

the **pony**

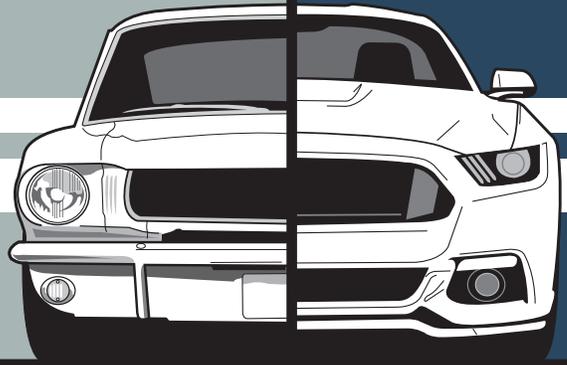


CENTRAL VALLEY MUSTANG CLUB

February 2016

OFFICIAL MONTHLY PUBLICATION

PRESS



Bertone built a Mustang in 1965



But it hasn't been seen since!



**“Factory 427”
Mustang Myth**



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CLUB INFORMATION



Central Valley Mustang Club, Inc.
P.O. Box 9864 • Fresno, CA 93794
Phone: (559) 715-CVMC (2862)
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

Mark Gardner • President (808) 721-2075
Ron Dupras • Vice President 313-9042
Carol DeLaPena • Secretary 453-0571
Doug Deffebach • Treasurer 222-9160

MEMBERS AT LARGE

Becky Bartee 276-7092
Chris Butterfield
Joseph Colvin
Robert Whitley

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP COMMITTEE

Karen Diaz 224-2492

ACTIVITIES & PUBLICITY COMMITTEE

Laura Gardner 808-469-0515

Suggestions for activities should be directed to the Activities Committee.

CAR SHOW CHAIR

Dennis Harvat 492-1117

MCA REGIONAL DIRECTOR

Paul Beckley 323-7267

WEBMASTER

Paul Beckley 323-7267

NEWSLETTER EDITOR

Garo Chekerdemian 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

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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

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

PRESIDENTIAL RAMBLINGS

Welcome once again! As we finish off month two we have some exciting club events coming up over the next several months starting this coming Saturday the 27th with our visit to MB2 Raceway in Clovis located on the backside of Sierra Vista Mall off of Santa Ana Ave between Clovis and Sierra Vista Parkway. Make sure you are there at 10:45 am so we can all sign in together and get to race one another.

REMINDER! If you are planning on racing YOU MUST WEAR CLOSED TOE SHOES. Member at Large Becky Bartee has set this up for us and should be a lot of fun. Afterwards we are going to the Home Town Buffet in Clovis for lunch at 458 W. Shaw and Peach so if you don't make it to MB2 please join us at Home Town Buffet afterwards. Becky has acquired a group discount for this also.

In March look for our "Blossom Trail" run once again organized this year on the 12th of March by Brandon Walker. In addition, make sure you peruse the "Activities Binder" distributed by Activities Chair Laura Gardner where you can find descriptions of other events coming up soon.

FABULOUS FORDS FOREVER is coming up quickly in April 15-17. Webmaster Paul Beckley has made room reservations for us again at the same hotel as last year, the Fairfield Inn and Suites around the corner from Knott's. Please make sure to email Paul at beckleyp@gmail.com if you are planning on going so we can get your name on the list and the hotel room changed to your name. To be fair to the hotel we must release our room block the 1st of April so please do this asap or sooner.

Our meeting this month should be exciting since our VP and Merchandise Chair Ron will be bringing the first order of our new shirts with our new logo! YooHoo! I look forward to seeing everyone start donning these. If you haven't ordered your yet, please visit the website at cvmustang.org and check them out. I understand we are also going to have several laptops at our meetings to do this as well.

For those of you who did not make the meeting last month, the club has authorized the formation of a club sponsored car show with Dennis Harvat as General Chair of this event. As he makes progress on this he will calling on us to take on specific committees over the next several months. WE welcome your input and participation. This will require an "ALL HANDS ON DECK" effort from the club so watch for updates from Dennis as he rolls this out.

Obviously we have a lot going on so I'm glad we all drive MUSTANGS so we can keep up!

Until next month,

Mark Gardner - President



FROM THE EDITOR



A few weeks ago, I had to drive the Mach for a few days. Let me tell you, it's a lot of fun but also a lot of work. I find it hard to believe that when I bought that car in 1988, it was my daily driver. Yet I had NO problem with that. Eventually, along with it being a daily driver, it became a "family sedan" and yes, you can actually get a baby car seat in the back.

