

OFFICIAL MONTHLY  
PUBLICATION OF  
THE CENTRAL VALLEY  
MUSTANG CLUB

CENTRAL VALLEY MUSTANG CLUB, INC



OCTOBER 2020

# the **PONY PRESS**

*Galpin's  
Mustang II  
Major*



**A Nose Job That Was Meant To Turn Heads**



**Facebook Find:  
1969 Ford Mustang  
Boss 429 Prototype**

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[www.cvmustang.org](http://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.

## CVMC OFFICERS

Joseph Colvin • President	285-7296
Charlene Stebles • Vice President	299-1039
Susan Ward • Secretary	288-6352
Doug Deffebach • Treasurer	917-4283

## MEMBERS AT LARGE

Diana Buranen	647-6034
Mary Kokalis	229-3219
Karen Lee	681-0181
Robert Whitley	877-4948

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

## MEMBERSHIP CHAIR

Brandon Walker	288-0450
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## ACTIVITIES CHAIR

Robin McCann	709-0830
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## MERCHANDISE CHAIR

Robin McCann	709-0830
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*Suggestions for activities should be directed to the Activities Committee.*

## MCA REGIONAL DIRECTOR

Paul Beckley	323-7267
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## SUNSHINE CHAIR

Mary Whitley	285-1060
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## WEBMASTER

Paul Beckley	323-7267
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## NEWSLETTER EDITOR

Garo 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

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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	2017-2019
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



from the president

Well Fall is here and many of our friends across this great country are getting ready to put their ponies away for the winter. Meanwhile here in central California weather is still very warm. Normally that would be great for fun runs and meet and eats but we're still in a partial time out which is keeping the meet ups small but close.

In other news, club elections are coming up real soon. Emails will be sent out with the instructions on how we'll manage this without a live meeting and a list of the poor suckers, I mean candidates for each office. Seriously though, the board has been busy all year managing club business in a difficult year and many have offered to continue into the new year.

As we wind down 2020 we are still planning fun events so stay in tune and come out and join the herd as you can.

Meanwhile stay safe and well.

**Joe Colvin**  
CVMC Grand Poohbah  
joe@cvmustang.org



from the editor

Recently while cleaning the garage (amazing what you find), I came across a binder that I had filled with various articles about the development of the 1994 Mustang. So I'm going to be sharing some of those articles because that was a very uncertain and historical time for the pony car.

You may recall that the Mustang was on it's way out to transform into a 4-cylinder front wheel drive called the Probe and boy, the hoopla back then....

**Garo Chekerdeman**  
CVMC - Newsletter Editor

● Say it ain't so: Spy photographers have captured what appears to be the **interim Ford Mustang** that will make way for a completely rebodied job in the 1994 model year. Mustang sales have been falling for four years and were down by more than one-third late last year.

KGP PHOTOGRAPHY



Quick-fix Mustang for 1993 bears only a lower-body resemblance to the 1994 model.

AUTOMOBILE 3/92

## CVMC SPECIAL NOTICE!

Dear CVMC

As a result of the canceling of most of our club events and activities this year the board has voted to extend all currently paid memberships through the end of 2021. This will be done automatically for all currently paid memberships.

Look for upcoming events and activities on Our Huntcal or Facebook page and come out as you can. Paid members should also be getting email updates on events and activities. If you are not please let me know.

Looking forward to seeing everyone soon.

**Joe Colvin**

# upcoming events

November 2020

C.V.M.C Activity List		
Date	Time	Description
1 Sun		<a href="#">Daylight savings - fall back</a>
7 Sat	8:30AM	<a href="#">Monthly club breakfast</a>
14 Sat	1PM	<a href="#">Mammoth Orange In Madera</a>
16 Mon	6PM - 8PM	<a href="#">Board meeting</a>
19 Thu	6PM	<a href="#">C.V.M.C. General Membershp Monthly Meeting Black Bear Dinner</a>
21 Sat	10:00AM	<a href="#">Hilmar Cheese &amp; Crumble Cookie</a>
26 Thu		<a href="#">Thanksgiving Day</a>

# happy birthday

OCTOBER:

