



the **pony**

OFFICIAL MONTHLY PUBLICATION

PRESS

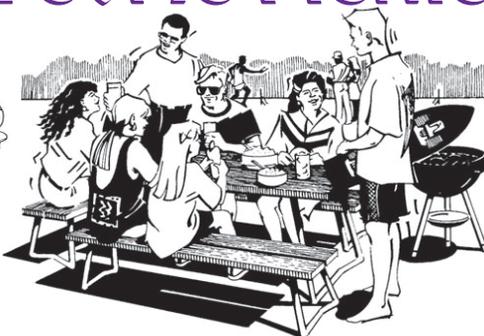
September 2014



ANNUAL CUMC PICNIC



October 4th
Kerman, CA



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CLUB INFORMATION:



Central Valley Mustang Club, Inc.
P.O. Box 9864 • Fresno, CA 93794
Website: <http://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

Paul Beckley • President	323-7267
Jim Sanborn • Vice President	246-6835
Carol DeLaPena • Secretary	453-0571
Jo-el Vaughan • Treasurer	292-5595

MEMBERS AT LARGE

Karen Diaz	224-2492
Robert Grant	645-6146
Bob Vaughan	292-5595
Brandon Walker	323-2150

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP CHAIRMAN

Brandon Walker	323-2150
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CLUB MERCHANDISE CHAIRMAN

Bob Anderson	233-8983
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ACTIVITIES & PUBLICITY COMMITTEE

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

CALLING COMMITTEE

Mary Kokalis	229-3219
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CO-WEBMASTERS

Brandon Walker	323-2150
Paul Beckley	323-7267
Garo Chekerdemian	906-7563

CHARITY COORDINATOR

Nancy Sharmer	346-1096
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NEWSLETTER EDITOR

Garo Chekerdemian	906-7563
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ADVERTISING

Talk to a Member at Large

ADVERTISING RATES:

Classified Ads (3 Lines)

CVMC Members	FREE
Non Members per issue	\$3.00
with Photo	\$10.00

Business Card Ad

CVMC Members	FREE
Issue	\$5.00
Six Months	\$13.00
One Year	\$25.00

Double Business Card Ad (1/4 Page)

Issue	\$7.00
Six Months	\$20.00
Half Page (One Year)	\$70.00
Full Page (One Year)	\$105.00
Half Page / Back Cover / One Year	\$80.00

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GENERAL MEMBERSHIP MEETINGS:



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

PAST PRESIDENTS

Paul Beckley	2012-2013
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

PRESIDENTIAL RAMBLINGS



Finally, the first day of fall is here. It was almost perfect timing for the Clovis Farmers Market. We had 13 cars out there on display, and it was a beautiful sight seeing the twins out there.

Yes, Mary and Tony brought home their new adopted baby and brought her to show her off. I really think we got some great exposure for the club even though foot traffic was a little light.

It looks like we will have good weather for the club's 25th Anniversary Picnic on October 4th with the weather hopefully in the 80's. So I encourage you to attend.

The board has been working hard to make sure that we have some prizes and games, not to mention some great food that will be provided by the club, make sure you sign up for side dishes and desserts though.

Please commit to coming and enjoying a day in the park with the added convenience of the air conditioned building for your comfort if the temps have not dropped enough.

We still have some remaining events for the rest of the year, like Lanny's Cat Haven Trip, Karen's Halloween Party, not to mention some other shows, trips and activities including the Triangle drive in.

All of these events will be listed under the events section on the website. Remember to look it up as you make your plans for the upcoming months as we love seeing all of you at our events.

I also want to remind everyone again that our October meeting is going to be a the day we have nominations for your board members. So start thinking about who you want in your board to guide your club for next year. Also, our November meeting is going to be on Thursday November 20th. Due to Thanksgiving being the last Thursday of the month. That meeting is also election night, so you have to be there so your voice can be heard in November

Last but not least I wanted to thank Mary & Robert Whitley for the absolutely BEAUTIFUL cake for last month, unfortunately most people never got a chance to see it with all the kerfuffle going on at the meeting. I am so sorry that more people didn't get the chance to see it, it was gorgeous.



Until next month, I hope to see you at some of the upcoming events for some more laughs and good times.

Paul Beckley - President

FROM THE EDITOR



Nothing from me this month folks but I wanted to forward this info that Linda Higham sent me. This is important, especially in this state so get out there and let them hear your voice!

