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OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB

AUGUST 2018

FOUND!



'Li'l Red' Shelby Prototype



Hennessey's
808 hp
Heritage
Edition
Mustang

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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.

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Joseph Colvin • Vice President	285-7296
Tish Davis • Secretary	708-7951
Doug Deffebach • Treasurer	917-4283

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Robin McCann	709-0830
Susan Ward	288-6352
Robert Whitley	877-4948

Compliments or complaints should be presented to Members At Large.

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ACTIVITIES CHAIR

Karen Lee	681-0181
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Robin McCann	709-0830
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Talk to a Member at Large

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Double Business Card Ad (1/4 Page)

Issue	\$7.00
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monthly meeting



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

PAST PRESIDENTS

Ron Dupras	2017
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



from the editor

I hope you have been enjoying your summer and staying cool.

You may, or may not remember my article from last month when I mentioned Ice Cream... I also included a picture of ice cream sitting on the hood of a Mustang. Did you know that there is/was ice cream Mustang color?

You're going to have to get a special type of Mustang because the ice cream only comes in one color: Orange Fury. Orange Fury was announced as a Mustang color in 2017.

"The Detroit Free Press reports that Ford teamed up with the company Coolhaus to make the new flavor, and it comes in an ice-cream sandwich between two vanilla—like America's car tastes—wafers and an edible Mustang-themed wrapper."



If you can't find the Mustang Orange Fury I hope you enjoy something to keep you cool in the heat of this hot Fresno summer!

—Respectfully,

Ron Dupras
CVMC President 2017-2018

"Get involved, engage in your club and enjoy the journey."

What is a Ford Mustang Mach 1?????

1969
Mach 1



1970
Mach 1



1971
Mach 1



Hell, even a 1977
Mach 1



2003
Mach 1



2020
Mach 1
**Ummmmm no
it's not!**



Garo Chekerdeman
CVMC - Newsletter Editor

recipe

Banana Pecan Coffee Cake

Submitted By: Nancy Sharmer



INGREDIENTS:

- 1/3 cup granulated sugar
- 1/4 cup unsalted butter or margarine, at room temperature
- 2 soft, ripe bananas, mashed
- 1/4 cup sour cream
- 1 egg
- 1 1/4 cups all-purpose flour
- 1 tablespoon baking powder
- 1/2 teaspoon baking soda
- 1/4 teaspoon ground nutmeg
- 1/4 teaspoon salt
- 1/2 cup whole milk

TOPPING INGREDIENTS:

- 1/4 cup all-purpose flour
- 1/4 cup firmly packed light brown sugar
- 2 tablespoons granulated sugar
- 1/2 teaspoon ground cinnamon
- 3 tablespoons very cold, unsalted butter, cut into pieces
- 1/3 cup toasted chopped pecans

DIRECTIONS:

1) Preheat the oven to 375°F. Grease an 8-inch square baking pan. To make the cake, in a large bowl with an electric mixer, cream the granulated sugar and butter at medium speed until fluffy, about 5 minutes. Add the bananas, sour cream, and egg and mix until combined.

2) Stir together the flour, baking powder, baking soda, nutmeg, and salt in a separate bowl. Add the flour mixture to the banana mixture, and then the milk. Beat until well combined. Pour the batter into the prepared baking pan.

3) To make the topping, in a small bowl, stir together the flour, sugars, and cinnamon. With a pastry blender or your fingertips, work the cold butter into the flour mixture until coarse crumbs form. Sprinkle the topping over the batter, followed by the pecans.

4) Bake until golden brown across the top, 35 to 40 minutes. Drizzle with glaze and let cool for 10 minutes or slightly longer before cutting into squares or wedges. Serve immediately or cover with a cake cover or kitchen towel for up to 2 days.

happy birthday

Aug 4 Jason Conner

Aug 15 Stacy Lairson

Aug 24 John Anderson

Aug 28 Skip Tullock

next general meeting
SEPTEMBER 27th

be sure to check out



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DATE: October 6, 2018

LOCATION: Sierra Vista Mall



'Little Red' 1967 Ford Mustang Shelby GT500 found after 50 years, could be worth millions



*By: Gary Gastelu
Source: Fox News*

Seek and ye shall find. Eventually.

A legendary Ford Mustang that many thought was destroyed 50 years ago has been discovered rotting away in a Texas field. And it could be worth millions.