Moving ahead 28 years I find it a little more, shall we say "challenging". With it being harder to get in and out of, rougher ride, bumpy, wind blowing through worn weather stripping and the list goes on.

On those days I had it a few weeks ago, you'd think I was driving the Batmobile (shhhh, I only drive that on some weekends). Several people stopped and talked about it with lots of questions. I had a mom pull in from Shaw Ave to take pictures because her son is a huge Mustang fan.

It was nuts!

After my running around that day, I somehow ended up at Lithia Ford. I've always wondered what the 2016 Mustang V6 would be like, so out we went. I've driven an EcoBoost which was amazing for a 4-cylinder. It was waaaaaaay to quiet, not to mention I can't really embrace a 4 banger Mustang. I've driven a 5.0 GT and well...it's a 5.0 GT so what is there to complain about, beside maybe all the tickets you'd get in it.

So finally the V6. The salesman took off on the normal route north to Valley Childrens Hospital on 41, then handed it over to me. I told him to hang on because I was going to make a go cart out of that V6 and really test the acceleration.

It was very, very smooth and when it came to show time, I wasn't let down at all. It's not a 5.0 but for what it is, it was a real nice car.

Once we got back to the dealership, the Mach had an audience with a few asking if I was trading it in for the V6. I told them you don't trade a car like that, you keep it till you die.

Garo Chekerdemanian - Editor

Recipe of the Month

Mushroom Asiago Chicken Recipe

Submitted By: *Carla Chekerdemian*



Ingredients:

- 1 lb boneless skinless chicken breasts
- Salt and Pepper
- 1/2 cup all-purpose flour
- 4 Tbsp unsalted butter
- 1 lb sliced mushrooms
- 1/2 tsp salt
- 3 cloves garlic, minced
- 1/2 cup dry white wine or chicken broth
- 3/4 cup low-sodium chicken broth
- 3 sprigs fresh thyme or 3/4 tsp dried thyme leaves
- 1/2 cup heavy cream
- 1/2 cup shredded Asiago cheese
- Parmesan cheese for sprinkling

Makes: 5-6 servings

Directions:

- 1) Cut each chicken breast into cutlets. Lightly season each cutlet on both sides with salt and pepper and dredge in flour, shaking off any excess.
- 2) Place a large skillet over medium-high heat and melt about 2 Tbsp unsalted butter. Add as many cutlets as will fit comfortably into the skillet, but be sure not to overcrowd the pan. Sauté for about 5 minutes until golden brown on the first side, then flip and cook for 1 additional minute. Remove the chicken from the skillet to a plate and cover lightly with foil. Repeat with remaining chicken cutlets.
- 3) When all of the chicken is cooked and set aside, add remaining butter to the skillet along with the mushrooms and 1/2 tsp salt. Cook for about 10 minutes, stirring occasionally, until the mushrooms are golden brown and become softened. Add garlic and cook for an additional 2 minutes.
- 4) Pour white wine (or 1/2 cup chicken broth) into the skillet and stir to scrape up anything that is sticking to the bottom of the pan. Once the wine has nearly all evaporated, add 3/4 cup chicken broth and thyme. Bring the mixture to a boil, reduce heat to medium and cook for 10-15 minutes at a rapid simmer until the liquid is reduced by half.
- 5) Reduce heat to medium-low and stir in heavy cream. Sprinkle the Asiago cheese over the top of the sauce and stir constantly until the cheese melts. Nestle the chicken back into the skillet and allow it to simmer in the sauce just until the chicken is heated through and the sauce has slightly thickened. Sprinkle with a bit of Parmesan cheese and serve right away, either all by itself, or spooned over pasta or mashed potatoes. Enjoy!

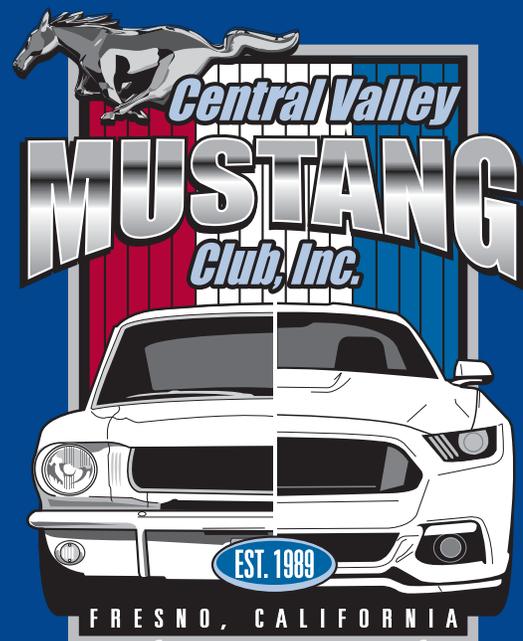
NOTE: Be patient with step 4 in the recipe! You'll want to let the sauce cook down until it is reduced by half before adding the chicken back in. This way it is more flavorful and the chicken won't be overwhelmed by too much sauce.