Garo Chekerdemian - Editor

SAVE THE DATE

California's Gas Tax: Economic impacts and everyday costs

Assemblyman Jim Patterson, in partnership with the Greater Fresno Area and Clovis Chambers of Commerce, invite you to attend an educational forum on the economic impacts of the 16-75 cent gas-tax that will hit Californians in January 2015.

Learn about the impacts on our economy, local businesses, schools and families throughout California.

When: Tuesday, October 14, 2014

Press conference: 10:00 am – 10:30 am

Panel discussion: 11:00 am – 12:00 pm

Where: Clovis Veterans Memorial Building Auditorium
808 4th St, Clovis, CA

RSVP: Respond to

Alisha Gallon at alisha.gallon@asm.ca.gov or call 559-446-2029

Recipe for September

Apple Potato Pancakes

Submitted By: Nancy Sharmer



Ingredients:

- 2 large russet potatoes
- 2 medium Empire, Fuji, or handpicked apples that are sweet and firm
- 1 large egg, beaten
- 3 tablespoons flour
- 2 teaspoons sugar
- 1/2 teaspoon salt, plus more, to taste
- 1/4 teaspoon freshly ground black pepper
- Vegetable oil

Directions:

1. Line a baking sheet with brown paper and set aside. The brown paper helps absorb excess oil post-frying while keeping them crispy until you're ready to serve them.
2. Peel and grate the potatoes into a large bowl. Then, peel and grate the apples into the same bowl. After you've finished grating, squeeze as much water and juice out of the potatoes and apples as you can, until you're left with a mixture that's relatively dry.
3. Add the beaten egg, flour, sugar, salt, and pepper to the bowl. Stir gently to combine all of the ingredients, making sure that the flour has been completely incorporated.
4. With your hands, form pancakes about two inches in diameter and 1/2-inch thick. Place the formed pancakes in a single layer on a plate.
5. In a large skillet, heat vegetable oil over medium heat until it begins to shimmer. Gently place the pancakes in the skillet, giving them plenty of room to brown.
6. Cook the pancakes until they achieve a golden brown color, about two minutes on each side.
7. Move the pancakes to the baking sheet and sprinkle each pancake with a bit of salt. Put the pancakes in the oven to stay warm while you continue cooking the remaining pancakes.
8. Serve hot or warm, with your choice of condiment. The most popular choices are typically applesauce or sour cream, but a nice jam or even corned beef hash would be just as delicious!

September BIRTHDAYS



- Sept 1 Fred Grove
- Sept 11 Nancy Sharmer
- Sept 13 Cynthia Harvat
- Sept 16 Shelby Presser
- Sept 19 Connie DeLaPena
- Sept 19 Bryan Smith
- Sept 21 Charles McKinney
- Sept 21 Brandon Walker
- Sept 22 Lucille Hall
- Sept 25 Jimmy Sanborn
- Sept 27 Mary Whitley



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don't miss the
action on the
last Thursday
of each month
(unless noted)

Pony Tales



Superior
DAIRY PRODUCTS CO.



If you have news of any kind to tell the Club, please send the information in an email to me (Nancy Sharmer) at railbird61@comcast.net. Things like trips, a new car, new grandchild, accidents, funny happenings and comments, lies.....you know. Many things happen that would be interesting to other members, but If we don't know it, we can't print it.

JOB 1 : Ford Finally Starts Building 2015 Mustang at Flat Rock Assembly Plant

By: Dan Mihalascu

Source: www.carscoops.com

Although we've seen and heard a lot of the Ford Mustang these past months, it is only now that Ford has begun series production at the Flat Rock Assembly plant.

The sixth-generation Mustang will go on sale this fall in the United States and next year in more than 120 countries, including 25 right-hand-drive markets such as the United Kingdom, Australia and South Africa.

Ford offers three powertrains in the United States: a standard 3.7-liter V6, an all-new 2.3-liter EcoBoost and an upgraded 5.0-liter V8. Available on the Mustang GT, the latter features upgraded valvetrain, new intake manifold and improved cylinder heads, resulting in an output of 435 horsepower and 400 lb-ft (542 Nm) of torque.

The 2.3-liter EcoBoost uses direct injection, variable cam timing and a twin-scroll turbocharger to deliver 310 horsepower and 320 lb-ft (433 Nm) of torque. The base, naturally-aspirated 3.7-liter V6 produces 300 hp and 280 lb-ft (379 Nm) of torque. The new Mustang also has all-new front and rear suspension systems, with the big news being the integral-link independent suspension at the rear.



