

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB



MAY 2024

the **PONY PRESS**

What is the Mustang Grande?



**1968 Mustang
Pretty Neat
In A Mustero
Kind Of Way**

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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.



board members

CVMC OFFICERS

Brandon Walker • President	288-0450
Dave Ward • Vice-President	289-2366
Susan Ward • Secretary	288-6352
John Briar • Treasurer	259-1437

MEMBERS AT LARGE

Diana Buranen	647-6034
Linda Alexander	408-1584
Chris McKinney	281-8026
Isaiah Montion	696-7968

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

ACTIVITIES CHAIR

Mary Kokalis	229-3219
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* Suggestions for activities should be directed to the Activities Committee.

MEMBERSHIP CHAIR

Paul Beckley	246-5721
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MERCHANDISE CHAIR

Robin McCann	709-0830
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SUNSHINE CHAIR

Lynnelle Beckley	977-1116
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WEBMASTER

Paul Beckley	246-5721
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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

past presidents

Joseph Colvin	2020-2023
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

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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



from the
president

Greetings to all of you Mustangers!!

Welcome to spring! That means that car show season is now, BBQs, graduations, and now the kickoff to summer! We will have lots of activities to do with our CVMC family.

We have a club breakfast on the first Saturday of each month at Blossom Trail Café, Academy/Belmont Aves at 10:00 am, our VP, Dave Ward, has picked several car shows for us to attend as a club; We have dinner and go to movie night on the second Saturday each month; We have the Minarets HS Graduation on Tuesday June 11 which we have done since the first graduating class of 2012. For June we have another breakfast, a flag retirement ceremony, and a trip to the melodrama in Oakhurst. We have our club activities posted to our website and to our calendar. You can sign up to get notice of all the fun activities that we do as a club via your smartphone, so you will not miss anything. I believe that activities, including car shows, are the lifeblood of our club!

Future activities include our club 35th anniversary picnic in September, Veterans Day parade and lunch, and our annual Christmas party. We are working to get all of these events on the calendar so that you will know the details (what, when, where, host, etc.). If you would like to help plan our activities, stay tuned for another activity planning meeting coming soon!

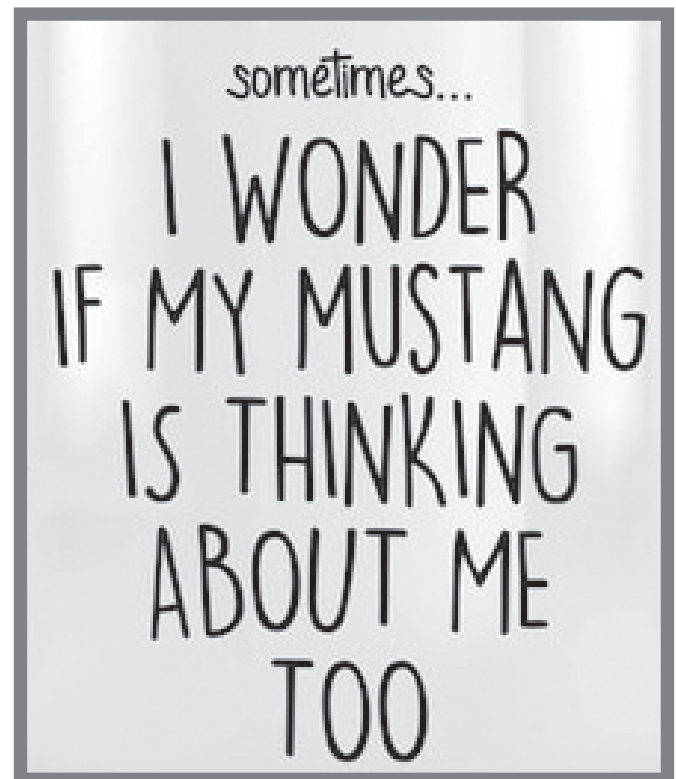
It is hard to be in a bad mood when you get to drive a Mustang!
Happy Mustanging to all of you!

Brandon Walker
CVMC President



from the
editor

Well, I got nothing....