- Oct 2 Georgina Grant
- Oct 8 Ron Deubner
- Oct 10 Steve Smith
- Oct 15 Dave Ward
- Oct 22 Alyssa Medlock
- Oct 26 Don Hobbs
- Oct 28 Cathy Stacy



next general meeting  
**November 19th, 2020**  
 BLACK BEAR DINER  
 3602 W. Shaw Ave • Fresno, CA  
 (Northwest Corner of Shaw / Marty)



be sure to check out  
[cvmustang.org](http://cvmustang.org)

Events Calendar  
 Photo Gallery  
 Newsletters  
 Merchandise

**NEW DATE • NEW DATE • NEW DATE**

CALIFORNIA 9/11 MEMORIAL

**O'Reilly** AUTO PARTS  
PROFESSIONAL PARTS PEOPLE

CLOVIS VETERANS  
MEMORIAL DISTRICT



CENTRAL VALLEY

# FALLEN HEROES

ANNUAL CAR SHOW

**ALL MAKES  
ALL MODELS**

Vintage Cars • Classic Muscle  
Street Rods • Motorcycles  
Customs



**FREE ADMISSION  
FOR SPECTATORS**

**NEW DATE:  
October 2, 2021**

**\$25**  
Pre Registration  
Price

\$30 Day of Show

**LOCATION: California 9/11 Memorial**

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American Legion District 14 • Clovis Firefighters • Fresno Deputy Sheriff's  
Association Peace Officer Memorial Fund • Fresno & Clovis Police Chaplaincy

For More Info Check Out:  
[www.cvfallenheroes.com](http://www.cvfallenheroes.com)  
Ph: (559) 898-CV FH  
(2834)



[www.cvmustang.org](http://www.cvmustang.org)

# Galpin's Mustang II Major: A Nose Job That Was Meant To Turn Heads



By: Matt Stone

Source: [performance.ford.com](http://performance.ford.com)

Herbert F. "Bert" Boeckmann, II, didn't lead Galpin Ford to the position of the #1 Ford Dealership in the World by accident, nor by not having an eye -- or nose -- for cars. He grimaced when he got his first glimpse of the new-for-1958 Edsel. When the Mustang came out a half-decade later, he knew it was Ford's next winner. He was one of the first Ford dealers to take on Carroll Shelby's new GT350 and Cobras. Galpin owned and operated a four-time NASCAR West-series championship racing team, right out of the dealership's service shop. Today, he'll still tell you that his favorite Mustang is a 1965 GT convertible, red with a red interior, thank you. Herbert Boeckmann laughing with woman in red dress

He also wasn't initially impressed when Ford brought out the Mustang II for 1974. Fortunately, Bert's instincts were off about the new smart-sized Mustang, since the II turned out to be the right car for the time, as lighter, better-handling and more fuel-efficient imported models were really beginning to gain a foothold in the American market. And that's not to mention the growing importance of increased fuel economy, reduced exhaust emissions and improved vehicle safety. As we know, this new type of Mustang was a sales success from the get-go, earning the title of Motor Trend Car of the Year for '74. aged photo of Yellow Mustang II Major with blue stripes

Boeckmann and his innovative staff and sales teams didn't invent the notion of dealer-level personalization and customizing, but they certainly crystalized if not perfected it. They called it "Galpinizing." Galpin virtually launched the custom surfer-van movement in Southern California, and had a big hand in pushing Ford trucks, Broncos and vans to the forefront of the

ever-growing off-road, 4x4 and recreational vehicle movements, too. So even though Mr. Boeckmann wasn't immediately in love with the new Mustang II -- if Ford produced it, he would Galpinize it. advertisement for Mustang II Major

The idea behind the Mustang II "Major" was a relatively simple, primarily front-end styling kit. Southern California was brimming with boat and dune-buggy body producers that were able to turn out custom fiberglass body piece kits with relative ease and at moderate cost. In the case of the Galpinized Mustang II, the mods were limited to a bespoke nose-cap piece which encompassed a revised grille shape, with a thin, faux intake scoop running laterally just above the grille and in front of the hoodline. The factory hood and bumper were unchanged. The turn signals were somewhat repositioned, and the galloping horse badge was relocated to the driver's side of the blacked out grille. Full color advertisement for Galpin Mustang II Major