The Flat Rock assembly plant has been transformed following a \$555 million (€420 million) investment, with Ford adding a fully flexible body shop to allow multiple models to be produced on the same line, and technologies such as three-wet paint process, dirt detection and laser brazing.

The plant also produces the Ford Fusion and has 3,000 employees who work two shifts at full line speed. "I don't think there is any place in the world where this vehicle is not known. To build it right here in Michigan is something to be proud of," commented UAW Vice President Jimmy Settles about the new Mustang.



This Is The New GT350 Badge Spied By Mustang6g

By: *Don Creason*

Source: *stangtv.com*

Images: *Mustang6g.com*

With the news that 2015 Mustang production began today we also were sent another breaking story from our friends over at Mustang6g. They've run across the fender badges that would seem to confirm the upcoming 2015 or 16 GY350.



The badge appeared in a document that lists Mustang nameplates for the current model. On this document there was the familiar 5.0 badge, the running horse, and this GT350 badge. According to Mustang6g the 16098 code that appears under the badge is an internal Ford reference for a fender badge.

Notice that the GT350 badge is also done in a Shelby style script. This would indicate that this is the new top of the line Mustang, although we have yet to get any technical data, and once again Ford is silent on even the mere existence of this car.

This information also seems to indicate that for now there is no GT500. The GT350 will be the top dog car in the Mustang lineup. It's possible that there are plans in the works for something more down the road, although we have yet to hear anything about it. Speculation remains rampant on the internet of a new "Terminator" or "Cobra" model, although we have yet to see any evidence to actually suggest that. The cars we've seen testing are in fact the upcoming GT350, a car we'd like very much to see up close and get more info on, as we're sure you would too.

Mustang6g also recently had user Rampant perform a digital de-camo of the GT350 based on spy photography. We'd say he's pretty close to coming up with what the final product will look like.



What the real car will look like, what powers it, and how it will perform all remain an internal secret of Ford.

EPA confirms mpg penalty for 2015 Mustang models

By: *Justin King*

Source: *leftlanenews.com*

Confirming earlier leaks, the EPA has revealed a drop in fuel efficiency for most of Ford's 2015 Mustang models.

The new four-cylinder turbocharged EcoBoost engine achieves higher efficiency than any of the 2014 V6 engine options, with a city/highway rating of 21/32 mpg with an automatic transmission. In contrast, the outgoing entry-level V6 model with a six-speed automatic posts 19/31 mpg.

Buyers eyeing the base model may be disappointed to find that the same V6 engine only gets 19/28 mpg for the 2015 model. It is also slightly heavier, and detuned with five less horsepower in a possible attempt to widen the performance gap with the turbo four-cylinder variant.

The GT trim with an automatic transmission has been downgraded slightly in the city to 16 mpg from 18 mpg, though the highway rating remains unchanged at 25 mpg. Many buyers will likely disregard the penalty, as the GT's 5.0-liter V8 has been upgraded to 435 ponies and 400 lb-ft of twist for the latest model year.



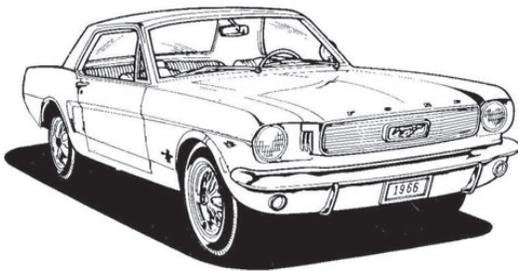
Read more: <http://www.leftlanenews.com/epa-confirms-mpg-penalty-for-2015-mustang-models.html#ixzz3D8OB6LGC>

come join the fun!

ANNUAL CVMC PICNIC



celebrating 25 years!



October 4th
Kerman, CA

Check www.cvmustang.org for details

Ford Mustang Turbo: Yesterday and today

By: **George Kennedy**

Source: **Consumer Reports**

Work seemed to stop at the Consumer Reports Auto Test Center when the all-new 2015 Ford Mustang arrived at the track. But the buzz in the air wasn't just because it was a Mustang—it was because of what was under the hood: a turbocharged 2.3-liter inline four cylinder.

