OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB



2023 Mustang GT makes it's "debut"... sort of





2022 Fabulous Fords Forever Show Find us on Facebook



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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.



CVMC OFFICERS	285-7296	WEBMASTER Dayl Backley	202 7067	past presid	lents
Joseph Colvin • President Doug Deffebach • Vice President		Paul Beckley	323-7267	Joseph Colvin	2020
Susan Ward • Secretary	288-6352	NEWSLETTER EDITOR		Ron Dupras	2017-2019
John Briar • Treasurer	259-1437	Garo Chekerdemian	906-7563	Mark Gardner	2016
MEMBERS AT LARGE		ADVERTISING		Jim Sanborn	2015
Diana Buranen	647-6034	* Talk to a Member at Large		Paul Beckley	2012-2014
Mary Kokalis	229-3219	ADVEDTION 0 DATES		Allen Rasmussen	2011
Karen Lee	681-0181	ADVERTISING RATES:		Ron Deubner	2010
Robert Whitley	877-4948	Classified Ads (3 Lines) CVMC Members		Jim Sanborn	2009
* Compliments or complaints should be pre	* Compliments or complaints should be presented		FREE	Wanda Hamshar	2008
to Members At Large.		Non Members per issue	\$3.00	Michael Metz	2006-2007
MEMBERSHIP CHAIR		with Photo	\$10.00	Jim Sanborn	2005
Brandon Walker	288-0450	Business Card Ad		Doug Deffenbach	2003-2004
A OTIVITIES OLIAID		CVMC Members	FREE	Christina De La Pena	2001-2002
ACTIVITIES CHAIR Robin McCann	709-0830	Issue	\$5.00	Jim Sanborn	2000
* Suggestions for activities should be direct		Six Months	\$13.00	Jay Sharmer	1999
Activities Committee.	ed to the	One Year	\$25.00	Brian Massey	1997-1998
MERCHANDISE CHAIR		Double Business Card Ad (1/	4 Page)	Jim Sanborn	1996
Robin McCann	709-0830	Issue	\$7.00	Ron Deubner	1995
	. 00 0000	Six Months	\$20.00	Paul Beckley	1994
MCA REGIONAL DIRECTOR		Half Page (One Year)	\$70.00	Dave Rose	1993
Paul Beckley	323-7267	Full Page (One Year)	\$105.00	Paul Beckley	1989-1992
SUNSHINE CHAIR		Half Page / Back Cover / One Y	ear \$80.00		
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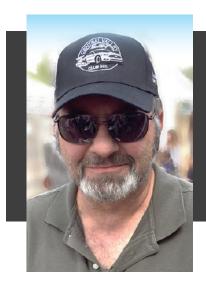
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OVALO OFFICERO



from the president



from the editor

Hello again Mustang family.

As I write this May is fast approaching and it's going to start warming up. I'm looking forward to getting out and driving the hills soon with the herd. We have the MCA show coming up real quick and I'm looking forward to that too. It will be a good opportunity to meet more of our extended family and see some rare Mustangs. Many more shows and events are on the horizon so keep checking the calendar.

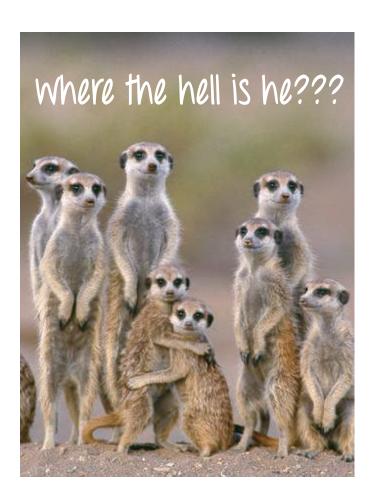
We just had our club BBQ and bunny shoot. Thanks to Paul and Lynnelle for opening up their home to us. (Or their garage actually. Lol). We had good food, a good time and lots of good conversation. We even met some new members of our CVMC family. We had a little rain but it didn't dampen our spirits.

