OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB

## What's Next? Electric SUV, 4-Door Sedans...oh ya, wagons



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**the** 

**Build it:** Court Rules For Muscle Car Fans

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**FEBRUARY 2023** 







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.

# board members

CVMC OFFICERS Joseph Colvin • President 285-7296		WEBMASTER Paul Beckley 323-7267		past presidents	
Dave Ward • Vice President	289-2366	Paul Beckley	323-1201	Joseph Colvin	2020-2022
Susan Ward • Secretary	288-6352	NEWSLETTER EDITOR	000 7500	Ron Dupras	2017-2019
John Briar • Treasurer	259-1437	Garo Chekerdemian	906-7563	Mark Gardner	2016
MEMBERS AT LARGE		ADVERTISING		Jim Sanborn	2015
Diana Buranen	647-6034	* Talk to a Member at Large		Paul Beckley	2012-2014
Mike McCutchan	977-5497			Allen Rasmussen	2011
Jamie Pulmano 394-8565		ADVERTISING RATES:		Ron Deubner	2010
Sean Shanen 951-202-2725		Classified Ads (3 Lines)		Jim Sanborn	2009
* Compliments or complaints should be presented		CVMC Members	FREE	Wanda Hamshar	2008
to Members At Large.		Non Members per issue with Photo	\$3.00 \$10.00	Michael Metz	2006-2007
MEMBERSHIP CHAIR			φ10.00	Jim Sanborn	2005
Brandon Walker	288-0450	Business Card Ad		Doug Deffenbach	2003-2004
ACTIVITIES CHAIR		CVMC Members	FREE	Christina De La Pena	2001-2002
Mary Kokalis 313-6564 * Suggestions for activities should be directed to the		Issue \$5.00   Six Months \$13.00   One Year \$25.00		Jim Sanborn	2000
				Jay Sharmer	1999
Activities Committee.				Brian Massey	1997-1998
MERCHANDISE CHAIR		Double Business Card Ad (1/4 Page)		Jim Sanborn	1996
Robin McCann	709-0830	Issue Six Months	\$7.00	Ron Deubner	1995
MCA REGIONAL DIRECTOR	2	Six Months	\$20.00 \$70.00	Paul Beckley	1994
Paul Beckley	323-7267	Half Page (One Year) Full Page (One Year)	\$70.00 \$105.00	Dave Rose	1993
2	010 1101	Half Page / Back Cover / One Y		Paul Beckley	1989-1992
	005 4000	Hair age / Back Cover / One T	σαι ψ00.00		
Mary Whitley	285-1060				

The Central Valley Mustang Club accepts paid advertising from legitimate businesses. CVMC does not necessarily endorse or accept responsibility for the quality or integrity of our advertisers' services.

monthly meeting

Last Thursday of Each Month BLACK BEAR DINER • 3602 W Shaw Ave • Fresno, CA Dinner: 6 PM • Meeting: 7 PM

## HINING



# from the president



# from the editor

Greetings my friends,

I write this column on Presidents Day having just returned from Castle Air Museum and a great time with some of our Mustang family.

Events like this remind me of why I joined this club. We ate and we drove and we found some interesting things along the way. We need more events like this.

The year is just beginning so let's make the most of it. Life is short, enjoy the ride.

