

OFFICIAL MONTHLY
PUBLICATION OF
THE CENTRAL VALLEY
MUSTANG CLUB

CENTRAL VALLEY MUSTANG CLUB, INC



SEPTEMBER 2020

the **PONY PRESS**

Roped-Off Classic



**1963
Mustang II Concept**



**The 10 Most Popular
Ford Mustangs of
All-Time**

Find us on  Facebook



Visit Our Website



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
----------------	----------

ACTIVITIES CHAIR

Robin McCann	709-0830
--------------	----------

MERCHANDISE CHAIR

Robin McCann	709-0830
--------------	----------

Suggestions for activities should be directed to the Activities Committee.

MCA REGIONAL DIRECTOR

Paul Beckley	323-7267
--------------	----------

SUNSHINE CHAIR

Mary Whitley	285-1060
--------------	----------

WEBMASTER

Paul Beckley	323-7267
--------------	----------

NEWSLETTER EDITOR

Garo Chekerdeman	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

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

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

Greetings to all my CVMC Mustang family.

As I write this we have finally gotten a break from the smoke and the heat that has been plaguing us and killing our incentive (in case the covid wasn't enough of a buzz kill). Hopefully they will get that under control as well and we can reclaim our normal lives. The holidays are coming up quick and nobody wants to spend them in lockdown.

Fall brings a change of colors and ushers in all the fun events we have with family and friends leading up to the end of the year. Hard to say what this year's holiday season will look like but I think we should finish up with a big 2020 calendar burning. Your activities committee is still planning events for the coming months so we can get out and enjoy each others company.

With the end of the year we are also going to have club elections so that is gearing up. We will get the information out to you on how that is going to work since we can't have a physical General meeting yet and the telecon meetings are pretty much a bust. Lol

We've had a challenging year this year and I'm glad to see members still getting out to share a meal and a laugh. We are a family and together we can weather all storms. Stay safe and well and we will ride this out together. I know I keep saying it but

"This too shall pass".

Take care of yourselves and be safe.

Joe Colvin
CVMC Grand Poohbah
joe@cvmustang.org



from the editor

.....ummmmm what?

Garo Chekerdeman
CVMC - Newsletter Editor

This Diesel-Powered Ford Mustang Is Bound To Upset Muscle Car Enthusiasts

By: **Brad Anderson**
Source: carscoops.com

This Ford Mustang has been outfitted with a Cummins diesel engine and if you're a traditional muscle car enthusiast, this could be your worst nightmare. If, on the other hand, you love unusual engine swaps, it might be right up your alley.

The car is owned by YouTuber Westen Champlin and would have originally left the factory with either a four-cylinder, a six-cylinder, or a V8. Clearly eager to make a Mustang unlike any other, the car is now rocking a massive Cummins engine.

We have no idea how much power the diesel engine is pumping out, but slotting it into the Mustang doesn't appear to have been easy. In fact, the massive powertrain barely fits in the engine bay and installing it required some serious work. In addition, the car's wiring had to be overhauled to make the engine functional.

Making the unique Mustang all the more intriguing is the fact that the diesel Cummins engine is sporting a big turbocharger and an exhaust that exits directly out of the engine bay.

Of course, there's no way for the car's standard hood to be re-attached, but the YouTuber has managed to affix the front bumper and fascia of a Mustang Shelby GT500, making it look more like a proper car (well, without a hood anyway) and not simply a weird engine swap.



upcoming events

October 2020

C.V.M.C Activity List

Date	Time	Description
3 Sat	9AM - 9PM ✉	8th Annual Rendezvous back to Route 66 Car Show and Cruise
	10AM - 4PM ✉	POSTPONED Until 2021 Central Valley Fallen Heroes Car Show
	10:00AM ✉	I-Hop club breakfast
10 Sat	6PM ✉	DownTown Clovis, Cruise down Pollasky Ave
11 Sun	✉	CANCELED SoCal Ford Festival
17 Sat	5:30AM ✉	CVMC Harvest Party
19 Mon	6PM - 8PM ✉	Board meeting, Susan to host
29 Thu	6PM ✉	C.V.M.C. General Membership Monthly Meeting Black Bear Dinner
31 Sat	4:45PM ✉	HALLOWEEN Moonlight Run to Glacier Point

happy birthday

SEPTEMBER:

