

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB



FEBRUARY 2025

# *the* **PONY PRESS**

## *Hennessey Super Venom Debuts*



**Ford's Bold  
Electric  
NASCAR  
Prototype**

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[www.cvmustang.org](http://www.cvmustang.org)



## club info

Central Valley Mustang Club, Inc. • P.O. Box 25964 • Fresno, CA 93729-5964  
Phone: (559) 715-CVMC (2862) • Website: [www.cvmustang.org](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.



## board members

### CVMC OFFICERS

Brandon Walker • President	288-0450
Dave Ward • Vice-President	289-2366
Susan Ward • Secretary	288-6352
John Briar • Treasurer	259-1437

### MEMBERS AT LARGE

Diane Buranen	647-6034
Chris McKinney	281-8026
Isaiah Montion	696-7968
Cathy Stacy	240-4213

\* Compliments or complaints should be presented  
to Members At Large.

### ACTIVITIES CHAIR

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

### MEMBERSHIP CHAIR

Linda Alexander	408-1584
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### MERCHANDISE CHAIR

Robin McCann	709-0830
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### SUNSHINE CHAIR

Lynnelle Beckley	977-1116
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### WEBMASTER

Paul Beckley	246-5721
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### NEWSLETTER EDITOR

Garo Chekerdeman	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

## past presidents

Brandon Walker	2024
Joseph Colvin	2020-2023
Ron Dupras	2017-2019
Mark Gardner	2016
Jim Sanborn	2015
Paul Beckley	2012-2014
Allen Rasmussen	2011
Ron Deubner	2010
Jim Sanborn	2009
Wanda Hamshar	2008
Michael Metz	2006-2007
Jim Sanborn	2005
Doug Deffenbach	2003-2004
Christina De La Pena	2001-2002
Jim Sanborn	2000
Jay Sharmer	1999
Brian Massey	1997-1998
Jim Sanborn	1996
Ron Deubner	1995
Paul Beckley	1994
Dave Rose	1993
Paul Beckley	1989-1992

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## monthly meeting

### Last Thursday of Each Month

EL PUEBLITO MEXICAN RESTAURANT  
1437 Tollhouse Road • Clovis, CA (N/E Sunnyside & 3rd)  
Dinner: 5:30 PM • Meeting: 6:30 - 8:00 PM



from the  
president

Greetings to all of you Mustangers!!

We are off to a good start for 2025. We had a great turnout at Hilary's chili cook off with nine chili entries and 17 people that got to vote for their favorite chili. Taking first place was Diane, second went to Joe, and third went to Christian our host; yours truly got the hottest chili award. Joe has promised more competition for the hottest chili next time!

We have our annual blossom trail event this Saturday, March 1st. We are leaving from our breakfast at the Train Depot about 11:30 – 12:00 and then going to the old Javier's parking lot on the SE corner of Kings Canyon Rd/Clovis Ave at about 11:45 to 12:15ish. This will be our launch point to the Fresno County Blossom Trail. Here is a link to the blossom trail <https://www.visitfresnocounty.org/things-to-do/attractions/blossom-trail/>

Our first club trip is coming up on March 15-16 with Joe, or Grand Puba, hosting a trip to Sacramento to see the CA State Train Museum Sat 15th / Sun 16th to the Auto Museum. Signups will be at our meeting.

We have permanently moved to El Pueblito Mexican Restaurant, 1437 Tollhouse Road in Clovis. This is a little different intersection: Third St/ Sunnyside Ave/ Tollhouse Road. We are just east of the Peacock Market. They have different hours and they close hard at 8 pm on Thursdays. So we had to change too.

**Our dinner time is from 5:30 to 6:30 pm.  
Our meeting time is from 6:30 to 8:00 pm.**

Our breakfast is the first Saturday of each month (all 12 months) at 10:00 to 11:30/12:00 'ish' at The Train Depot / 3045 E Ashlan / NW corner First St/Ashlan Ave. Next one is Sat March 1.

I believe that activities, including car shows, are the lifeblood of our club! For those of us who have not yet paid: Remember that 2025 dues are due now.

It is hard to be in a bad mood when you get to drive a Mustang! Have fun is our motto for the club! Happy Mustanging to all of you for 2025!

