

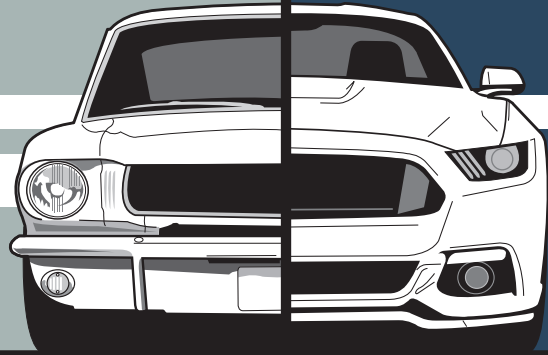


CENTRAL VALLEY MUSTANG CLUB

July 2016

OFFICIAL MONTHLY PUBLICATION

PRESS



Classics in the Park



Great get together



**GT 350C:
Shelby That
Never Was**



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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

Mark Gardner • President (808) 721-2075
Ron Dupras • Vice President 313-9042
Carol DeLaPena • Secretary 453-0571
Doug Deffebach • Treasurer 222-9160

MEMBERS AT LARGE

Becky Bartee 276-7092
Chris Butterfield 731-6685
Joseph Colvin 285-7296
Robert Whitley 877-4948

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP COMMITTEE

Karen Diaz 224-2492

ACTIVITIES & PUBLICITY COMMITTEE

Laura Gardner 808-469-0515

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 Chekerdemian 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

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GENERAL MEMBERSHIP MEETINGS



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

PAST PRESIDENTS

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

HOT, HOT, HOT!

Now that I've described the weather report for the Fresno area for this summer it sure doesn't appear to have slowed down our activities.

We continue to drive, EAT, and then drive again as we participate on a regular basis with the Old Town Clovis Farmer's Market and the Clovis Park in the Park. Some of us also made an impromptu run out to Humphrey's Station for breakfast with the cobra club here in town and a small gathering at the Clovis Boys and Girls club in participation with the Clovis PD Kids Fair. These types of events will continue to flow in the month of August.

The Mid Valley Stangs will be conducting their 4th Annual Fallen Heroes Car Show in Modesto on the 13th. This is where we originally got our idea for a similar show here in Fresno and I encourage all who can participate to do so to show our support of our fellow MCA club in Modesto.

Speaking of car shows, we now have just over 60 days until our car show on October 1st. We really need everyone's involvement on this show NOW and the day of the show. WE need raffle prizes so please be asking for gift certificates and other items as we shop around Fresno over the next two months, anything and everything is appropriate! Please reach out to Dennis to see how you can help. Also, we want to have as many of our cars in the show as well so please go on line and register ASAP!

We continue to grow as an organization with Justin Salter of Sportsman's Warehouse joining this month, please welcome him with me to the club!

That's all folks for this month,

Mark Gardner - President



FROM THE EDITOR



I'd like to thank everyone who participated in last months newsletter question of "If not a Mustang, what would you want?" We had some great responses on Facebook and some great cars were listed. Thank you again for sharing.

This weekend we got to add a twist to the never ending adventures of the Mach. My son and son-in-law to be decided to go tubing down the river this past weekend. They've done it several times and though I have faith in their judgement, it's everything else out there that they have no control over that I worry about. I remember clearly when I'd tell my mom not to worry and she'd say, "Wait till you have your own kids and then come and tell me not to worry." Needless to say hopefully she never hears this story.

So the boys are going down the river and all is fine, but very quickly things change and the currents are quick and strong. They get bounced off the side of a bridge they're going under, get tossed and out they come from the innertube. They got a little banged up with torn skin and cuts, but someone upstairs was watching over them.

By now you're asking, "Garo, what does this have to do with your Mach?" Well, it seems that my son kept the keys to his truck and the Mach in his pocket and when they got tossed... you get the picture.

The only set of keys, original at that, that I've managed to hang onto for almost 30 years are now at the bottom of the river.

