
- Jun 22 Peter McCann
- Jun 24 Steve Wilson
- Jun 27 Carol Bandy
- Jun 30 Jon Campanella

next general meeting
JULY 25th, 2019

NEW LOCATION:

BLACK BEAR DINER
3602 W. Shaw Ave • Fresno, CA
(Northwest Corner of Shaw / Marty)

be sure to check out



cvmustang.org
Events • Calendar • Pics
Newsletters • Merchandise

CENTRAL VALLEY

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www.cvfallenheroes.com

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Unbelievable Mustang I Concept Car Molds Surface on Craigslist!



By: Cameron Vanderhorst
Source: themustangsource.com

Barn Finds found insanely rare pieces of Ford Mustang history that sold for only \$16,000.

Are you ready to be confused? Before the Mustang in 1964, there was a Mustang I in 1962 and a Mustang II in 1963, not to be confused with the Mustang II that was released in 1974.

The 1962 Mustang I was a low-slung, wedge-shaped two-seat roadster. It featured a mid-engine, rear-drive layout and was powered by a V4 engine (you read that right). Short of the name, it shared next to nothing in common with the production version that followed two years later.

The Mustang II concept that followed in 1963 was much closer to the production car that would be released on April 17th, 1964 at the New York World's Fair. Both of those are stories for another day, though. For now, let's go back to that funky little two-seater.





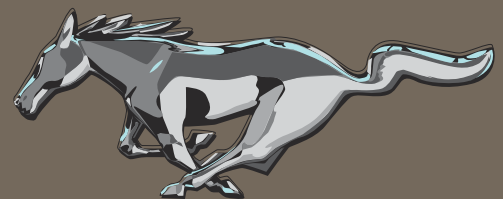
This bizarre Ford sports car study would only see one running prototype, with a body made from steel. A second, non-running car was made from fiberglass. Barn Finds, amazingly, located the molds for that fiberglass body on Craigslist, of all places.

While the listing is long gone, Barn Finds has all of the important details. Apparently, the seller's father had purchased the molds in the 1960s. The seller was asking \$16,000 for this incredible piece of history, and we'd imagine that they got every penny of that.

While the original, running and driving steel-bodied example lives at the Henry Ford Museum, the fiberglass roller is long gone. Here's hoping that the buyer will re-create it and perhaps donate it to another museum. We'll cast our vote for the Mustang Owner's Museum in Concord, North Carolina.

Another option would be for the new owner to sell complete bodies for folks who want to build a kit car. With the current trend of EV-swapping classic and kit cars, we'd have a fun time building one with a powerful electric motor, lithium batteries, and a modern suspension bolted to an aluminum space frame.

Another neat option would be a complete drivetrain from an EcoBoost Mustang. How would you build your Mustang I replica?





MYSTERY SOLVED: Here's Why the Shelby GT350 & GT500 Won't Get a Facelift

By: Cameron Vanderhorst
Source: themustangsource.com

While standard Mustangs got a new front end in 2018, the Shelby GT350 and GT500 soldier on with the same face. And the reason is simple.

Although the S550 Mustang saw a facelift in 2018, detail-oriented Mustang enthusiasts will notice that those changes didn't carry over to the GT350. In fact, the upcoming GT500 will still have the pre-facelift front end when it's released later this year.

According to Ford Authority, there's a good reason for it. Ford's official line is that the Shelby cars represent "the purist's performance model." The Ford representative they spoke to clarified further: "The team focused their time addressing what customers wanted most, including improved grip and suspension upgrades."

That quote hardly tells the whole story, and, frankly, it seems like deflection to us. Thankfully, Ford Authority did some digging and came up with a much more logical answer.

Apparently, both the Shelby GT350 and Shelby GT500 are fitted with a carbon composite front subframe. This makes the car less nose-heavy, with the added benefit of increased rigidity up front.

Less weight and a tighter, more responsive front end have been goals of Ford performance engineers for decades. Anyone who has owned a 1990s SVT Cobra will remember the four-point strut brace that came stock on some SN95 Cobras.

That brace is a popular aftermarket upgrade for Mustangs that didn't come with a brace from the factory. The aftermarket has also stepped in to offer tubular K-members. These reduce weight and offer provisions for tubular control arms and coil-over suspension.

Ford's carbon composite front subframe manages to kill two birds with one stone, but it didn't come cheap. The development and production of the carbon composite subframe cost Ford a pretty penny.

The carbon composite subframe would have to be re-engineered to accept the facelifted front sheetmetal seen on 2018 and up Mustangs. Ford decided to just keep the 2015-2017 front end on the Shelby GT350 and GT500 to keep costs down. You won't hear any

2019 Minarets High School Graduation Ceremony



1967 Shelby GT500 is an Awesome Throwback



By: Joseph Coelho
Source: the-mustangsource.com

Classic styling, big power, and limited-production has made the Shelby GT cars some of the most desirable American muscle that money can buy.

Carroll's Creation

1967 was a special year for Ford and Carroll Shelby as the incredible GT500 saw its first year of production. By this point in time, Shelby had already accomplished some remarkable things in the automotive and racing worlds, but Carroll himself stated that the GT500 was "The first car that I am really proud of." The new GT500 was the big kid on the block and as a result outsold its GT350 sibling two to one. Today, the GT500 is desirable as ever with values still trending upwards, and this particular GT500 Fastback showed quite well at a recent auction.

Brought Back to Life

Shelby no. 01007 was 1 of 2,048 GT500s produced for the 1967 model year and documentation shows it was shipped to Summerfield Ford in McLeansboro, Illinois after assembly in Los Angeles, CA. As with most survivor Shelby cars, this GT500 has undergone a rotisserie restoration to bring the car back into the same showroom condition it left the factory in.