Affectionately called Little Red, the 1967 model was an experimental car that Ford loaned to Carrol Shelby to use as a test bed for the development of performance parts. Little Red and a later car, unofficially known as the Green Hornet, were the only two Shelby GT 500 notchback coupes of their era, each sporting a snazzy vinyl roof.

Shelby's crew tinkered with the cars, trying out different body parts, engines and transmissions. Little Red was primarily configured with a supercharged 428 V8 and 3-speed automatic transmission, while the Green Hornet was fitted with a prototype independent rear suspension that never made it into production, but remains on the car today.

Little Red made an appearance at a Ford preview event in Los Angeles, where it inspired the creation of the first California Special Mustang, which aped its styling, if not performance. Shelby eventually sent the cars back to Ford for a date with the crusher, as was standard practice for prototype cars, but they both stood it up.

The Green Hornet showed up at a Ford employee auction in 1971 and was resold several times until it ended up in the garage of Barrett-Jackson Auction House CEO, Craig Jackson, about 15 years ago. Little Red just disappeared.

A half-century of failed attempts to find it seemed to back up the prevailing view that it had been crushed. But like any good mystery, all that was missing was the right key to unlock it. Then Jackson got his hands on it.

Jackson and classic car specialist Jason Billups were doing research on the Green Hornet recently and found an inventory sheet from Ford listing its VIN along with those of some other cars. It dawned on Billups that everyone who'd been looking through records for Little Red were using its Shelby-issued serial number, rather than the original Ford VIN, which they now had.

And just like that, they found it. It was registered in Texas, where they connected with its current owner this past February — and the rest of its story unfolded.

Jackson told Fox News that Little Red, naturally-aspirated again, was sent to Courtesy Ford in Littleton, Colo., where a wounded Vietnam vet decided to treat himself, not knowing the car he was about to buy was any more special than the other Shelybs on the lot. After driving it for a couple of years he then sold to a man who lived in Wyoming at the time.

The second owner later moved to Texas and had it put away in a storage container that got broken into, the thief taking a few parts from the car, which was no longer in running condition.

After that, he brought it to his cousin's house in Weatherford, Texas, and left it in his yard among a bunch of other old cars, where it was sitting when Jackson and his team arrived.

Along with Billups, he'd brought along renowned Mustang expert Kevin Marti to authenticate the find. Marti last year confirmed that a Mustang shell that had been sitting in a Mexican junkyard for years was one of the stunt cars used in the Steve McQueen film "Bullitt."

This one wasn't in much better shape. The engine and transmission are out, the front fenders and hood are missing, and you'd never give it a second look if not for the Shelby badge on the roof pillar.

The owner told Jackson he had a hunch that it might be Little Red about 25 years ago, but when he reached out to the folks at Shelby, they gave him the crusher story. Confident that it was the real deal, Jackson said the owner sold it to him for a fair price and was glad to be a part of what's to come.

Jackson wants to bring it back to life in as close to its ideal condition as possible. Of course, he's not really really sure what that is, since it morphed many times while Ford and Shelby were working with it. So he's launching a website to document the work and crowdsource information from anyone who has any.

"If your dad worked for Ford or Shelby, talk to them. Or look in your closet and see if you have any old pictures of it. Anything might help," he said.

One hint he already has is the presence of two fuel pumps, which supports a rumor that it was twin-supercharged at one time.

As for the rest, the work will likely be a yearslong project that Marti thinks will rewrite Mustang history.

Jackson didn't say what he planned to do with it when its done, but he did put Green Hornet up for auction in 2013 and the bidding got as high as \$1.9 million, which wasn't enough to meet its reserve.

Don't expect him to offer a discount for the pair.

Shelby's crew tinkered with the cars, trying out different body parts, engines and transmissions. Little Red was primarily configured with a supercharged 428 V8 and 3-speed automatic transmission, while the Green Hornet was fitted with a prototype independent rear suspension that never made it into production, but remains on the car today.



Photo courtesy Martyn L Schorr

Hennessey's Heritage Edition Mustang boasts 808 horsepower, retro styling

By: Stephen Edelstein
Source: Digital Trends



Texas-based Hennessey Performance Engineering has built some incredible cars over the years, from a six-wheeled Ford F-150 Raptor to the awe-inspiring Venom supercar. The company just reached its 10,000th build, and it's celebrating that milestone with an 808-horsepower Ford Mustang.