#### Joe Colvin

CVMC Grand Poohbah joe@cvmustang.org 559-285-7296

## CENTRAL VALLEY MUSTANG CLUB, INC





Garo Chekerdemian CVMC - Newsletter Editor

## upcoming events

## **MARCH 2023**

Mar 30	March general meeting Black Bear Diner, 3602 W Shaw Ave Fresno Check online for updates and additions	
Mar 27	Board meeting 6 pm, Helen's Gourmet Chinese food, NE corner Fresno St/Alluvial Ave	Board
Mar 26	Exeter Murals & lunch Whistle Stop Cafe 1230PM - 2PM. Leave Yosemite Falls Cafe on Cedar (between Ashlan & Dakota) at 10AM	Brandor
Mar 24	Sal's Café, 2163 Park St Selma. 6 PM- Meet in the North end of Target Parking Lot on Bullard & Blackstone. Leaving at 615PM.	Brandor
	Reedley, Lunch - Food Trucks. Free Parking & Free Admission. Train Ride Tickets \$5.00 for 2 yrs and up. Meet at Yosemite Falls Cafe on Cedar (between Ashlan & Dakota) at 9AM & leave at 915AM	
Mar 18	Hill Crest Wahtoke Railroad Trainfest Experience, 6943 S Reed Ave,	?
Mar 12	Activity Meeting Old Spaghetti Factory 1:30 to 3:30 pm, 1610 E Shaw Ave	Mary
Mar 11	Car Show: Sanger 7 am meeting Blossom Trail Café. Show is 8 am to 3 pm	Dave
Mar 9	Mustang Roll Out Day, Colorado Grill 6 to 8 pm 2088 W Shaw NW corner Shaw/West	Joe
Mar 4	Monthly club breakfast 10am Blossom Trail Café, 922 N Academy Ave, Sanger	



## **FEBRUARY**:

Feb 4	Robin McCann		
Feb 5	Paul Beckley		
Feb 5	Dianne Drew		
Feb 7	Jacob Lee		
Feb 18	Nick Kokalis		
Feb 20	Ben Tiedt		
Feb 21	Virginia Colvin		
Feb 25	<b>Bob Anderson</b>		
Feb 26	Diana Buranen		
Feb 28	Diane Tiedt		





# Central Valley

# be sure to check out cvmustang.org

Events Calendar Photo Gallery Newsletters Merchandise

## Young Mustang Owner Creates Community for Fellow Millennial-Age Enthusiasts

#### By: Patrick Morgan Source: themustangsource.com

Millennial Mustang Registry is Bradley Belcher's way to build camaraderie among younger Mustang Enthusiasts who keep the hobby alive.

Not everyone has the luxury of coming from a family of car enthusiasts. Bradley Belcher was lucky though and had two generations of Mustang enthusiasts precede him. He grew up with his Mustang pedal car alongside his dad's 1969 Mustang convertible. Belcher soon got his own Mustang, and found out that younger enthusiasts needed to really band together. Who else would prove that this fanbase exists? Ford Online reports that's why Millennial Mustang Registry now exists.

The concept of the registry is simple. Applications are free for anyone who meets the criteria; being born between 1980 and early 2000s and of course, owning a Mustang. From there, you're given a special MMR number that applies to you, the individual, rather than the car. Because the goal of any Mustang owner is to have more Mustangs, of course.

At the moment, there's over 500 members of the registry like Belcher and the member shown above. But we feel 500 members is an underrepresentation. The number has to be much much higher. One look at a typical night at the drag strip and you'll find a number of millennial age racers. The same can be said for track days, and even drifting. If more attention is brought to the registry (which is on Ford's radar) then the next generation of Mustang enthusiasts have a better way of shaping the pony car of their own future.

Millennial Mustang Registry also helps those who are first timers. Maybe they grew up in a household where the family car was nothing more than a sensible, boring appliance. For this kind of young enthusiast, a camaraderie from other similar aged Mustang owners is fantastic.

One thing that's missing from MMR's site though is a way to really engage, ask questions and meet members of the community. Those attributes are a mainstay of The Mustang Source since its inception. At the Mustang Source, our users are young and old alike, and are always welcoming to new members. In fact, our intros section gives you a chance to introduce yourself, and show off your ride.

## Did you know...?

## 1960's USSR vs USA automotive competition

USSR car ZAZ-966 (0.9-1.2 liter engine, 27-40 hp) cost 3800 rubles in the 60s, which was about 3000 dollars, for this amount in the USA you could buy a Ford Mustang (5.7 with 290 hp). Both cars are at picture for comparison.