- Sept 10 Shirley Nakagawa
- Sept 11 Nancy Sharmer
- Sept 21 Brandon Walker
- Sept 21 Charles McKinney
- Sept 27 Mary Whitley



next general meeting
October 29th, 2020
 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

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

3500 Never Forget Lane • Clovis, CA 93612

100% PROCEEDS TO BENEFIT

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
Ph: (559) 898-CV FH
(2834)



www.cvmustang.org

Roped-Off Classic: 1963 Ford Mustang II Concept



By: AARON65

Source: curbsideclassic.com

The “original” Mustang II has led a sad life. My point: I have been a rabid car fan for all of my 37 years on this planet, live in Michigan, attend a dozen or more car shows and museums per annum, and own an early Mustang (and therefore am fascinated by its history). Never had I, however, laid eyes on this concept car until this June, and then I saw it two weeks in a row. Why the sneaking subterfuge? What gives?

Unfortunately, it has much to do with the city of Detroit, and that may be all I have to say about that. Detroit is, to be charitable, a work in progress. The Detroit Historical Museum owns the Mustang II show car and stores it in a large decrepit warehouse among the rest of their 100-odd vehicle collection. Their cars are stored in large inflatable car bags, but due to a lack of display space, they are almost exclusively locked away from an adoring public.

Fortunately for car buffs, the Mustang II has managed to emerge from its cocoon relatively intact. Indeed, the paint is cracking and a large dent mars its tail panel, but it is in one piece and apparently runs, no thanks to Detroit. Legend has it that the museum loaned the car to Owl’s Head Transportation Museum in Maine from 1996-2011. No wonder I’ve never seen it out. One of Owl’s Head’s employees/volunteers actually worked on the Mustang II during his career at Ford, and restored it to running and driving condition. Remember Maine!

Although the Mustang II has spent much of its life hidden from daylight, it has been shown twice (at least) this year in Michigan: at the Henry Ford Motor Muster and at Sloan Museum’s Autofair. Both times, a “handler” accompanied the car, and I got the distinct feeling that he was a bit overprotective, like a jealous suitor. He seemed to give me the stink eye as I photographed it, and refused to open the hood, as it was “against policy.” Whose policy? To be fair to him, Detroit’s bureaucracy may actually forbid handlers from opening car hoods.

Nevertheless, the Mustang II show car was intended to be a bridge between the Mustang I show car and the eventual production Mustang. Obviously, it had more in common with the ’65 Mustang than the original concept, but it was evidently built from

a Falcon Sprint convertible, as the Mustang had not yet been introduced when this car was assembled. Upon seeing it for the first time, GM’s Bill Mitchell reputedly remarked that it looked like a Hamtramck Falcon. For those who aren’t Michigianians, Hamtramck is a city in Michigan with a historically large Polish community. Old Bill was apparently never known for his tact.

Normally, I bow to Bill Mitchell’s taste and wisdom, but he was 180 degrees out regarding the Mustang II. It looks great. In fact, these wheels would look terrific on my ’65 hardtop. I wonder if I could find a set.

Oh goodness, those mirrors! They look infinitely more seductive than the garden variety rear view on the door of my ’65. From this standpoint, it’s easy to see that the Mustang II used similar body panels to the production Mustang. In fact, from here, aside from the mirrors, most people would think they were looking at someone’s base notchback.

According to what I’ve read (and there is little real information out there on this car), the nose of the concept was steel, but bolstered with a heaping helping of body filler, so it certainly wasn’t meant for production. That may be for the best, as the headlight/grille combination may be the car’s weakest feature.