**Brandon Walker**  
CVMC President



from the  
editor

The month of March is right around the corner literally, and with it comes another year older for yours truly. The zero in 60 will be a one and lately I've been doing a lot of reflecting on the years gone by. I've come to realize that life is moving waaaaay too fast.

I recently came across old pictures of club activities and how much our rides have changed in the 30 plus years of this club. Club outings now consist of the vast majority of cars being late models. I get it. Comfort, reliability, speed on demand. Not to mention fuel economy, especially in these crazy times with the "Green" California mentally (can't wait for that train!). If you're not happy with the last part of that comment, well I think keeping my mouth shut the last 4 years was more than generous.

I digress...

So, in 20 years how will we describe the "back in the old days"? We've gone from 10mpg V-8's to turbo 4-cylinders that have more horsepower than the old V-8's.

Now we look ahead with Ford and NASCAR testing a Mustang Mach-E for it's racing series. Yes, an electric car in NASCAR. The good 'ol boys in the south will not be happy.

**Garo Chekerdemian**  
CVMC - Newsletter Editor





# upcoming events

## MARCH 2025

Date	Time	Description
1 Sat	10:00AM - 12:00PM ✉	<a href="#">Club Breakfast/THE TRAIN DEPOT</a>
	11:30AM - 1PM ✉	<a href="#">Blossom Trail Run</a>
8 Sat	4PM - 5:45PM ✉	<a href="#">NEW DATE!! Spicy Mayo hibachi</a>
9 Sun	5PM - 7PM ✉	<a href="#">Roll Off Day @ Triangle Drive In</a>
15 Sat	6:45AM - 5PM ✉	<a href="#">California Railroad Museum</a>
16 Sun	10AM - 5PM ✉	<a href="#">California Auto Museum</a>
24 Mon	6PM - 8:30PM ✉	<a href="#">CVMC Board Meeting @ old spaghetti factory</a>
27 Thu	5:30PM - 8:00PM ✉	<a href="#">NEW MEETING PLACE!!! El Pueblito Mexican Restaurant C.V.M.C. General Membership Meeting</a>

Check online for updates and additions

# happy birthday

## FEBRUARY:

Feb 4 Robin McCann  
Feb 5 Dianne Drew  
Feb 5 Paul Beckley  
Feb 17 Isaiah Montion  
Feb 18 Nick Kokalis  
Feb 20 Erasmo Rendon  
Feb 26 Diana Buranen



## NEW MEETING PLACE / TIME!!!

next general meeting

# March 27th, 2025

EL PUEBLITO MEXICAN RESTAURANT

1437 Tollhouse Road

(N/E Sunnyside & 3rd Clovis)

Dinner - 5:30 pm / Meeting - 6:30 - 8:00 pm

*Central Valley*  
**MUSTANG**  
*Club, Inc.*



be sure to check out  
[cvmustang.org](http://cvmustang.org)

Events Calendar  
Photo Gallery  
Newsletters  
Merchandise

# The Legend of Jim Morrison's night mist blue 1967 Mustang GT 500

After the release of The Door's self titled debut album, apparently the executives at Electra Records were so happy with Morrison's work on the album that they awarded him with the brand new Ford Mustang. The mystery arises after an incident one night in Los Angeles when Morrison allegedly ran his new Mustang into a pole on Sunset Boulevard.

After hitting the pole Morrison allegedly walked up the street to The Whiskey A Go Go where the Doors had performed regularly helping to spread the word around Los Angeles about the popular band. Later that night when he returned to retrieve the car it had vanished. Some say that Morrison never looked into the car to find out where it was or who had towed it. Ever since then no one can truly say where the car is or if it has survived.

His GT500 was a little unusual in that it came with a parchment interior instead of black, the more common choice for a Nightmist Blue metallic body color. Morrison's GT500 also came with the early production twin driving lamps paired close together in the center of the grille.

Morrison's ownership of the car was shared with the accounting firm who handled the Doors finances. The California State Vehicle Registration shows James Douglas Morrison's name on top with "care of Johnson/Harbrand" below.

Johnson/Harbrand was a chartered accounting firm and it exists today as Johnson/Harbrand/Foster/Davis. The registration paper was dated April 30th, 1969 and revealed the licence plate was VRD 389.

Shelby American Auto Club (SAAC) 1967 Shelby registrar, Dave Matthews. Dave was very forthcoming and believes the car was destroyed by October 1969. Dave has no details on the accident other than as registrar he has never seen a car with Morrison's VIN number appear.