BIRTHDAY Wishes to...

FEBRUARY

- Feb 2 Alec Chekerdemian
- Feb 3 Rebecca KuyKendall
- Feb 5 Paul Beckley
- Feb 6 Ben KuyKendall
- Feb 6 Susan Perrin
- Feb 8 Wanda Aaron
- Feb 11 Maryann Ward
- Feb 21 Virginia Colvin
- Feb 23 Pete Logoluso
- Feb 25 Bob Anderson
- Feb 26 Bob Ward
- Feb 27 Cindy DeLaPena
- Feb 28 Agnes Tuska

Be sure to check out



the original

www.cvmustang.org

Events - Calendar - Pics
Newsletter - Merchandise



Mustang History: Second and Third Generation

Second Generation (1974–1978)

The next 'Stang was influenced by, of all things, Italian coachbuilder Ghia, resulting in a smaller and more fuel-efficient car that proved to be the right Mustang for the times. Rather than attempt to compete with bigger muscle cars, the newly named Mustang II was targeted at fuel-sipping competitors from Japan like the Toyota Celica. As a nod to the fuel-miser mindset, the Mustang II was originally available only with a 2.3-liter inline four cylinder and a 2.8-liter V6. Ford's intelligent approach to the new Mustang was rewarded with record-setting sales, despite the convertible being noticeably absent from the lineup.

As the fuel crisis waned, Ford re-infused their pony car with more power, installing a 4.9-liter V8 as an option in the Mustang II in 1975. To make the smaller 'Stang more appealing to power hungry consumers, Ford offered the Cobra II and Stallion packages, replete with racier paint, body trim and wheels with all three engine options available. The King Cobra showed up in 1978, the Mustang II's final year. A V8 engine and a prominent Cobra decal on its hood served as lovely sources of intimidation. It's this odd second generation that most departs from the Mustang ethos, but thankfully, its exhaust still reeked of pony car meanness.



Third Generation (1979–1993)

The third-generation Mustang embodies the '80s like virtually no other car except the Pontiac Firebird and the Chevy Camaro. This 'Stang was built on a Ford Fairmont platform and came in coupe, convertible and hatchback styles with quad rectangular headlights and an eggcrate grille. The front fascia changed dramatically in 1987, replaced by a more modern Ford "aero" fascia with longer dual headlights and a nearly grille-less front end.

Today, it's hard to believe that the Mustang was almost killed during this era due to diminished sales numbers and the fuel crisis. Multitudes of fans of the tried and true Mustang grew outraged when the new Mustang was planned as a front-wheel-drive car based on a Mazda MX-6 platform. Ford wisely listened to their constituents and changed their direction, releasing the new car as the Ford Probe: the rear-wheel-drive Mustang lived on. The third-generation 'Stang's powertrain choices included an 88 hp, 2.3-liter Pinto inline-four cylinder, a 109 hp 2.8-liter V6 and a 140 hp 4.9-liter V8, all carried over from the second-generation car. The Pinto engine was later replaced by an 85 hp, 3.3-liter straight-six, and later a brand new 132 hp 2.3-liter turbo four was offered with nearly the same power as the V8. The 4.9-liter V8 was later dropped for a new, more efficient 4.2-liter V8. The third-generation car clearly received the most dramatic mid-cycle change of any Mustang, ever. Our stuck-in-the-eighties alter ego still pines for a limited production black 1986 Mustang SVO with a 200 hp turbo inline four cylinder and that wicked double spoiler.

Bertone built a Mustang in 1965 - But it hasn't been seen since

By: Matt Stone
Source: racing.ford.com



Imagine a Ford Mustang, first built in America, redesigned by an Italian, rebodied in Italy, with the whole job commissioned by an automotive book publisher and sponsored by an Italian air carrier. It really happened in 1965!