That's what this club is all about. We are a family. Come out and meet with the herd and enjoy a good meal and a laugh or two. Reconnect and have a good time. It's good for the soul.

I look forward to seeing everyone real soon. Until then, take care and be well.

Joe Colvin CVMC Grand Poohbah joe@cvmustang.org





Garo Chekerdemian CVMC - Newsletter Editor

upcoming events

MAY 2022

	IVIAY ZUZZ						
Date	Time	Event Type	Description				
5 Thu	6 _{РМ} - 8 _{РМ}	-	Central Valley Fallen Heroes Meeting				
6 Fri	5 _{PM} - 8 _{PM} ⊠		Hot Rod Gathering - Clovis Missionary Baptist Church				
	5 _{PM} 🛎		Rods on the Bluff				
7 Sat	10:00 _{AM} 🐷	•	Monthly Club Breakfast/Blossom Trail Cafe				
13 Fri	5рм - 8рм		Hot Rod Gathering - Clovis Missionary Baptis Church				
14 Sat	9ам - 2:30рм		Jefferson Elementary Car Show				
19 Thu	6 _{РМ} - 8 _{РМ} 🐷		Central Valley Fallen Heroes Meeting				
20	≅		MCA Car Show The Biggest Little National				
Fri	11:30AM - 1:00 _{PM} 🐷		Clovis North High School Car Show				
	5рм - 8рм		Hot Rod Gathering - Clovis Missionary Baptist Church				
21	2		MCA Car Show The Biggest Little National				
Sat	7 _{AM} - 3 _{PM} 🐷		Gathering of Warbirds Reunion and Classic Car Show in Madera				
22 Sun	■		MCA Car Show The Biggest Little National				
24 Tue	6 _{PM} - 8 _{PM}		Board meeting @ Hacienda Tequila				
26 Thu	7рм - 8рм		C.V.M.C. General Membership Monthly Meeting				
27 Fri	5рм - 8рм		Hot Rod Gathering - Clovis Missionary Baptist Church				
28 Sat	5 _{РМ} - 9 _{РМ}		Sam's Burger Cruise Night				
29 Sun	4рм ⊠	-	Smokey and the Bandit 45th Anniversary				
30 Mon			Memorial Day				
	Check online for updates and additions						

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APRIL:

Apr 3 Steffon Hicklin

Apr 8 Etta Hobbs

Apr 21 Patricia McKinney

Apr 30 Lanny Vaught

Apr 30 Ryan Medlock



next general meeting May 26th, 2021

BLACK BEAR DINER 3602 W. Shaw Ave • Fresno, CA (Northwest Corner of Shaw / Marty)



NEW DATE • NEW DATE • NEW DATE



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\$35 Day of Show

For More Info Check Out: www.cvfallenheroes.com Ph: (559) 898-CVFH (7834)

THE SCENE

2022 Fabulous Fords Forever

We had an awesome time at the Fabulous Fords Forever Car Show at the Irwindale Speedway on Sunday, April 24th. CVMC members at the event were:

- Paul Beckley
- Mary & Tony Kokalis
- Dave & Susan Ward
- Mike Olson & Betty Savage
- John & Andrea Briar (spectators only)

There were over 1,500 Ford, Lincoln, and Mercury cars there with likely 70% Mustangs. There were exhibits from Ford, Shelby, Saleen, Stang Plus (merchandise), and other accessories vendors. They had interviews with Steve Saleen, Cleo Shelby, and other auto legends. They had drifting demos throughout the day and allowed spectators to drive around the Speedway track!

- John Briar







See you next year!





Believe it or not, Ford debuted the sixth-generation Mustang all the way back in December 2013. The all-new seventh-generation Mustang — reportedly codenamed S650 — should be arriving very soon, as a 2023 model year vehicle.