The rest of any customization efforts were left to the Galpin crew to create in terms of two-tone paint jobs, contrasting-color paint panels, blacked-out trim (it was not uncommon to find all of the bodywork below the beltline fully blacked-out on Major models) and other Ford or aftermarket wheel swaps, even performance upgrades if an owner so desired. The look was effective for the time, giving the Galpinized Mustang II a more aggressive face, and of course allowing owners to have a Mustang II tailored just to their tastes. The quality of the fiberglass pieces appears to be somewhat inconsistent. Photos of some Majors show the nose piece to be a bit wavy above the grille area, while others appear flatter and smooth. This was most likely indicative of which employees did the paint and bodywork, and how quickly it needed to be done and delivered to the customer.

Unfortunately, Galpin doesn't have any records as to how many Majors it produced during the 1974-75 model years. It's likely certain that the Major pieces were never sold in kit form, with Galpin choosing to keep the production and marketing of this design to its own shops and showrooms.

Additionally, company archives don't contain information as to the cost of the package, either. We believe all Major conversions were built upon the hatchback model, as no photos of any notchback Majors appear to exist. Ditto any four-cylinder Majors, as all of Galpin's photos of record show V-6 or V-8 cars. There is equally no record of any particular suspension or engine performance modifications included with the basic Mustang II Major upgrade package.

And when it came to small Fords, is what's good for the Mustang II also good for the Pinto? Boeckmann thought so, as the company went fully bonkers Galpinizing Pintos. There were paint jobs, stripe jobs, wheel and tire upgrades, performance upgrades, surfer-van inspired builds -- even one hatchback converted to a fully functional aquarium. And as with the Mustang II, Galpin developed its own "nose job" remodel of Ford's compelling and popular subcompact. It was, for better or worse, called the Pinto Pacer, and came out in 1974.

You don't have to look at it very hard to notice that the slightly smoother and racier-looking front end strongly resembles Ford's own Pinto restyle of 1977. Are we saying that Ford copied Galpin? No, that would be an assumptive overstatement. But it's certain that the Ford design teams of the time had at least seen and noticed the Galpin Pinto Pacer, and it's at least possible that they liked the shapes, and may have been at least modestly influenced by it. It wouldn't be the first time a large dealer group impacted a future Ford product line. Galpin design compared to Ford design of Pinto Pacer

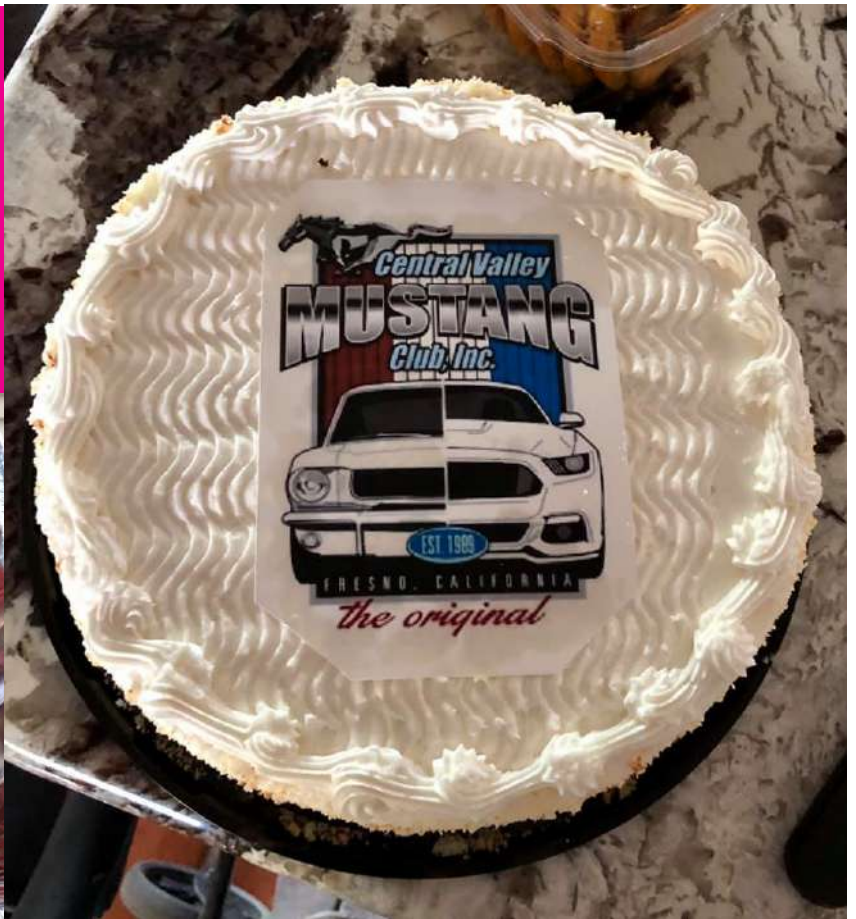
The Galpin Major represents an interesting bit of Mustang and Mustang II history, long before any notion of the Mustang II Stallion, Cobra II and King Cobra models. We all know that the incomparable Farah Fawcett famously drove a Mustang II Cobra II in the original Charlie's Angels television series. We can only wonder if the series had been produced a few years earlier, prior to Cobra II production, if Mrs. Farah Fawcett (married name) Majors would have driven a Galpin Mustang II Major?