The interior and lowered roofline were, contrarily, grand slam home runs. The sculptured door panels and console said money where the production Mustang’s said frugality. The blue and white vinyl hark to echo the car’s exterior, which wears a similar paint scheme to the Mustang I show car.

The fiberglass hardtop was removable, and this topless photo shows the two-toning that would inspire later “Pony” interiors in production Mustangs. The divided rear seat is a sporty touch that didn’t make it to production models.

Although I have no engine shots, everything I’ve read states that the Mustang II has a 289 High-Performance engine with dual four-barrel carburetors. These were allegedly added later, as the car was used as a carburetor mule by the fuel-system engineering department after its days on the show circuit. By one account, the car was on a trailer headed to the crusher when a few engineers figured they’d use it as a test car. Close call!

The most intriguing engine modification includes wax-filled lifters. Apparently, Ford designed the lifters with a special expanding wax so the engine would sound like it had a huge cam once the engine warmed up. Neat trick, but I'd have to wonder if it would hang the valves open on a hot start.

Who knows how I managed to miss out on the Mustang II for this long? Happily, we found each other, even if only for a short time, and I hope I don't have to wait another 37 years to see it again. And this raises an interesting dream I have.

I certainly don't understand the vagaries of museum ownership, but it would be appropriate if the Detroit Historical Museum would loan the Mustang II to the Henry Ford Museum indefinitely. There, it could sit between the Mustang I concept and Mustang serial number 100001, completing the story of the Mustang's infancy. Until that happens, I guess I'll just have to be satisfied with an occasional sighting at an occasional car show.

<https://detroithistorical.pastperfectonline.com/webobject/4F4F6518-010A-419F-9ED4-404531067391>

The above link shows several pictures of this car, including under the hood shots (the handler told me that these pictures would be online). The engine has dual vacuum secondary Holleys on what appears to be a pretty tall manifold. It's interesting that it all fits under the hood with that homemade air cleaner. Notice the cuts made around the curved ends of the lid.



The 10 Most Popular Ford Mustangs of All-Time

By: James Lawson
Source: decibelcar.com



The Ford Mustang is easily the most iconic muscle car in the history of automobiles. Whether or not you're a fan of these cars, you can't deny the respect and recognition they have gathered. From their first release in April 1964, the Mustang has taken the world by storm. Since then, over 10 million Ford Mustangs have been sold. And, it's still the most popular and best-selling sports coupe on the planet today.

However, throughout the Mustang's storied history, there have been ups and downs regarding certain models. Some are just clearly more popular and vaunted than others.

Let's take a look at the top 10 most popular Ford Mustangs of all-time.

This list is highly subjective. But if you don't see your favorite, please share with us down in the comments below what would have cracked your top ten list.

1. 1965 Shelby GT350

When it comes to our number one pick, it has to be the 1965 Shelby GT350.

Originally released in Wimbledon White with Guardsman Blue rocker stripes, these were sleek and sexy machines. They were often called "Cobras"—a reference to other 2-seater Shelby vehicles. Plus, they came equipped with the Cobra emblems to solidify their involvement with Shelby.

With a 306 HP V-8 engine under the hood, the GT350 was no daily commuter. It was designed with racing specifically in mind. However, subsequent year models were adjusted more and more to make the car more comfortable. However, that just added more weight, and eventually, they were no longer racing contenders.

2. 1969 Boss 429

The 1969 Boss 429 is easily one of the rarest and most sought-after vehicles of the 1969-1971 era. It was originally built to be Ford's answer to Chrysler's 426 Hemi that was dominating auto racing.

When Ford released the Boss 429, they weren't keen on putting the 429 into production model cars. However, in accordance with NASCAR rules, they needed to put a minimum of 500 vehicles and engines out on the public market. Only 859 Boss 429s were produced in 1969—and even less the following year with 499.