## THE SCENE Castle Air Museum 2023







## S650 Ford Mustang Shooting Brake Looks Absolutely Fantastic

By: Brett Foote Source: fordauthority Renderings By: Sugar-Design

Enthusiasts have long been enamored with the idea of what's widely known as a "shooting brake" – or a body style that's reminiscent of a wagon, yet inspired by horse-drawn wagons from the 1890s that were used to transport hunters, their equipment, and their game from one place to another. The first automotive shooting brakes surfaced in the early 1900s, and now, typically describe a vehicle that combines coupe and station wagon body styles, though they're rarely seen in today's world. However, like most enthusiasts, we love shooting brakes, and these renderings from Sugar Design show us what an S650 Ford Mustang variant of this type might look like.

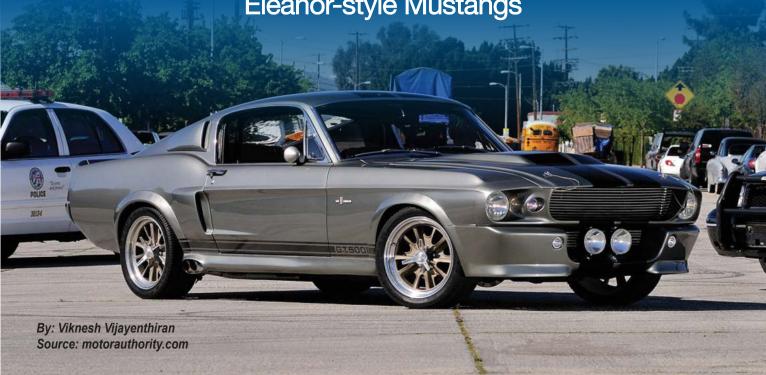
These renderings depict a regular old S650 Ford Mustang GT, complete with the coupe's fresh new lines from one end to the other. The only difference, of course, is that the artist extended the roofline all the way to the rear, giving the pony car a large cargo area in lieu of a trunk. The result of that effort is rather impressive, as the sleek, forward-sloping rear glass looks like it could have been designed this way from the start.

While it's unlikely that an S650 Ford Mustang shooting brake would sell in any sort of large quantities – few of its peers ever have, while wagon sales in general represent a tiny slice of the overall market – there's certainly a business case to be made for a sporty machine with loads of utility, as not everyone wants a crossover or SUV.

Of course, this isn't the first time we've seen an artist try their hand at creating a shooting brake version of a pony car, as we came a across a Fox Body coupe/wagon a little over two years ago. Perhaps the day will come when FoMoCo expands its Mustang lineup to include such an offering – and, maybe, a high-performance off-road-focused Raptor version of its iconic pony car, too.



## Court rules muscle car fans free to build Eleanor-style Mustangs



Shelby Trust, the owner of the Shelby trademark, has won a court case that the trust claims finally allows it and other builders to create Mustangs that resemble the Eleanor-named gray Mustangs in 2000's hit movie "Gone in 60 Seconds," as well as the yellow Eleanor Mustang that featured in the original 1974 version of the movie.

For years, the two car designs were defended under copyright protection by Denise Halicki, the wife of Henry Blight "Toby" Halicki, who made the original "Gone in 60 Seconds" movie. She won the rights in a 2008 court case against Shelby after the trust a few years prior started licensing the 2000 design to replica builders keen to offer Eleanor-style Mustangs for sale.

Halicki has arranged licensing deals with replica builders in the past, but not with Shelby. For example, Classic Recreations last year announced a carbon-fiber bodied Eleanor with an 810-hp supercharged V-8—priced at nearly \$300,000. A more traditional replica for around \$200,000 was offered by Brand New Muscle Car in 2019. In both those cases, the replica resembled the Eleanor from the 2000 movie starring Nicolas Cage and Angelina Jolie. The car in the movie was based on a 1967 Ford Shelby GT500.

According to Shelby, the U.S. District Court for the Central District of California last week ruled that both Eleanor Mustang designs (2000's gray design and 1974's yellow) were not deserving of copyright protection, on the basis the designs weren't representative of a character that could be considered intellectual property.