**FORD PERFORMANCE PHOTOS / COURTESY GALPIN MOTORS ARCHIVES**



# THE SCENE

CVMC  
31st Anniversary





## Jim Farley allowed to continue racing his 1966 GT40 even as Ford CEO



By: Ronan Glon  
Source: [autoblog.com](http://autoblog.com)

Jim Farley, who replaced Jim Hackett as Ford's CEO, revealed his new responsibilities won't prevent him from hitting the track. He obtained permission from Executive Chairman Bill Ford to continue racing.

"It was probably the second conversation we had after we had talked about this leadership opportunity. I said, 'You know, Bill, I just can't stop racing. It's just who I am. It's my yoga. You've got to let me do this if I'm going to be a better CEO.' He was very supportive," the executive explained in an interview.

Farley, 58, started competing in 2008 after buying a Shelby Cobra, according to Automotive News. He often races his 1966 Ford GT40 and his 1978 Lola T298, but his collection is vast and eclectic. It includes a 1932 Ford Roadster, a 1965 Shelby GT350, and a 2012 Ford Mustang Boss 302 Laguna Seca. He also owns a 1987 BMW 325i convertible purchased new by his wife, and Top Gear reported he spent time as a teenager working at a garage owned by Formula One champion Phil Hill. He once completely restored a 1966 Ford Mustang he paid \$500 for.

Racing is more than just a hobby for Farley; it's a mental break from life as an executive.

"When I'm at the track, I'm just Jimmy Car-Car, nothing more. It's a great way to stay humble and connected to the product, and it's a great way for me to relax, because I love competing," he said.

It can also be dangerous, which is why some companies ask top executives not to drive on a track. It's not just carmakers. Any firm accountable to its shareholders can reasonably argue its CEO shouldn't race (or feed lions, or skydive over active volcanoes) because his or her death would negatively affect its market cap. Ford is open-minded in this regard, and Farley pledged to stay as safe as possible while going flat-out in his vintage race cars.

### The industry's fastest CEOs

Broadly speaking, there are two types of CEOs in the automotive industry: those who come from a business or finance background, like former Fiat-Chrysler Automobiles (FCA) boss Sergio Marchionne, and those with a life-long interest in cars. Some tick both boxes, of course, but executives in the latter group are the ones you're most likely to see behind the wheel of a race car. General Motors President Mark Reuss and Toyota President Akio Toyoda both race, and PSA Group boss Carlos Tavares regularly participates in the Historic Monte-Carlo Rally.

# Facebook Find: 1969 Ford Mustang Boss 429 Prototype



By: Steven Symes  
Source: [motorious.com](http://motorious.com)

What a rare pony!