3. 1966 Ford Mustang Fastback

If you're looking for the most beautiful Mustang ever released by Ford, it's got to be the 1966 Fastback. Its shape and curvature

are instantly recognizable among car enthusiasts, and the Fastback is one of the reasons the Mustang is so iconic today.

One of the best things about this car is its price. They're a relatively cheap entry into classic car collecting. Whereas many classic cars can drive prices well above the \$100,000 mark, you can pick one of these up for much less.

4. 2015 Shelby GT350R

We really like the Shelby models, and in 2015, Ford released another Shelby GT350R worthy of making this list.

Its 5.2-L V-8 engine pumps out a solid 526 HP with 429 ft-lbs. of torque, giving it that get-up-and-go you expect from a Ford Shelby.

5. 1964 Ford Mustang

This is the one that started it all. When Ford launched the Mustang, they had no idea just how far the vehicle would take them. It's one of the most popular vehicles ever built, with a reputation that's still going strong today.

The original engine inside the Mustang was a 176 cubic-inch V-6 that only put out 101 HP. It's amazing to see just how far they've come since then.

6. 1993 SVT Cobra

If you dig the Fox-body Mustangs, then you already know the 1993 SVT Cobra. It was essentially the send-off for the generation of cars before releasing the longer, less boxy Generation 4 Mustangs. And it's the only Cobra ever produced with the Fox-body.

This came with the signature 5.0 L V-8 that could crank out 235 HP at 4,600 RPM. While these aren't an exceedingly rare find, they're a great representative of the Fox body Mustangs.

7. 1968 Ford Mustang California Special

The 1968 California Special was a Mustang that Ford never had any plans of creating. However, since California attributed to about a quarter of Mustang and Thunderbird sales, regional car dealers pulled together their clout in order to drive Ford to produce a car just for them.

It was called the California Special, and it had several unique features. It came with 1965 Thunderbird taillights, side scoops, hood pins, and a rear spoiler deck lid. The California Special sported many different engine sizes. They were even sold as the High-Country Special in the Denver, Colorado area.

8. 2000 Cobra R Mustang

When the 2000 Cobra R first debuted, it was the fastest production Mustang ever built. It could reach speeds up to 170 mph. It's powered by a 5.4 L V-8 capable of generating 385 HP. In true R-type fashion, the vehicle was lightweight and with its powerful engine, it could accelerate from 0-60 mph in just 4.7 seconds.

To get those kinds of numbers, Ford scrapped anything that wasn't essential for track use. Only 300 of these units were ever produced, so they're a real treasure to find out in the wild.

9. 1971 Mustang Mach 1

The 1971 Mustang Mach 1 has got to be one of the meanest looking Mustangs Ford has ever produced. With upgraded front geometry and wider wheelbase from the 1970 model, it surely is a sight to behold. However, when swapping out to 1971 from 1970, the Mach 1 actually lost a bit of power.

While this may have seemed like a raw deal when the cars were new, this is an acceptable trade-off in today's age—especially if you're going to turn it into a show car.

10. 2008 Ford Mustang Bullitt

The first Mustang Bullitt cars came out in honor of the Steve McQueen film Bullitt, where he drove a 1966 Fastback. The 2008 model is a unique, modern take on the original. It's designed to resemble the original Bullitt Mustang while integrating the newer front-end.

It came equipped with a 24 V SOHC V-8 that charged 315 HP at 325 ft-lbs. of torque. And let's not forget, the Bullitt comes standard in Dark Highland Green—a color only available for Bullitt mustangs.

Conclusion

So, what did you think of our list? Is there any Mustang that you feel should have made the cut?

The Ford Mustang is a real gift to sport and muscle cars. Its longevity has proven that the Mustang is here to stay. We're looking forward to the next generation and seeing what Ford will come out with next.



