

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB



the
PONY PRESS

MAY 2023

Unsung Hero

Why the 1971-73 Mustang
Might be the Best
Classic Mustang



The car that
could have
been the
next Mustang

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www.cvmustang.org



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.



board members

CVMC OFFICERS

Joseph Colvin • President	285-7296
Dave Ward • Vice President	289-2366
Susan Ward • Secretary	288-6352
John Briar • Treasurer	259-1437

MEMBERS AT LARGE

Diana Buranen	647-6034
Mike McCutchan	977-5497
Jamie Pulmano	394-8565
Sean Shanen	951-202-2725

** Compliments or complaints should be presented to Members At Large.*

MEMBERSHIP CHAIR

Brandon Walker	288-0450
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ACTIVITIES CHAIR

Mary Kokalis	313-6564
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** Suggestions for activities should be directed to the Activities Committee.*

MERCHANDISE CHAIR

Robin McCann	709-0830
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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 Chekerdeman	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

past presidents

Joseph Colvin	2020-2022
Ron Dupras	2017-2019
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

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 meeting

Last Thursday of Each Month

BLACK BEAR DINER • 3602 W Shaw Ave • Fresno, CA
Dinner: 6 PM • Meeting: 7 PM



from the
president



from the
editor

I NEED MONEY!!!

from caranddriver.com:

Is the Boss Coming Back?

We also think the Boss 302 nameplate could be revived. It reappeared in 2012 on the fifth-generation model, producing 32 more horsepower than the GT of the time and featuring a six-speed manual and a revised suspension, but also a stripped-back interior. It's due for a comeback and could act as a more basic, track-focused model underneath the Dark Horse. The Dark Horse nameplate might also spread to the electric Mustang Mach-E crossover, as a step between the 346-hp models and the 480-hp GT.

Time will tell which of our predictions will come true, but at the moment we are simply happy that the V-8 American icon is living on for another generation.

Garo Chekerdeman
CVMC - Newsletter Editor



Sometimes we get so busy that we can't calm our minds to gather our thoughts. With a wife that's a teacher and two grand daughters in high school (one graduating) I am certainly guilty of that these days. Lol

The club has been busy with lots of car shows and events going on. Congratulations to all of our CVMC members that have been taking home awards for their shiny ponies. Thank you for representing our club.

We have lots more coming up like Minarets High School graduation and our general monthly meeting, monthly breakfast, lunch at the Beach Club, and much more. Check the calendar on our web page and your emails and come out to share some fun with our Mustang family.

Joe Colvin
CVMC Grand Poohbah
joe@cvmustang.org
559-285-7296

upcoming events

JUNE 2023

Date	Time	Event Type	Description
2 Fri	☐	☐	Pismo Car Show - SOLD OUT
	5PM - 8PM ☐	☐	Hot Rod Gathering
3 Sat	8:00AM - 1:00PM ☐	☐	Carnegie Museum Classic Car Show
	10:00AM - 12:00PM ☐	☐	Monthly club breakfast Club Breakfast/Blossom Trail Cafe
4 Sun	8:00AM - 10:30AM ☐	☐	Cars & Coffee at the Pointe
8 Thu	5:30PM - 9:00PM ☐	☐	Minarets High School Graduation
9 Fri	5PM - 8PM ☐	☐	Hot Rod Gathering
11 Sun	11AM - 1PM ☐	☐	Charlene's Beach Club Breakfast or Lunch
16 Fri	5PM - 8PM ☐	☐	Hot Rod Gathering
17 Sat		☐	Monterey Rock & Rod Festival
	11:30AM - 3:30PM ☐	☐	Father's Day Lunch
23 Fri	5PM - 8PM ☐	☐	Hot Rod Gathering
24 Sat	6AM - 3PM ☐	☐	Coarsegold Car Show
25 Sun	8:00AM - 11:00AM ☐	☐	RIDES & COFFEE @ DETAIL GARAGE
26 Mon	6PM - 8PM ☐	☐	CVMC Board Meeting @ Helen's Gourmet Chinese
29 Thu	7PM - 8PM ☐	☐	C.V.M.C. General Membership Monthly Meeting
30 Fri	5PM - 8PM ☐	☐	Hot Rod Gathering

Check online for updates and additions

happy birthday

MAY:

May 2 Trudy Marean
May 3 Hilary Vellandi
May 3 Dan Yates
May 9 Chris Rathje
May 10 Betty Savage
May 10 Bob Sharp
May 13 Greg Cohorst
May 15 Daryl Roe
May 19 James Bandy
May 22 Linda Alexander
May 26 Lynda Baldwin
May 27 Lynne Rayner



next general meeting
June 29th, 2023

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



be sure to check out
cvmustang.org

Events Calendar • Photo Gallery
Newsletters • Merchandise

Ford Halts 2024 Mustang Production Multiple Times To Address Quality Control Issues



Ford is working harder than ever to improve quality control, and that has already led to three production pauses for the 2024 Mustang

Before a single 2024 Mustang has made it into customers' hands, Ford is already cutting production at its Flat Rock Assembly Plant to address quality issues. The decision is a particularly timely one, as the automaker is in the midst of addressing the production errors that dogged its vehicles in recent years.