# A Closer Look at the World's Only 1971 Mustang Boss 302, Found After 25 Years

The 2023 Muscle Car and Corvette Nationals (MCACN) included a historical moment for Ford Mustang fans. The event saw the public unveiling of the only factory-built 1971 Ford Mustang Boss 302, a car that's been found and restored after missing for 25 years.

The Boss 302 story began in 1969 when the track-prepped pony arrived in showrooms for homologation purposes. Introduced alongside the Boss 429, the Boss 302 enabled Ford to keep racing the Mustang in the SCCA Trans-Am series. It became a rival for the Chevrolet Camaro Z28 on both the race track and public roads.

Styled by Larry Shinoda, the Boss 302 broke cover with a unique appearance package, including stripes, a front spoiler, and a rear deck wing. Both the suspension setup and the 302-cubic-inch (4.9-liter) V8 were specific to this car. The Boss 302 wasn't the most potent 1969 Mustang at 290 horsepower, but it was pretty nimble and notably lighter than the big-block cars.

Ford failed to beat Chevrolet in the SSCA series, but the Boss 302 remained in production for the 1970 model year. The vehicle was redesigned to incorporate then-new Mustang features, including headlamps mounted at the edges of the grille and flanked by horizontal inlets, and hockey stick-style stripes.

Ford sold 1,628 units in 1969, a tiny fraction of total Mustang sales that year. Deliveries soared to 7,014 the following, but the Boss 302 remains a rare classic.

The official story is that Ford discontinued the Boss 302 at the end of 1970 and that the badge wasn't revived until 2012. But while there was no Boss 302 in 1971, Ford actually had plans for one. And it went as far as designing and building a prototype.

The project got canceled at the last minute as Ford went with a larger mill and a "Boss 351" badge, but the one-off 1971 Boss 302 survived to tell the story. Forgotten for decades and presumably lost for about 25 years, this unique piece of Boss history is alive and kicking thanks to noted Mustang expert Bob Perkins.

Having seen the car on public display at MCACN 2023, it's time to check it out up close and personal, thanks to Jerry Heasley, who visited Perkins and discussed the vehicle's history, unique features, and restoration process.

Perkins explains that even though the Mustang was completed with minor upgrades under the hood and correct Boss 302 decals, the car wasn't actually displayed in its original configuration. The yellow fastback did get a spotlight at the Ford Dealer Announcement Show at the Las Vegas Convention Center, but it was shown with Boss 351 markings. The engine under the hood, though, remained unchanged.

While largely similar to the 302 V8 found in the 1970 version, the latter featured a few all-new parts and some components from the 1971 429-cubic-inch (7.0-liter) Super Cobra Jet. That's not the only thing unique about this car. It's also the only Boss 302 with chrome exhaust tips, and it shares the honeycomb rear fascia panel and gas cap with the Mach 1. The Boss 351 did not get these items.

The Mustang has been meticulously restored to factory specifications by Bob Perkins over five years. It's a lot of time for any classic, but you can see why it took Bob so long to finish it. This thing is flawless inside and out and as original as possible.

This Boss 302 is that much more spectacular, given that it went missing for around 25 years before Andrew Hack found it. And fortunately enough, he agreed to sell it to Mr. Perkins, who completed his Mustang Boss collection by restoring it.







# Hennessey Super Venom Debuts As Supercharged S650 Ford Mustang



By: Brett Foote  
Source: [fordauthority.com](http://fordauthority.com)

Since its debut for the 2024 model year, the S650 generation Ford Mustang has become incredibly popular to modify, which has been true of its predecessors as well. We've also seen our fair share of third-party, turn-key, heavily-modified versions of the latest pony car emerge from companies such as Steeda and Saleen, continuing a tradition that has perpetuated for many generations as well. Now, Hennessey Performance is joining the fray with a brand new version of the S650-generation Mustang – a model officially known as the Hennessey Super Venom.

The Hennessey Super Venom package can be applied to either the Mustang GT coupe or Dark Horse, with either the six-speed manual or 10-speed automatic transmission. It adds a bevy of upgrades to both, starting on the outside with a host of "VenomAero" carbon fiber parts – the front splitter, active hood vent, functional fender louvers, side skirts, rear decklid, side mirrors, lip spoiler, and a gooseneck track wing. The Super Venom also gets Hennessey badging, a special livery, and 20-inch wheels. Inside the cabin, one will find a full blue or black leather and Alcantara upgrade, coupled with embossed Hennessey logos, a serialized dash plaque, and all-weather floor mats.