The river... It kind of has a numbing sound when I say it out loud or in my head.

Like I said, it could have been a lot worse and we are counting our blessings. Now begins the process of getting keys and or locks situated.

Garo Chekerdemian - Editor



Recipe of the Month

Grilled Salmon With Avocado Salsa Cool Summer Dinner

Submitted By: *Carla Chekerdemian*



Ingredients:

For the salmon

- 1 Tbsp. olive oil
- 1 tsp salt
- 1 tsp pepper
- 1 tsp paprika
- 4 salmon fillets

For the avocado salsa

- 2 avocados
- 1/4 red onion
- 1 lime, juiced
- 1 Tbsp. olive oil
- 1 1/2 tsp salt

Optional

Chopped cilantro (for garnish)

Preparation:

1. In a large bowl, mix oil, salt, pepper, and paprika. Coat the salmon fillets with the marinade and refrigerate for 30 minutes.
2. Grill the salmon on high heat for two minutes each side.
3. In a separate bowl, lightly toss avocados, 1/4 red onion, the juice from one lime, 1 Tbsp. olive oil and salt to taste.
4. Spoon avocado salsa on top of the cooked salmon. Top with finely cut cilantro and enjoy!

BIRTHDAY Wishes to...

JULY

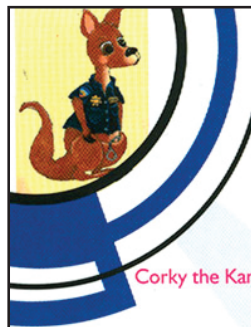
- Jul 1 Annalee Jirsa
- Jul 2 Susan Ward
- Jul 3 Brenda Dupras
- Jul 4 Greg Stewart
- Jul 6 Karen Deffebach
- Jul 9 Eddie Davis
- Jul 12 Ron Dupras
- Jul 16 Rose Aquaviva
- Jul 18 Devin Wilkinson
- Jul 20 Seth Deffebach
- Jul 23 Jann Coppola
- Jul 25 Doug Deffebach
- Jul 27 Carroll Bartee
- Jul 29 Zeus Lee
- Jul 31 Kieran Armstrong

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Events - Calendar - Pics
Newsletter - Merchandise



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ATTN: CVMC Membership Info Update

ARTICLE III - MEMBERSHIP

Section 1. There shall be the following classes of membership in the corporation as follows:

A. Active Member. Any person interested in promoting the purposes of this corporation is considered eligible for membership. Active members are entitled to all corporation privileges including the right to vote with the membership. All immediate family members of an active member's membership are considered as honorary members of the corporation; however, there shall only be one vote per active membership.

B. Honorary Membership. Honorary memberships shall be bestowed on any person whom the majority of the membership deemed worthy. Honorary members shall have no voice in the operations of the corporation.

Proposal by Brandon Walker to add a section C to Article III- Membership

C. Lifetime Membership. Lifetime membership may be bestowed upon any active member by an affirmative vote of 2/3rds of the board of directors. Lifetime members shall be exempt from annual membership dues and shall be entitled to all rights and privileges of active members.

Saleen Is Under Fire And Is Being Sued. Is This The End?

By: Harrison Noble
Source: stangtv.com



It's unfortunate to see Saleen Automotive Inc. in a financial hole, as the company is well-known amongst enthusiasts for crafting some well-rounded, badass Mustangs.

Nearly a year ago, we shared that Saleen Automotive Inc. had negotiated a \$10-million-dollar deal with a new investor that allowed the company the capital to build and deliver up to one Black Label Saleen Mustang per \$1-million-dollars.

But it seems as if the unstable financial rollercoaster hasn't come to a stop yet for Saleen. In fact, things have only become worse for Steve and his company, with two separate Ford dealerships (one out of Texas, and the other out of Tennessee) suing his company, alleging fraud and breach of contract.

