

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB



JANUARY 2025

the **PONY PRESS**

"Boss" Comeback Hinted?



IMAGE BY: Garo Chelkernian



**1968.5
R Code Demo
One Of Just 102**

Find us on  Facebook



Visit Our Website



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

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

Chris McKinney	281-8026
Isaiah Montion	696-7968
Cathy Stacy	240-4213
Charlene Stebles	696-0368

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

ACTIVITIES CHAIR

Mary Kokalis	229-3219
--------------	----------

** Suggestions for activities should be directed to the Activities Committee.*

MEMBERSHIP CHAIR

Linda Alexander	408-1584
-----------------	----------

MERCHANDISE CHAIR

Robin McCann	709-0830
--------------	----------

SUNSHINE CHAIR

Lynnelle Beckley	977-1116
------------------	----------

WEBMASTER

Paul Beckley	246-5721
--------------	----------

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

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

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

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



from the
editor

Greetings to all of you Mustangers!!

Welcome to 2025! We are off to a new year with a change in administration, a new board, new activities, and we hope to have a great year for our club! We have some activities planned for you! We are polling every member to find out what you want from your club in terms of activities, travel, how much you are willing to spend for out of town events, your preferences, how often, etc.

Please complete our survey and turn it in by the end of our meeting. For those of you not present, you can email it to me. The board will summarize all of your responses at our February board meeting and give you the results in our meeting on February 27.

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.

We have moved the breakfast permanently to The Train Depot. We had a great turn out for breakfast here. Many people have commented on the great service and food that we have. This restaurant is famous for whole plate size cinnamon rolls which are delicious! 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 Feb 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! Happy Mustanging to all of you for 2025!

Brandon Walker
CVMC President

Hope everyone enjoyed the holidays and are ready for a fun new year. The only downfall for the me with the holidays was gaining another 10 DAMN POUNDS! But the bright side was Santa brought me a lot of new Mustang toys. Yes, I'm still a kid that plays with toy cars.

Here's to a great new year!

Garo Chekerdeman
CVMC - Newsletter Editor



upcoming events

FEBRUARY 2025

**Please check your email
an/or get in touch with
a Board Member
for upcoming activites
while the website is
being updated.**

Thanks!



Check online for updates and additions

happy birthday

JANUARY:

Jan 4 Robert Tyler
Jan 8 Chris Butterfield
Jan 10 Kest Cousins
Jan 12 Cameron Cardoza
Jan 13 Amber Garza
Jan 16 Cheryl McCutchan
Jan 16 Crystal Pistol
Jan 18 Jaime Pulmano
Jan 21 Wanda Hamshar
Jan 23 Chistian Vellandi
Jan 26 Chris McKinney
Jan 27 Dan Clingenpeel
Jan 31 Jan Gordon



NEW MEETING PLACE / TIME!!!

next general meeting
February 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

Events Calendar
Photo Gallery
Newsletters
Merchandise

Ford Mustang 'Boss' comeback hinted by trademark filing

The Boss is back in town. Trademark filing points towards new track-oriented Ford Mustang variant.

By: Tom Fraser
Source: www.drive.com.au

Ford has signalled its intention to revive the 'Boss' nameplate, pointing towards a new track-ready variant of the seventh-generation Ford Mustang.

According to US outlet Ford Authority, a trademark filing with the United States Patent and Trademark Office on Ford's behalf mentions the name 'Boss' pertaining to goods and services under the description of: "Motor vehicles, namely, gasoline and electric passenger automobiles, sports cars, pick-up trucks, sport utility vehicles and their structural parts."

The Boss nameplate was first used in 1969 as a standalone variant of the first-generation Ford Mustang. It typically denotes a more serious or track-oriented Mustang, as was seen with the original Mustang Boss 302, which was based on a homologation requirement for Ford to go Trans Am racing.

Although Ford hasn't used the Mustang Boss name since the fifth-generation 2012 Mustang Boss 302, the company is not shy of a special edition. Ford already has multiple hardcore Mustang variants for the newest seventh-generation model in the Mustang Dark Horse and Mustang GTD.