"We can finally tell all our important licensees and Shelby GT500 owners that Mrs. Halicki has absolutely no right to complain about or file a lawsuit based upon the looks of any car licensed by the Shelby Trust," Neil Cummings, a co-trustee of the Shelby Trust who oversaw the legal process, said in a statement. "The true value of all Shelby GT500s is now secure with this news."

## Carroll Shelby's GT500 And Two Cobra Jets Head To Auction



By: James Elkins Source: fordmuscle.com

In the small town of Nocona, Texas, located just outside of Wichita Falls, a host of classic and rare race cars filled the interior of a brick and mortar building. The collection belonged to Pete Horton who for years collected cars and showcased them to people traveling through the area. However, after Horton's passing the family has decided to move on and the cars are now headed to auction. Now Carroll Shelby's GT500 and two Cobra Jets are leaving for Mecum.

Judging by his showroom, Horton pledged no allegiance to one specific automotive company. Instead, his collection was geared towards classic cars, cars related to celebrities, and occasionally sprinkled with modern race cars of all kinds. Days before the Horton Classic Car Museum was set to close we stopped in to take one long final look at what vehicles Mr. Horton had acquired throughout the years.

When walking through a showroom filled with vibrant paint jobs that rival almost any car show, it's easy to get over-stimulated and miss out on a few. However, for the Ford fanatic a 1968 Shelby GT500 Cobra Mustang would be hard to miss. The car was one of Carroll Shelbys and retains his signature on the dashboard. The car is filled with Cobra emblems and markings throughout and still has the original Cobra push button lock.

If for some odd reason a classic GT500 is not your thing, Horton also had a pair of S197 Mustang Cobra Jet's sitting beside each other. While the Cobra Jet's were offered in limited quantities, both of these were crafted in a batch of only 50 serialized units, making them extremely rare. The VIN-less spectacles offered a look into what one could have bought for an out-of-the-box racing platform from Ford Racing.

While we ogled over the beautiful finds that Horton had located all in one place, the staff of Mecum Auctions was preparing for the task of rolling these vehicles down the red carpet and into new homes. VINs were written down, vehicles were inspected, and engines were started in the building. Not surprisingly, the emission of classic car fumes and loud exhaust echoed through the building, which actually cut the final days of public viewing of Horton's treasure back three days citing safety concerns.

We could write features for months on each one of the cars at Horton's Classic Car Museum, but it still wouldn't do justice to the man who brought them all to a small town of only 3,000 people. As these cars leave Nocona, Texas, and head for the big stage, we owe Mr Horton one final salute for being a car guy who wanted to share his passion. Hopefully, the new owners will be just as willing to showcase their proud new purchases and quite possibly bring them to the shows.

## What's In Your Fuel - The Gov't Allows More Ethanol In Pump Gas

## By Greg Acosta

Source: fordmuscle.com

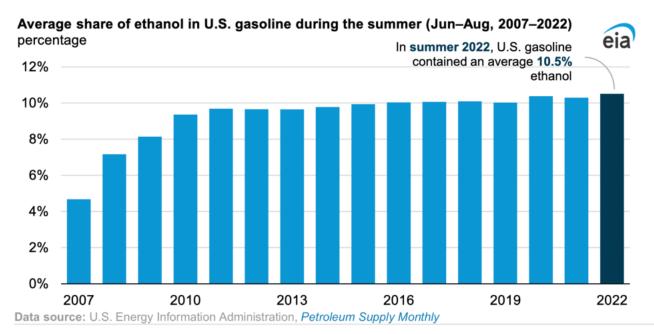
Ethanol in our pump gas is nothing new. In fact, the current government regulations allow for up to 10-percent of gasoline sold at the pump to be mixed with ethanol. That is, until the summer of 2022, when the EPA issued a Nationwide Fuel Waiver allowing for up to 15-percent of pump fuel's content to be ethanol. The waiver was extended seven times over the course of the summer, comprising the entirety of the Summer Volatility Control Period (when you get the so-called "summer blend" gasoline).