According to Automotive News (AN), the aforementioned pair of large Ford dealerships across the nation are pretty upset with Saleen, having filed a lawsuit against the company. One of the Ford dealerships, which is Red McCombs Ford out of San Antonio, Texas, claims they paid Saleen in advance to modify three Mustangs for them to sell. Ostensibly, Saleen not only delivered the vehicles six months late, but reportedly more than \$22,000 in upgrades were missing upon its deliveries.

AN also reported that the dealership has yet to receive a refund for the missing equipment, and even had to pay for the extra months of floor-plan expenses; which could amount to half of what Saleen exclaimed they started with at the beginning of the financial year (a total of \$60,850 according to the same post).

One of the pinnacle's of Saleen performance was the S302E Mustang, which utilized a supercharged and modified version of the 4.6-liter 3-valve SOHC V8 found in the Mustang GT.

Not too far from Texas, another dealership out of Bristol, Tennessee, named Friendship Ford told AN that they've been waiting for a 'Yellow Label' Saleen Mustang for nearly a year. The Mustang has been located at Saleen's main headquarters in Corona, California, since September of last year, with Saleen saying its vendors they use are to blame for the extended delay.

Saleen even told AN that the alleged Mustang on order "was shipped in early June." Yet the general manager of Friendship Ford said, they're still waiting.

"I don't know where the car is. I don't have a clue," Denny Fruth, general manager for Friendship Ford told AN. "Every month this year, it's been another story. I actually thought about jumping on an airplane to L.A. and walking in the shop to see if it's in there."

It's a crazy situation to see a nostalgic icon like Saleen in such a tough situation, both legally and financially. Albeit Steve says the company will be able to make a comeback, due to the nameplate and strong sales. We hope to see the tides turn for Steve and his company soon, as we'd hate to see the once great Mustang tuner become a thing of the past.



Peach Party at the Clovis Farmers Market



We had a great evening of food and fun at Clovis Farmer's Market with our great club... Dinner at Luna's Italian Restaurant and peaches at the Peach Party including delicious peach cupcakes, peach lemonade, frozen peaches along with a great local band.

Pics By: Mary Kokalis and Mark Gardner



The Shelby Mustangs That Never Were

By: Ron Bramlett

Source: blog.macsautoparts.com/shelby-mustangs/

Submitted By: Ron Dupras



Before reading this article, there's something you must understand. In 2005, Wilhelm Motor Works was granted a contract to build a prototype G.T.350C for Shelby's approval. The G.T.350Cs you see here were built while Wilhelm Motor Works held that contract and all three were to be a licensed product of the Shelby automotive family of performance cars. However, during their construction, events took place which has taken the Shelby status away from them. Those events include three lawsuits, one of which Shelby was found to have breached the contract which led to these cars being built and, because of the breach, a \$250 Million dollar lawsuit thereafter.

Because of this, everyone should agree that these are special cars. After all, how many cars can claim to be the cause of so large a lawsuit? In any event, these Mustang Convertibles are not being called Shelybs by anyone. This article is about when, where and why they were built which is what makes them the special cars that they are today.

The story of the G.T.350C starts in 2002 with another famous Shelby Mustang, the G.T.500E Eleanor. As told by Jon Wilhelm of Wilhelm Motor Works, after seeing the 2000 release of "Gone In Sixty Seconds", Wilhelm went to Carroll Shelby and requested the rights to build Eleanor Mustangs to sell to the public with Shelby's endorsement.

According to Wilhelm, an agreement was made and Wilhelm met Steve Sanderson of Sanderson Sales and Marketing who engaged in selling Shelby Cobras. Because of their marketing expertise, it was agreed that Sanderson Sales and Marketing would be the sales outlet for the Eleanors once they were completed. This led to Jon Wilhelm and Steve Sanderson setting out to find someone to work with to actually build the G.T.500E Eleanor Mustangs. They found Doug Hasty at Unique Motorcars and the project moved forward.