While news of the 'Boss' trademark filing in the US is significant enough, a European trademark filing uncovered by CarMoses relates to the more specific name 'Dark Horse Boss', potentially signalling an even more hardcore variant of the track-oriented Ford Mustang Dark Horse.

There are no additional details left on the European Union Intellectual Property Office listing, leaving little detail to go on.

However, there is space in the Mustang stable for a more serious Mustang Dark Horse, considering the next-best variant is the ultra-exclusive and high-priced Mustang GTD. Drive was told late last year that Mustang GTD parts and learnings could be used elsewhere within the model range.

"Any time we develop a project (like the Mustang GTD), we always try to think about how we can be smart with new components – or when we're developing things," Mustang GTD chief engineer Greg Goodall told Drive.

"Anytime we do something, we try to learn, we try to reuse, and we try to make that portable.

"Exactly our plans, can't share that, but we're always trying to get smarter, and we're always trying to apply that new knowledge somewhere else."

The Ford Mustang Dark Horse was limited to 1000 units in Australia and all units were accounted for even before the model arrived in the country in September 2024.



1968.5 Ford Mustang R Code Demo Car Is One Of Just 102 Built



The Ford Mustang is celebrating 60 years in proper fashion – with a host of special events and unique models, among various other meet-ups and interesting tidbits regarding pony car history that The Blue Oval has provided us with lately. However, there have been many unique, rare, and downright special Ford Mustang variants produced over the years, many of them selling for big money these days. That list includes this extra-special 1968.5 Ford Mustang that's quite rare, but there's much more to the story than that.

For starters, this 1968.5 Ford Mustang – which is up for sale at American Mustangs – is one of 221 coupes that left the factory equipped with the R Code 428 Cobra Jet V8 powerplant under its hood – but only 102 of those were also fitted with a four-speed transmission, making this example even rarer. It's in stunning condition covered in the attractive hue known as Acapulco Blue, which is due to the fact that it recently underwent a thorough restoration.

If that doesn't make this Ford Mustang special enough, it's also an original Bob Tasca car – creator of Tasca Ford – the man who is largely credited for creating the 428 Cobra Jet in the first place. Tasca Sr. used a bunch of off the shelf Ford parts back in 1967 to create his own Mustang-based supercar called the KR-8, which in turn prompted Ford to create its own production version, as seen here. The rest, as they say, is history.

Tasca Ford wound up taking an initial delivery of 50 Cobra Jet Mustangs, but this particular example hung around the dealership for a year as a demo car and a showroom display vehicle, interestingly enough. It's an early build with loads of documentation to back up just how special it is, and that's very much true when we look at its Marti report, which reveals that it's one of 15 painted this particular color, as well as one of five with standard black bucket seats and just one with the 3.50-geared rear axle – seemingly making this Ford Mustang R Code coupe worthy of its \$135,000 asking price.





Chevy And Dodge's Reasons For Handing Ford A Muscle Car Monopoly

By: Gilbert Smith
Source: carbuzz.com

We hardly even need to make the case that the age of the V8 muscle car is well and truly over. The bottom line is that it's not even a segment anymore. If we're looking for an affordable eight-cylinder performance car, it's just the Ford Mustang. Dodge is going with EVs and inline sixes, and the Camaro is out, with no clear future for the nameplate. Anyone who wants to argue the point will never be convinced.

But we're left with the question of why. That is, someone's still buying these cars, or else Ford wouldn't still be producing the Mustang, right? So, if there's money to be made, why have Dodge and Chevrolet forsaken their stakes in the muscle car segment? Both automakers have their official explanations, but we took a look at the sales numbers to find out for ourselves.

How The Monopoly Happened

Commenting on the brand's commitment to EVs, Dodge CEO Tim Kuniskis told FOX Business back in 2023 that "the industry has invested half a trillion dollars" into the EV transition. The very existence of an electric Dodge Charger feels like a mission statement, converting the king of the quarter mile to an EV in order to put to bed any doubts that this is what the future of the brand looks like.

