

the pony PRESS

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB

SEPTEMBER 2019



Evolution of the Ford Mustang Running Pony

Bela Lugosi, Jr.'s Iconic



Shelby GT 350



2019 NAS Lemoore
Central Valley
Air Show

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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

ACTIVITIES CHAIR

Karen Lee 681-0181

MERCHANDISE CHAIR

Robin McCann 709-0830

Suggestions for activities should be directed to the Activities Committee.

MCA REGIONAL DIRECTOR

Paul Beckley 323-7267

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Mary Whitley 285-1060

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Paul Beckley 323-7267

NEWSLETTER EDITOR

Garo Chekerdeman 906-7563

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Talk to a Member at Large

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Classified Ads (3 Lines)

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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

Nominations, elections and end of year...

It's that time of year ladies and gentlemen. As we approach the end of year we prepare ourselves for 2020. With nominations for the club board and elections we will soon find ourselves at our final meeting (Christmas Party) where the new board will be set in place.

I encourage all our members to step up not just now at nomination and election time but all year. This club survives because of its members. But let's makes it more than a club that survives and make it a club that thrives!

As we head towards 2020 I again challenge you to look to this next year and what you want for the club. What you can do for the club and continue the tradition the Central Valley Mustang Club.

Just a couple weeks ago we had our 30th anniversary (September 09, 1989) of the club. Something we celebrate at this month's meeting. Show your pride and spirit of your club with a challenge coin! If you haven't purchased your challenge coin yet don't forget to bring some extra cash (\$10ea).

Ron Dupras
CVMC President 2017 - 2019

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



from the editor

I came across this little history story recently and thought I'd share it. How neat would it be to own one of these little gems today?

Garo Chekerdeman
CVMC - Newsletter Editor

1964 Magic Skyway Mustang



With the introduction of the Mustang at the 1964 Worlds Fair in New York, Walt Disney created a unique Magic Skyway ride at the Ford Motor Wonder Rotunda. They used real Mustang convertible on the ride! There were twelve 1964 Mustang convertible converted to run on the Magic Skyway track.

Their VIN range was 5F08F10003 through 100014. The breakdown were: three Wimbledon White Mustangs (5F08F100006, 5F08F100007, and 5F08F100008); three Raven Black Mustangs (5F08F100003, 5F08F100004, 5F08F100005); three Guardsman Blue Mustangs (5F08F100009, 5F08F100010, 5F08F100011), and three Rangoon Red Mustangs (5F08F100012, 5F08F100013, 5F08F100014).

These cars were later replaced with 1965 Mustangs and converted back to stock for resale to the public. Some are known to still exist today.

recipe

Source: foodnetwork.com
Recipe Courtesy of Ree Drummond
Submitted By: Carla Chekerdeman

Beef Stroganoff



Ingredients

- Buttered Egg Noodles:
- 12 ounces egg noodles
- 2 tablespoons salted butter

Beef Stroganoff:

- 2 tablespoons olive oil
- 1 pound sirloin steak, cut into small cubes
- Salt and freshly ground black pepper
- 8 ounces cremini mushroom caps, halved
- 2 carrots, finely chopped
- 1/2 onion, finely chopped
- 1/2 cup brandy
- 2 1/4 cups beef stock
- 2 tablespoons cornstarch
- 1/4 cup sour cream
- 1 heaping teaspoon Dijon mustard
- Chopped fresh parsley, for serving

Directions:

1) For the buttered egg noodles: Bring a large pot of water to a boil. Add the egg noodles and cook according to the package instructions. Drain and set aside.

2) For the beef stroganoff: Heat 1 tablespoon olive oil in a skillet over medium-high heat. Season the meat with salt and pepper. Add half the meat to the pan and brown it quickly. Remove the first batch and cook the rest of the meat. Remove and set aside with the first batch.

3) Add the remaining 1 tablespoon olive oil to the skillet and cook the mushrooms, carrots and onions until lightly browned. Turn off the heat and add the brandy and 2 cups of the stock. Turn the heat back on and reduce the liquid for 2 to 3 minutes. Mix the cornstarch with the remaining 1/4 cup stock, getting out all the lumps. Pour the slurry into the skillet and cook until the sauce thickens.