Back in the day, *Automobile Quarterly* (AQ) founder and editor L. Scott Bailey had an idea. As he wrote in AQ Volume 4, Number 2: "Few American cars of recent vintage have so completely captured the European imagination as has the [new] Ford Mustang. The European motor press has reported on its performance – on the road and in competition – with undeniable enthusiasm. But somewhat less enthusiastic has been their regard for the Mustang's styling, which one writer has described as 'a form not fully resolved between a sedan and a sports car.' In the past year we have had occasion to discuss the Mustang with a number of prominent Europeans. When we were in Italy last fall, we spoke at length with Nuccio Bertone not only about the Mustang but about other derivations of the fastback style, which originated in Italy in 1925. As a result of this meeting, *Automobile Quarterly* commissioned the Carrozzeria Bertone of Turin to design and build a special-bodied Mustang to be introduced at the 1965 New York International Automobile show.

They did, and it was. And it was an international smash hit, winning the coveted Best of Show award in New York.

AQ was an interesting, high-end publishing experiment, in format something of a cross between a magazine, and a hardbound, periodical book. Each AQ volume felt and read more like a book, being elegantly hardbound with gold embossed type on the exterior linencloth cover. The wide format layout was much more booklike, with lavish photos and illustrations and widely varying articles on everything from the earliest days of automotive history to modern-day drag racing, employing a roster of top writers and journalists from around the world.

Carrozzeria Bertone was one of those great Italian design houses and bodybuilders that could design a car, build the prototype, and profitably accommodate low-volume production runs that most full-sized carmakers wouldn't bother with. Bertone designed and bodied a number of great Ferraris, Maseratis, Alfas – and countless other cars – throughout its long history. Nuccio Bertone's father founded the company in 1912.

Bertone's newest design talent in the early 1960s was a young Italian named Giorgetto Giugiaro, who has since become among the world's greatest-ever automotive design talents. AQ arranged for the procurement of a new '65 Mustang 2+2 of modest but interesting spec: a red fastback (but not a GT) fully equipped with a 289 four-barrel V-8, four-speed manual transmission, whitewall tires and wire hubcaps. Alitalia Airlines came on as a partial sponsor, and shipped the car to Turin for its meeting with Signores Bertone and Giugiaro.

Signore Giugiaro had recently designed the Alfa Romeo GTV and also the American V-8 engined Iso Rivolta, both elegant front-engined 2+2s, so he had experience very appropriate to this project. And the design he came up with for the AQ Mustang was a stunner. It involved a complete rebody of the Mustang's underpinnings, retaining a fastback 2+2 look with the idea of looking even sportier and more luxurious than the stock Ford 'Stang. The job called for the Mustang's major dimensions to be retained, so there was no monkeying with the width, wheelbase or mechanicals of the original car.

A lower and more aerodynamic front end (featuring quad hideaway headlights and a lower profile radiator) was paramount, which Giugiaro's new design handily accomplished. The new bod centered around a particularly glassy greenhouse with the slim window pillars so many great Italian designers are noted for. In addition to the conventional windows in the original Mustang's two doors, Giugiaro designed in two small additional rear side windows, that could be raised and

lowered, something no Mustang then or since has had. The stock Mustang's sail panels and relatively flat rear window were replaced with a large, single-piece curved and steeply raked piece of glass, reminiscent of so many Italian exotic cars, or – dare we say it – that of a first-gen Plymouth Barracuda. The new front hood wore a simple center “power dome” to accommodate the 289's air filter housing.