It didn't take long before Jon Wilhelm was out and Steve Sanderson and Doug Hasty went forward without him, renaming Hasty's company Unique Performance. Since Wilhelm and Shelby had an agreement about the building of Eleanor Mustangs, Wilhelm complained to Shelby about the others stealing his idea and forcing him out. As it turned out, Wilhelm Motor Works ended up taking Shelby to court to enforce this agreement.

It's at this time that the G.T.350C idea started to become a reality. At the SEMA Convention in Las Vegas in November, 2004, Wilhelm scheduled a

meeting with Ron Bramlett and David Bramlett of Mustangs Plus in Stockton, California. Mustangs Plus supplied many parts and products to Unique Performance for the building of the Eleanor Mustangs and Ron Bramlett and Jon Wilhelm had gotten to know each other before Wilhelm had left Unique. During that meeting, Wilhelm told the Bramletts that he was suing Shelby over the Eleanor Mustang and thought that Shelby might allow him to become a Shelby licensee and build another type of Shelby Mustang if he dropped the lawsuit.

He then asked the Bramletts if they would be interested in working on a project with him to build Shelby-licensed and endorsed specialty Mustangs. The Bramletts told Wilhelm that if he and Shelby reached an agreement and if he got such a contract, to call them and let them know.

In June of 2005, Wilhelm was at Mustangs Plus with a signed contract from Shelby in hand to build an unlimited amount of 1964-1/2 to 1970 G.T.350C Mustangs and an unlimited amount of 1964-1/2 to 1970 G.T.350CR Mustangs. In effect, a contract that was potentially worth millions of dollars. The "C" was to stand for "Continuation" and the "CR" was to stand for "Continuation Retractable". Yes, Wilhelm Motor Works planned to build Retractable Hard Top Shelby Mustangs, too. Since the contract was for an unlimited amount of Shelby endorsed cars, and after the Bramletts verified the contract, the Bramletts decided to work with Wilhelm to build the G.T.350C Prototype.

After all, a project of this size definitely would sell some cars. The contract called for the prototype to be delivered to Shelby in Las Vegas on or before December, 2005 for approval. Since Wilhelm had been a part of getting the approval from Shelby on the Eleanor Mustang project, he felt he knew what it would take to get a quick approval so that Wilhelm Motor Works could get started selling G.T.350Cs. In July, 2005, the building of the Prototype was started.

A Red G.T.350 clone had been bought in the Midwest and shipped to Mustangs Plus to become the Prototype G.T.350C. Upon arrival at Mustangs Plus, the car was stripped of its drivetrain, suspension, brakes and interior. The body was in very nice condition with above average paint. Since Wilhelm said that the paint on the prototype was not as important as the performance, driveability and the theme of the car, it was determined that as much as possible of the existing paint would stay on the car to speed up the building process. One problem was the hood, which had tilt

been badly damaged and repaired. A new G.T.350 style fiberglass hood was fitted and painted, all the body panels were re-aligned as best as possible and paint touch up and polishing were done as needed. Underneath, everything was repainted and resealed before going on to the drivetrain, suspension, brakes and interior.

For the engine, a Ford Racing Performance Parts 340 hp aluminum headed crate motor was chosen and installed. The parts used to build the G.T.350Cs had to be available and be a brand name for customer confidence. Also, an endless supply from Ford would be available. As for the transmission, Wilhelm wanted an automatic transmission in the prototype because he felt that would be best for those wanting to test drive the car.

Everything in the drivetrain was either new or rebuilt to new and installed. Also, on the prototype the interior needed to make a statement. Simple, but bold. To make this statement, Wilhelm had special seat upholstery made with the G.T.350C and Carroll Shelby's signature stitched into it. These were to be made available as a Shelby licensed product to sell once the G.T.350C was approved and introduced.