4) Turn off the heat. Stir in the sour cream, mustard and beef. Taste and adjust the seasoning with salt and pepper.

5) To finish the noodles, melt the butter in a skillet over medium heat. Add the cooked egg noodles and toss to heat through and coat with the butter.

6) Serve the stroganoff with the noodles, and sprinkle with the parsley.

happy birthday

Sept 1	Fred Grove
Sept 5	Kim Johnson
Sept 11	Nancy Sharmer
Sept 15	Ashley Dupras
Sept 21	Brandon Walker
Sept 21	Charles McKinney
Sept 27	Mary Whitley

next general meeting
OCTOBER 31st, 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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**35th ANNUAL
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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!

Bela Lugosi, Jr.'s Iconic Shelby GT 350 is Resurrected

Hot Rod reopens case of wrecked, unnumbered A/MP GT350 that was restored in the '70s by Bela Lugosi Jr., and then it vanished.

By: Cameron Aubernon

Source: themustangsource.com

Photos: Hot Rod

Once upon a time, a Hungarian actor named Bela Lugosi left Europe for the United States aboard a merchant ship to further his career. He landed a role as Count Dracula in the Broadway adaptation of Dracula, which he played again in the now-classic 1931 film adaptation. After that, he remained in horror until his passing in 1956.

Before he left this world behind, though, Lugosi fathered a son in 1938, Bela George Lugosi, Jr. Lugosi Jr. went on to become a lawyer. He also, according to Hot Rod, once owned a special Shelby GT 350.

The GT 350 was once featured in Hot Rod's November 1977 issue, having undergone quite the transformation from what it once was. Per the article, the pony was "an unnumbered factory A/MP Shelby GT 350 with less than three miles showing on the odometer" which found itself smashed up. Holman-Moody, who was Ford's official racing contractor at the time, took and flipped the beaten dead horse to another company before one lawyer brought it back to life.

In 1974, that lawyer sold the GT 350 to Lugosi Jr., who then logged some 12,000 miles with the car when the Hot Rod article was published. He took it to "all of the Shelby-style events," showing off the car's own style, complete with wide fender flares, center-mounted chrome exhaust, and a pair of chrome fuel doors straddling the louvered rear window.

Some time after the article was published, the GT 350 disappeared from view. Perhaps it was sold to another owner, who either held on to it or, as is usually the case, sold it to someone else. Hot Rod is even asking where this special car is today.

We don't think it's buried in a coffin or, worse, somewhere in a scrapyards. However, we do hope that, wherever the GT 350 is, it's terrorizing all of the drag strips, seeking its teeth into the competition every chance it gets when it sees the green light in the dark of night.



Rare Finds: The Case of the Side-Striped 1967 Mustang



This is a little bit of a departure from the typical Rare Finds, as we can't confirm or deny that this car came like this from the factory, or perhaps the dealership. Could Ford have produced a limited run of 1967 Mustangs with a side stripes reminiscent of the two-tone paint insert on the 1956-1962 Corvette?

Ben Beasley recently sent us a photo of a 1967 Mustang he bought "30 years ago or so," in his words. He lives in Jacksonville, North Carolina, and explained how he got the car. He was the general manager at a Cadillac dealership, and one day a man came in to buy a new Cadillac, with this '67 Mustang as a trade-in. It was his mom's car, and she had bought it new.

The '67 Mustang today retains the paint scheme with white side stripes, but of course it could have easily been modified. The 1968 picture means the modification had to be done back in the day, but the lady that bought the car brand new has passed away. Her son inherited the hardtop and traded it for that new Caddy.

The owner of the Cadillac dealership asked Ben, "Are you trading for that car?" When Ben replied yes, the owner said, "Well, you need to have a home for it, because I don't want it." Ben found a home—his garage. He got a boatload of documentation with the car, but there was nothing about the unique side stripes. He was curious, so Ben phoned Ford Motor Company and talked to any older gentleman that was there and might know something about it.

This conversation took place over 30 years ago and Ben recalls, "He told me they had sent these cars to Arizona and California and they did less than 100 of them for test market, and that was all they made. They didn't continue with the test, so evidently it wasn't a success like they thought it would be."