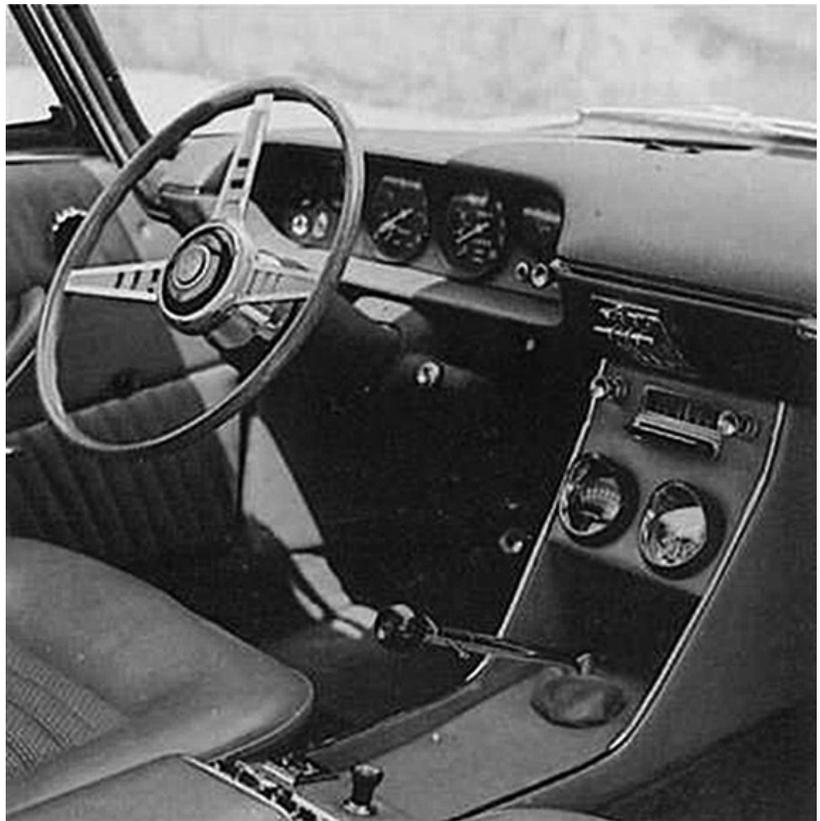
About the only other parts recognizable from the original '65 Mustang are its grille-mounted chrome galloping horse (although now mounted and running in a newly shaped corral) and the original gas cap on the rear fascia. The interior was also completely rethought and redone in supple Italian caramel-colored leather. The stock shifter was reused, and in a particularly interesting design twist, the two elements of a factory Rally Pac (clock and tach) were repurposed from their normal, steering-column mounting position, to become built in instrumentation now recessed in the console's center stack. And they look trick like that, too.

The factory stock wheels, tires, and hubcaps hit the dumpster (or whatever they call them in Italy) in favor of a racy looking set of Campagnolo 6"x14" wheels designed by Bertone and cast of particularly light Elektron magnesium alloy wrapped by blackwall radials. The car was painted an elegant, metallic silvery blue/green that glowed in the sunlight, and really showed off the Mustang's new subtle curves.

The strangest part of this fabulous, Italianette Mustang is that not long after its New York show-winning appearance, the car simply disappeared. Post NY show it was advertised for sale, for \$10,000, directly by Bertone – but it was not in the company's collection when Bertone closed and was liquidated in 2014.

Prior to his 2012 passing, Mr. Bailey ran some advertisements looking for the car with the hopes of reacquiring it. Apparently to no avail. We can only guess that it disappeared into a barn or very private collection in Northern Italy post its return to Turin. Intensive Google searches yield lots of questions, but no confirmed sightings of this rare and desirable piece of early Mustang history – although everyone seems to agree that it wasn't scrapped or destroyed.

Have you seen it?



Ford To Offer Performance Experience to Owners of the All-New Shelby GT350

Source: ford.com



Owners of a 2015 or 2016 Shelby GT350 or GT350R will be invited to learn the capabilities of their car as part of the Shelby GT350 Track Attack program at Utah Motorsports Campus in Tooele, Utah, compliments of Ford Motor Company and the Ford Performance Racing School.

The one-day performance driving experience in a Ford Performance Racing School Shelby will be included with the purchase of every Shelby GT350 model. While the program is complimentary, attendees are responsible for personal airfare and lodging.

"The new Ford Shelby GT350 is simply an amazing, world-class sports car," said Jim Owens, Ford Performance marketing manager. "We want owners to really understand the car's capabilities, so we are going to give them the opportunity to learn how to really enjoy the Shelby in a fun and safe environment. By putting them behind the wheel of one of our Shelbys at the Ford Performance Racing School, owners will have a good sense of what this car can really do."

During the Shelby GT350 Track Attack program, students will participate in both classroom and on-track instruction from Ford Performance Racing School instructors. Designed to let owners get the most out of their new Shelby GT350, attendees will test the limits of the Shelby.

In addition to the complimentary one-day program, Track Attack attendees will also be invited to attend an evening event hosted by

Ford Motor Company the night before.

"The Shelby GT350 Track Attack program is designed to accommodate every level of driving-skill," said Dan McKeever, school president. "Regardless of a person's driving skills, this will be an unbelievable experience. From the weekend track warrior to the car collector, this program provides the skills needed to really enjoy a Shelby GT350 and understand its important history."

Shelby GT350 owners are also encouraged to bring a guest to watch the event or for an extra fee, experience the excitement in one of the school's race prepared 2015 Mustangs. Attendees and guests can also extend their experience by a day to get behind the wheel of a race prepared Boss 302 or Mustang GT at the Ford Performance Racing School for an additional cost.

