

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB



JULY 2025

the
PONY PRESS

This 1967 Mustang Isn't What You Think



**1970 BOSS 302
Big Muscle
BIG Money**

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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

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

* 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

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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



from the
editor

**Brandon will
be back
next month
with his
August message.**

Brandon
Brandon Walker
CVMC President

Ahhh, the good old days...

My first Mustang after high school was a 1971 coupe with a straight 6, drum brake on four corners and no AC. The closest thing I had was a fan that you plugged into the cigarette lighter. I mounted it to a piece of plywood and had it on the floor on the passenger side. Nothing like 110 degree air blowing...



Garo Chekerdemian
CVMC - Newsletter Editor

upcoming events

AUGUST 2025

Date	Time	Event Type	Description
1 Fri	5PM - 8PM		Hot Rod Gathering at Clovis Missionary Baptist Church
2 Sat	10:00AM - 12:00PM		Club Breakfast/THE TRAIN DEPOT
8 Fri	5PM - 8PM		Hot Rod Gathering at Clovis Missionary Baptist Church
9 Sat	10:15AM - 11:30AM		Forestiery Underground Gardens
15 Fri	5PM - 8PM		Hot Rod Gathering at Clovis Missionary Baptist Church
17 Sun	1:30PM - 3:30PM		Speedy Zapatos Lunch
22 Fri	5PM - 8PM		Hot Rod Gathering at Clovis Missionary Baptist Church
24 Sun			Lunch at The Forks, Bass Lake
25 Mon	6PM - 8:30PM		CVMC Board Meeting @ Santa Fe Basque
28 Thu	5:30PM - 8:00PM		El Pueblito Mexican Restaurant C.V.M.C. General Membership Meeting
29 Fri	5PM - 8PM		Hot Rod Gathering at Clovis Missionary Baptist Church

Check online for updates and additions

happy birthday

- Jul 3 Raffi Mouradian
- Jul 4 Greg Stewart
- Jul 4 Susan Ward
- Jul 4 Brinder Grewal
- Jul 11 Mike Boone
- Jul 12 Marcia Boone
- Jul 22 Mike Alexander
- Jul 23 Jann Coppola



NEW MEETING PLACE / TIME!!!

next general meeting
August 28th, 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

This 1967 Mustang Isn't What You Think And That's What Makes It So Fascinating

One-off 1967 Mustang customized in-period by Italian coachbuilder with rectangular lights and extended hood is now for sale



By: Chris Chilton
Source: carscoops.com

A humble Ford Mustang reworked by a legendary Italian design house is up for auction.

The 1967 fastback was given a new nose and a hood scoop by Zagato of Milan.

Power comes from a stock 289ci V8 matched to a four-speed manual transmission.

Helped in no small part by a co-starring role in Steve McQueen's Bullitt, the 1967-68 Ford Mustang fastback is one of the best-loved American collector cars. But with over almost 115,000 built and a significant number of those still on the road, it takes something special for a fastback to stand out at a car show. Being one of only two cars reworked by a world-famous Italian carrozzeria would certainly do the trick.

This '67 was modified in the late 1960s by Zagato, the bad boy of Italian coachbuilders, whose designs were sometimes beautiful (Aston DB4 GT Zagato) and often polarizing, and that's putting it politely if you've ever seen a Bristol 412. Much of the body remained untouched, but the front end received some major surgery that arguably makes it less attractive to modern eyes, but was on-trend at the time.

The Zagato team ditched the Mustang's stock circular headlights, replacing them with more modern, rectangular Carello items, and extended the hood and bodywork to exaggerate the narrowed grille, which retains its galloping Mustang emblem. A large, low-profile scoop takes pride of place on the middle of the hood. Zagato Elaborazione badges were added to the front fenders, and turn signals were mounted above the front bumper. The Mustang was also repainted in Holly Green.

Mustang Super Venom Makes Easy Work of Aston Martin Vantage

New Aston Martin Vantage F1 Edition doesn't stand a chance against Hennessey's Mustang Super Venom in any kind of drag race.