We were curious too, so we contacted Kevin Marti for historical help. Ford Motor Company has licensed its production records for every Mustang and other Ford, Lincoln, and Mercury vehicle built since 1967 with Marti Auto Works (martiauto.com). They have information available that can tell you all about how your vehicle was built on the assembly line (known as Marti Reports, in case you're not familiar with them already).

Kevin looked up the '67 by the VIN but found no evidence of a special build. He found no evidence that this paint scheme came with the car from Ford but found a stock order by a dealer in Colorado with a sale to a retail customer. If Ford did test-market this side-stripe model in 1967, we figure there must have been other cars and people might remember them or somebody might still have one with the original paint. More than likely the stripe is either a modification or perhaps was added by the dealer when this Mustang hardtop was brand new. Who knows?

2019 NAS Lemoore Central Valley Air Show



He accidentally sold — and possibly saved the 1st Ford Mustang ever built

By: Mark Phelan, Detroit Free Press



A little-known chapter in the history of the first Ford Mustang ever built comes full circle this week when the man who unknowingly sold — and possibly saved — the car sees it displayed in its place of honor at the Henry Ford Museum in Dearborn, Michigan.

“It was a preproduction car, supposed to be a showroom model for display” before sales began March 17, 1964, Matt Anderson, curator of transportation at the museum, said of the vehicle — Mustang Serial Number 1. “Ford wanted them all shipped back to Dearborn. It could’ve been scrapped. Most of the others were.”

That memo didn’t get to the sales team at George G.R. Parsons Ford in St. John’s, Newfoundland, Canada, where Harry Phillips was a young salesman. The first car built, a convertible with vehicle identification number 5F08F100001, was shipped to Newfoundland because it took longer to get to St. John’s from the Rouge assembly plant in Dearborn than to any other dealership, and Ford wanted every dealership to have a display model when sales began.

The second Mustang built — a hardtop — went to a dealership in the Yukon. It recently sold at auction for \$175,000. Only one other preproduction ’65 Mustang is known to have survived.

‘The easiest sale I ever made’

“We had it on display in the outside lot close to the street where everybody could see it,” when airline pilot Capt. Stanley Tucker walked through the showroom door, said Phillips, now 84.

“It was probably the easiest sale I ever made in my life. I just happened to be standing by the door. Capt. Tucker said, ‘I want that car.’”

Tucker bought Mustang No. 001 despite the fact that sales wouldn’t begin for a couple of days, Phillips said, and the dealership would display the car a couple more weeks to attract customers.

“He came in every day to look at it, and make sure nobody was kicking the tires,” Phillips said.

Tucker took delivery of the first Mustang ever built — and the last one Ford Motor Co. wanted to sell — in April.

It was months before anybody at Ford HQ in Dearborn knew Mustang No. No. 001 had jumped the corral and was running free.

“The serial number didn’t mean anything to us,” Phillips said. “We didn’t know it was the first one made.

“We didn’t realize the significance of the car ‘til Ford came looking for it.”

None of this diminishes the story of the first Mustang that was sold and driven on public roads, when young Chicago schoolteacher Gail Wise created a sensation by driving her new car home a day early.

‘Send Harry to Henry’

Mustang No. 001 didn’t mean much when Ford shipped it to Newfoundland, but its significance grew as the Mustang became a sensation.

“Ford called our manager and wanted the car back,” Phillips said. “He told 'em, ‘We can’t do anything. Talk to the fella who bought it.’ ”

Phillips hasn’t seen the car since the day Capt. Tucker drove it off the lot. He seemed surprised to learn people from around the world visit the Henry Ford to see it.

“It took Ford two years to talk Capt. Tucker into trading for the 1 millionth Mustang built, a loaded ’66 convertible,” museum curator Anderson said.

The car has spent most of its time on display at the Henry Ford since then (1966), leaving for special events like the Mustang’s 50th anniversary and production of the 10 millionth Mustang. A few years ago, when its display was moved, visitors panicked when they thought they’d missed it.

Capt. Tucker’s role in the story is well known, but Harry Phillips’ part was largely forgotten until the Newfoundland and Labrador Mustang Club made him guest of honor at a fundraiser for a children’s charity.