Ford has the Mustang Mach-E now, which offers a Mustang-branded car that is far more efficient, more practical and has all-wheel drive. That should free up the conventional Mustang to remain very much a good old-fashioned Mustang, at least for the current generation.

Here's what we know so far about the future of Ford's pony car.



Meet what may be the face of the 2023 Ford Mustang

The S650 Mustang should not be a radical departure, looks-wise, from the previous generation. Per Muscle Cars and Trucks, the car will use an evolution of the current platform code-named S550. But the S650 should be getting a new front end to differentiate itself from its predecessor.

Ford Authority obtained what appears to be a spy photo of the new Mustang with its front fascia uncovered. And what may be another leaked photo popped up on the Facebook account Steeda.

The 2023 Ford Mustang should look pretty similar

The S650 Mustang should not be a radical departure, looks-wise, from the previous generation. Per Muscle Cars and Trucks, the car will use an evolution of the current platform code-named S550. Ford may modernize certain exterior elements, but the new Mustang should be more of a comprehensive refresh than a complete overhaul of your Mustang preconceptions.

The new Mustang should carry over the existing engines

Ford should keep the combustion engine lineup intact, at least initially. (They likely aren't going to pour resources into a new internal-combustion engine in this day and age.) We should see base models with the 2.3-liter EcoBoost inline-four, and GT trims sporting the 5.0-liter V8. Those engines should get the same 10-speed automatic and six-speed manual transmissions options found today.

Some reports have suggested the Mustang will be getting all-wheel-drive. Ford has also patented a new clutch-by-wire system for a manual transmission that would not need (but could still use) a physical clutch pedal; if Ford were to implement that, the Mustang would be the place.

Expect a hybrid Mustang within a few years

Automotive News has Ford debuting a hybrid version of the Mustang by 2025. And a Ford product development engineer updating his LinkedIn profile noted work on 2.3-liter inline-four and 5.0-liter V8 hybrids. Hybrid options may be necessary for efficiency and keeping up with rivals' performance. The AWD Mustang could even be the hybrid Mustang, if Ford decides to include electric propulsion on the front axle.

An electric Mustang may arrive down the road

The seventh-generation Mustang life cycle should stretch into the early 2030s. It's really hard to see Ford launching a new pure combustion Mustang at that point. One report has Ford launching an all-electric Mustang for 2028, which would likely overlap with the S650 — and eventually replace it. There's no confirmation of that timeline yet, but it would make a lot of sense.





I KNOW WE LIVE IN CONFUSING TIMES BUT...









One thing about Carroll Shelby and his cars, they aren't subtle. Sneaky, maybe. Sly, perhaps. Deceptive, undoubtedly. But not subtle. His latest entries in the automotive lists—the Shelby Mustang GT350 and GT500—are typical. They started with a Mustang fastback, re-styled the extremities, added a roll bar, put in shoulder straps, stuck on some trim and it became a different car. It looks something like a racing car, yet it isn't. It also has something of the flavor of a luxurious Grand Touring machine, but it isn't quite that either. It's different from anything Shelby has offered before—less brutal, less purposefully ugly, less stark performance—and yet it offers an abundance of those virtues for which Shelby's products have become famous. It goes, it handles and it stops.

The appearance is distinctive. At the front the nose has been given a revised shell that does away with the chrome grille above the bumper and adds a scoop below. Where the grille used to be there's now a finished-off snout that is backed by an expanded-metal bug strainer and encases a pair of close-together headlights mounted in the manner made popular on international rally cars. The hood, also fiberglass, has a big bulge molded in behind a functional air scoop and there are a pair of post-and-peg hold-downs.

On the sides of the car, the alterations consist of two pairs of scoops. Two fit over the cockpit air extractors in the rear-quarter area; the others offer fresh air to the rear brakes.

At the rear, there's a moderate ducktail on the deck lid. This effect has been achieved by using a fiberglass trunk lid and replacing the standard rear fender caps with ones that have a matching upsweep. Across the back there are two wide tail-lights in place of the triplicated smaller ones on the standard Mustang.