Sure, base Mustangs have been offered with turbocharged fours in the past, but they didn't always deliver performance. In fact, we tested a four-cylinder Mustang Cobra in August 1980. The Cobra was part of a four-car shootout, and matched up against the Datsun 280-ZX, Mazda RX-7, and Triumph TR7 Coupe. The four-cylinder Cobra was an apparent attempt to take on the improving offerings from import competitors, but with a slight nod toward fuel efficiency.



Unlike the Cobra's mission—to take on an invasion of imported competitors—the '15 EcoBoost Mustang was conceived with the intent of export to Europe. They are two four-cylinder turbocharged Mustangs, but separated by 35 years—so how do the two compare?

While the cars have the same displacement and feature forced induction, the similarities end there. The Cobra made 132 horsepower, which was respectable for the a post-embargo Pony Car.

The 2015 Mustang EcoBoost is a different story. The 310 horsepower makes the 1980 Cobra seem anemic by comparison, and helps the '15 Mustang's driving dynamics. From our coming first drive: "The turbo-four felt nimble on the track, compared to the nose-heavy tendencies of the past V8 Mustangs." But in 1980, the Cobra had a nose-heavy 59/41 front/rear weight distribution.

The EPA has rated the new 2.3-liter turbo at 22 mpg city and 31 mpg highway when equipped with the 6-speed manual transmission. But in 1980 the Cobra didn't really deliver on either power or fuel economy promises. From our August 1980 road test:

"The Mustang Cobra, with its turbocharged four, was disappointing. Theoretically, you get the acceleration of a V8 when the turbo is working and the economy of a four when the turbo isn't working. But things didn't pan out that way. Our Mustang turbo was only 0.1 second faster than the basic, non-turbo Mustang four that we tested last year. And the turbo delivered about 3 mpg less in our economy tests— 13.0 mpg in city driving, 26.8 mpg in expressway driving."

In fact, we had little praise for the Cobra. Almost comically, the only advantages we cited were: "Excellent bumper protection" and "effective climate control." We had plenty to complain about in the Cobra, including, "Balking engine during warm-up driving; short cruising range; stiff ride; and inconvenient and confusing horn and wiper controls."

Ford would later remedy this with the creation of the Mustang SVO. Like the '80 Cobra, it featured a 2.3-liter turbo, but Ford's Special Vehicle Operations team worked its magic. Where the Cobra barely managed to crank out 132 horses, the SVO Mustang made 175 hp in 1984 and 85. (The 1985.5 SVO made 205 hp, and finally the 1986 SVO put out 200 hp.)

But the damage had been done, and like the disappointing Mustang II, the Cobra's exploits had been immortalized in Mustang lore. Now, Ford has the opportunity to write a new chapter in the history of four-cylinder 'Stangs, and this one just might be the four-banger to earn widespread acceptance as a true fuel-efficient performance Pony Car.



Hank The Deuce Almost Changed The Blue Oval To What?

By: Sam Smith

Source: jalopnik.com

In 1966, Henry Ford II asked famed graphic designer Paul Rand to update the Ford corporate logo. This is what he came up with. Why didn't it take?

According to legend, Ford's current logo, with its Spencerian script and elegant appearance, is derived from the business card of one of the company's first executives. (If the font looks familiar, that's because the same basic typeface is used in the Coca-Cola logo.) It has existed largely unchanged since 1912.