Under the hood, the Hennessey Super Venom gets a number of upgrades for its 5.0L V8 Coyote engine, including a high-flow air induction system, a supercharger, upgraded fuel injectors, a beefier fuel pump, and Hennessey's engine management system, which boosts output to 850 horsepower and 650 pound-feet of torque. That propels the automatic transmission-equipped version from 0-60 in 3.2 seconds and down the quarter-mile in 10.9 seconds at 133 mph.







The Hennessey Super Venom can be ordered directly through authorized Ford dealers or Hennessey itself, with pricing starting out at \$149,950 for the Super Venom GT and \$163,950 for the Super Venom Dark Horse. Both models retain their full Ford factory warranty, and also get a three-year, 36,000-mile Hennessey limited warranty, too.

5.0L V8 Coyote engine

850 horsepower

650 pound-feet of torque

0-60 in 3.2 seconds

quarter-mile in 10.9 seconds  
at 133 mph





# Ford's Bold Electric NASCAR Prototype

By: Verdad Gallardo

Source: [themustangsource.com](https://themustangsource.com)

Ford has unveiled a high-performance electric NASCAR prototype inspired by the Mustang Mach-E, continuing its push toward electrification in motorsports. While it bears a resemblance to the roadgoing Mach-E, this race-ready machine is built on a completely different platform. It features a carbon-fiber tub, a 78-kWh battery pack, and a tri-motor powertrain.

Though Ford hasn't officially released power figures, a similar NASCAR electric prototype from 2024 produced 1,341 horsepower, making it likely that this new Mach-E variant pushes past that mark. The suspension, brakes, steering, and wheels come straight from the current NASCAR Cup Series car, ensuring that it remains a legitimate contender in stock car racing.

## Aerodynamics and Design Enhancements

This prototype is more than just a test bed for electric power—it's a carefully engineered machine designed for high-speed racing. The exterior maintains the Mach-E's signature styling but incorporates aggressive aerodynamic elements, including a large rear wing. Inside, the roll cage and relocated driving position suggest a focus on weight distribution and driver safety. Built using lightweight carbon-fiber materials for the body panels and floor, Ford has made sure that this electric racer doesn't sacrifice performance in favor of sustainability.