By the middle of September, 2005, the G.T.350C Prototype was completed and ready for Shelby's approval. Or, for Shelby's suggestions for improvements. Since the project had gone so quickly and Wilhelm had no indication of any problems with Shelby, he decided that it would be a great opportunity to unveil the G.T.350C in Las Vegas at the 2005 SEMA Convention. Anticipating sales, Wilhelm started ordering cars from Mustangs Plus so that he would have them to show and sell as quickly as possible. The #001 Production G.T.350C was to be built to either go to the Barrett-Jackson Collector Car Auction in January, 2006 or to give to Carroll Shelby out right as a present, once the prototype was approved and production started.

#002 and #003 were reserved for production cars for sale to be built after the #001 was completed. Wilhelm felt that his customers would like to pick the colors and options these low numbered G.T.350Cs would have. The #004 G.T.350C was to be a Wimbledon White with Guardsman Blue Le Mans striped G.T.350C to sell on eBay. Looking ahead, Wilhelm ordered the #004 G.T.350C before the #002 or #003 cars to get the eBay advertising underway as quickly as possible.

The #001 car (the red one at the top of this story) was loaded with options and the bottom of the car was painted and detailed to be just as beautiful as the top. No dings, dents or undercoating to be found anywhere. It's equipped with a 392 stroker motor from Ford Racing Performance

Products, a Tremec 3550 HD T5 5-speed transmission, power steering, upgraded factory air conditioning, a Ron Morris Performance Street Force Tubular Front Suspension Kit, Grab-A-Trak rear suspension, a 9" rear end and Stainless Steel Brake Corporation's special power assisted Force 10 four-wheel disc brakes all the way around. The custom interior was also in the prototype stages and that's why you'll notice that the stitching on the front seats is done in color while the stitching on the rear seat is all done in black, the same color as the seat which doesn't stand out. While everyone at Mustangs Plus and The Restomod Shop liked the color version, Wilhelm was experimenting to see what would look the best.

While the #001 G.T.350C was a work of art and loaded with options, the #004 G.T.350C was ordered as a fairly basic car. The original 289 and 4-speed transmission were refurbished and kept in the car. It had a few options such as Scat high back front bucket seats, power steering and a tilt steering wheel, but it was not loaded with expensive parts and products that would price it beyond most buyers budgets. By allowing for a lower price point, Wilhelm felt that his customers could order their G.T.350C and then add the options that each individual customer liked from there.

Before work could be started on any of the other G.T.350Cs, Shelby filed a lawsuit against Jon Wilhelm and Wilhelm Motor Works for trademark infringement. They also declared the G.T.350C and G.T.CR contract canceled. Without Shelby's endorsement, the project was stopped dead in its tracks. Two years later, after all was said and done, Shelby had been found by a court of law in California to have breached the contract with Wilhelm Motor Works concerning the building of the G.T.350Cs and Jon Wilhelm had been found guilty of infringing on the Shelby trademark. The fact that Shelby was found guilty of breaching the G.T.350C contract led to the \$250 million lawsuit that Jon Wilhelm and Wilhelm Motor Works filed against Shelby.

The three G.T.350Cs you see here belong to Ron and David Bramlett, owners of Mustangs Plus in Stockton, California. No other G.T.350Cs than the three here were built by Mustangs Plus for Wilhelm Motors Works. Wilhelm Motor Works had ordered these three cars while the Shelby contract was in force. When Shelby sued, Wilhelm Motor Works couldn't sell them. And since Wilhelm didn't have the money to pay Mustangs Plus for them, the Bramlett's ended up owning them.

So, there you have it. The tale of three beautiful Mustang convertibles that were on the verge of becoming automotive royalty but were kicked out of the Shelby family before they were ever let in! It would be very interesting to see where the G.T.350C project would be today if Wilhelm Motor Works and Shelby could have worked things out.