General Motors has essentially said the same regarding the retirement of the Camaro. GM announced their intention to go all-electric by 2035 some time back, and while they would backpedal a bit, making allowances for hybrids and plug-ins, the fact remains that there's not much room for the Camaro in the brand's battery-powered future.

But, Are People Still Buying V8 Muscle Cars?

If we take a look at the muscle car segment over the last five years, we see a slow dwindling-down of sales, ending in an abrupt drop-off as Ford's competitors begin pulling their muscle cars from the market.

Model	Ford Mustang	Dodge Challenger	Dodge Charger	Chevrolet Camaro	Year-End Total
2024	47,212	27,054	34,756	5,860	114,882
2023	53,159	44,961	75,919	31,029	205,068
2022	47,566	55,245	80,365	24,652	207,828
2021	52,384	54,315	78,388	21,893	206,980
2020	52,384	52,955	77,426	29,777	212,542

It's worth noting that the segment saw a very slight bump in sales of 848 units in 2022, despite the ongoing market crises affecting the industry in the pandemic era. Dodge announced the retirement of their V8 muscle cars in the summer of 2022, perhaps motivating buyers to get a piece of the action while they still had the option. Mustang saw a small sales dip that year, which would seem to support that interpretation. That is, you can buy a Mustang any time, but this might be your last chance to buy a Charger or a Challenger. The Camaro likewise saw a significant sales bump in 2023, the same year it was announced that the car would be put to pasture.

These numbers show a segment in steady decline, and while it can still sustain a handful of competitors right now, that might not be the case anymore in another five years. That said, at a glance, the numbers seem to support the official narrative from Dodge, that they're just that committed to electric powertrains. Dodge is the only brand on this chart selling more than 100,000 models each year, and the Charger has held a substantial lead over the years, outselling the Mustang by more than 30,000 units in 2023.

But, those numbers include all Chargers sold, not just the ones powered by a V8. Dodge's financial departments may have simply added up the costs and profits that come with selling the V8 models, and determined they would be fine sticking to six cylinders. There's only so much we can know without taking a look at the automaker's books ourselves.

Muscle Car Culture Isn't Really About New Cars, Anyway

Ask any musclehead when the golden age of the American automobile was, and they'll tell you it was the late sixties. A 1968 Charger R/T 440 would hit 60 mph in about six seconds. With a Hemi, you could get there in around five. The slowest Tesla Model Y does 0-60 in around five seconds, too. Cars are quicker, faster, more capable, and more efficient than they've ever been. Mid-market vehicles in 2025 can do what top-of-the-line track-tuned coupes were doing fifty years ago.

So, two points:

1) Conventional muscle cars can't keep up with EVs anymore (at least not in the mid-market price range), but...

2) It's not really about the numbers when we're talking muscle.

Muscle cars aren't really about posting big numbers for the sake of big numbers. It's all about the rumble of the engine, the squeal of a burnout. To a musclehead, 300 hp is only impressive if you get there through the power of combustion alone.

One could even argue that the only reason they still make muscle cars is that the classics can be expensive if they still run, and expensive to restore if you're buying a project car. Hagerty puts a 1969 Dodge Charger R/T at around \$102,000 in good condition, and we've seen a rare Hemi model going for twice that. The site lists a 1969 Camaro SS at around \$53,200. And these are based largely on auction prices, meaning you might not even place the winning bid.

In short, a certain degree of nostalgia is baked into the muscle car segment. Muscle cars invite you to look in the rearview at the glory days of mid-century America. It's no surprise to discover that most leading automakers see no future in a segment so steeped in history.

To The Victor...

It wasn't that long ago that we ran a piece on the best-selling muscle car of the 2000s, and, wouldn't you know it, it was the Ford Mustang, which effectively ran uncontested for several years while the Camaro, Charger, and Challenger were between generations.

So this answers the last question you might be asking: if Dodge and Chevy don't think the muscle car segment is worth the effort, why is Ford sticking around? Simply put, it never hurts to hold a monopoly, even in a dwindling corner of the market.