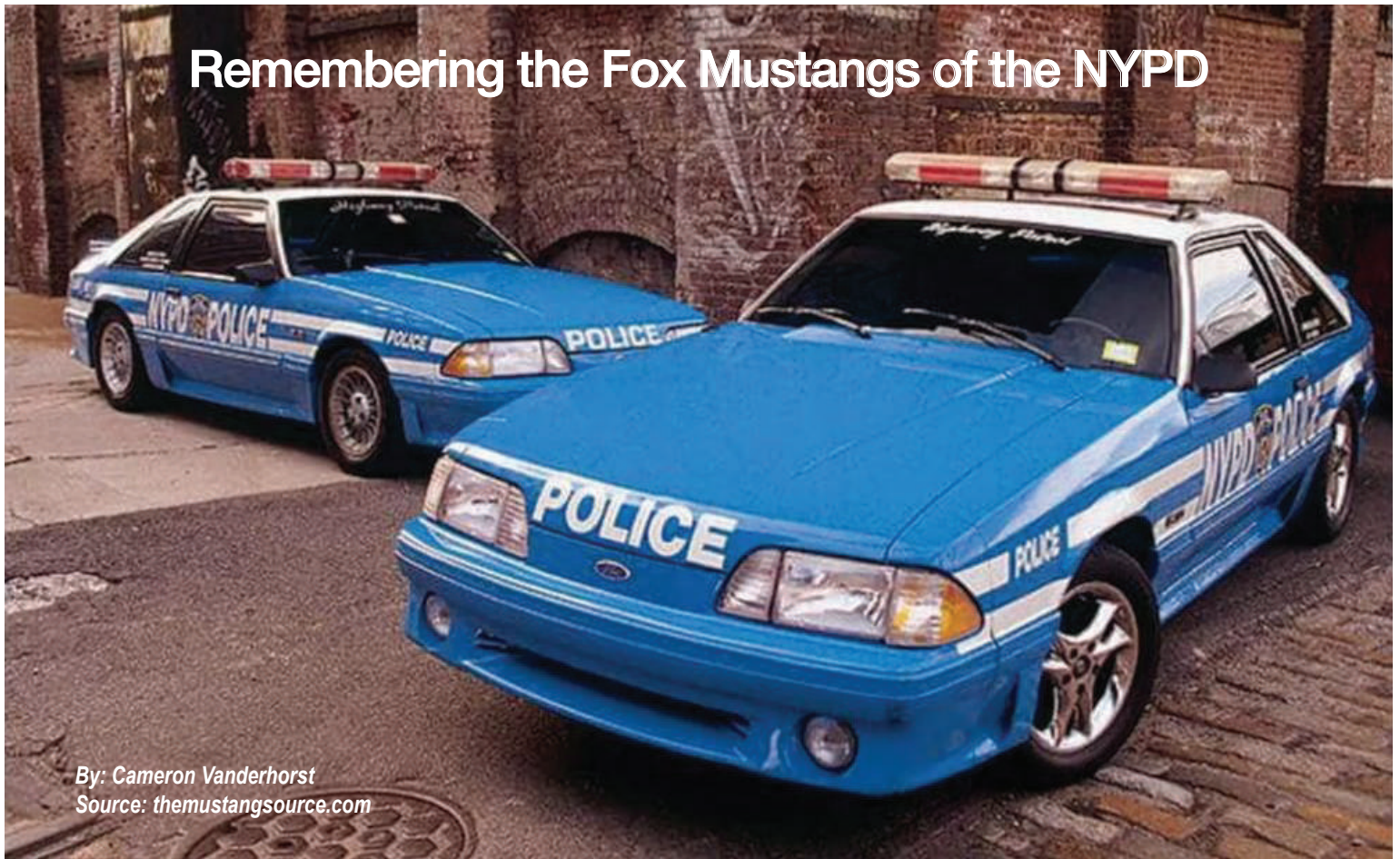
## The Future of Electric Racing

As NASCAR and other racing series explore electrification, Ford's latest developments suggest that battery-powered racecars can deliver the speed, handling, and excitement fans expect. While the sound of roaring V8s has been a defining characteristic of NASCAR, these electric machines could redefine what high-performance racing looks like. Whether on an oval track or a twisting mountain course, Ford's Mach-E racecars are pushing the boundaries of EV performance.





# Remembering the Fox Mustangs of the NYPD



By: Cameron Vanderhorst  
Source: [themustangsource.com](http://themustangsource.com)

## **After a street racing sting operation, these Mustangs went to work for Johnny Law.**

Just about everyone knows about the Mustang Special Service Package (SSP), a factory lightweight Mustang intended for law enforcement duty. However, the Mustangs you see here actually started out as civilian models. Both were modified for street racing before “switching sides” and becoming law enforcement vehicles.

As YouTuber The718Motorpool explains, New York City had a well-earned reputation for crime in the 1980s and early 1990s, with half a million felonies in 1990 alone. When Rudy Giuliani was elected as mayor in 1994, he made it his mission to snuff out crime. Giuliani appointed Bill Bratton as NYPD commissioner, who understood that handling low level petty crime actually had a major impact on curbing more serious crime.

## **To Protect And To Swerve**

Some of that “lower level” crime included illicit street racing. Back in 1985, Francis Lewis Boulevard in Queens became a hotbed for such activity after it was repaved. After a spate of fatal accidents, efforts were made to shut down the ad hoc action on Franny Lew. Several street racers were arrested and their cars were seized. Two of them were modified Fox Body Mustangs, both 5.0 GT hatchbacks. They were painted in an NYPD scheme and put to work performing public relations duties, while a third ex-street racer Mustang hatchback would be added later. Ironically enough, one of the previous owners of these Mustangs would later become an NYPD cop himself. We doubt he got assigned to his old Mustang, though.

While the more heavily modified car, a 1988 GT that was reportedly equipped with a supercharger and nitrous, survives today, the 1992 hatchback was eventually scrapped by the department. The third car remains missing. The 1988 was purchased by a retired officer, restored, and now resides in the Mustang Museum of America in Odenville, Alabama. It serves as a symbol of New York’s turnaround from crime-ridden mean streets into the tourist-friendly metropolis it is today. That’s a suitable retirement for a machine that served the public interest for many years. It’s also proof that any Mustang looks great in Grabber Blue.