The Hennessey Heritage Edition Mustang adds more power and retro style to Ford's evergreen muscle car. It's inspired by Ford's own GT '67 Heritage Edition and, like that supercar, the Mustang wears the same red-and-white livery and racing No. 1 as the Ford GT40 that won the 24 Hours of Le Mans in 1967. That win was special because an American car won with American drivers (Dan Gurney and A.J. Foyt) at the wheel. The GT40 and its string of four Le Mans victories were the inspiration for the modern GT supercar.

Hennessey started with a Mustang GT, treating the car's 5.0-liter V8 to a supercharger and other upgrades. The result is the aforementioned 808 hp, and 677 pound-feet of torque. Hennessey claims the Heritage Edition will do 0 to 60 mph in 3.3 seconds, run the quarter mile in 10.7 seconds at 132 mph, and reach a top speed of "over 200 mph." Hennessey will offer the upgrade on cars equipped with both the six-speed manual and 10-speed automatic transmissions.

The Heritage Edition Mustang sits a bit closer to the ground on lowered suspension. The wheels are 20-inch forged pieces of Hennessey's own design, and they come wrapped in Michelin Pilot Sport Cup 2 tires. Brembo brakes help keep the Mustang's prodigious power under control.

Hennessey will build just 19 Heritage Edition Mustangs, priced from \$89,950. Each car will get a serial-numbered dashboard and engine plaques, a letter of authenticity, and a personal letter of gratitude from Hennessey founder and CEO John Hennessey. The company also provides a three-year/36,000-mile warranty for its upgrades, supplementing the Ford factory warranty.

Hennessey started building cars in 1991, and since then it has modified performance vehicles from all three of the major U.S. automakers. Hennessey claims to have delivered over 6.5 million hp, averaging over 650 hp per car. The company is now aiming to build the world's fastest production car. It claims the new Venom F5 will hit 301 mph when the supercar finally gets unleashed on a track.



Ford's Bullitt Mustang rides again. Can McQueen's car restore shine to faded blue oval?



The irony is rich.

Ford, a company in turmoil that is essentially ditching the business of building cars, is looking to generate some sorely needed buzz by rolling out, you guessed it, a new car.

Then again, this is not just a new Taurus or Fusion.

It's the latest Bullitt Mustang, a version of the pony car that holds a special place in the hearts of car lovers, primarily because it was featured in one of the most famous chase scenes ever in a movie.

"Bullitt," starring Steve McQueen, came out in 1968. The scene with McQueen driving his Mustang in a high-speed pursuit through the streets of San Francisco reinforced the image of the Mustang as the ultimate in cool, at least in the late sixties and early seventies.

Fifty years later, Ford hopes to recapture a little of that magic with a new version of the Bullitt.

"The Bullitt is one of the models that helped build the Mustang reputation," said Mark Phelan, auto critic for the Detroit News. "The movie is decades old, but people still see it. The Bullitt is part of the Mustang allure almost independent of the movie."

For those of us old enough to remember when McQueen and Bullitt were icons in Hollywood, seeing the new Bullitt Mustang is a reminder of when muscle cars ruled the road.

When Ford unveiled the car at the Detroit Auto Show in January, the automaker pulled out all the stops, including having McQueen's granddaughter Molly ride on stage in one of the original models used to make the movie.

"I got emotional when I saw Molly McQueen talk about that car because it is the idea of the history of Ford where it has been a leader in categories like Mustang and F-150 not resting on its laurels," Ford CEO Jim Hackett told CNBC the night the new Bullitt Mustang was introduced.

Six months later, Hackett and his team have all but thrown in the towel when it comes to building cars and sedans, announcing in April that the company was going to stop making almost all of its car lines

to focus on its popular SUVs and pickups. The Mustang was spared.

For Ford, moving away from cars is smart.

"The pressure on car sales is here to stay. That's because crossover utility vehicles have become more popular," said Jamie Albertine, auto analyst with Consumer Edge Research. "Ford is putting money behind models that are more profitable and where the company has market share strength."

Ford's also not afraid to cut its losses on some of the company's least interesting cars.

The Lincoln Town Car — commonly referred to as Your Grandfather's Town Car — was discontinued in 2011. It's also phasing out production of the Taurus, Focus, Fiesta and Fusion sedan, which Bloomberg included in a 2015 article: "The Brutal Battle of the World's Most Boring Cars."

Most of Ford's cars are considered decent, but not memorable — unlike the Mustang, analysts say.

