

JANUARY / FEBRUARY 2026



# the **PONY PRESS**

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB

## Highland Green 1968 Ford Mustang GT/CS Is a True One-of-One



**Very First '67 Ford  
Mustang Eleanor  
'Gone Again Edition'  
Headed to Auction**

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



# 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



## 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  
Mary Kokalis • Vice-President 229-3219  
Susan Ward • Secretary 288-6352  
Diane Tjerrild • Treasurer 696-6553

### MEMBERS AT LARGE

Chris McKinny 281-8026  
Cathy Stacy 240-4213  
Mike Boone 970-0104  
Susan Conner 824-9625

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

### ACTIVITIES CHAIR

Denise Gordon 394-8534

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

### MEMBERSHIP CHAIR

Robin McCann 709-0830

### MERCHANDISE CHAIR

Robin McCann 709-0830

### SUNSHINE CHAIR

Lynnelle Beckley 977-1116

### WEBMASTER

Paul Beckley 323-7267

### NEWSLETTER EDITOR

Garó 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 2024-2025  
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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from the president



from the editor

Greetings to all of you Mustangers!!

Welcome to 2026! We are off to a great year as a club with lots of activities suited to a large cross section of our membership. We have four new members on the board for the first time this year. Diane Tjerrid as Treasurer; Mike Boone and Susan Conner, for members at large; Denise Gordon as Activities.

We have as a club mission to have fun! This year should deliver for all of you! I just want to make it clear what the role of the four members at large are: If you as a member have a question, concern, compliment, or complaint please take it to any of the four MALs. Chris McKinney, Cathy Stacy, Mike Boone, and Susan Conner. You may request a private conversation with any one of them. They are your direct representation on the board. They can bring up an issue on your behalf and keep it anonymous or you may elect to have your name attached to it. This year they have a new role of being part of the calling committee. Each member has been assigned to the calling team so you will be getting calls from your calling team!

Some things are the same this year: Our club breakfast on the first Saturday of each month, and our club monthly meeting time and place (usually the last Thursday of the month Jan to Oct and sometime the third Thursday for Nov).

Our breakfast: The Train Depot, 3045 E Ashlan Ave in Fresno on the first Saturday of each month (all 12 months) from 10:00 to 11:30/12:00 'ish' at / NW corner First St/Ashlan Ave. Next one is March 7.

**Monthly club meetings: El Pueblito Mexican Restaurant, 1437 Tollhouse Road in Clovis.**

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

We still have a few of our CVMC club calendar for 2026. Let us give Mike Boone a big hand for this.

I believe that activities, including car shows, day trips, and some overnight trips, are the lifeblood of our club!

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 2026

**Brandon Walker**  
CVMC President!

**when all you asked for Christmas was a break and at 8:01 December 26th you look like this.**

**Ya, started the year with a bang...**



**Garo Chekerdemian**  
CVMC - Newsletter Editor

# upcoming events

## MARCH 2026

Date	Time	Event Type	Description
1 Sun	1:00PM <input type="checkbox"/>	■	<a href="#">TIME UPDATE Blossom Trail</a>
7 Sat	10:00AM - 12:00PM <input type="checkbox"/>	■	<a href="#">Club Breakfast/THE TRAIN DEPOT</a>
	11:45AM <input type="checkbox"/>	■	<a href="#">Sanger Depot Museum</a>
9 Mon	5:30PM - 7:30PM <input type="checkbox"/>	■	<a href="#">Roll Off Day</a>
14 Sat	4PM - 8PM <input type="checkbox"/>	■	<a href="#">St. Patrick's Day Potluck</a>
23 Mon	6PM - 8:30PM <input type="checkbox"/>	■	<a href="#">Board Meeting Old Spaghetti Factory</a>
26 Thu	5:30PM - 8:00PM <input type="checkbox"/>	■	<a href="#">El Pueblito Mexican Restaurant C.V.M.C. General Membership Meeting</a>
29 Sun	1:30PM - 3:30PM <input type="checkbox"/>	■	<a href="#">Lunch at Mimi's Cafe, Riverpark</a>

Check online for updates and additions

# happy birthday



### JANUARY:

- Jan 4 Robert Tyler
- Jan 8 Chris Butterfield
- Jan 13 Amber Garza
- Jan 15 Dennis Conner
- Jan 21 Wanda Hamshar
- Jan 23 Christian Vellandi
- Jan 26 Chris McKinney
- Jan 31 Denise Gordon