- **Ford Motor Company to host complimentary Shelby GT350 Track Attack program at Utah Motorsports Campus for new owners**
- **Professional driving instructors from the Ford Performance Racing School will provide expert classroom and on-track instruction to all Shelby GT350 Track Attack attendees**
- **Shelby experience includes a special dinner the night before the track attack event**

did you know?

"Mustang Sally"
- Wilson Pickett

According to music historian Tom Shannon the song started as a joke when singer Della Reese wanted a new Ford Mustang. Rice called the early version "Mustang Mama" but changed the title after Aretha Franklin suggested "Mustang Sally". [5]

On The Rascals Anthology booklet, Felix Cavaliere claims the Young Rascals actually recorded "Mustang Sally" and "Land of 1000 Dances" before Pickett. He says Atlantic Records "copped those two songs from them and gave them to Pickett" to record.

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MAZDA

Showcar



Here's An Inside Look At How The Cobra Jet Is Assembled



By: Harrison Noble
Source: stangtv.com

Many Mustang enthusiasts are well aware of the Cobra Jet Mustang and the history behind this legendary racecar bred exclusively for the drag strip.

But what some enthusiasts may not be up to speed on is the assembly process of the Cobra Jet. With only 50 models produced per year, the latest S550 platform Cobra Jet shares over 75-percent of its components with the 2016 Mustang GT model, yet the Cobra Jet boasts an eight-second quarter-mile capability. Ford Performance gives us an inside look at how the 2016 Cobra Jet is transformed from a body-in-white production Mustang to a drag racing certified all-out racecar ready to purchase.

The build process of the Cobra Jet is quite interesting. It's a fascinating symphony between Ford Performance, FRAP, and Watson Racing to create one of the fastest Mustangs ever produced. According to Ford Performance, the Cobra Jet is impossible to build at a higher volume at the plant. Thus, the journey begins with the production of a body-in-white model at Ford's Flat Rock Assembly Plant located in Flat Rock, Michigan where the current generation S550 platform Mustang is produced. After the body-in-white model has been assembled and prepped using an e-coat primer to prevent panel corrosion at the FRAP location, the semi-prepped S550 model is then sent to Watson Racing for an NHRA 8.50-second ET certified 10-point chromoly-steel cage. The company also modifies the body-in-

white by fabricating a set of four-link mounts in the rear of the body and modifying the floor pan with a set of access panels.

The newly modified body is then set back to the FRAP location, which takes care of NHRA specifications on the all-new Cobra Jet with installing the main wiring harness for all of the vehicle's electronics. Using an electrical bulkhead panel installed on the passenger side firewall, technicians route the battery cable towards the trunk and install an electrical kill switch mounted at the rear quarter panel.

FRAP also paints the newly fabricated cage and interior in either one of two color choices, Oxford White or Deep Impact Blue. Components for the Cobra Jet are then picked from a specific parts bin from a special build sheet provided to each technician, which are unique to each Cobra Jet being built. Now here's where things get interesting. Ford Performance prides itself with the Cobra Jet in using only 'go-fast' parts and a few mandatory safety-related components. In laymen's terms, the Cobra Jet lives up to it's barebones/minimalist racecar reputation. Unlike the production Mustang models, the Cobra Jet has shed all of the heavy and unnecessary (at least in this case) insulation, seam sealers, and sound deadening material to save a significant amount of weight.

Engineers have even taken weight savings a step further by keeping all wiring to a minimum in the Cobra Jet. Continuing the

path to weight savings, Ford teamed up with Aeromotive Inc to create a Cobra Jet specific fuel delivery system. The system is comprised of the company's Stealth six-gallon aluminum fuel cell which uses the company's Eliminator fuel pump and filter which is mounted in the trunk of the Cobra Jet.

Next up on the build list is assembling the interior and the engine bay partially. While still a dedicated factory built racecar, the Cobra Jet does receive some of the 'plush' interior bits from the production GT, such as the carpet and headliner.

Ford chose to include these interior bits to give enthusiasts a feeling of higher quality in the Cobra Jet. Other interior bits include a preassembled instrument panel using an Auto Meter Monster Tachometer and a Hurst Quarter Stick shifter mounted on a transmission shifter bracket.

Ensuring an easy installation of the engine and transmission in the Cobra Jet is simplified by mounting the engine cradle to the radiator. This is accomplished by using a custom fabricated metal

stand that houses the assembly, allowing it to be rolled under the body for installation. Technicians lower the Cobra Jet body onto the stand and bolt the engine cradle into place. Built and engineered specifically for the Cobra Jet model to save weight, the cooling system assembly and Aerospace brake components are then fitted to the vehicle. The Cobra Jet also features a line-lock mechanism for the front brake components, and an air-and-oil catch can is installed in the intercooler coolant reservoir.