After the build-out of the 2024 Mustang was finished in early April, Ford cut production shifts on the weeks of April 24, May 1, and May 8, an unnamed member of the sports car's launch team told the Detroit Free Press.

With these measures, the automaker is specifically attempting to work out quality issues with the fitment of body panels, the electrical system, and the valves in the V8 engine. Although Ford did not directly confirm these efforts, it did tell the outlet that it is committed to making sure that its vehicles are "built with the quality our customers deserve and will take the appropriate actions to deliver this commitment."

Ford Halts 2024 Mustang Production Multiple Times To Address Quality Control Issues

A spokesperson also noted that Ford has introduced a new launch process for its vehicles. Indeed, last week we reported on such efforts at its Kentucky Truck Plant, where production was also shut down while engineers rooted out production errors.

May 12, 1988 – The Ford Probe

The car that could have been the next Mustang, debuts

The Ford Probe may have a funny name, but it could have been worse: Mustang. As front-wheel-drive platforms became more popular with consumers in the 1980s, the brass at Ford had a vision; an all new FWD Ford Mustang. Furthermore, intentions saw the all American Pony Car receiving Japanese underpinnings courtesy of Ford's relationship with Mazda. This of course meant no V8 option. Oh, the misery! To add to the excitement, the car would be built on the Mazda G Platform. This being the base for Mazda's gutless sedan known as the 626 in North America.

While internal disagreements at Ford had been raging for some time as to whether the car should be the next Mustang, the buying public would put the final nail in the coffin. After Ford's plan ended up on the cover of AutoWeek in 1987, outraged Mustang fans rallied. A letter writing campaign decried the efforts and Ford heard them out. Despite the uproar, Ford thought it had a winner on its hands and moved development forward. It wouldn't be a pony that rolled out of the stable, but a Probe rolling into people's garages.... On this day in 1988 the Ford Probe made its formal debut, much to the delight of space aliens everywhere.

When the Probe first started rolling off of the assembly line for the 1989 model year, a 2.2L Mazda 4-cylinder engine powered the base model, giving it 110 horsepower. Buyers could opt for the LX trim, which carried the 3.0L Vulcan V6 and pushed HP to 140. The GT trim equipped the car with a turbo 2.2 4 banger that put out 145 hp and 190 lb-ft in the torque department. While the GT was quicker off the line, checking in on the quarter at 16.8 seconds at 83 mph compared to the LX's 17.8 seconds at 79 mph, the latter did have a higher top speed. It bested the GT by 2 miles per hour at 132 MPH.

Ford Probe History

Although it no longer would carry the Mustang badge, Ford followed through on its intent to compete with other Asian coupes. Primary competitors of the Ford-Mazda mash-up included the Acura Integra, Toyota Celica and the Isuzu Piazza. How did Ford find itself neck to neck with such legendary vehicles? The Probe name first came about in the 1970s during collaborative efforts between Ford and Ghia. The aptly named Probe I, a wedge shaped concept car, debuted in 1979. A series of other aerodynamic concepts under the same name would follow.





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While some argue that the concepts had little to do with the production models, the influence is visible. By the time the production version appeared for 1989, Ford found it had success on its hands. Demand rose higher than supply, leading buyers to pay higher than MSRP for the car in its early production days. This is an issue that still follows Ford buyers, like those interested in the Ford Maverick today.

Second Generation Ford Probe

A second generation of the Probe hit the market for 1993. During this period Automobile Magazine conducted a coast to coast road trip in search of the best car in the world currently on the market. The Ford Probe, which listed for around \$15,000 new, came in third. It fell behind an \$80,000 Mercedes and a similarly priced BMW. The new Probe could be had with a 2.0L inline 4 or a 165 horsepower 2.5L V6, both of Mazda origin. The latter, when equipped with a manual transmission, pushed the car through the quarter in 15.5 seconds at 89 mph.

The last Probe rolled off the assembly line on June 20, 1997. A proposed third generation hit a wall but soon became the new Mercury Cougar. While Ford hoped the name change would attract younger buyers, the Cougar seemed to only attract, well, cougars. Perhaps the Probe had come full circle, seeing that the original Mercury Cougar was the marque's upscale counterpart to the Ford Mustang starting in 1967.

Source:
automotivehistory.org

COOL COUPE

FORD PROBE

Designed and made in the USA, the Probe is the most eye-catching new Ford for many years. Thanks to a powerful V6 engine and an independent sports suspension, it behaves more like a European than an American car. There's an impressive array of features including: - Dual Airbag • Air Conditioning • ABS Brakes • Power Steering • Split/Fold rear seat to name just a few. Available in a choice of four colours and optional 5 Speed Manual or Automatic Transmission. See this classic car this weekend at Dominelli Ford.