2021 Ford Mustang Updates Include GT500 Carbon Fiber Handling Pack

2021 Ford Mustang changes include new color options, the return of the Mach 1, and a new package for the GT500.



By: Brett Foote

Source: themustangsource.com

We're still a ways off from the arrival of the all-new, S650 Ford Mustang. But like most model year changeovers, there are a few updates in store for the 2021 Ford Mustang, aside from the return of the Mach 1. Those changes were recently revealed via an official Ford document, and while they don't represent anything earth shattering, they will only make the popular pony car even more appealing to buyers.

Perhaps the biggest news surrounding these 2021 Ford Mustang updates relates to the Shelby GT500. Ford's king of the Mustang hill will now be available with a Carbon Fiber Handling Package, which adds black-painted 20-inch carbon fiber wheels, adjustable strut top mounts, a Gurney flap, a catch can, and splitter wickers.

No word on how much the new package will cost, but the existing Carbon Fiber Track Pack adds a whopping \$18,500 to the GT500's base price, while the Handling Pack runs an extra \$1,500. It's worth noting that the Carbon Fiber Track Pack comes with exposed carbon wheels, so the new black-painted look is a definite change.

Aside from that interesting new option, the 2021 Ford

Mustang will see some changes to its exterior color options. The base Mustang, GT, and GT500 will now be available in Grabber Yellow, Carbonized Gray, and Antimatter Blue – the latter of which is also a color option on the 2021 Ford Bronco.

Those interested in the reborn Mach 1 can choose from one of eight color choices – Fighter Jet Gray, Shadow Black, Iconic Silver, Velocity Blue, Oxford White, Race Red, Twister Orange, or Grabber Yellow.

These updates are minor in nature, of course, but should help keep the current Mustang competitive until the S650 arrives for the 2023 model year. The next-gen Mustang will reportedly stick around for eight years, which would match the S550's life span.

While the current Mustang's engine options should carry over to the S650, it will reportedly ride on the 2020 Explorer's CD6 platform, offering both rear- and all-wheel-drive configurations. A hybrid drivetrain is also a strong possibility, and we certainly wouldn't rule out an all-electric version of Ford's venerable pony car, either. That may not sit well with purists, but if the Cobra Jet 1400 is any indication, an electrified Mustang could certainly be a good thing.

SPECIAL EDITION: 1966 Easter Color Sale

The Easter Collection of Colors is not a real Mustang special model, just an interesting sales promotion opportunity which comes up once a year for any dealer who wants to create a unique sale.

A 1968 Easter Color Collection Mustang Promotion could have been inspired in 1968 by the unveiling of Eastertime Coral as April's special color for the Color Of The Month national Mustang Promotion. Ford dealers could park the new Eastertime Coral Mustang next to a Seafoam Green, Meadowlark Yellow, and Diamond Blue 1968 standard factory color Mustangs and a Passionate Pink Mustang left over from the Valentine's day, February color of the month.

EASTER COLORS NOW!



Colors Like:
Playboy Pink
Springtime Yellow
Candyapple Red
Saphire Blue
Honeydew Yellow
Ember Glow
And many other exciting colors.

LIFE TIME WARRANTY
Available on every new car sold by Jackson-Goldiel Not 30 days, not 24 months, not 5 years. **LIFE TIME WARRANTY.**





Talented Woodworker Creates Amazingly Detailed 1967 Shelby GT500 Model

The devil is most certainly in the details when it comes to this impressive Shelby GT500 wooden model.

The vast majority of builds we feature are of the actual driving type. But every once in a while, we come across something so cool that it deserves to be recognized, even if it is only a mere model of an actual vehicle. That's certainly the case with this amazing 1967 Ford Mustang Shelby GT500 wooden model, which we get to see magically come to life courtesy of the talented hands of YouTuber Woodworking Art.

This "build" starts out as nothing more than a couple of pieces of wood that could be used to produce something as meager as a book shelf or table. But this woodworking master has something very different in mind, and something undoubtedly incredible. That vision begins to take place when he cuts some flat boards into the rough shape of a classic Shelby GT500 using a bandsaw.