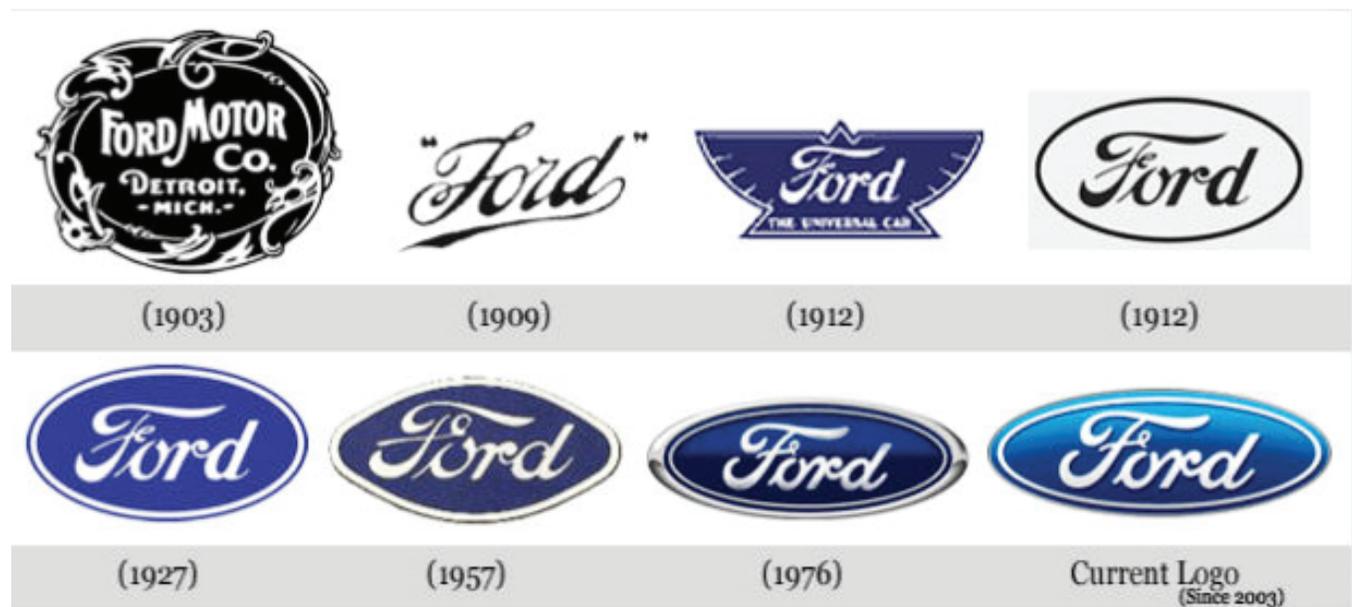
Rand was a pretty fascinating guy, but you can be forgiven if his name doesn't ring a bell — in the non-design-geek public, his work has dwarfed his name. He was born in 1914 and began his career creating stock images for a newspaper syndicate. He was a painter, lecturer, and industrial designer, but he rose to fame doing graphic advertising and corporate work.

Assuming you don't live in a cave, Rand likely owns a great deal of real estate in your brain — he designed logos for everyone from Enron to Esquire, and his work for clients like IBM and UPS is universally recognizable. (A complete gallery of his logo work, along with a great deal of his advertising efforts — Kaiser-Frazer! — can be found here.) Steve Jobs once called him "the greatest living graphic designer," and as artist Louis Danzinger once said,

[Rand] almost singlehandedly convinced business that design was an effective tool. Anyone designing in the 1950s and 1960s owed much to Rand, who largely made it possible for us to work. He more than anyone...made the profession reputable. We went from being "commercial artists" to being graphic designers largely on his merits.

As for the blue oval? Rand's Ford logo was supposedly presented to Henry Ford in a handsome, limited-edition binding. It was both clean and tasteful, and while it probably leans a bit too much on sixties modernism to have survived the ensuing decades unchanged, it fit the request.

Why didn't Hank Two like it? Simple: After much deliberation, he found it to be too radical of a change. What was good enough for his grandfather, he felt, was good enough for him. The more things move boldly, the more they stay the same.



1965 Shelby GT350 Paxton Prototype sells for \$572,000 at RM's Monterey auction

By: Drew Phillips

Source: mustangsdaily.com

There have been quite a few Shelby GT350s for sale at auction the last couple years, with prices ranging from a little less than quarter of a million dollars all the way up to \$385,000 for an all original barn find. Several R models have sold at auction as well, with some getting close to the million dollar mark.

Slotting in between the standard street version and the R model in terms of value is this GT350 prototype fitted with a Paxton supercharger system. One of just two prototypes fitted with the Paxton supercharger, the car has lived most of its life in Michigan and retains the vast majority of its original components including the body panels and the engine. At the RM auction last week it was sold for \$572,000, just above what the other Paxton prototype sold for at RM's Amelia Island auction in 2007.



When Ford executive Lee Iacocca asked Carroll Shelby, in Shelby's words, to "turn a mule into a race horse," a real race horse this Mustang would become! It was relatively straightforward, but spot-on modifications, upgrades, and component deletions made the 289 "Hi Po"-equipped Mustang 2+2 Fastback into Carroll's own particular brand of "sports car." Shelby American built just 562 of those rough and ready '65s, which were universally considered the "best of the real Shelby Mustangs." They were not only the first iteration, but they were also the most clear and committed example of Shelby's original sporting vision for the car.