During the second portion of this segment, Ford Performance goes in-depth and explains the installation of the engine, transmission, and the cooling system specific to the Cobra Jet.

Stay up to date on the Cobra Jet manufacturing process as we bring you updates at a later date to find out how the team at Ford Performance transforms a body-in-white Mustang to a Cobra Jet in as little as six weeks time.



W-Code Controversy: We Unravel The "Factory 427" Mustang Myth

By: John M. Clor
Source: racing.ford.com



The existence of factory built "W-Code" 427-powered Mustangs is one of oldest and most controversial topics in Ford's pony car history. Despite documented prototype builds, the reality of 1968 Mustang brochures listing the 427cid V-8 as a factory option and even some owner claims – it appears there's no viable proof from either the experts or from hard evidence. So is a factory 427 Mustang an ultra-rare collector's item – or just an urban legend?

Born at the advent of the muscle car era, the Ford Mustang is a car that has always been designed to deliver on the brand promise of "Fast, Fun and Affordable." It's probably no coincidence that the first word in that product mantra is "Fast" – because stylish, sporty cars that make enough power to actually be fast also have a better chance to deliver on that second attribute – fun!

Although Ford Motor Company has provided the world with V-8-motivated driving "fun" since way back in 1932, by the time the Mustang had bolted from the marketplace starting gate, enthusiasts' appetite for horsepower had become insatiable. Which meant that as much fun as early 289 V-8-powered Mustangs had been – even the "HiPo" 289 versions – they quickly took a back seat to a newfound lust for the kind of power and torque that can only come from a big-block V-8.

Ford's first response to that powerful market demand came in 1967, when Mustang not only got bigger, but it got its first big-block as well – the venerable 390-cubic-inch "Thunderbird Special" V-8 with a four-barrel carburetor and a rating of 320 horses. The standard engine in the T-Bird, this same 390 workhorse engine could also be had in many Fairlanes and full-size Fords. Opting for the 390 in your Mustang cost \$264, which was far cheaper than the extra \$434 (over the base 200-cid inline six) that it cost for the "Hi-Po" 289 (by now called the "Cobra") small-block.

There were three transmission choices in '67: a standard three-speed manual; a new close-ratio "Top Loader" four-speed stick-shift; and a new automatic, the "SelectShift" Cruise-O-Matic, which was a \$233 option that was often teamed with the 390 V-8. ("SelectShift" referred to a manual-over-ride feature that allowed the driver to keep the automatic in any of the three forward gears up to the engine's redline for maximum acceleration, as well as to allow manual downshifts from third to second.)

But the 390 was just too slow-revving and mild-mannered for the serious Ford horsepower buffs. And even though Carroll Shelby was offering Ford's 428 cubic-inch "Police Interceptor" big-block in his upmarket GT500 Mustang model, the motoring press still wasn't that impressed when compared to the big-motored Chevies, Pontiacs and Mopars. So later that

model year, Shelby reportedly decided to go all-out and build some three dozen GT500s with Ford's premier race engine underhood – the 427 big-block.

The LeMans-winning Ford 427 V-8 had first been introduced in 1963 as a "race engine," developed for use by NASCAR stock-car race teams and professional drag racers. While 427-powered "Lightweight" Galaxies and Fairlanes made headlines at the racetrack, scant few 427 V-8s found their way underhood as passenger car options on big Ford and Mercury sedans and convertibles. By 1965, the 427 race engine employed a "side-oiler" block configuration (sending oil to the crankshaft first, then to the camshafts and valvetrain second – the direct opposite of the earlier "top-oiler" version), and was available with low-riser, mid-riser, or high-riser aluminum intake manifolds, topped by either single or double four-barrel carburetors. The low-riser, single four-barrel street versions were conservatively rated at 390 horsepower. Word of such Shelby 427 installations sparked much speculation that this famed V-8 was destined to appear in the Mustang's engine bay as a factory option sometime in 1968.

A series of events leading up the introduction of the 1968 Mustang is at the heart of the assumption that there was, indeed, a factory 427 Mustang offering. First and foremost, of course, was a Ford product announcement in late 1967 that a hydraulic-lifter 427 engine would be made available as an option – merely by selecting the "W-Code" on the order sheet – for both the Mustang and its sister-car, the Mercury Cougar.