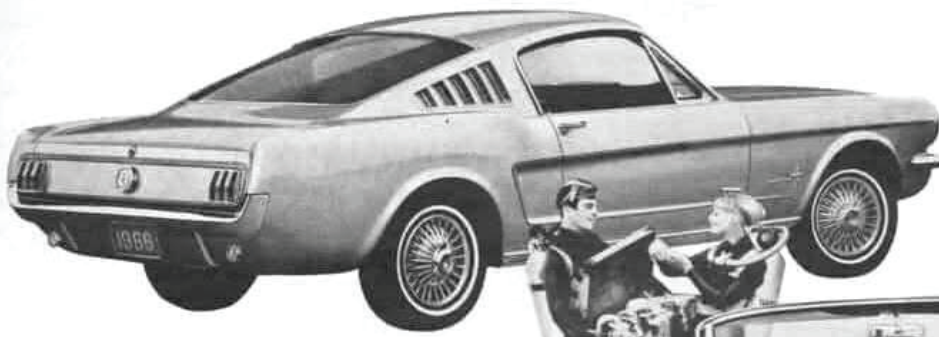


# THE SCENE

## 2025 Chili Cook-Off







***What do you do  
after you build  
a million Mustangs?***

***Start on the  
second million!***



# ***Millionth Mustang Sale!***

***On specially equipped,  
specially priced Mustangs.  
Limited time only.***

Mustang! Fastest first million a new car ever had. And here's the sale to kick off the second million. Hardtops, convertibles and fastbacks, V-8's or sixes . . . all with your personalized nameplate. Also included are specially priced, specially equipped Limited Edition Mustangs with a lively 200 cubic inch six, special wheel covers, distinctive accent-stripe, center console, engine decal, chromed air cleaner. Want to talk horse sense? Come in and talk Mustang!

**You're ahead in a Ford  
all the way!**



# CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE



Women's V-Neck T-Shirts • Men's T-Shirts  
CVMC Embroidered Hat





# MEMBERSHIP APPLICATION

**PRIMARY MEMBER NAME:** \_\_\_\_\_

Are you a current MCA (Mustang Club Of America) member? ☐ Yes ☐ No

MCA (Mustang Club Of America) Member Number: \_\_\_\_\_

Birthdate: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Your Preferred Email: \_\_\_\_\_

Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

In an effort to maintain the privacy of our members, please select if you prefer to not publish your contact information in our membership lists.

☐ Yes, Please do not publish. ☐ No, It is ok to share my information with other members.

**Please select your choice. We WILL NOT sell or share your information with ANYONE outside the club membership.**

**SPOUSE:** \_\_\_\_\_ Spouse's Birthdate: \_\_\_\_\_

Spouse's Email: \_\_\_\_\_ Spouse's Cell Phone: \_\_\_\_\_

**Children's name(s) and birthdate(s):** \_\_\_\_\_

**1ST VEHICLE - Please enter your vehicle(s) information.**

Vehicle Year \* \_\_\_\_\_ Vehicle Make \* \_\_\_\_\_ Vehicle Model \* \_\_\_\_\_

Vehicle Color \* \_\_\_\_\_ Speciality Vehicle? \_\_\_\_\_

**2ND VEHICLE - Please enter your vehicle(s) information.**

Vehicle Year \* \_\_\_\_\_ Vehicle Make \* \_\_\_\_\_ Vehicle Model \* \_\_\_\_\_

Vehicle Color \* \_\_\_\_\_ Speciality Vehicle? \_\_\_\_\_

How did you hear about us? \_\_\_\_\_

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

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

**Central Valley Mustang Club, Inc.**

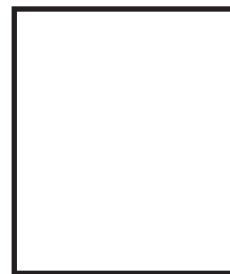
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

**MEMBERSHIP DUES:** For the first year only, the sum of \$30.00 for a one year Active Membership, of which \$5.00 will be an initial fee and \$25.00 for dues. Thereafter, a member shall pay each January a \$25.00 fee for dues. For additional family members, Active Membership dues are \$5.00 per member.

**the** **pony**  
OFFICIAL MONTHLY PUBLICATION  
**PRESS**

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