Most of the production 1965 Shelby GT350s are fundamentally the same. Some of the production cars were delivered with the rare and valuable Shelby-Cragar five-spoke mag wheels, while others had hubcapless steel wheels. Most of the cars wore stripes on the hood and rear deck, while all had manual transmissions and naturally aspirated, 306-horsepower, 289-cubic inch V-8s, except for a few.

The story goes that Joseph Granatelli returned to Shelby American's facility with a supercharged GT350, chassis 5010, and challenged Carroll Shelby himself to a drag race in order to demonstrate the car's seriously enhanced performance potential. Shelby was to drive a much-lighter 289 Cobra, while Granatelli wheeled the newly muscled Mustang. The supercharged GT350 would dominate the Cobra off the line, not only leaving Shelby in the dust but also duly impressed. He would then place an order for several hundred of the upgrade kits for use on future GT350s (many of which were factory- and dealer-installed on subsequent 1966-1969 GT350s). Estimates vary, but it is often said that the blower package was good for a 45-percent power increase, punching the factory 306-horsepower rating up to just over 440 horses. The die was cast, and the supercharged Shelby GT350 was born.

Shelby chassis 5S425 is one of the two 1965 prototypes to be factory-equipped with a Paxton-supercharged V-8, which could crank out nearly 450 horsepower, making this Shelby GT350 one of the rarest 1965 Shelby Mustangs. According to the Shelby American Automobile Club (SAAC) Registry in which it is featured, the original base Mustang, underlying what would become 5S425, was delivered to Shelby American's Los Angeles factory on June 4, 1965. Work to manufacture the car into a GT350 began about a week later, and it was completed by the end of that month. Upon fruition, this was a fully equipped GT350 that was finished in iconic Wimbledon White with Guardsman Blue stripes and was wearing the desirable Shelby-Cragar mag wheels.

The car was then consigned to the Paxton products division of the Studebaker Corporation. Then under the control and management of the legendary Granatelli family, Paxton was charged with the development of a high-performance supercharger package option for future runs of the GT350. The prototype equipment was installed on this car, which was one of two such installations to Shelby American's specification in 1965 (an additional prototype kit was added to a 1966 example).

This Paxton-supercharged prototype was then used as a factory demonstrator before being shipped to Trudell Ford in Warren, Michigan. There, it was purchased by William Kardosh, also of Warren, on July 7, 1966. A year later, in September, it was purchased by Lee Swonder, of Dearborn, Michigan. Swonder decided to replace the original engine with a new 302 long-block powerplant sometime later in the 1970s. The original engine was sold off, although its ownership history has been closely documented by the register. While this Shelby icon was always enjoyed by Mr. Swonder, it was also well cared for during the nearly four decades under his watch. During that time, it was dealt only minor wear and tear, and it is believed that all of the body panels remain original to the car, save for some touch-ups to the lacquer paint.

Thirty-eight years later, the car was still located in Michigan, and it was acquired by the current consignor, and only the third owner, from Mr. Swonder in 2005. The new owner was intent on reuniting the GT350 with its original engine, and after relocating it to California, they accomplished just that. The original engine was reinstalled after having been carefully inspected and authentically rebuilt, but the most critical component of this car's Paxton supercharger system is the original, unique, and otherwise unobtainable cast-finned aluminum "Cobra" carburetor pressure box that sits atop the engine. Nearly every aspect of the car is as it was built in mid-1965, including its proper paint colors, the correct wheels, and a fully appointed original Shelby GT350 interior. The car runs, drives, and performs as it should, and it remains highly original. Over time, this truly rare car has also appeared in numerous books and magazines about Shelby Mustangs.

The original '65 GT350 stands out as the purest of the breed, the best performing, and the most sought-after Shelby Mustang, and chassis number 5S425 is particularly unique among them, as it is one of two factory-equipped Paxton-supercharged 1965 GT350 prototypes. If you seek to own the rarest of the rare, you'll go a long way to find something more unique than this historic, documented, and powerful supercharged muscle machine.

Future Cars: Propelling Lincoln the Right Way with Mustang-Based Coupe

By Josh Byrnes

Source: carscoops.com



THE MUSTANGS RICH COUSIN?

Fans of the Lincoln Motor Company have had little to rejoice over in recent years; however, slowly but surely, the brand is making good on its promise to reinvent itself. Attractively styled CUVs and mid-sized sedans have helped lure back buyers into the blue oval's luxury division.