Ivan Drury, auto analyst at Edmund's.com, said the Mustang is "so good. Any variation of it is strong," but the rest of the company's sedans are just "adequate."

"They've tried to make their sedans sexy over the years, but it's never resonated with buyers," he said.

Ford's been struggling in the meantime. Its shares are down more than 19 percent so far this year and its second-quarter profits plunged by almost 50 percent from the year before, the company said when it reported earnings last week. Executives lowered their 2018 earnings projections, due to rising commodities costs and waning demand for its sedans overseas.

Ford is looking to the Bullitt Mustang, which will be sold in limited numbers, to restore luster to a brand and company struggling to redefine itself.

"It reminds people of the heritage of the company," said Phelan. "It reminds people Ford is not just making SUVs, they are building cars you can get excited about."

What are the hottest classic and muscle cars in your state?

By: Mark Phelan, Detroit Free Press

Photo: ClassicCars.com



The 1969 Dodge Charger is the king of the road. I know that's tough for Mustang and Camaro fans, but numbers don't lie, and the '69 Charger is the most-searched-for among both muscle and classic cars on Classiccars.com.

The website studied more than 45 million searches by people looking for a classic car and created lists of the most-searched classic and muscle car in every state, and the 10 most frequently searched cars for the whole United States. The results are based on more than 45 million searches from June 2017-June 2018.

The top 10 most searched classic cars in the U.S.

- 1969 Dodge Charger
- 1967 Ford Mustang
- 1969 Chevrolet Camaro
- 1965 Ford Mustang
- 1965 Ford Mustang Shelby Cobra
- 1957 Chevrolet Bel Air
- 1966 Ford Mustang
- 1970 Chevrolet Chevelle
- 1969 Ford Mustang Mach One
- 1969 Chevrolet Camaro

The '69 Charger's rise to the top may be due to its towering rear wing and prominent role in "Fast and Furious 6." Other Chargers featured in the series are also frequently searched on the site, which has about 30,000 classic cars for sale at any given time, Classiccars.com president and CEO Roger Falcione said.

In addition to shoppers' online searches, the website factored information into the rankings from 500 classic car dealers with which it works.

The Chevrolet Camaro and Ford Mustang run neck and neck in many of the rankings, as they do in the boasting of classic car owners.

The Mustang performed best on the West Coast, the Charger in the South, while a pack of Chevys that included Camaros, Chevelles and Impalas did well through the center of the country, Falcione said. Muscle cars are a lot of the website's traffic but there are plenty of cars from before and after that era on Classiccars.com, too.

"We're seeing a shift to the mid-'70s now, especially Japanese models," he said. "They're hitting the market and prices are appreciating."

Five most-researched classics in Michigan

- 1969 Dodge Charger
- 1969 Chevrolet Camaro
- 1968 Dodge Charger
- 1967 Ford Mustang
- 1969 Mustang Mach 1

Five most-researched classics in California

- 1967 Ford Mustang
- 1965 Ford Mustang
- 1965 Chevrolet Impala
- 1955 Chevrolet Bel Air
- 1965 Chevrolet Impala



10,000,000

MUSTANG

MILESTONES

2018

10-millionth Mustang rolls off the line in Flat Rock



2014

Mustang celebrates 50th anniversary



2008

9-millionth Mustang built, a GT convertible



1994

Gen. 4 Mustang debuts, new design revives pony car look



1983

Convertible returns after 10-year hiatus



1964

Mustang debuts; serves as Indy 500 pace car; appears in James Bond movie "Goldfinger"

LAUNCHES

2019 Limited-edition Bullitt Mustang capable of 163 mph

2018 Gen. 3 5.0-liter Coyote engine with 460 horsepower and new Performance Package II

2015 All-new 6th generation Mustang, first with independent rear suspension; Shelby350/GT350R with flat-plane crank 5.2-liter V8

2012 First Boss 302 since 1971 returns with 444 horsepower V8

2011 All-new 412 horsepower 5.0-liter Coyote V8 Mustang GT debuts

2008 Iconic Mustang Bullitt returns

2007 California Special returns

2004 Dearborn Assembly Plant ends 40 years of Mustang production as assembly switches production to AAI plant in Flat Rock, MI starting with the 5th generation of Mustang