You can find some real gems on Facebook if you look hard enough. Case in point: this ultra-rare and historically super significant 1969 Ford Mustang Boss 429 Prototype. It's any Mustang collector's dream come true with plenty of interesting details and a fascinating history. Even better, the owner of this prototype is looking to unload it, so you could add it to your garage if you so choose.

This is KK1201, the first of a total of 7 Boss 429 prototypes so the automaker could test out design ideas ahead of production. The seller of this car claims only this prototype is accounted for today. With that claim to rarity, you know the price tag is going to be on the steep end of things.

Featured on this Boss 429 Mustang prototype are rolled fenders and quarter panels. This modification was done by Kar Kraft to test out the 15x7 wheels, so additional room had to be made. It also still has the original block and transmission, plus the shaker assembly and prototype hood. Unfortunately, the seller says the pony suffers from a dropped valve, thanks to a previous owner wrecking it while drag racing. Taking this one-of-a-kind Mustang to the track is a seriously risky move, but fortunately nothing worse happened.

On the invoice of this car, which we're assuming will be included with the sale, is a note that it went immediately to the Dearborn Test Track right after the build process was complete.

Adding further to the significance of this Boss 429 Prototype is the fact it played a part in the creation of "Ohio" George Montgomery's 1969 Gasser. It was used to create the fiberglass mold for that car, called Mr. Gasket.

The seller has a document created by Ford Boss 429 expert Ed Meyer which details his findings from inspecting KK1201. Apparently, he discovered quite a few prototype parts which weren't used for the production 429s. That adds considerably to the curious nature of this car since it has details you apparently won't find on another. The seller also says he had Kevin Marti research this car and verify it's the first four-speed CJ shaker car ever made, which is another detail that could make collectors very excited.

Another fun detail the seller has disclosed in his listing is that the door tag is still attached, although aftermarket screws hold it in place now. He believes that's from a repaint in the mid-80s. What's curious about the tag is there's no note of the driveline components or color of the car.

With all that documentation, historical significance, and the rare nature of this 1969 Ford Mustang Boss 429 Prototype, the asking price has been set at \$125,000. You can see the Facebook post here. Something tells us the owner isn't willing to entertain lowball offers. Do you think it's worth it?

## Original Post on Facebook

Marketplace > Auto Parts

### 1969 Boss 429 Prototype

North Branch, MN · over a week ago ·

**\$125,000**

1969 Boss 429 Prototype for sale in North Branch on Facebook Marketplace

KK1201 was the first of 7 Boss 429 prototypes created for the development of the Boss 429 program. Of those, only 9F02R100031 (KK1201) currently is accounted for. Of the 7 cars, 3 likely did not have their shock towers altered. Those were this car (1201), 1203 (crash test for '69 body) and 1204 (had a 406). Another very early test car was also at Kar-Kraft and was noted as the "no No." car, very likely an aesthetic car for the hood and again, likely not a 429 car. The rolled fenders and quarters are still on the car, exactly the same as when Kar-Kraft rolled them for testing of the 15x7 wheels/tires that were new for Boss 429s. The invoice shows the car immediately going to the Dearborn Test Track after being built. Ed Meyer (Boss 429, Shelby Mustang expert) inspected the car in February 2020. and compiled a document on his findings on the car, most of which were prototype items that didn't make it into production. Kevin Marti provided a report on the car to a prior owner in 2014. Just this year I had Kevin research the car to verify it was the first 4-spd CJ shaker car ever (which it is). A chip no other car will ever hold above this one. The door tag has been reviewed by many experts. They've noted this is an extremely rare instance where the warranty tag remains attached. They've also never seen a tag sans all the driveline/color components. The aftermarket screws were likely used after a repaint in the mid 80's. The car was used by "Ohio" George Montgomery to create the fiberglass mold for his 1969 Gasser. Both George and the fabricator (Paul Shedlik) are both alive and can verify this. I have a copy of the paperwork from Ford showing the car on an inventory sheet and a note that that car is with "Shedlik". I found Paul and we talked for a while about it. He said, "Was that the green steel car"? He still remembered it. <http://www.mustangandfords.com/features/1604-mustangs-in-gasser-heaven-ohio-george-montgomery> You can see how important the car was. George noted, "What was required was for me to make a mold for the fiberglass body off one of the rare preproduction prototype Mach 1s. We were scheduled one for a week, but had problems that stretched the stay to about two weeks. The Ford Engineering Group went nuts because other groups also needed it. After the body was completed, we destroyed the mold, which made the now-named 'Mr. Gasket' a one-of-one car. The name came from my 'Mr. Gasket' sponsor." The factory original block, transmission, shaker assembly and prototype hood are still with the car. It currently has a spun bearing as a prior owner wrecked it drag racing. I can send photos of the car to anyone who's seriously interested. There is likely no other '69 Fastback that was more important than this mule car. No other Mustang will ever be able to claim that it has the lowest Boss 429 KK number. \$125,000