### FEBRUARY:

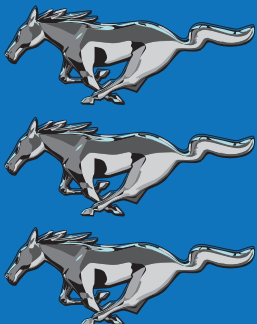
- Feb 2 Jane Ann Still
- Feb 4 Robin McCann
- Feb 5 Diane Drew
- Feb 5 Paul Beckley
- Feb 17 Isaiah Montion
- Feb 18 Nick Kokalis
- Feb 20 Felicia Ramirez
- Feb 20 Erasmo Rendon
- Feb 26 Diana Buranen

## NEW MEETING PLACE / TIME!!!

next general meeting

# March 26th, 2026

**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

# 10 Millionth Ford Mustang Part Of U.S. Heritage Fleet



By: Alexandra Purcell  
Source: [fordauthority.com](http://fordauthority.com)

Early last year, The Blue Oval formalized its U.S. Heritage Fleet, assembling an archive of historically important vehicles that spans concept vehicles to standout production models. Among them is a particularly meaningful addition: the 10 millionth Ford Mustang ever produced.

The Ford Mustang is built at the Flat Rock Assembly plant in Michigan, and back in 2018, the facility pushed the iconic pony car's 10 millionth unit off the assembly line and into the real world. That particular model - a 2019 Mustang GT convertible painted in Wimbledon White - was built as a homage to the first serialized 1964.5 Mustang tagged with VIN 001, which featured the same color, a three-speed manual transmission, and a V8 producing 164 horsepower.

Conversely, the 2019 Ford Mustang GT currently preserved in the U.S. Heritage Fleet cradles the 5.0L Coyote V8, rated at 460 horsepower - quite a bit more than its first-generation counterpart. That V8 engine is mated to a six-speed manual transmission. The pony car features cutting-edge driver assist tech - for 2019, anyway, making it a stellar example of the sixth-generation Mustang.

"Mustang is the heart and soul of this company and a favourite around the world," said Jim Farley - current CEO, but then president of global markets for Ford when that 2019 Mustang GT rolled off the assembly line. "I get the same thrill seeing a Mustang roll down a street in Detroit, London or Beijing that I felt when I bought my first car - a 1966 Mustang coupe that I drove across the country as a teenager. Mustang is a smile-maker in any language."

The Blue Oval welcomed that 2019 Ford Mustang GT into the world with a special milestone celebration at its headquarters in Dearborn, Michigan, plus at the Flat Rock Assembly plant. That celebration included flyovers from WWII era P-51 Mustang fighter planes, plus a herd of Mustang pony cars from every generation.

The 10 millionth Mustang GT isn't the only one of its line to be stored in the U.S. Heritage Fleet. It joins plenty of its herd mates in the collection, including the 1973 Mustang from the Mary Tyler Moore Show.

# Highland Green 1968 Ford Mustang GT/CS Is a True One-of-One



***This stellar and highly original 1968 Ford Mustang GT/CS is the only one built with this specific combination of options.***

Throughout its 60-plus years of existence, there have been many rare, special, and unique variants of the Ford Mustang – some more coveted and valuable than others. When we factor in options, those numbers can dwindle down even further – in certain cases, all the way down to a single digit, at least, as it pertains to cars in a certain specification. This 1968 Ford Mustang GT/CS resides in that rarified air, as it's the only one ever built with a very particular combination of options.

Up for auction at Hemmings, there are several things that make this 1968 Ford Mustang GT/CS rather unique – as well as the only one of its kind. According to the Marti Report that accompanies it, this pony car is one of 4,118 California Special Mustangs produced in 1968, for starters, of which 2,705 were equipped with the two-barrel 289 cubic-inch V8 – and 2,320 left the factory with an automatic transmission.

From there, just 163 were painted in the famous hue known as “Highland Green,” and five of them had “Nugget Gold” standard bucket seats. Only three got the deluxe wheel covers, two were equipped with manual drum brakes, and only this exact 1968 Ford Mustang rolled off the assembly line with all of those options – and yet, no air conditioning. It's a rather quirky combination of options, we'd say, which helps explain why it's the only one of its kind.