A New Era for the Shelby GT350



By: Verdad Gallardo
Source: themustangsource.com

Shelby American has unveiled the 2025 Shelby GT350, marking a distinct departure from the Ford-built GT350 models of the past. Unlike its predecessors, which were produced in collaboration with Ford Performance, the new GT350 is a standalone Shelby project developed with the support of Turn Key Automotive/Motorsports, a Michigan-based company specializing in competition-spec vehicles. This shift reclaims the GT350 badge exclusively for Shelby American, underscoring its focus on custom Mustang builds.

Power and Precision Redefined

Under the hood, the GT350 offers two distinct powertrain options. The naturally aspirated variant retains the Mustang GT's standard 5.0-liter Coyote V8, producing 480 horsepower. For those seeking more power, a supercharged version equipped with a Whipple supercharger cranks out a staggering 810 horsepower. A track-oriented GT350R variant, limited to just 36 units, ups the ante with 830 horsepower and a suite of race-ready enhancements, including a carbon-fiber interior, an integrated roll cage, adjustable suspension, and Alcon racing brakes.

Track-Ready Performance Meets Everyday Usability

While the GT350R is designed for the track, the standard GT350 remains street-friendly, offering a balance of performance and comfort. Buyers can choose between a six-speed manual or automatic transmission, complemented by performance upgrades such as Borla exhaust, lowering springs, and reinforced sway bars. According to Vince LaViolette, Shelby American's vice president of operations, "The suspension is still supple enough to drive every day without sacrificing comfort," making it versatile for various driving conditions.

Limited Production and Pricing Details

Production of the new GT350 is capped at 562 units, mirroring the original 1965 GT350's output. Shelby American will also produce a limited number of models for international markets. Pricing for the supercharged GT350 starts at \$104,999, though costs for the naturally aspirated variant and the GT350R remain undisclosed. It's important to note that these GT350s are conversions of existing Mustang GT road cars, which may influence availability and customization options. Shelby offers a three-year/36,000-mile warranty on its cars, retaining Ford's powertrain warranty.

Heritage Reimagined

The GT350 nameplate has a storied history, dating back to the 1965 model that cemented Shelby's reputation for high-performance Mustangs. While the 2025 GT350 departs from the flat-plane crank V8 and race-focused simplicity of earlier models, it retains the spirit of innovation and performance that defined its predecessors. With its powerful engine options and limited production, the latest GT350 continues the legacy of the Mustang as a race-ready icon reimagined for the modern era.



HISTORY: 1962 Mustang/Allegro

When Henry Ford II decided to build a sportscar after attending the 1962 U.S. Grand Prix in June, two different versions were planned. Each version was headed by different design teams. The project had a project number and each team gave their design a name.

The first was the speedster version which went from sketch to a driveable vehicle in just 100-days (the team had a 90-day deadline). This team called it the Mustang and it was to only be an experimental test bed for the planned production 2-seater street version (not the 4-seater Mustang that went into production in 64½). To meet this deadline, there wasn't enough time to design a conventional unibody so a traditional racecar style space-frame was used instead. This was temporary as any production version would require a unibody construction.

The second was a street version with bumpers, windshield and built as a hardtop coupe. This team named it the Allegro. Even though they had different names, they were internally the same platform.

As the speedster version was being built, Ford's other Advanced Design team built a full size clay model of the street version and photographed it on August 16, 1962.