Clovis Park in the Park Gathering



Lots of Beautiful cars & Motorcycles at Park in the Park last night, we had a good turn out in spite of the HOT weather. Great food and great friends...Here's a few of the cars that braved the Heat and came out.

Pics By: Mary Kokalis and





5 Things That Make the US Mustang Different from Its Overseas Cousin

By: Derek Shiekhi
Source: themustangsource.com

Love of the Ford Mustang spans across state lines, even across oceans. People on both sides of the Atlantic are fans of the automotive icon, but that doesn't mean the Mustangs they buy are the same. They differ in five main ways, according to Car Throttle. You can think safety laws and other bits of legislation for that.

1. Whereas Mustang GTs here in the states come with vents on their hoods, V8-powered Mustangs in the European Union don't.
2. We get red taillights. EU-market Mustangs get transparent units.
3. American Mustang side mirrors are smaller and less triangular than those on the EU cars.
4. Our rear indicators are red; the Europeans get amber rear indicators.
5. The headlight clusters on our Mustangs incorporate daytime running lights (DRLs). The DRLs are part of the fog lamps on EU Mustangs.

Another difference between US and Euro Mustangs that wasn't on Car Throttle's list is that only our 'Stangs will occasionally be seen in Applebee's parking lots for local Mustang meets.



The Saga of the Polaris Racing 1971 Mustang

Two buddies, with Gapp and Roush's help, campaigned this 1971 Mustang in the early days of NHRA Pro Stock



By: Tim Costello

Source: mustangsandfords.com

The Kawneer Corporation was a metal fabrication shop that specialized in commercial aluminum window and doorframes, and the company had held over 400 patents by its founder Francis Plym. Based in Niles Michigan, once a year it would hold a company picnic for its employees. Francis enjoyed meeting his employee's families and he even brought his own family to share in the festivities. In 1951, Francis's son Andy, age six at the time, was introduced to another six year-old, Wayne VanGilder. For many years the two hung out together, including after Andy came back from Vietnam.

One day in 1969, Andy and Wayne went to US131 Dragway in Martin, Michigan to watch some drag racing, and while sitting there they saw a 1969 Boss 302 run down the strip. He told Wayne, "We need a racing team." The guys caught the racing virus. Andy's family was fairly well to do, so off to the Ford dealer they went and purchased a brand new Boss 302 Mustang. Within a matter of time they were out running the car and struck up a friendship with Wayne Gapp and Jack Roush. Even though the Boss 302 was a good car, Gapp and Roush mentioned that they could build him even a better one, so a 1970 428 automatic Mustang coupe Super Stocker was put together to run with the big boys. Andy looked at the factory teams and said, "I want to do it like them but only better!" Not to be outdone, Andy also contracted Car Corporation to build a hauler to his design specs. It was a beautiful rig that matched the car perfectly!

Now that Andy had a car and a hauler, he needed a team. Since he could afford the best, he recruited Larry Mihalek, Ford's Drag Club Coordinator and Technical Information Director for the Dealer Hotline. Larry knew the ins and outs of the Ford Motor Company so he was a natural choice at making the team successful. The rest of the team including his buddy Wayne VanGilder and crew member Bill Reeves. With the team now established, in 1970 Andy gave the crew and car a name, and Polaris Racing Inc. was born. Throughout his life his father always had a yacht that was named Polaris, and that's how the racing team received its name.

On the car's first outing, at US131, the team showed up late—elimination rounds had already started meaning they missed

entering the race. But when the team rolled into the track, a crowd gathered around the hauler and marveled at the patriotic red, white and blue theme. Andy and Larry asked the track owner if they could match race the day's winner, so for the car's first-ever run, the new Mustang was lined up against a 396 Chevrolet. As the lights went down and the green light lit, the 428 coupe just sat at the starting line. When the Chevy was about three car lengths out, Larry hammered it and by half-track not only caught the Chevy but passed it with three to four car lengths at the finish line. The crowd went nuts and gathered around the car asking all kinds of questions.