After cutting out the two sides of the car, he proceeds to mate them together with a set of handmade dowels. Then, it's time to also cut out a roof, trunk, and hood, as well as carve out some of the details. This includes the front and rear glass, along with the fender flares and side scoops that look a bit like the ones we've seen on the Eleanor Mustang from *Gone in 60 Seconds*.

Little by little, the impressive details start to shine through. Our craftsman cuts tread in the tires, creates a set of amazing knockoff wheels, and even makes the doors, hood, and trunk functional. Then, he moves on to making a chassis, engine, and a highly detailed interior. And the whole thing is simply amazing to watch in motion.

It took Woodworking Art a full three weeks to take this Shelby GT500 from raw wood to reality, but here we get to see it happen in a mere eight minutes. It's entirely impossible not to be impressed with the results of this highly skilled exercise, whether you've ever worked with wood or not.

A real '67 Shelby GT500 also costs quite the fortune, so this is probably the next best thing. And it's most certainly cooler than just buying a pre-made model or model kit. Plus, we bet it looks awesome sitting on the desk of the skilled craftsman that lovingly brought it to life, too.



By: Brett Foote
Source: themustangsource.com



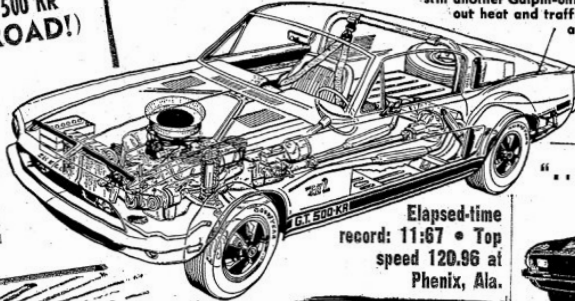
GALPIN'S GOT WHAT NOBODY ELSE HAS!

And Galpin's got 'em at CLOSE-OUT prices

JUST INTRODUCED! SHELBY COBRA GT 500 KR (KR for KING OF THE ROAD!)

Standard: All new Cobra Jet OHV 428 cu. in. V-8; 395 horsepower @ 5200 rpm; 440 lbs./foot of torque @ 3400 rpm; 4.13" x 3.984" bore and stroke; compression ratio 10.6:1; hydraulic valve lifters. Revised distributor curve. Cobra high velocity high volume intake manifold with advanced design, 4 bbl Holley carburetor with 715 CFM (low rate) primaries, 715 CFM secondaries. High capacity fuel pump. Ram air package utilizing twin front hood scoops is standard.

NOTE: All Cobra GT engines include high velocity high flow intake manifolds, die-cast aluminum rocker covers, low restriction oval design die-cast aluminum air cleaner, chromed filler caps, high capacity fuel pumps.



Elapsed-time record: 11:67 • Top speed 120.96 at Phenix, Ala.

"... fastest Pure Stock in history."



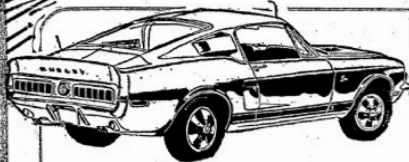
HOT ROD Magazine

On display this weekend at GALPIN FORD
FREE! AQUARIUM SHOW
FRI.-SAT.-SUN.-AUG. 2-3-4

California's finest! Sponsored by the Los Angeles Aquarium Society. Over 75 fish and tank exhibits, from 6-in. squares to 8-ft. long. Trophies awarded in fish and tank divisions. It's FREE to our friends at Galpin Ford. Bring the family!

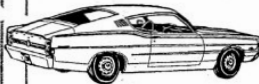


High-performance!
Another difference at Galpin Ford



CLOSE-OUT! SHELBY COBRA GT-500's

CLOSE-OUT on TORINO'S



ONLY AT GALPIN!
TRACK-TESTED CX-1

SPECIAL FAIRLANE 428 CID TORINO DRAG CHAMPIONSHIP INSPIRED ENGINE!