Back in this era, the Mustang GT/CS was only sold in California, and this one came from W.A. Cropper in Corona, California—in fact, it still has the license plate from the same dealer. It was imported to Quebec, Canada, in 2006, leaving its home state, and is currently on its third owner. Despite this, the seller still has all of the pony car's service records, and it remains in excellent, bone stock condition with just 58k miles on the clock.

The original engine still resides under the hood of this special 1968 Ford Mustang, and everything reportedly works, too – plus, the original paint still shines like the day it was applied. It's a rather mind-boggling and unique discovery, and one we're certain won't have a problem finding a suitable fourth owner, depending on how high the reserve is set, at least.



# Very First '67 Ford Mustang Eleanor 'Gone Again Edition' Headed to Auction

*The 1967 Ford Mustang Eleanor Gone Again is limited to 25 total units with a starting price tag of \$500k, meaning this one is aiming for the sky.*



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

Few movie cars have achieved the sort of notoriety that the Ford Mustang Eleanor from *Gone in 60 Seconds* fame has over the years, prompting multiple third-party companies and individuals to recreate its distinctive looks. Following a long, enduring legal battle, courts ruled that the Eleanor copyright holder couldn't stop this influx from happening, but at the same time, Cinema Muscle Recreations is the very same company that created movie versions for the 2000 film remake, and it followed that effort with a line of recreations dubbed "Eleanor: Gone Again."

Announced just last July, the Ford Mustang Eleanor Gone Again is limited to just 25 total units of production, and now, the very first of that lot is going to hit the block at Mecum's 2026 Indy auction, taking place on May 16. This particular car just debuted last October at the 2025 Concours at Wynn Las Vegas, and it looks just like it could have rolled off a movie set, with Pepper Gray Metallic paint and those signature Forgeline 18-inch wheels, wrapped in Nitto NT55 tires.

One will also find 25th Anniversary badging throughout the exterior, which extends to the inside as well. Inside, the Mustang Eleanor Gone Again features a deluxe interior with lots of stainless and brushed aluminum trim, power windows with a hand crank control, power locks, Vintage Air A/C, a wooden steering wheel, and of course, the famous "Go Baby Go" button present on the shifter.

Mechanically speaking, this Mustang Eleanor Gone Again is powered by Ford's Aluminator 5.0-liter V8, which in this case is equipped with the optional 3.0-liter Stage II Whipple supercharger. It's mated to a Tremec six-speed manual transmission, sending power to the rear wheels via a Total Control Products/Fab9 g-Bar Ford 9-inch rear end.

There are plenty of other mechanical goodies underneath, including G-Machine front control arms with sculpted spindles, Total Control Products adjustable coilovers, power rack and opinion steering, and Wilwood four-wheel disc brakes with six-piston front and four-piston rear calipers.

Given the tremendous interest in Mustang Eleanor models, in general, coupled with the fact that this Gone Again edition is the very first one – and they start out at \$500,000, sans options – we fully expect this one to rake in huge money when it crosses the block in a couple of months.



# What's The Difference Between Ford's Boss 429 And 429 Super Cobra Jet Engines?



By: Aakash Badree  
Source: jalopnik.com

Birthered during the golden era of American muscle, the Boss 429 and 429 Super Cobra Jet (SCJ) are among Ford's most iconic motors of all time. Because of their shared displacement, era and appreciation in the automotive community, these two motors are often lumped together. However, this couldn't be farther from the truth. These two big blocks find their roots in very different sectors of motorsports, opposite tales with equally opposite ways of getting there.

Since the Boss 429 was built to adhere to NASCAR regulations, Ford had to stuff the 7.0-liter V8 into the petite Mustang, which it sold as the Boss 429 Mustang between 1969 and 1970. Meanwhile, the 429 Super Cobra Jet was built around an entirely different engineering ethos that prioritized straight-line dominance on the drag strip — Ford offered the motor in both the Mustang and the Torino with their top of the line Drag Pack trims.

Despite the fundamental differences in the craft and intent of the 429 Boss and 429 Super Cobra Jet, both are among the most capable motors ever sold. In their era, they were a never-before-seen performance benchmark in two of America's cornerstone motorsports.