# Ford, Sadly, Ending Production of Mustang Shelby GT350, GT350R



**Ford will no longer offer the naturally aspirated, manual-only muscle car in favor of the 760-hp supercharged Shelby GT500.**

*By: Connor Hoffman  
Source: caranddriver.com*

- ***Ford has announced that it will end production of the Mustang Shelby GT350 and GT350R this fall.***
- ***The GT350 is powered by a naturally aspirated 5.2-liter flat-plane-crank V-8 that produces 526 horsepower and 429 lb-ft of torque. It was only offered with a six-speed manual transmission.***
- ***Now the only Shelbified Mustang is the 760-hp, dual-clutch automatic-only GT500.***

Pretty soon there will no longer be a Shelby Mustang with a manual transmission, and that leaves a foul taste when rolling off the tongue. Ford is ending production of the naturally aspirated, flat-plane crank, six-speed manual-only Mustang Shelby GT350 and GT350R this fall in favor of the 760-hp supercharged Shelby GT500, which, sadly, can't be had with a manual transmission.

The GT350's high-revving, naturally aspirated 5.2-liter V-8, code-named Voodoo, won our hearts with its glorious sound when we put it through a one-year, 40,000-mile long-term test. It also was named to the Car and Driver 10Best list two years in a row and won a comparison test against the also 10Best-winning 2020 Toyota Supra. Even better, Ford decided to only offer the flat-plane-crank V-8 mated to a six-speed manual transmission. During Car and Driver testing, the GT350 launched to 60 mph in 3.9 seconds and raced through the quarter-mile in 12.2 seconds at 119 mph.

Get behind the wheel of the more powerful GT500 and you'll see a rotary shifter on the center console that's similar to the one found in the Explorer SUV. If you're going to do this to us, Ford, at least add a do-it-yourself gearbox in the GT500. Please?

Ford said that ending production of the GT350 and GT350R "makes the way for new additions to excite [its] passionate Mustang fans for 2021 model year – including the limited-edition Mach 1." It also offered a limited-edition GT350 Heritage Edition, which features a livery like the original 1965 Mustang Shelby GT350.

The Ford Mustang GT350 returned to the Mustang lineup in 2015 and the 2020 model starts at \$60,335 and the track-focused GT350R starts at \$74,530. The 2020 model will be the last one with production ending this fall. #SaveTheManuals.

# How the Mustang evolved over 56 years, from sports car to electric car



By: Daniel Gessner  
Source: [businessinsider.com](https://www.businessinsider.com)

- ***The Ford Mustang continues to be America's most recognizable sports car, and one of its most long-running.***
- ***But it's about to undergo its biggest transformation yet with the upcoming all-electric Mustang Mach-E.***
- ***We break down all the changes and innovations the Ford Mustang has undergone in its 56 years that have made it so iconic.***

***Following is a transcript of the video.***

AJ Caldwell: This here is Ford's latest Shelby Mustang. At 760 horsepower, it's the fastest, most powerful Mustang the company has ever produced. However, that monster of a machine evolved from a sports car that took 17 seconds to go 60 miles an hour. So, how did the first Mustang go from this to that?

To understand that evolution, we have to go back to the beginning. In the '60s, Ford was looking to create a car for baby boomers that was different from the large sedans and family cars their parents were driving.