2003 Mustang Mach 1 model returns with Ram-Air "Shaker" hood scoop

2000 SVT Mustang Cobra "R" race version returns

1996 4.6-liter Modular V8 replaces 5.0-liter engine in GT and SVT Cobras

1993 Limited-production SVT Mustang Cobra debuts

1984 Mustang SVO debuts

1982 Mustang GT returns after 12-year absence

1979 Euro-styled "Fox" platform Mustang debuts

1976 Cobra II joins the lineup

1974 Mustang II debuts amid gas crisis; no V8 engine offered until 1975

1970 Ram-Air "Shaker" hood offered

1969 High-performance Boss 302 and Boss 429 introduced

1968 Mustang 390 GT stars with Steve McQueen in "Bullitt"; 428 Cobra Jet engine debuts

1965 Shelby GT350 introduced; Mustang 2+2 with full fastback roof debuts

BULLITT and all related characters and elements © & TM Warner Bros. Entertainment Inc. (s18)

A Mustang Tidbit: '60s Vintage Ad

Marital Control

This example of a period-appropriate ad that probably wouldn't make it in today's world. The husband wants the control of a manual and the wife is assumed to want the convenience of automatic shifting. "Selectshift" is a great way to present what we'd think of as the normal operation of any of today's automatic transmission-equipped vehicles.



**Why see a marriage counselor?
Get a Select Shift.**

You want a stick shift. She wants an automatic. And your budget says: "one car!" No problem anymore. Get one car. And get it with a Ford Motor Company Select Shift. The Select Shift is standard equipment with every automatic transmission. Come on the steering column or on the floor. Works like this: Shift the Select Shift into first or second gear; it works like a manual shift. Real control in snow or mud. Assists braking on hills—helps handle heavy trailer loads. Shift the Select Shift into automatic. It's automatic. The Select Shift. You get your way. She gets hers. Ford has a better idea... Shift for yourself!



...has a better idea

Seventh-generation Ford Mustang pushed back a year to 2021 *Reasons unclear, perhaps involving switch to new modular platform*

By: Jonathon Ramsey / Source: autoblog.com

In a story encapsulating how Ford wants to inject more Mustang DNA into its wider lineup, Automotive News reported that the next, seventh-generation Mustang will be delayed "by about a year." We don't know the reason, but CEO Jim Hackett was said to be behind the move. It's possible the schedule change has something to do with the Mustang giving up its single-use platform to move to one of five new modular architectures, figured to be the RWD/AWD architecture planned for the next Ford Explorer and Lincoln Aviator. The next Mustang is now expected in 2021.

That's a rather uncertain guess about cause, though, because Ford's clearly had platform rationalization and parts-sharing plans for a while. The modular Explorer platform got outed in rumor four years ago and confirmed in January this year. In March, we spotted the 2020 Aviator show car at the New York Auto Show with a Mustang's rear suspension. Not a modified Mustang suspension, but the identical item, which we expect to be swapped out for beefier components come production time.

As long as designers can maintain the Mustang mojo they've had going for several years now, the platform switch should be a non-issue. The coupe's real trick has been backing up those popular retro looks with excellent driving dynamics, and that latter benefit shouldn't be harmed. The pony car's chief designer told AutoNews that the next version will "be a strong, well proportioned vehicle," and that the behind-the-scenes parts sharing is "not going to bastardize Mustang."

After that, a more full-featured platform gives engineers more possibilities, like the opportunity to create an all-wheel drive coupe that can stand on level with the AWD Dodge Challenger, or that might be used for special trims like the Shelby GTs. The ability to power all four wheels would increase control and sharpness in the face of stratospheric horsepower numbers and severe weight gain.

The same way Chevrolet took Camaro DNA to create a crossover that resurrected the Blazer name, the next Mustang will pour its heart and soul into an electric crossover. Ford teased the name Mach 1 for that EV people mover earlier this year, but a stampede of negative reaction appears to have forced a rethink. After that, as the last car standing in the U.S. lineup, and arguably Ford's greatest global icon, we should expect more Mustang cues to find their way to other models. If it's the Mustang with which Ford wants to pave the way, however, it remains unclear if the electric crossover will also be moved back a year to 2021.

The Mustang Mach 2?