Hennessey Performance didn't miss a beat when the all-new S650 generation Ford Mustang debuted for the 2024 model year, and has since launched a variety of upgraded pony car variants, as has long been the tradition. One of them is the Mustang Super Venom, which is based on the Dark Horse and adds a supercharger and a variety of other goodies that work together to add a considerable amount of power to that range-topping variant.

Recently, Hennessey showed off the Mustang Super Venom and its newfound capabilities in a series of drag races against a new Aston Martin Vantage, and the results were quite interesting. The Aston Martin Vantage – in this case, an F1 Edition model – comes equipped with a twin-turbocharged 4.0-liter V8 making 520 horsepower, which seemingly puts it at a bit of a disadvantage when compared to the Mustang Super Venom. After all, Hennessey's version of the Dark Horse gets a supercharger, a high-flow induction system, larger injectors, and a tune, lifting output all the way up to 850 horsepower.

From a dig on an unprepared surface, the Mustang Super Venom gets off to a strong start by pulling ahead of the Aston from the get-go, and it only widens that gap as the two approach and eventually cross the finish line. For the second race, the Aston utilizes its launch control, however, and that makes a massive difference. In fact, both cars stay neck and neck early on, though the much more powerful pony car pulls away at the top end and claims another win.

Thus, as one might imagine, the Aston Martin Vantage doesn't stand a chance in the ensuing roll race, either. In fact, Hennessey doesn't even bother trying to do more than one of those, because the Mustang Super Venom is simply too dominant – and that's especially true when we take traction advantages or disadvantages out of the equation. Though it obviously has significantly more power in this case, it's still nice to know that a few simple upgrades can make



Head-on, it looks a bit like a cross between a Citroen Ami 8 Ami, the original Ford Capri, and a Peugeot 504, though all of those cars came later. There are also interesting similarities between Zagato's take on the 1967 Mustang and Ford's own Mustang Mach 1 concept, which was completed in late 1966 and hinted at the look of the coming 1969 models. However, it's unclear whether the Italians had seen the Mach 1 when they embarked on their own modding program.

Inside, the front buckets were trimmed in white vinyl with black inserts. Other than that, most of the Mustang was left stock, including its four-barrel, A-code 289 ci (4.7-liter) V8. This mid-spec motor would have been rated at 225 gross hp (228 PS) when new and is still paired with its original four-speed manual transmission.

The original European owner used the Mustang until the 1980s, then it was parked up before being rescued from storage by the father of the current owner a decade later. Following a restoration, it's been used across Europe, including in the Mille Miglia, and is now being auctioned by Bring a Trailer.

It may not be the prettiest old Mustang, but it's a fascinating piece of pony car history, and one of only two ever modified by Zagato, the other being a GT 350.



You Can Buy Nearly Two New GTDs For This Old Mustang's Price

A rare 1970 muscle car just stunned auction watchers by selling far above value, despite never turning a single competitive lap



By: Chris Chilton
Source: carscoops.com

A rare 1970 Ford Mustang achieved \$627,000 at auction this month.

Only 499 Boss 429s were built for 1970, 13 with this car's color combo.

Ford created the Boss's 7-liter hemi-head V8 to beat Chrysler in Nascar.

From the BMW E30 M3 to the Plymouth Superbird, we've all got our favorite homologation cars, machines built to allow auto-makers to race in competition. The Ford Mustang Boss 429 is one of the most valuable of those cars, and also one of more unusual, because Ford never actually took it racing, or even intended to.

The story starts in the late 1960s when Ford was locked into a deadly battle with Chrysler for Nascar supremacy. Chrysler's legendary 426 Hemi gave it an edge on track and Ford decided it was going to level up with a Hemi of its own. For that to happen, it had to satisfy Nascar rules by making the engine available in a full production car.

But the rules didn't specify which car, so instead of slotting the new 429 cu-in (7.0-liter) V8 into showroom versions of the fastback Fairlane Torinos Ford would use in competition, it decided to shoehorn them into the new-for-'69 Mustang. And it really was a shoehorn job because the engine was too wide to fit in the Mustang's engine bay.