Garo Chekerdeman
CVMC - Newsletter Editor

upcoming events

JUNE 2024

Date	Time	Event Type	Description
1 Sat	8AM - 1PM	📅	Home Depot Car Show
	10:00AM - 12:00PM	📅	Monthly club breakfast Club Breakfast/Blossom Trail Cafe
2 Sun	8:00AM - 10:45AM	📅	Cars & Coffee at the Pointe
7 Fri	5PM - 8PM	📅	Hot Rod Gathering at Clovis Missionary Baptist Church
8 Sat	8:00AM - 3:00PM	📅	Nothing But Ford Car Show
	8AM - 1PM	📅	Carnegie Museum Car Show
	4PM - 5:45PM	📅	Spicy Mayo Hibachi
	6PM - 8PM	📅	MOVIE NIGHT Blues Brothers
9 Sun	12:30PM - 3PM	📅	Lunch at The Forks in Bass Lake
11 Tue	5PM - 9PM	📅	MORE UPDATES! Minarets HS Graduation 2024 & Dinner
14 Fri	5PM - 8PM	📅	Hot Rod Gathering at Clovis Missionary Baptist Church
21 Fri	5PM - 8PM	📅	Hot Rod Gathering at Clovis Missionary Baptist Church
22 Sat	10AM - 12PM	📅	Breakfast at The Train Depot
	11:30AM - 2PM	📅	Flag Retirement Ceremony
24 Mon	6:00PM - 8:30PM	📅	Board Meeting @ Slater's 50/50
27 Thu	7PM - 8PM	📅	C.V.M.C. General Membership Monthly Meeting
28 Fri	5PM - 8PM	📅	Hot Rod Gathering at Clovis Missionary Baptist Church
30 Sun	10:30AM - 4PM	📅	Lunch at Duceys & Golden Chain Melodrama Theatre

Check online for updates and additions

happy birthday

May 2 Trudy Marean
May 3 Dan Yates
May 3 Hilary Vellandi
May 9 Chris Rathje
May 10 Betty Savage
May 10 Bob Sharp
May 11 Nathan Juarez
May 13 Greg Cohorst
May 15 Shirley MacNeil
May 22 Linda Alexander
May 26 Lynda Baldwin
May 27 Lynne Rayner



next general meeting
June 27th, 2024

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

NC State Highway Patrol Buying 25 2024 Ford Mustang Coupes



The Blue Oval has a long, rich history of providing law enforcement agencies in the U.S. with a wide variety of models over the years, whether that be the Crown Victoria, the Ford F-150 based Police Responder, or even the all-electric Ford Mustang Mach-E, which is currently serving everywhere from the New York Police Department to the FBI Police. However, the Ford Mustang has also long been a favorite among law enforcement for both higher-speed pursuits and community relations purposes, and that tradition now continues with the North Carolina State Highway Patrol, which is purchasing 25 2024 Ford Mustang GT coupes to add to its fleet.

Much like the Mustang Special Service Package (SSP) of the Fox Body generation became quite famous during its heyday decades ago, the NCSHP notes that it chose to purchase these two-dozen plus 2024 Ford Mustang GT coupes at least partially for nostalgia's sake. "History and traditions are an important part of our Patrol Family and the use of Mustangs have their beginnings on the SHP in the 80's and early 90's," the department noted.

These marked 2024 Ford Mustang GT police cruisers will be hitting North Carolina interstates in the coming months, all with the goal of keeping those roadways safe – and of course, tracking down speeders in the process. That's obviously bad news for folks that have a heavy right foot, as the Fox Body SSP quickly rose to fame for being quite competent at its job, and the 2024 Ford Mustang GT has even more performance to offer.

NCSHP also notes that these new pony cars are comparable in cost to other vehicles in its fleet, so it isn't exactly dipping deep into the tax coffers to make this purchase. The agency also notes that the new Mustangs "will help to broaden the equipment and resources made available to troopers to effectively keep our roadways safe," though personally, we hope to only see them at car shows – not in our rearview mirrors.



What is the Mustang Grande?



Source: cjponyparts.com

The Mustang Grande was a more luxurious trim level, sold from 1969-1973. It was only available on hardtop models, and it offered a contrast to the sportier Mach 1 at the time. In the earliest model years of the Mustang, Ford was eager to experiment with different trims, even on a regional level. This uplevel package was the first of its kind for the Mustang line-up.

The Mustang Grande featured an upgraded interior with imitation wood trim, a smoother, more refined ride, and additional sound-deadening materials. There were no performance upgrades, but you could get the Grande package with any engine/transmission combo. In fact, though extremely rare, Grandes with the 428 Cobra Jet engine do exist.

MUSTANG GRANDE PRICE AND PRODUCTION NUMBERS

Model Year	Price (Base Model + Grande Package)	Models Produced
1969	\$2,849	22,182
1970	\$2,926	13,581
1971	\$3,117	17,406
1972	\$2,865	18,045
1973	\$2,946	25,274

1969-1970 MUSTANG GRANDE

Debuting in 1969, the original Grande package offered luxurious touches to the regular coupe. There was rich wood applique on the door panels, instrument panel, and glove box. The bucket seats were vinyl, with unique hopsack cloth inserts. There were also door panel courtesy lights and bright pedal pads.