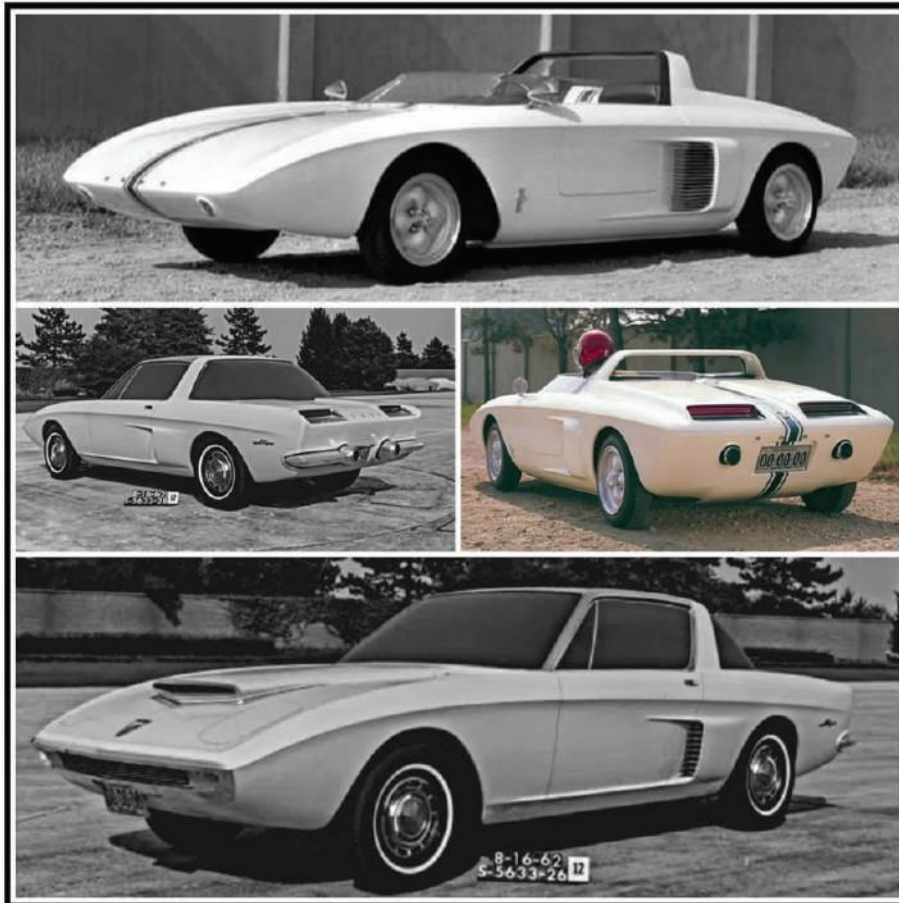
Both mid-engine RWD cars were based on the front wheel drive V4 drivetrain of the stillborn Ford Cardinal (Redwing) which was canceled in April 1962 and was reborn in Germany as the Taunus P4 in September 1962.

It's reasonable to assume the cancelation and relocation of the Cardinal had something to do with the Mustang/Allegro project being cancelled. The idea wasn't totally canceled as the design of the Ford V4 mid-engine drivetrain showed up in a number of European vehicles.

By early 1963 the team and designers of the Mustang speedster were now in charge of building a world beating GT car and collaborated with Ferrari to make a Ford designed GT body, with a Ford engine and coach work by Ferrari. The Ferrari Red photo sketches show what appears to be a '62 Mustang-I with a hardtop and stretched longer for a V8 engine. Many more sketches were similar.

When Ferrari pulled out of the deal on May 22, 1963 Ford immediately started building full size models for the wind tunnel based on the earlier sketches. This eventually evolved over weeks of testing and the wind tunnel proved that the big side scoops for the side radiators were marginal, so they were eliminated and a traditional front radiator was used which required a restyling of the nose. By this time in early August 1963, the Ford GT project had eliminated the big side scoops, redesigned the nose and added a roof and it no longer resembled the body shape of the 1962 Mustang-I.

Experimental 1962 Mustang



Proposed Street Version

Hang on tight!



1966 Assembly Line

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



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.

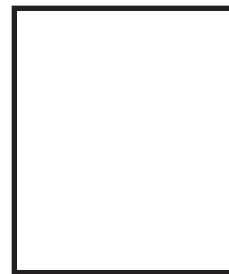
P.O. Box 25964 • Fresno, CA 93729-5964 • Phone: (559) 715-CVMC (2862) • Website: www.cvmustang.org

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

Central Valley Mustang Club, Inc.
P.O. Box 25964 • Fresno, CA 93729-5964
www.cvmustang.org



ADDRESS CORRECTION REQUESTED