Commercial: The Mustang's combination of hot styling, hot performance, and cool price will make it a big thing with the youth market.

AJ: So, in 1964, the company released its first Mustang. It was small but sleek and stylish. And although it wasn't the most powerful car on the market, it had a lot of power for its size. Just how much muscle are we talking? Well, Ford's top-of-the-line model packed a 4.7 V-8 capable of 271 horsepower. It went from 0 to 60 in 7 1/2 seconds. And while it wasn't the fastest car on the market, Ford quickly discovered that those weren't its limits.

Ford immediately saw the Mustang's potential as a bona fide race car. So they brought in racing engineer Carroll Shelby. Carroll Shelby: Only Mustang makes it happen. These aren't just words. It's a fact. Aj: Shelby gave them not one, but two street-legal race cars with the GT350 and the GT500. The GT500 was given the same high-powered V-8 engine found in the Le Mans-winning GT40. This Mustang on steroids got adjustable shocks, upgraded wheels, a larger anti-roll bar, and, best of all, a starring role next to Nicolas Cage in "Gone in 60 Seconds."

By the end of the 1960s, the Shelby Mustang, now being built in Ford's factory, was given the company's famous Cobra Jet engine. The Cobra Jet was based on the GT500's previous engine, but upgraded with enormous valve heads, a bigger carburetor, and a special performance air cleaner. Allegedly, the Cobra Jet could produce over 400 horsepower, but Ford reported it at 335 so it could qualify for easier-to-win classes at drag races.

Ford's Mustang was a colossal hit. They sold 22,000 cars on the first

day and a million cars in two years. But its success sparked competition from Chevy with its Camaro and Pontiac with the Firebird. Ford needed bigger and bigger engines to compete. So the Mustang itself grew. But when tougher fuel-emission laws forced automakers to make lower power output, the company was left with a Mustang that was now bloated and boring. Sales tanked, and Ford had to rethink their prized pony car.

By the 1970s, big cars were out. Americans fell in love with European sports cars and Japanese compacts. Ford realized the problem and responded with the Mustang II. It was 500 pounds lighter and 20 inches shorter, but it also tossed that reputation for speed right out the window. Its tiny standard engine offered as little as 88 horsepower, and its one optional engine was a V-6 that barely made 100! The top-level Mustang took 12 seconds to hit 60 mph.

But Americans weren't looking for horsepower, and oil prices had hit in '73, and gas prices skyrocketed. The economy was tanking, and consumers needed to save money. Coincidentally, the new Mustang showed up just in time. It was the perfect solution because it was affordable and fuel efficient. Ford sold almost 400,000 units in just the first year.

But as the gas crisis ended, Americans were back to wanting big, fast cars. Ford answered with a 5-liter V-8 for the Mustang, but it was a far cry from the performance Mustangs were producing a few years earlier. At 134 horses, it barely got a top speed of 100 mph. It was time for the Mustang to go back to its roots.

Ford answered it up with one of its most iconic cars to date: the Fox Body Mustang. Ford had been using the Fox platform for everything from compact cars to station wagons. It had a unibody structure, flexible chassis, and wide engine bay. When they added the Mustang to that list of vehicles, it was an instant hit. Even today, its versatility has made the Fox Body Mustang extremely popular with car tuners.

Ford's new pony car was both longer and wider, but it cut weight in its suspension. It weighed 200 pounds less than the Mustang II, improving gas mileage and reducing drag. But the muscle-car era had ended. The country was in an economic depression, and heavy fuel-emission laws were in place. Another oil crisis in '79 forced Ford to shrink its top-level V-8 engine to a smaller one that powered the Mustang 0 to 60 in a less-than-exciting 10.8 seconds.

Ford tried to keep speed junkies and the EPA happy by introducing the Mustang's first-ever turbocharged engine. It was a tiny little four-cylinder engine that Ford called the Lima and hoped could be a performance-level engine, but it constantly overheated, and Ford engineers just couldn't figure out the kinks with turbocharging.