On the exterior, an optional vinyl hardtop roof was available in black or parchment. It looked like leather, adding to the luxurious appearance. Wire-spoke wheel covers gave the Mustang Grande a less sporty, more refined touch. There were also two-tone narrow paint stripes and racing-style side mirrors.

Apart from visuals, the suspension set-up was changed to give the Grande a softer ride. 55 pounds of extra sound-deadening insulation was added to reduce NVH for a more pleasant driving experience.

When it became clear that customers were willing to pay for sophistication, the Grande became a mainstay throughout the first generation.

1971-1973 MUSTANG GRANDE

With the final iteration of the first-gen Mustang, the Grande package carried over many of the same upgrades as before. The distinct interior upgrades were mostly the same, but the hopsack seat inserts were replaced with "Lambeth cloth." The vinyl roof was now standard and available in five colors: black, white, green, blue, or brown. A lighted ashtray was added to the console.

On the outside, distinct Grande badges were added to the C-pillars. The rocker panels and wheel arch lips were chrome. Deluxe wheel covers were included, further separating the trim from the base models.

MAKING WAY FOR THE GHIA

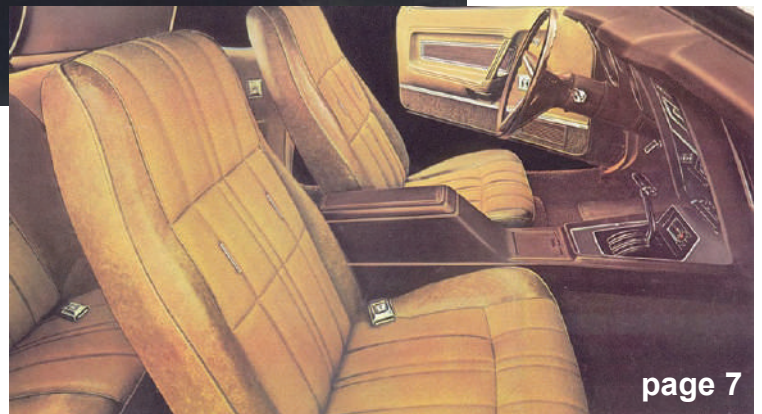
The success of the Mustang Grande proved that buyers wanted stylish touches and would pay for them. This led to the Italian-designed Mustang Ghia, which would run from 1974-1981.

Although most Ghias were part of the maligned Mustang II generation, they were still successful. The '70s were a time for aesthetics and comfort, rather than thirsty V8 muscle cars.

BUYING A MUSTANG GRANDE

Even though this is a special trim, it doesn't offer many desirable features to the modern buyer. Enthusiasts care more about performance than luxury, so the added weight and luxury upgrades are, at best, superfluous. The larger Mustangs of the late first-gen are also less desirable in general.

However, this means that the prices for these beauties are often lower than other contemporary Mustangs. For someone looking to start a project, a Mustang Grande in good shape can be a great deal.





THE SCENE

Suisun Car Show





THE SCENE

Suisun Car Show

This 1968 Mustang Pickup Is Actually Pretty Neat In A Mustero Kind Of Way

Inspired by the rare Musteros built by Beverly Hills Ford in the '60s, this homemade ute could now be yours



By: Sébastien Bell
Source: carscoops.com

For some Ford fans, the idea of modifying a 1968 Mustang into a pickup truck may seem sacrilegious, but I'm going to argue that, in this case, the conversion has actually resulted in a pretty cool vehicle (or should that be truck?) that you could own.

- The pickup was built in the 1980s by a Ford shop owner in Florida as a project with his daughter.
- The converted Mustang pays homage to the rare and expensive “Mustero” trucks built by Beverly Hills Ford in the late 1960s.
- It has an asking price of \$18,000 on eBay, with the seller claiming it's in decent condition overall.

First of all, the donor car that was used to create this homebrewed ute wasn't particularly interesting. Today, it's still powered by a humdrum six-cylinder engine that's connected to an automatic transmission, so the conversion was no great loss to the Mustang reserves.

Second, the vehicle you see for sale here was built as a father-daughter project by a man who owned a Mustang shop in Florida in the '80s. Not only is that a sweet origin story, it also means that the truck was assembled by someone who knew what they were doing.

Finally, there is precedent for this conversion. The owner refers to this Mustang as a tribute to the Musteros that Beverly Hills Ford built in the late '60s. Silodrome reports that just 50 examples of the converted car were ever built and that, on top of being rare, it was also very expensive. The truck cost \$6,500 in 1966, which made it more expensive than a Shelby Mustang GT350, and just \$500 cheaper than a Lamborghini Miura.