#### **Ethanol In Fuel**

Anyone who has paid attention to the development of ethanol for automotive use knows that besides being cheaper than gasoline, it has a higher octane rating. However, it has a lower energy density than gasoline, so it requires more volume to make the same horsepower. Additionally, ethanol can be detrimental to rubber seals and certain plastic components in an automotive fuel system.

To that end, modern fuel systems are built to withstand up to a 10-percent concentration of ethanol in the fuel, and the vehicle's ECU is tuned with that taken into account. Although the Department of Energy does say that modern vehicles (2001 and newer) can operate on E15, it also concedes that fuel economy (miles per gallon) is generally lower with increased levels of ethanol in engines that are optimized for gasoline.

In a report published December 1, 2022 by the US Energy Information Administration, it was revealed that as of April 29, 2022, the amount of ethanol allowable in pump gasoline was increased to 15 percent, nationwide. That temporary waiver was effectively made permanent for the entire Summer Volatility Control Period thanks to a total of seven temporary waivers. Additionally, the report stated that over the summer, all the gasoline in the United States contained an average of 10.5-percent ethanol (which, in and of itself meets the requirements of being called "E15" by the DoE's definition), which is the highest rate on record.





#### **Reasons For Allowing E15**

There are several reasons that E15 was allowed over the summer. First, is that during the pandemic, a significant amount of refining and production capacity was lost. With fuel demand increasing to pre-lockdown levels, further "cutting" of the available fuel supply with readily available ethanol increased the available amount of fuel, just like adding cereal to your meatloaf.

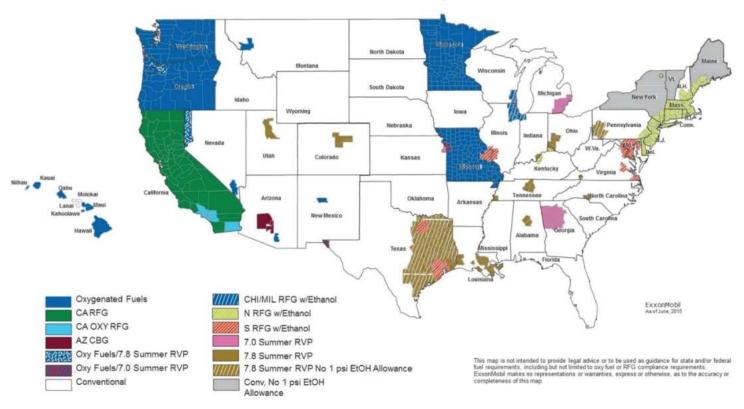
Secondly, ethanol is less expensive than gasoline and its various components. By replacing an additional five percent of gasoline with less expensive ethanol, costs were theoretically reduced. Whether or not those savings made it to the end consumer is a whole different debate, but there was a cost-savings somewhere in the chain.

#### Effects Of E15

As everyone has bemoaned since ethanol was first introduced into pump fuel, it can have some detrimental effects on a vehicle's fuel system and engine if not accounted for. Since anything above 10-percent ethanol requires special consideration, running E15 in a vehicle not designed for it can lead to a range of issues from a simple mileage decrease on the minor end, to fuel system component damage and detonation issues on the severe end of the spectrum.

#### page 12

For example, for a modern vehicle with active knock sensors and wideband oxygen sensors, the engine will most likely be protected from any damage, and the user will simply notice a decrease in fuel mileage. Short-term effects of an additional five-percent concentration of ethanol should be minimal and unnoticeable, but the longer-term effects are unknown, even though the DoE states that 2001 and newer vehicles are "approved for E15 use".



U.S. Gasoline Requirements

This map shows all the different regional fuel specifications as required by law. Plot a cross-country road trip and it's likely you'll have quite a few different formulations of fuel in your tank along your route.

At the other extreme, a highly tuned vehicle that runs on pump gas (which a large percentage of our audience has sitting in their driveways right now), which doesn't have knock sensors, and runs in an open-loop configuration might start to see detonation issues. While that would still be an extreme case, as you would have to be tuned to the absolute edge of safety, it's a legitimate concern. Not to mention that anything older than the 2001 model-year is listed as "prohibited" from using E15 by the DoE.