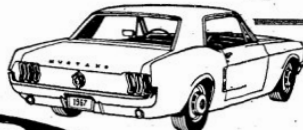
Galpin-built on Mustang base for Sports Car purists. Speed-tested by Ron Dykes, Trans-Am driver and instructor at the Jim Russell School of Race Driving, who put the CX-1 in the Trans-Am class at the Willow Springs Raceway!



1968 MUSTANG V-8
FACTORY AIR CONDITIONING • POWER STEERING • POWER BRAKES • AUTOMATIC TRANSMISSION • RADIO • HEATER • TINTED GLASS • WHITEWALL TIRES • CENTER CONSOLE • BUCKET SEATS • PADDLE DASH AND VISOR • OUTSIDE MIRROR • SEAT BELTS • OTHERS!

\$2689

1968 MUSTANG CLOSE-OUT!
250 MUSTANGS



Trade-in and other MUSTANGS 1965-1967

\$1195-\$2095



GALPIN SQUARE

SALES HOURS Mon.-Fri. • 9 A.M.-10 P.M. Sat. & Sun. • 9 A.M.-7 P.M.
SERVICE HOURS Mon.-Fri. • 8 A.M.-3:30 P.M. Sat. • 8 A.M.-2 P.M.



ONE-OWNER TRADE-INS & OTHER WEEKEND BARGAINS

'66 RANGERO PICKUP

This deluxe V-8 model has FACTORY AIR CONDITIONING, Automatic, power steering, radio, heater and other extras. (U36231).

\$1795

5 others to choose from

'67 MUSTANG FASTB.

2 + 2 fastback sport coupe. Completely equipped with AIR CONDITIONING, radio, heater, vinyl bucket seats, etc. An extra fine weekend value. (WBY589).

\$1795

'65 MUSTANG

2 door hardtop sport coupe. Fully equipped with radio, heater, vinyl bucket seats, and white walls. (1WC033).

\$1195

'65 MONZA COUPE

2 door sport coupe finished in stylish silver blue with matching vinyl bucket seats. Automatic, radio, heater and white walls. Exceptionally clean throughout. (N1C953).

\$1195

'64 PLYM. VALIANT

This deluxe model, finished in fawn beige is fully equipped with automatic, radio, heater and white walls. Extra sharp. (NGL877).

\$1095

'65 FORD HARDTOP

Galaxie "500" model with AIR CONDITIONING, Cruise O Matic, power steering, radio, heater, and white walls. Igloo white finish with contrasting interior. (R0J726).

\$1595

'66 FORD BRONGO

Here is an impossible to find model finished in popular poppy red and equipped with 4-speed shift, and other wanted extras. (SSA364).

\$1795

STATION WAGONS

1965's thru 1968's An outstanding selection of wagon Country Squire, Falcon, Country Squire, Colony Park, etc. Most with FACTORY AIR CONDITIONING, Full power, and all the wanted extras. Priced as low as—

\$1295

'65 FALCON (J8B915)

15505 ROSCOE BLVD. • NEAR SAN DIEGO FWY. • 787-3800 • SEPULVEDA-PANORAMA CITY

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.

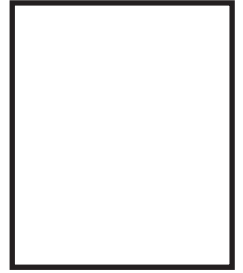
P.O. Box 25964 • Fresno, CA 93729-5964 • Phone: (559) 715-CVMC (2862) • Website: www.cvmustang.org

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
OFFICIAL MONTHLY PUBLICATION
PRESS

Central Valley Mustang Club, Inc.
P.O. Box 25964 • Fresno, CA 93729-5964
www.cvmustang.org



ADDRESS CORRECTION REQUESTED