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OF 547 Black Design





Unsung Hero: Why the 1971-73 Mustang Might be the Best Classic Mustang



Source: drivingline.com

When it comes to the classic Ford Mustangs (pre 1974 for the sake of argument) all of the models and body styles have their fans.

For some it's the classic 1964-1/2 that started it all. Or the 1965 Shelby GT350 fastback that shined a new light on the Mustang as a performance car. Then came the iconic Mustangs like the '69 Boss 302 and its larger displacement counterpart the Boss 429, as beloved today as they were when new.

But despite being a significant part of Mustang history, the 1971-73 models—particularly the fastback or “sportsroof” body style is a car that doesn't always get the respect and attention it deserves.

Here are some reasons why these cars might just be the best of the classic Mustangs.

The Look

While its underpinnings didn't differ much from the Mustangs that came before it, the look of the redesigned '71 Mustang was quite different.

The 1971 Mustang was moderately wider and longer than the 1970 model, but its styling made it look even more so, with a long nose and a roofline on the fastback models that sloped all the way to the rear.

With a redesigned Camaro and the newcomer Challenger and 'Cuda on the pony car market, these styling updates aimed to give the Mustang a sleeker, more muscular look and it worked well.

The Performance

When it comes to performance, the '71-'73 carries over the same basic chassis layout and powertrain choices that made the earlier cars so successful. Engine options were plentiful, ranging from a base 250 cube inline-six to the 302 small block, to the potent 351 Cleveland and the big daddy 429 Cobra Jet.

Even more important today is that the aftermarket for these cars is essentially the same as the older Mustangs, meaning you can find just about anything—whether you are looking to go faster, handle better, get better fuel economy and reliability or anything else.

Bang for the Buck

While the '71-'73 Mustangs have plenty of fans, you'll find that fastback/sportsroof cars from these years are often quite a bit cheaper than the ultra desirable 1970 and earlier Mustang fastbacks.

A quick look around West Coast classified ads suggests you can get a decently restored '71-'73 Mach 1 for around \$30,000, solid drivers for under \$20,000 and running projects for much less than that.

Obviously the rare and desirable factory optioned cars are going to bring big bucks, but the more common models still deliver great bang for the buck.

A Movie Star

As an added benefit, this generation of Mustang also cemented its status as an automotive icon after starring in the cult classic 1974 car chase film *Gone in 60 Seconds*.

Sadly most people will identify "Eleanor" with the GT500 from the 2000 Nick Cage remake *Gone in 60 Seconds*, but the '73 Mustang from the original is the real deal—and in our opinion one of the greatest movie cars of all time.

And speaking of movies, we can't leave out the fact this generation of Mustang also was immortalized as a Bond car in *Diamonds Are Forever*.

A Character All Its Own

If there's one unfortunate thing about classic Mustangs is that there are just so many of them out there. Classic car meets and cruise nights are full of 1960s Mustangs built in every way imaginable.

The 1971-1973 cars though, are far less common while still delivering all the benefits of classic Mustang ownership—and great looks to boot.

Somewhat overlooked in between the beloved Mustangs of the '60s and the controversial Mustang II of the mid '70s, for the reasons above the '71-'73 Mustang might just be the best of the breed.



Special Edition: 2008 Mustang Sherrod



Source: mustangattitude.com



The 2008 Mustang Sherrod has two models a GT 500 S, and a V6 300 S. The GT 500S starts with the premium Mustang GT and adds a Billet type upper and lower grille, aluminum air dam/splitter, a custom rear bumper cover with aluminum air splitter bottom to match the front, side dual exhaust, rear side quarter panel air scoops, side fender heat extractors, rear duck tail spoiler, black bullitt style wheels, shaker hood with functional air scoop, and louvered C pillar window scoops. The V6 300S starts with deluxe Mustang GT and adds a lower Billet type lower grille, custom black wheels, a front lower chin spoiler, side c-stripes, a rear duck tail spoiler, side fender heat extractors, and louvered C pillar louvered panels.





Mustang History

CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE



Women's V-Neck T-Shirts • Women's Polo Shirts
2 Tone Button Up Shirt • Men's T-Shirts • Men's Polo Shirts
Uni-Sex Sweatshirt • Uni-Sex Zip Up Hoodie
CVMC Embroidered Hat • Custom Engraved Plaques & Signs
Club Logo Engraved "Root" Beer Mug

To order merchandise, check styles and prices
Visit: www.cvmustang.org
*All orders must be prepaid or paid online



MEMBERSHIP APPLICATION

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.

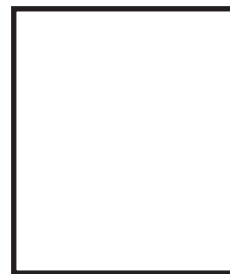
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

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.

the **pony**
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PRESS

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