Hindsight

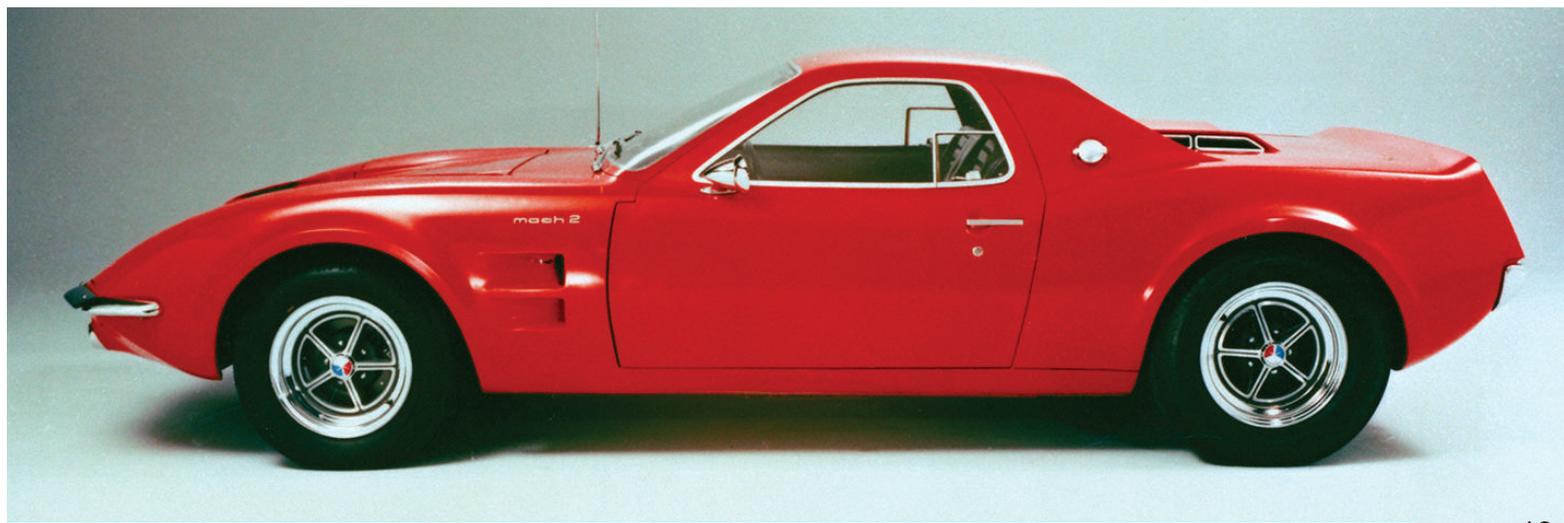


*By: Rob Kinnan
Source: Mustang Monthly*

On this page in the October 2016 issue of Mustang Monthly, we showed you the original Mustang prototype, the Mustang I. That car was a tiny, mid-engine concept built for Ford by Troutman-Barnes in California. Though it saw some track time, it never got close to production. Here, you see the second mid-engine Mustang concept, the Mach 2, which appeared at the 1967 Chicago Auto Show and was photographed here by a Motor Trend staffer driving on the streets of Detroit and on a test track somewhere (we assume Ford's proving grounds) on September 25, 1969, well after its show debut.

In the mid-'60s, Ford gave design chief Gene Bordinat the job of creating a design study that married the demeanor of the then-new Mustang with the brutality of the Shelby Cobra, and he came up with the Mach 2. It had a very European look to it (kind of looks like a GM/Opel GT from the front) but used a lot of Mustang parts, including the front suspension, brakes, and the 289 engine, which was placed behind the driver.

It seems goofy to imagine a mid-engine Mustang today, but back then GM was experimenting with a mid-engine Corvette and had already released Ralph Nader's favorite deathtrap, the Corvair. So the Mach 2 can be thought of as trendy at the time. The Mach 2 obviously never saw production, but as you can see in these photos it was a runner. With GM rumored to be developing a mid-engine Corvette again, maybe Ford will revisit the idea; an affordable alternative to the GT, maybe?



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MCA (Mustang Club Of America) Member Number: _____

Birthdate: _____

Address: _____ City: _____ State: _____ Zip Code: _____

Your Preferred Email: _____

Phone: _____ Cell Phone: _____

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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.

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Central Valley Mustang Club, Inc.

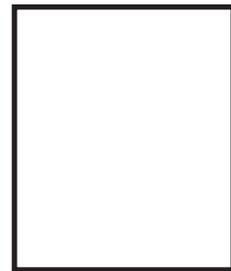
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

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.

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ADDRESS CORRECTION REQUESTED