Unfortunately, the brand is still missing a dynamic point of difference; sure, the styling is distinctive and equipment levels are competitive, yet it's behind the wheel where things remain a little stagnant.

Using Ford's global platforms is not a bad thing; however, as they're mainly front wheel drive biased with the provision of AWD, there's little to get enthusiastic about when carving up those canyon roads. Lincoln's closest competitor - Cadillac offers RWD on most of its models, as does BMW, Mercedes-Benz and Jaguar.

Yet, all is not lost, as the Dearborn-based manufacturer has at least one RWD platform that it can get its hands on - that being of the latest Ford Mustang. A pony-car based coupe could finally give the brand and hero variant that driving enthusiasts want.

This hypothetical study would closely follow the S550 Mustang's structural hard-points, yet infuse Lincoln design DNA for a look that doesn't look badge-engineered. My illustration below highlights the best parts of Lincoln's current design language and massages them into RWD, muscle car proportions.

For example, the front-end is dominated by a slim, split-winged grille and headlights that stretch far into the front fenders. This strong frontal stance is further enhanced by aggressive intake detailing and a lower lip splitter.

Distinctive crease-work divides the sculptured hood as it flows back towards the cabin, adding a sense of dynamism. This athletic theme continues along the bodywork with scooped doors and flared shoulders that exaggerate the rear haunches.

Improving on the Mustang's interior wouldn't be a hard task; Ford's pony car caters for those enticed by heritage, which means a blend of retro and modern. Lincoln's version would be much more modern, luxurious and generously equipped.

Sitting under the hood, would ideally lay either the blue oval's 2.7-liter Ecoboost V6 or the potent 5.0-liter V8 from the Mustang GT. Power would be transferred to the rear wheels via a 9-speed auto co-developed with GM, yielding gains in both fuel economy and performance times.

Adding to the driving mix is sports suspension that could include a limited slip diff and magnetic adaptive damping with comfort, sport and track modes; this would allow the Lincoln to retain some degree of luxurious ride quality without being too firm or soft.

Such a coupe would battle against the main German trio - that being the latest BMW 4-series, Audi A5, Mercedes-Benz C-Class Coupe plus Cadillac's ATS Coupe and Lexus RC Coupe. All of which are widely esteemed, so there would be no room for shortfalls otherwise the punters will look elsewhere.

So, should Lincoln put its efforts into making a Mustang-based coupe like the one based in this study - or focus on another model entirely?

What is a “K-Code” Mustang?

By Jonathan Lamas

Question:

What is a “K-Code” Mustang?

Answer:

Ah, the popular K-code Mustang question. Well, the simple answer is the K-Code was a 1965-1967 Mustang that came from the factory with a special 289 High Performance cubic-inch engine beneath its hood.

Buyers of the GT Equipment Package could add the K-code to their new ride for an extra \$276 back in 1965. The cost to add this engine to new Mustangs without the GT package was \$328. The “K” represented the engine code on the VIN number of these Mustangs. The K-Code engine was first introduced by Ford in 1963, and was featured in cars such as the Fairlane and the Comet.

Each K-Code Mustang had a special badge on their front fenders that read “HIGH PERFORMANCE 289”. No doubt about it, the K-Code Mustang was all performance. In fact, K-Code Mustangs were not available with air conditioning or power steering. And you couldn’t buy one with an automatic transmission until the 1966 model year. Prior to that K-Code Mustangs were 4-speed only. The car also came with a shorter warranty than the typical Mustang. K-Code buyers were looking at a 3 month or 4,000 mile warranty instead of the standard 12 month or 12000 miles plan. I guess the folks at Ford figured most people who purchased the car would put it through its paces on a daily basis, and they were probably right.

People often ask how the K-Code engine was different from the other D,C, and A code 289 engines featured in 1965-1967 Mustangs. Well, once again, think performance. For starters this engine featured upgraded pistons, cylinder heads, carburetor, lifter heads, and connecting rods. In addition, one look under the hood and you’d notice the chrome air cleaner and valve covers. Oh, and we can’t forget the “289 High Performance” lettering atop the air cleaner. With an estimated 271 hp at its disposal, it was easy to tell this car from other 289 powered Mustangs of the day.