But Ford's introduction of fuel injection changed everything. Up until then, engines relied on carburetors to mix fuel and air for combustion. But on a four-cylinder engine, some of the cylinders were further away than others, and you couldn't guarantee the proper fuel-to-air mixture. With fuel injection, heavy air pressure is used to deliver fuel from the gas tank directly into the engine cylinders at precise bursts. There's no longer a need for a carburetor. With the mix happening right inside the engine's cylinders, the engine becomes more reliable, powerful, fuel efficient, and even has less poisonous emissions. This breakthrough allowed Ford to bring back the Lima, now even more powerful. The full-size V-8 was back too, and it was the Fox Body's most sought-after engine.

Ford added a more aerodynamic design in '87, and the Mustang's popularity exploded again. The Ford Mustang's base price cracked \$10,000 for the first time in history. Sales plummeted, and people were over the Fox Body design. Surveys showed that consumers wanted something more reminiscent of the original Mustang.

For the Mustang's 30th anniversary, Ford introduced the fourth generation. It had a new jelly-bean-type shape but featured nods to the original Mustang, especially in the cabin. In '93, Ford assembled some of its best engineers and gave them one mission: Win over the world's biggest speed freaks. They were called the special vehicle team, and they blessed the world with the Cobra SVT. With the Cobra model, we get the Mustang's first-ever independent rear suspension. This means each wheel on the rear axle was able to move independent of one another, allowing them to stay planted even in the tightest turns. While the Fox Body still had the advantage in a drag race, the new Mustang was much better on the track.

For 2003, Ford added to the Cobra SVT's upgraded engine the same supercharger found on the Ford F-150 Lightning pickup truck. It went from 0 to 60 in 4.5 seconds. Ford's precious pony car was once again a street-legal race car. The Mustang's No. 1 rival, the Chevy Camaro, couldn't keep up. Sales plummeted, and Chevy axed the sports car. Mustang was now in a class all its own.

The fifth generation finally saw the Mustang get a platform of its own. For the first time in 30 years, the Mustang finally resembled the iconic design of its original. By 2011, Ford would add to it a brand-new V-8 known as the Coyote. This engine was rated at around 412 horsepower and priced at \$30,000. With the Coyote under the hood, the Mustang had a faster Nürburgring time than BMW's \$60,000 M3. In 2007, Ford and Carroll Shelby would revive their partnership and produce the first GT500 in almost 40 years. By 2013, they were cranking out the most powerful American V-8 you can find on the road.

But that independent rear axle that was so well received was ditched to cut costs. But consumers didn't care; sales skyrocketed. But two things were coming that were gonna ruin the party. The 2008 recession and the return of the Camaro. Chevy took note of the public's reaction to the new Mustang, and it decided to revive its pony car. With one two-hour-and-23-minute commercial called "Transformers," Chevy took back the market. The last five years of the fifth-generation Mustang were the worst five years of the Mustang's sale history. The Camaro was America's favorite pony car.

So, in 2015, Ford gave us what we know as the present-day Mustang. It's an accumulation of all of the Mustang's successes in the past. It has that beloved squared-off design from its very first model, and it finally balances fuel efficiency with performance. The short-lived, but popular independent rear suspension has finally made its way to standard equipment. Combined with the wider body for a low center of gravity, it makes for the best-handling Mustang in years. And an even faster version of the Coyote V-8, dubbed the Predator, has been put in the GT500, making 760 horsepower with a 0 to 60 of 3.5 seconds, making it the fastest street-legal car Ford has ever made.

Ford's next Mustang isn't quite the car you'd expect. The Mustang Mach-E is an electric crossover, but it is a return to Mustang's original ethos. In a world where young people are more environmentally conscious, the Mach-E could be the company's latest attempt at capturing the next generation of drivers.



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PRIMARY MEMBER NAME: \_\_\_\_\_

Are you a current MCA (Mustang Club Of America) member?  Yes  No

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Birthdate: \_\_\_\_\_

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Your Preferred Email: \_\_\_\_\_

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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.

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.**

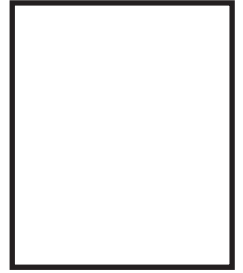
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