In 1971, a Pro Stock car was added to the team, as was Jerry Baker as the co-captain and driver. With the expertise of Larry and his connections with the Ford Drag Team, they selected a new 1971 Fastback Mustang. There was a little grief involved with the choice, as most racers at the time were running the smaller and lighter Mavericks, but Larry had been told by someone in engineering that the Mustang did better in the wind tunnel.

A plain-Jane, Grabber Blue, six-cylinder, three-speed, fastback was purchased at Joe Haden Ford in Niles, MI and with the help of Bill Reeves who worked at the dealership, Andy was able to



disassemble the car in the back. Afterward, they hauled the car to California for acid-dipping. A couple months before this, Ford announced that they would be pulling out of factory-sponsored racing. Someone caught a glimpse of the shell and snapped a photo for Car Craft magazine that asked "Did Ford really pull out of racing?"

After the car made it back to Michigan, it was taken to the Logghe Brothers shop for chassis, tin, and brake work. The Logghe brothers were legendary at the time, building a majority of funny car chassis and other racing vehicles, so it was natural choice for Andy. During this time, a Gapp & Roush raised-port Boss 429 engine was built. Backing it up was a B&M C6 transmission, but operated by clutch (known at the time as a "clutch hydro." Out back they selected a Dana 60 rear with a 4:88 gear instead of the Ford nine-inch. They finished the car off with not only a red white and blue paint scheme but a wild, matching interior. Hey, it was the '70s!

The car debuted at the NHRA U.S. Nationals in Indy and received the Best Appearing Crew award for the hauler, trailer, and both cars painted in the America theme. The car ran well but struggled to qualify, while Gapp & Roush's Maverick was the fastest Ford qualifying at a 9.80's at 140 mph. Due to the extra mass of the Mustang, the best pass was 10.02, which was off the mark of the rest of the field. Throughout the season, the team worked on making the car faster but mechanical issues plagued the pony.

In 1973, the team was starting to get into the black and an outlaw Boss 429 Pinto was in the planning stage. Andy called the team into the office and had to break the bad news. His parents were pulling the plug, and that forced the team to dissolve. Everyone went their separate ways and Andy went back to his second love of playing with boats, never to return to racing again.

The Pro stock car was given to Paul Bedoian of the Pro Stock Engineering Company in California to help pay for some of the debts that the team incurred. The details are sketchy, but at some point the car made it back to the Midwest and the familiar red, white and blue paint scheme was removed. The original hood and deck lid were pulled off during the repaint and hung in the owner's garage. A fresh coat of red paint made the car glisten again, along with a newer version of the Pro Stock hood scoop. The 429/C6 were swapped out for a 351 Cleveland and manual transmission. Reports said the car hung the tires so hard with the new motor that it almost dragged the rear bumper, so a longer set of wheelie bars were installed to help control the old gal. At some point, a 460 was installed before the car was sold to Chris Bjerkness in 1989. For the next 23 years he stored the car until he decided that he wanted something different, and it was placed up for sale at the Mecum auction in St. Charles, Illinois.

Mike's Classic Cars LLC in Elkhorn, Nebraska purchased the car with the intention of restoring it to its former glory. The car was completely blown apart and carefully stripped of paint. The original acid-dipped body survived quite well, needing only minor repairs. Steve Rhoades of Councils Bluff, IA handled the paint and restored the famous red, white and blue paint scheme. While the paint work was being done, a Holman-Moody 429 block along with the original Gapp & Roush raised port heads and matching tunnel ram were being set up for the car. An original transmission was located through Andy's estate. In late 2013, the car was unveiled at the Muscle Car and Corvette Nationals (MCACN) in Chicago. Unfortunately, Andy Plym never got to see his old car shine again, as he passed away in 2011. Once again the crowd drew around the old Pro Stock Mustang and people began to ask about the Polaris racing team





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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.

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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

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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:

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