His granddaughter Stephanie Mealey, who’s an academic in St. John’s, knew nothing about the story. When she learned it, she began a social media campaign, “Send Harry to the Henry.” Phillips, Mealey and Mealey’s mother, Heather, will get a VIP tour of the museum and Rouge plant where Ford built Mustang Serial No. 1 on Friday.

“This has been great,” Anderson said. “I can’t wait to show Mr. Phillips the car, and the rest of the museum and talk to him. “It’s a rare chance for me to meet somebody associated with one of our signature exhibits.”

Harry Phillips remained in the car business until retiring in 1995, selling Fords nearly the whole time.

“I just want to see the museum and the car,” Phillips said.



Ford Exec: Iconic Models To Go Affordably Electric: F-150, Mustang

Each one will be extremely desirable but at an attainable price.



By: Steven Loveday
Source: insideevs.com

Autocar recently traveled to Ford's headquarters in Dearborn, Michigan. It gleaned exclusive information about the future of Ford, directly from some of its top executives. The article is packed with insight, information, and many direct quotes.

At InsideEVs, we're just going to focus on details provided by Ford's Global Product Development Director for Battery Electric Vehicles, Darren Palmer.

Palmer spent much of his career dealing with conventional vehicle launches. However, for just about two years now, he's been in the EV realm. More specifically, Palmer heads up Ford's battery mobility team. He told Autocar he was previously in charge of the Mustang and Explorer, as well as Lincoln performance vehicles when he received a call to take on a new role as director of Ford's Project Edison:

"I was unsure at first. For me, electric cars were more about sensible buying than the exciting cars I knew. Then Sherif Marakby, our autonomous vehicle CEO, said, 'trust me this is going to be the next big development in cars'. When you know them, you'll love them. And he was right."

I just couldn't believe how good these new cars were. They could do things you'd never do in an ICE [internal combustion-engine] car. They were just better."

Over a year ago, Ford announced its future EV plans. The company would pump some \$11 billion into new electric vehicles. The deal evolved to include a partnership with VW. Now, Ford says it will release EVs on VW's shared MEB platform starting in 2023, though a crossover based on the Mustang is supposed to come next year. Palmer said it will be called the Mach E.

The exec said the Mach E will be followed by a "battery" F-150 and an all-electric Transit prior to 2022. He didn't confirm or deny rumors about a battery-powered Bronco or Ranger. Palmer continued:

"We're hitting our biggest icons first, but we have more. And we'll keep working through them."

We decided very carefully where we'd play in the electric car market, and that every one would amplify the characteristics of the model it was based on. Each one had to be extremely desirable, but at an attainable price."