This may not be one of the original Musteros, but it looks pretty good in burgundy paint with a burgundy interior. The seller also reports that the truck has a new battery, water pump, heater core, rear bumper, rearview mirror and more.

The Mustero tribute is also in decent condition showing very little rust, but it isn't exactly fresh, and has around 128,000 miles (205,996 km) on the odometer. Despite that, the owner says that it drives and shifts well.

Offered for sale on eBay, the tribute truck has an asking price of \$18,000. Does the customized ride speak to your inner gearhead?



The 1999 Ford Mustang Boss 351 Concept Coulda Been A Contender



By: Jake Lingeman
Source: autoweek.com

Twenty years ago, a small team of enthusiast engineers at Ford had an idea. The company needed a serious engine to compete with the Dodge Vipers and Chevy Corvettes of the world. Ford had a V10, but it was huge at 6.8 liters—and tall, too. That wouldn't fit in either the Mustang, nor the Ford GT, which was also in secret development at around the same time. So, the perennial teenagers in the performance department got creative.

"There was less oversight then," said Jim O'Neill, powertrain prototype build leader.

"Could you do something like that today?" I ask.

"Not a chance," said O'Neill, before he and Greg Coleman, now in 5.2-liter performance engine systems, began laughing in unison.

Those two guys, plus a few more, took the sand castings for the 4.6-liter modular V8s that Ford was using in the Mustang GT and added two more cylinders. That came out to a 5.8-liter (351-cubic-inch) aluminum block, dual overhead cam V10 only slightly bigger than the then-current V8. The engine control computers, which Ford had on hand, think they're running two I5s since the V10 computer Ford had only worked with the Triton truck engine. The assembly managed to fit under the hood of a 1999 Mustang Cobra R mule that was stashed in the shop.

The 351 heads were based on the Cobra R heads, and O'Neill and crew attached the engine to a T56 Tremec six-speed manual, a Ford 9-inch rear end and a rear axle with a 3.83 final drive. The suspension and brakes were beefed up, too. Saleen five-spoke wheels and a Cobra hood completed the package, which made this car sort of a sleeper.

It still is. It's 20 years later and I'm piloting this Boss 351 prototype through its home streets of Detroit. It delivers 426 hp at 6,500 rpm and 400 lb-ft at 5,200 rpm. It does the quarter-mile in just under 12 seconds, mega-fast for the time—and better than the supercharged regular Cobra—with a trap speed of 117 mph. But it isn't the amount of power that's most impressive, it's the delivery.

On startup, the V10 rumbles to life with a metallic arcing sound that I could pick out as a Ford a mile away. I could hear it from my dad's Thunderbird and Taurus, and it sounds similar here. The whole car shimmies with the power, and any sort of throttle application is met with vibrations from the steering wheel, seats and especially the shifter. It's just one of the ways this old Boss and the new GT350 are similar.