But wait, there’s more. The differences didn’t stop there. In fact, the entire driveline of these cars was designed for performance. We’re talking about a high-performance clutch, drive shaft, rear differential, and suspension. It’s no wonder Shelby put the engine in his racing performance GT350 Mustangs. In fact, the first Shelby Mustang, the Shelby GT350R featured a modified K-Code engine.

These days collectors of the Ford Mustang look back fondly on the K-Code. As such, they are highly sought after. Unfortunately only a limited number of these engines were produced between 1963-1967, and even fewer K-code Mustangs (About 13,214). If you own one, you own a valued piece of history. If you want one, join the club.

Mustang Limos

Submitted By: Jim Sanborn





MERCHANDISE ORDER FORM

To order merchandise contact Bob Anderson (559) 233-8983
All orders must be prepaid

PLEASE PRINT NAME:

NAME: _____ DATE: _____

PHONE NUMBER: _____

T-SHIRTS: (Color for 2014 is Hunter Green)

S - XL = \$10.00
 XXL = \$11.00
 XXXL = \$12.00
 XXXXL = \$13.00

POLOS or WINDBREAKERS

S - XL = \$25.00
 XXL = \$26.00
 XXXL = \$27.00
 XXXXL = \$28.00

● ● Add \$2.00 for pockets on T-shirts & Polos ● ●

HATS = \$11.00 ● PENNANTS = \$8.00 ● NAME BADGE = \$8.50

ITEM	SIZE	COLOR	QTY	AMOUNT DUE
				\$
				\$
				\$
				\$

TOTAL DUE: \$ _____ METHOD OF PAYMENT: CASH _____ CHECK # _____

RECEIVED BY: _____ DATE: _____



**Get your
 S.H.A.R.E.S. CARD
 now!**

We have our Save Mart SHARES cards. Use the card when you go to Save Mart or Food Maxx and the club gets 3% cash back! See Ron Deubner to get a card for you and any family member who will shop at Save Mart. This can bring a lot of money into the club.



Membership Application

This section will be forwarded to the CVMC Membership Committee. Please type or print in block letters.

MEMBERSHIP COMM. USE	<input type="checkbox"/> NEW	<input type="checkbox"/> RENEWAL	DATE	AMOUNT
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MEMBER INFORMATION					
NAME			BIRTHDATES	MONTH	DAY
ADDRESS			PHONE		
CITY	STATE	ZIP CODE	NAME & PHONE IN CLUB DIRECTORY?	YES	NO

FAMILY MEMBERS			
	BIRTHDATES	MONTH	DAY
NAME			
TOTAL NUMBER OF ACTIVE (VOTING) MEMBERSHIPS FOR WHICH YOU ARE PAYING			

Car 1

TYPE OF VEHICLE(S)					
YEAR	BODY STYLE	MODEL	ENGINE	TRANS.	
EXTERIOR COLOR	INTERIOR COLOR	HOW LONG HAVE YOU OWNED THE VEHICLE(S)?	YRS	MOS	
OTHER FEATURES					

Car 2

TYPE OF VEHICLE(S)					
YEAR	BODY STYLE	MODEL	ENGINE	TRANS.	
EXTERIOR COLOR	INTERIOR COLOR	HOW LONG HAVE YOU OWNED THE VEHICLE(S)?	YRS	MOS	
OTHER FEATURES					

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 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 the member's vehicle. Lack of, 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 who operate a vehicle.

Release of Damages: By signing this document, 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.

Applicant's Signature: _____ Date: _____

Applicant's E-Mail Address: _____

Please send this form with your check to:

Central Valley Mustang Club, Inc.

Post Office Box 9864

Fresno, California 93794-9864

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 initiation 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. Dues are prorated by month. Please contact Membership before paying dues.

Come join the fun

Yosemite Falls Cafe



General Membership Meetings:

Last Thursday of Each Month

Yosemite Falls Restaurant

4020 N Cedar Ave (Cedar & Dakota) • Fresno, CA

Dinner: 6pm • **Meeting:** 7pm



For Detailed Information On Club Activities Visit Our Website At:

<http://www.cvmustang.org>

Or Call Club Information Line: 559-485-1010

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OFFICIAL MONTHLY PUBLICATION
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Central Valley Mustang Club, Inc.
P.O. Box 9864
Fresno, CA 93794-9864

ADDRESS CORRECTION REQUESTED

Website: www.cvmustang.org
Club Information: 559-485-1010