Secondly, early 1968 Mustang product brochures showing information on the availability of the 427 are said to exist. Seeing the mighty 427 at the top of the '68 Mustang engine selections chart certainly had many performance fans chomping at the bit. All that would have been needed was to choose the W-Code 427 on your order and cover the whopping option price tag of nearly \$700, and you'd land yourself a four-barrel 427 with 10.9:1 compression – good for at least 390 horses at 5,600 rpm and a then-unheard-of showroom stock 0-60 mph time of around six seconds. Oh, sure you'd be forced to pick the Cruise-O-Matic as your transmission choice, but front disc brakes instead of drums were also part of the deal.

To add fuel to the fire, 427 Mustangs were being featured in the motoring media. As somewhat of a teaser in the car magazines at that time, Tasca Ford had swapped a race-worthy 427 into a Mustang and nicknamed it the "KR" – a true "King of the Road" before Shelby had made the moniker famous on his 428-powered GT500. And at least one publication printed a photo of what it described as a Ford "pre-production pilot 427 Mustang," showing that Ford engineers actually DID build a 427 Mustang test mule or

two for 1968. But the question is: Did those cars wear a VIN plate? And if so, was it stamped with the telltale "W" engine code? Or better still, did any of those cars somehow dodge their date with the Ford crusher after their engineering life was over? No one knows. To this date, no one has been able to document a factory built 427 Mustang, or provide even a photo of a 1968 Mustang VIN plate with the 427's "W-Code" on it.

What CAN be verified is that a handful of 427 engines DID arrive at the Mustang assembly plant early in the 1968 model run, and found their way into a select number of new Mercury Cougars. These cars, dubbed the Cougar GTE, ARE identified by the "W-Code" in their VIN plates, and were indeed fitted with Ford's premier 427 race engine. Even though they were all equipped with a 650-cfm Holley four-barrel carburetor that was considered far too small to take advantage of the 427's true power potential, you didn't hear complaints from the proud owners of these fast cats.

Still, reports and supposed sightings of W-Code Mustangs have persisted for decades. The ongoing claims of 1968 factory original 427 Mustangs had eventually turned into such a controversy that Ford production-data guru Kevin Marti of "Marti Report" fame was asked to search his massive Ford computer archives to try and settle the issue once and for all.

According to his most recent book, *Mustang By The Numbers 1967-1973*, Marti found that Ford indeed made W-Code Cougar GTEs, but that not a single W-Code record exists in Ford data for ANY 1968 427 Mustangs. The same goes for the W-Code 1968 Fairlanes, Cyclones and Torinos that were also mentioned in catalogs and owners manuals. (And yes, it's true that the December 1967 issue of *SuperStock* magazine featured a factory "427 Torino GT" – but to this day no one can explain if that particular car was a Ford prototype or possibly just wearing 427 badges while a 390 still lurked underhood.)

It's interesting to note that Ford had produced "427" hood scoop emblems intended for 1969 model-year Mustangs and Torinos that never reached production, as the emblems carried a Ford part number (C9ZZ-16637-A)

and could be purchased from dealers. But it all became academic in December of 1967, when Ford dropped the 427 from its engine lineup.

The 427's bore size, complex block and exacting build tolerances made it too expensive to manufacture in viable quantities, so it was replaced by the just-as-big yet easier-to-make 428. By the time April 1, 1968, rolled around and Ford unveiled the 428 Cobra Jet engine as the high-performance big-block V-8 for the Mustang, the 427 faded from the limelight – and was soon relegated to the "racing exotica" class after the 428 Cobra Jet's bottom-end was beefed up in the Super Cobra Jet versions that were released a bit later.

Despite an ongoing lack of evidence that factory 427 Mustangs were ever built – even all these years later – some in the hobby still hold out hope that proof will be unearthed someday. Marti himself says that Ford data is not infallible, and has oddities that cannot be explained. For example, he notes that the 1972 Mustang options list does not show that the rear deck spoiler was available, even though it appears in both 1971 and 1973.

When it comes to the possibility of a "W-Code" 427 Mustang being missed in the data capture, Marti has been quoted as saying, "Ford might have built them in such small numbers that they never showed up as a Code, kind of like the '67 Shelbys that had an "S" engine code (390) and were, in fact, packing the 428."

So the search continues for the real-deal factory 427 "W-Code" 1968 Mustang. Until one can be proven with documentation, the only place you'll find them is at the very top of Mustang lore.

Editor's Note: If YOU happen to find proof of a "W-Code" 1968 Mustang, we'd like to know about it. Send info to AskTFR@Ford.com. (Our thanks to Bill Hamilton, David Ahner and Gary Barto, who had first responded to this query via the MCA's 'Mustang Times' magazine.)





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