## **The Boss 429 was a NASCAR motor with a license plate**

Based on Ford's mass-production 385 series, the Boss 429 was built at the height of Ford's NASCAR rivalry with Chrysler. NASCAR rules required that any engine used in competition was to be sold in a minimum of 500 road-going cars, which meant Ford had to find the right platform to fit its purpose-built stock car motor.

For production, Ford chose the Mustang, which once was offered with the 289-cubic-inch small block as its largest engine option. The 429 demanded substantially more room in the engine bay; the strut towers were widened, the car's battery was moved to the trunk, and air conditioning was omitted entirely. The now famous Boss 429 Mustang was a distinct departure from the initial canvas, and the functional hood scoop highlights its larger-than-life presence. Notably, the production Boss 429 was rated at 375 horsepower, but many will tell you it was pushing closer to 500 horsepower.

The Boss 429 Mustang is the only production car to feature the Boss 429 motor. At its core, it was a naturally aspirated 7.0-liter V8 engineered around stock car optimization. This meant larger cylinder heads with canted valves to move as much air as possible at high speeds.

This kind of engine architecture favored sustained wide open throttle operation, the kind of exertion that NASCAR demanded

around ovals. It also explains why the Boss 429 could feel surprisingly subdued at low speeds — an exact opposite of what Ford pursued with the Super Cobra Jet. Nowadays, the Boss 429 represents a bygone time when Ford was willing to bend a street car around a race motor just to satisfy a rulebook.

### **The 429 Super Cobra Jet was purpose-built for the quarter-mile**

Similarly based on the 385 series, the 429 Super Cobra Jet — and the lesser 429 Cobra Jet — were built for the booming quarter-mile drag racing scene, a wildly different performance arms race than stock car racing. Instead of prolonged high-revving strain, the SCJ was built for the quarter-mile.

Internally, the 429 SCJ had several differences from the 429 Boss. The SCJ delivered a more robust quarter mile oriented experience for buyers thanks to forged internals, a more aggressive camshaft and a larger carburetor — among other things. These characteristics made it a weapon on the drag strip and the motor found itself transplanted into a handful of different cars.

Starting in 1970, the 429 Super Cobra Jet would first find itself in the Ford Torino Cobra and Mercury Cyclone Spoiler. 1971 would see the SCJ in the facelifted Mustang Mach 1. The Super Cobra Jet was exclusively paired with the Drag Pack option on all three of these cars. The production motors were again underreported at 375 horsepower, and similarly to the Boss 429, the 429 SCJ made more than what was marketed.

At the end of the day, the 429 SCJ molded a reputation for hitting hard off the line where races were won in seconds, not hours. Where the Boss 429 demanded space and rpm to shine, the SCJ made its presence known immediately — exactly what drag racers wanted. Long after the 429 Super Cobra Jet left dealership floors, it still remained a reliable performance option in the drag racing ranks.





# Mustang Model Facts:

## Polar White 1976 Mustang II Stallion Coupe

The Stallion package was offered in 1976 to dress up the base level Mustang II MPG which contained the 93hp 2.3L 4-cylinder engine. Shown here is a Polar White 1976 Mustang II MPG Stallion 2-door coupe with the standard Stallion features of black lower body paint, black grille, black window and wiper trim, styled steel wheels (this car has the optional trim rings in addition), and Stallion fender badge.



## 1979 T-5 Ford Mustang

1979 was the last year of the T5 designated Mustang exported to Germany. Ford could not use the word Mustang in Germany due to registration issues which were corrected after 1979. All Mustang badging of the car was removed and replaced with T5 for export to Germany. All models of the 1979 Mustang were exported to Germany with the T5 designation, including the Cobra.





# All Hard At Work: Ford Mustang Rallysport



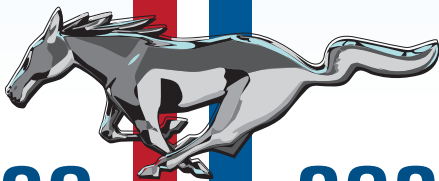
Would you  
want one?

# CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE

CENTRAL VALLEY  
MUSTANG CLUB, INC  
the original

35<sup>TH</sup>

*Anniversary*



1989 2024

ESTABLISHED 1989  
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Women's V-Neck T-Shirts • Men's T-Shirts  
CVMC Embroidered Hat



# CVMC 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 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.**

**the ponyPRESS**

OFFICIAL MONTHLY PUBLICATION



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