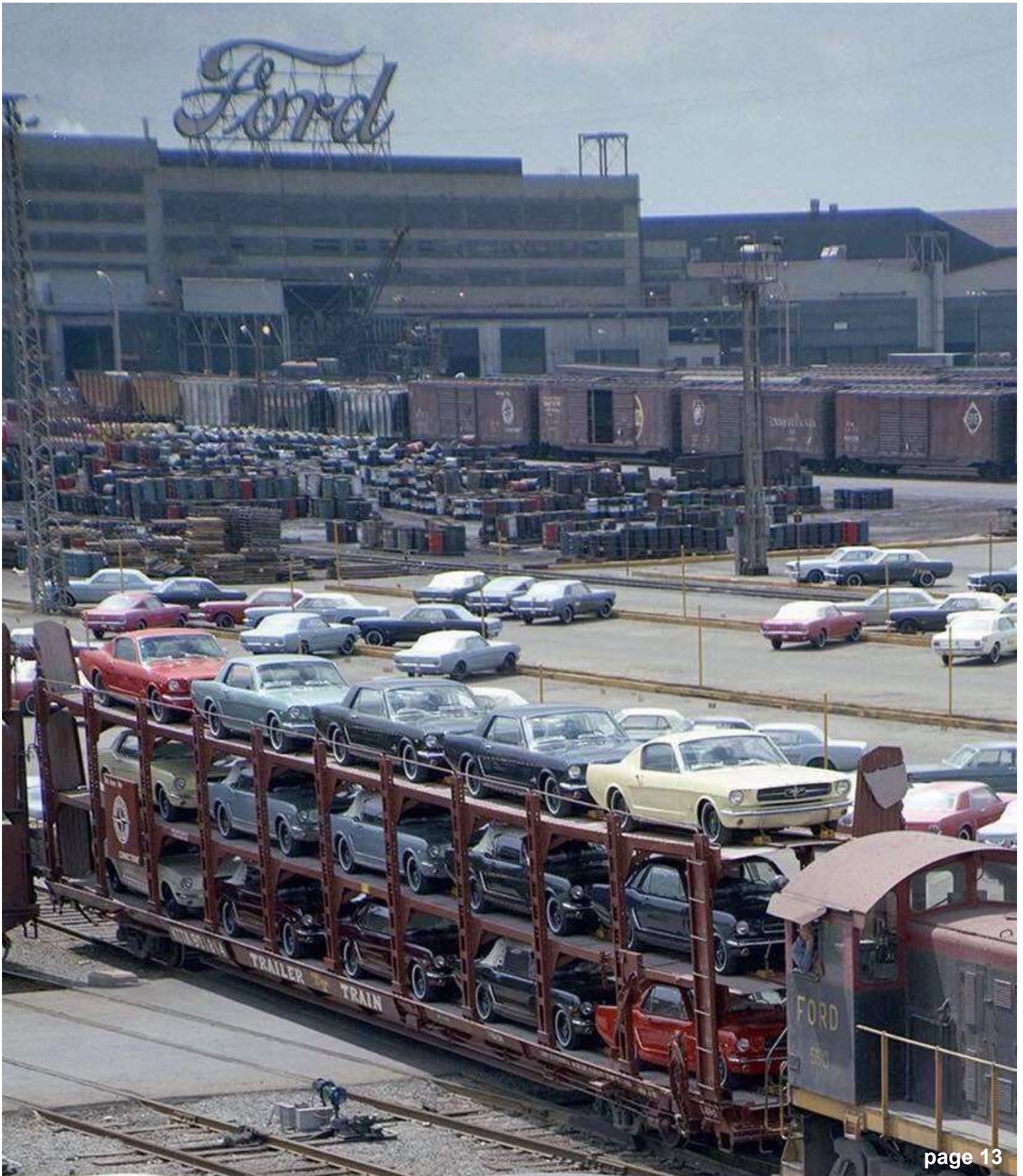
Palmer admits that Ford's initial electric vehicle lineup won't be cheap. However, the models are those that existing customers will want and should be able to afford. Ford made early plans to keep costs down and assure profitability by choosing a common battery cell and "long-term, large-scale relationships with suppliers, because 75% of a battery's cost is raw materials."

Palmer is aware that their electric cars need to be profitable in order for Ford to promote and sell them freely. Otherwise, like many other automakers, the company could find itself limiting production and sales, which really makes no sense. Why make it if you don't want to sell it? Palmer says the goal is to make these EVs mainstream.

The Ford executive also knows that people have to want to buy these cars. He says that the research points to range anxiety dropping if an electric car has over 300 miles of range. For this reason, 300-plus mile EVs are what Ford is working toward. Palmer concludes:

"It's the greatest change and opportunity in the auto industry in 30 years, and probably a lot longer. Today's performance BEV isn't just about the electric motor. It's about software, surprises, over-the-air updates, cleverness, the fact it can learn and anticipate what you want, and makes your life better. It's an entirely new kind of product. Those who try it will never go back."

FLASHBACK: Ready to roll out!



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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? _____

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.

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Central Valley Mustang Club, Inc.

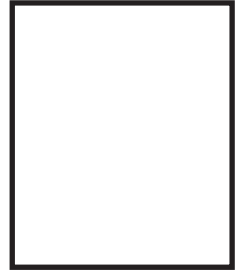
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MEMBERSHIP DUES: For the first year only, the sum of \$30.00 for a one year Active Membership, of which \$5.00 will be an initial fee and \$25.00 for dues. Thereafter, a member shall pay each January a \$25.00 fee for dues. For additional family members,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

the pony
OFFICIAL MONTHLY PUBLICATION
PRESS

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