Power Courtesy of Cobra Le-Mans

Regular big block Mustangs of the era were equipped with 390 cubic-inch V8s, but once Shelby took possession of them, they installed a modified version of Ford's 428 police interceptor engine that was conservatively rated at 355 horsepower and 420 lb-ft of torque. This GT500 is equipped with its original numbers matching "Cobra Le-Mans" engine still fitted with dual Holley 600cfm carburetors and mated to its original 4-speed transmission.

Fiberglass Features

The '67 Shelby Mustangs saw a significant restyling over the earlier cars that have proven to be highly sought-after, especially in fastback guise. In order to transform the look of the Mustang into the GT500, pieces such as the nose extension and hood with its functional hood-scoop were made out of lightweight fiberglass. As can be seen with this car, the distinctive grille with its dual 7" driving lights sit inboard of the extended nose panel to offer an aggressive look. Notably, the first two-thirds of the '67 GT500s produced used the inboard high-beams like this car has whereas the final third were equipped with the split outboard high-beams.

Looks to Match Its Power

Body enhancements continued through to the rear of the car to further separate the GT500 from a traditional Mustang. Two pairs of scoops added flash to the pillars and quarter panels while a finned fiberglass decklid lid, now often referred to as a Gurney Flap, gives the rear of the car a race-inspired look. Unlike the standard Mustang with its three-bar taillights, the GT500 used a set of donor lights from the Mercury Cougar that nearly span the backside of the car.

Cobra Cabin

This Shelby came with a Deluxe Mustang interior finished in black (the only other option at the time being parchment) and still sports its rollbar, shoulder harnesses, fold-down rear seats, and factory gauges including the under-dash Stewart Warner units. Ford also mandated that all cars be fitted with power steering and power brakes, which makes sense considering the car's performance capabilities.



Shelby Snake Suspension

In addition to its other upgrades, Ford optioned the Shelby cars with their competition suspension package that was further refined by Shelby to include new progressive rate springs, shocks, and a larger front sway bar. The wheels fitted to this car are Kelsey-Hayes Magstar steel wheels measuring 15x7", which were a much more common wheel option compared to the standard steel wheel with covers.

All The Right Pieces

The paint is said to have been resprayed in the original 'Nightmist Blue' color code with white center stripes and the correct GT500 rocker panel stripes. All emblems, including the grille badge, dash badge, fender badges, deck emblem, and gas cap featuring the Cobra insignia are correctly in place. With the Martini Report in hand (detailing original vehicle options) it's clear to see that no feature was missed in the restoration process, including the correct extra cooling package and courtesy light group.

A Factory Correct Gem

Overall, this GT500 restoration was spot on and gives us a true representation of what Shelby's top-dog Mustang was like as it left the factory some 50+ years ago. The valuation experts hit the nail on the head with their estimate for Shelby #01007 as the hammer price was a healthy \$198,000 at the Mecum Indianapolis auction last month. The new owner purchased a car that clearly received a lot of love and attention to detail. Now let's hope it sees a fair share of time on the road instead of being cooped up in an indoor collection!





Triangle Drive-In Gathering



Chevrolet Camaro To Be Phased Out After 2023?

By: Michael Gauthier
Source: carscoops.com



Chevrolet killed the Camaro in 2002 and it appears history could repeat itself once again.

Citing “multiple sources within GM,” Muscle Cars & Trucks is reporting work on the seventh-generation Camaro has been suspended. As a result, they’re reporting the car will likely be dropped from the lineup.

Details are limited, but the publication says the Camaro won’t transition to the new version of the Alpha platform that underpins the Cadillac CT4 and CT5. That’s an ominous sign and so is the claim that the vehicle is “charted out” until 2023 and then just disappears.

Multiple publications have reached out to the company for comment, but they’ve all apparently been given the same response. It neither confirms nor denies the report, but says “We will remind you of our recently announced updates coming to the Camaro lineup this fall. An all-new LT1 model will provide customers V8 power with the design and affordability of our LT trim. The award-winning SS model will feature a new front fascia from the Camaro

Shock concept. All of our updates are customer-driven to improve the car and its driving experience.”

While GM is playing coy, it’s no secret that Camaro sales have been pretty lackluster. Last year the company only sold 50,963 units in the United States which put the muscle car in a distant third place compared to the Dodge Challenger (66,716) and Ford Mustang (75,842).

The fate of the Camaro is still uncertain at this point, but last year the company apparently surveyed consumers about possible new powertrains including a turbocharged 2.7-liter four-cylinder and two hybridized options. That suggested the automaker was still committed to the Camaro, but things could have changed since then.

If that’s the case, the Camaro could be the latest in a string of GM cars getting the axe in North America. Last fall, the automaker announced the death of several different models including the Buick LaCrosse, Cadillac CT6 and XTS as well as the Chevrolet Cruze, Impala and Volt.

A front view of an orange Ford Mustang GT 200. The car is shown from a low angle, highlighting its aggressive front end with large headlights and a prominent grille. The text "GT 200" is visible on the front bumper.

meanwhile back in Dearborn...

760 hp

enough said

page 13

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To order merchandise, check styles and prices
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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.

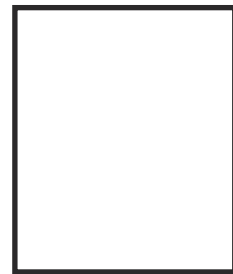
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OFFICIAL MONTHLY PUBLICATION
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