Ford entrusted the job to Kar Kraft, who widened the bay, relocated the shock towers and moved the battery to the trunk to help offset the heft of an engine whose aluminum cylinder heads couldn't prevent it making a mess of the weight distribution. The 429 was conservatively rated at 375 hp (380 PS) under the old gross power system, putting it well behind the 425 hp (431 PS) Chrysler quoted for the Hemi, but both engines were rumored to be good for a true 500 horses (507 PS).

Apart from the huge hood scoop, Boss 429s looked surprisingly stealthy, with only some discrete fender graphics giving the game away. But the Calypso Coral paint on this car, which recently sold through Mecum, certainly helps make it pop. Ford built just under 860 429s for 1969 and 499 for 1970 when a pair of vents replaced the outer headlights. But only 13 buyers matched Calypso Coral with a factory white interior.

Why It Costs More Than a Supercar

All of that rarity and oddball history adds up to serious collector value. That's one of the reasons someone just shelled out a massive \$627,000 for this car, way above the \$386,000 value Hagerty places on a concours-standard example – enough to buy a fantastic first-generation Ford GT or almost two brand new \$325k Mustang GTD homologation cars.

Although the 1969-70 Boss 429 only existed to homologate its engine, there was another Boss model available in the same two-year period that was a full homologation model. The Boss 302 had a special high-revving, small-capacity V8 engine designed to duck under the Trans Am series' 305 cu-in (5.0-liter) limit and helped Ford outpoint Chevrolet and its Camaro Z28 to win the Championship in 1970. But even a great one of those will only set you back \$200k, or around a third of what someone just paid for this 429.



Lessons from a Crash: Rose, My 1964½ Mustang



By: CVMC Member John Briar

As many of you know, last Monday, I was in a serious collision in Rose, my beautiful red 1964½ Mustang coupe.

She's been part of my family since the day she was new. I restored her to show quality in 1999 and have cared for her ever since. So this post is hard to write — I've been processing a flood of emotion, guilt, and gratitude.

Thankfully, I escaped with just a nasty head cut. No other cars were involved. But Rose... well, she took the brunt of it.

Why I'm Sharing This

I'm not posting for sympathy — I'm posting because this experience taught me some lessons I wish I'd taken to heart sooner. If you drive a classic car (or love someone who does), please read on and take this to heart:

Two Lessons I Learned the Hard Way:

1. Never ignore brake issues — especially in older vehicles.
2. Set up your phone's Emergency SOS feature before you need it.

The Full Story:

Last Thursday, my buddy Les and I drove Rose from Coarsegold to our Mustang Club meeting in Clovis. It was over 100° in the Valley, and when we arrived, the brakes were soft — alarmingly so. We checked the master cylinder. Fluid was full. Oddly, the brakes worked just fine all the way home and again on a Sunday drive to Oakhurst and Bass Lake.

Then Monday came.

I drove solo to another club event in Fresno — Mustang Club meeting the Corvette Club near McKinley & Chestnut. Again, blazing Valley heat. As I approached the Hwy 180/168 interchange flyover, traffic ahead slowed suddenly.

I pressed the brakes. Nothing. I pumped them — still barely slowing.

With cars in front of me and no time to spare, I swerved into the clear right lane. But Rose slid sideways at 40–45 mph and slammed into the sound wall. She bounced, spun, hit the wall again on the left rear, then scraped to a stop.

Everything happened fast — skid, impact, then a dazed moment of clarity as I was helped from the passenger side, bleeding heavily from my head.

The ER took CT scans of my head, neck, and abdomen (all clear), stitched me up with 5 stitches, and I went home the same night — shaken, but deeply grateful.

Modern Tech in a Vintage Car

Here's where one piece of modern safety saved the day:

- My iPhone Emergency SOS feature.

When the crash occurred, my phone automatically:

- Called 911 with my exact location
- Notified Andrea, Hayley, and my sister Karen
- Texted them my real-time location
- Sent an update when I arrived at the hospital

This free safety feature was a lifeline. Please — if you haven't yet — take 5 minutes and configure your phone's emergency settings. Whether you use iPhone or Android, this could save your life or someone you love.

Rose's Fate

The damage is extensive — bent frame, crumpled hood, rear and side body damage. Insurance hasn't decided if she's a total loss. But it will be a journey if I'm able to rebuild her.