Total Seal's Lake Speed, Jr. conducted testing at Shaver Specialty with their ultra-reliable test engine, and noticed the difference in power caused by the altered chemistry of the pump fuel. After some A-B testing, it was determined that the issues weren't brand specific and were likely due to additional ethanol content in the gasoline.

#### What Do I Do?

If you are reading this in the winter months, there is nothing to be done. This was an issue during "summer-blend" season. However, the cynical side of us says that unless something changes drastically before it starts warming up in 2023, this is likely to take place again. However, now being informed that this is happening, there are steps you can take.

Much like we have advocated for testing the actual concentration of ethanol when you buy E85 from the pump, if you have a performance vehicle running on pump gas, you might want to start performing simple ethanol content testing on the fuel from your local station during the summer months the be sure of what you are getting. Also, you might want to dial back your performance tuneup a little bit, if you are close to the edge now. Giving up a few horsepower to err on the side of safety when using pump gas might not be a bad thing.

## CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE



Women's V-Neck T-Shirts • Women's Polo Shirts 2 Tone Button Up Shirt • Men's T-Shirts • Men's Polo Shirts Uni-Sex Sweatshirt • Uni-Sex Zip Up Hoodie CVMC Embroidered Hat • Custom Engraved Plaques & Signs Club Logo Engraved "Root" Beer Mug

> To order merchandise, check styles and prices Visit: www.cvmustang.org \*All orders must be prepaid or paid online

Central Valley	<b>MEMBERSHIP APPLICATION</b>
<i>Club, Inc.</i>	

PRIMARY MEMBER NAM	E:				
Are you a current MCA (Mu	Istang Club Of America) member?	Yes No			
MCA (Mustang Club Of Am	erica) Member Number:				
Birthdate:					
Address:	City:	State:	Zip Code:		
Your Preferred Email:					
Phone:	Cell Phone:				
In an effort to maintain the membership lists.	privacy of our members, please select if you p	refer to not publish your cor	ntact information in our		
Yes, Please do no	t publish. No, It is ok to share my in	formation with other member	ers.		
Please select your choice	e. We WILL NOT sell or share your informat	ion with ANYONE outside	the club membership.		
SPOUSE:		Spouse's	Spouse's Birthdate:		
Spouse's Email:		Spouse's Cell Phor	Spouse's Cell Phone:		
Children's name(s) and b	irthdate(s):				
1ST VEHICLE - Please e	nter your vehicle(s) information.				
Vehicle Year * Vehicle Make *		Vehicle Model *			
Vehicle Color *	Speciality Vehicle?				
2ND VEHICLE - Please e	enter your vehicle(s) information.				
Vehicle Year *	Vehicle Make *	Vehicle M	odel *		
Vehicle Color *	Speciality Vehicle?				
How did you hear about us	?				

Membership Requirements: Insurance - Each active and honorary membership will be required to carry and produce to the Membership Committee evidence of public liability and property damage insurance as follows: a) In the minimum amount required by California law. B) Or, in individual cases, the amounts recommended by the Membership Committee or the Executive Board. This insurance must cover the car owner and any driver of that member's vehicle. Lack or, cancellation of a member's policy immediately invalidates his/her membership in this club. Operator's License - Each active and honorary member must have a valid vehicle operator's license at all times. Lack of, cancellation of, or expiration of this license immediately invalidates membership.

Release of Damages: By submitting this document online, applicant / member agrees to hold the Central Valley Mustang Club, Inc. harmless for and to protect and defend the Officers and Club Members from any damages that may occur en route to, during, or from an event in which the applicant / member is involved. By submitting this document online, the submit button will constitute your signature as proof that the included information is true and accurate and that you agree to the requirements previously set forth.

### Central Valley Mustang Club, Inc.

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MEMBERSHIP DUES: For the first year only, the sum of \$30.00 for a on e 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