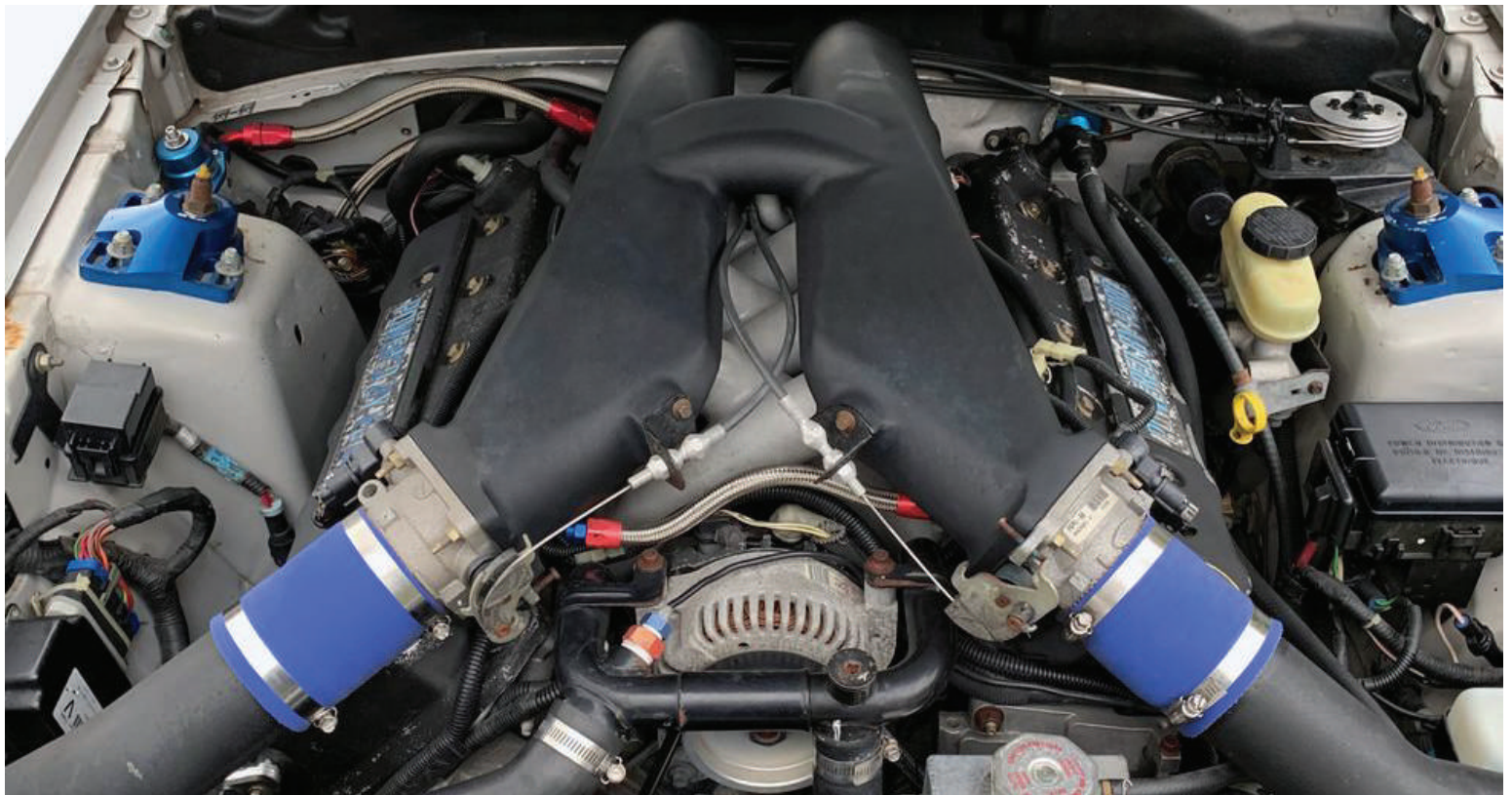
If you've ever driven an old Mustang, especially a Cobra, you'll remember the clutch pedal takes an NFL linebacker's legs to push in. I had to move my seat up a few notches to get the torque from my knee to disengage the thing. Letting out the clutch, more vibrations come through the cabin, but it's only really tough being precise in first gear. Once rolling, it takes a balloon-popping stab to get it down, but the gears change easily, even through the notchy shifter—another Mustang hallmark. The throw on the stickshift is also about three times as long as a modern car.

Power from the 351 comes on strong even in the lower rev ranges, but when I crest 5,000 rpm it feels like the whole thing is going to shake apart. But with good performance tires, though old, and strong Cobra brakes I'm feeling confident it can handle itself. Like I said, it IS sort of a sleeper. A few people caught wind of it and gave a semi-knowing look that said, "It looks like an old Mustang, but it's too clean and that hood and those wheels look different." I told a few of them the story behind it, and most appreciated the knowledge.

The steering is meaty with its old-school hydraulic setup, and with those tires and upgraded suspension, the Boss kept itself in check, even with the solid rear axle. It was mostly comfortable, too, except for a little wheel hop on certain surfaces, but the classic Recaro buckets were perfect. As for tech, there is none, which always makes me a little wistful for my past rides.

Should Ford have built this car in earnest back in the early 2000s? Probably not. The Cobra that year would have set you back almost \$40K. Putting this V10 in there would have bumped it well above that. Sure, people will pay \$50K or \$60K or \$70K now for a Mustang, but in the G.W. Bush-era 2000s it would have been a monster payment. On the other hand, it would have dominated the performance market for a half decade, putting the Chevy Camaro and exiting Pontiac Firebird to shame. It still would have a hard time besting the contemporary Corvette, though.

We're glad the Ford folks stashed the Boss 351 and saved it. It's a time capsule of a car that was built when there was still a little time and money for a skunkworks project like this. Hopefully in 20 years we'll hear about another one—maybe a rear-engine Focus RS or a Ford GT-powered ponycar. We'll happily drive that one, too.



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.

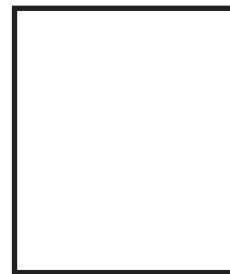
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

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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