I'm sharing this not just because Rose is special — but because your safety is more important than your car's originality. Check your brakes. Use safety tech. Learn from my mistake before it becomes your story.

Thanks for reading. Hug your loved ones — and your classic car — a little tighter today.



1977 Mustang II Limited Edition Special Value Package

The 1977 Mustang II Limited Edition Special Value Package continued into a second year featuring luxury upgrades to the two-door hardtop. The package contains color-complementary wide vinyl insert bodyside molding, hood ornament, sterling cloth or base vinyl seat trim, deluxe wheel covers, and color-complementary upper bodyside dual paint stripe. An extra cost Package "A" added a flip-up open air roof. It was only available on the two-door hardtop and in 9 of the exterior paint colors.

This is a Ford promotional card for the 1977 Mustang II Limited Edition Special Value Package. There was also one for the 1976 model year. This special model was only for the two-door hardtop Mustang and included wide vinyl insert bodyside molding, hood ornament, sterling cloth (or base vinyl) seat trim, deluxe wheel covers, and upper bodyside dual paint stripe priced at 65.54 after discount. The Package "A" added a flip-up open air roof at \$150.54.

Visible Options: wide vinyl insert bodyside molding, hood ornament, sterling cloth (or base vinyl) seat trim, deluxe wheel covers, upper bodyside dual paint stripe, flip-up open air roof



1977 MUSTANG II *Limited Edition* SPECIAL VALUE PACKAGE

MODEL AVAILABILITY

- Two-Door Hardtop

PACKAGE CONTENT

- Wide vinyl insert bodyside molding
- Hood ornament
- Sterling cloth (or base vinyl) seat trim
- Deluxe wheel covers
- Upper bodyside dual paint stripe

PACKAGE "A"

All of the above, plus:

- Flip-up open air roof

OPTION AVAILABILITY

All regular production options, except the following, are available:

- Pin Stripe Treatment
- Steel Sliding Sunroof w/Package A
- Exterior Accent Group
- Luxury Interior Group
- Appearance Decor Group

COLOR, TRIM AND PAINT STRIPE COMBINATIONS

Exterior Body Colors	Bodyside Molding	Upper Bodyside Stripe	Interior* Trim
White	White	Emerald	White Vinyl w/Emerald cloth
	Aqua	Aqua	Aqua
	Red	Bright Red	Bright Red
Med. Emerald Met.	White	White	White Vinyl w/Emerald cloth
Dk. Emerald Met.	White	White	White Vinyl w/Emerald cloth
Cream	Cream	Gold	Cream
Med. Gold Met.	White	White	Cream
Light Aqua	Aqua	Aqua	Aqua
Brt. Aqua Met.	Aqua, White	White	Aqua
Bright Red	White	White	Bright Red
Black	Black	Bright Red	Bright Red

*All-vinyl, or vinyl w/Sterling bodycloth inserts except as noted

PRICING

	WSD Value*	Suggested Retail Price ²
Base Package		
Normal Price	\$105.48	\$124.00
Discount	(39.94)	(47.00)
Package Price	\$ 65.54	\$ 77.00
Package "A"		
Normal Price	\$228.38	\$269.00
Discount	(77.84)	(92.00)
Package Price	\$150.54	\$177.00

*Including Dealer Holdback, based on traditional pricing

NOTE: Model shown with optional WSW tires and Tinted Glass.

Specifications, prices, descriptions and illustrative material contained herein were as accurate as known at the time this publication was approved for printing. Ford Division reserves the right to discontinue models or options at any time or change specifications, equipment or design without notice and without incurring obligation.

 Ford Division

Ride on.



It's time to break out the 1995 Ford Mustang GT.



A powerful combination. 5-liters of high torque. Computer control technology. Classic design. All harnessed in the soul of a wild stallion.



Even in the middle of the desert, all eyes are on you.

STOP TRAFFIC



T H E N E W F O R D
M U S T A N G



Have you driven a Ford lately?

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.

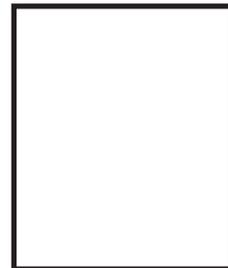
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the pony
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PRESS

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