These changes in appearance, plus shiny 15-inch steel wheels and Goodyear E70-I5s, hang together well, in our opinion. It looks like what it is, a styled-up version of the Mustang fastback. Shelby would like to have you believe that this sort of thing "just happens" at Shelby American but the sure hand of a thoroughly professional stylist obviously had more than just a little to do with these changes. The original GT350 looked appropriately purposeful but lacked the class of the current model.

The interior has the same sort of distinctive-but-similar flavor as the exterior. The Mustang seats, instrument panel, controls, etc., are retained but there is the addition of a proper roll bar and there are shoulder straps to supplement the standard lap belts. These shoulder straps are attached to the roll bar through an inertia reel that allows the wearer to lean forward as long as it is done slowly but locks up solid on being yanked.

The basic instrumentation of the Mustang is supplemented by an ammeter and oil pressure gauge awkwardly located on the bottom edge of the middle of the dash. There's also a wood-rimmed steering wheel with the Shelby emblem and this, being less deeply dished than the standard Ford wheel, is consequently a bit farther from the driver's chest. Which is good.

The back seat of the fastback is retained this year and though the seating is minimal, it does make a practical 2 + 2 where the original GT350 was strictly a 2-seater. This backseat will also fold flat to make an attractive and practical flat deck and, borrowing an idea from the Plymouth Barracuda, there is a drop-down door between the small trunk and the back seat to make even more space.

The suspension of the GT500 is stiff and the ride could be described as extra-firm. Until now, Shelby American has lowered the pivot point of the front upper A-arm but sinceFord incorporated that change in the 1967 Mustang, this is no longer necessary. Shelby still uses stiffer springs front and rear, a larger anti-roll bar front (0.94 in., not as large as last year's 1.00) and Gabriel adjustable shocks all around.

At the rear, the trailing arms previously added to the GT350 are gone, replaced by rubber snubbers mounted 8 in. behind the front eyes of the leaf springs. These still provide some resistance to rear axle windup and hop but are not as effective—or as harsh—or as expensive—as the arms. They did the job in our test car (the GT500 with automatic transmission and without limited slip) but we don't know if they'd do equally well with the manual gearbox, hard clutch and limited-slip differential. The milder suspension alterations this year represent part of Shelby's effort to tailor the cars to a wider market—and at a lower cost.

The brakes are the disc front/drum rear combination available as an option from Ford but with a more fade-resistant organic friction material. These were power assisted on our test car and though the touch is a bit lighter than we prefer, they are comparatively easy to control. Because of the weight of the GT500, the swept area per ton is not impressive (175 sq. in/ton) and by the time we'd completed our sixth stop from 60 during our fade tests, the pedal effort had increased by 48 percent.

This year's Shelby Mustang GT can be had with the 289-cu-in. V-8 (the GT350), a supercharged 289, or with the big-big 428 (the GT500). This 428 (4.13 x 3.98 bore and stroke) is Ford's big cheap cooking engine used in the Thunderbird and the Police Interceptor variants, you should understand, not the celebrated 427 (4.24 x 3.78) developed for NASCAR stock car racing and used in the Le Mans-winning GT MarkII prototypes. As fitted to the GT500, the 428 has hydraulic valve lifters, is equipped with two Holley 4-throat carburetors and is rated at 355 bhp at 5400 rpm.

In pure physical bulk, the 428 is bigger than king size. There is barely room for it in the Mustang's hull and though there have to be spark plugs down there someplace (you can see the wires disappear under the rocker covers), changing them doesn't even bear thinking about.

That the 428 is also full of weight as well as bulk is demonstrated by the 3520-lb curb weight of the GT500. The standard GT350 we tested earlier had a curb weight of 2800 lb.

Our GT500 had not only the 428 engine and automatic transmission, power steering and power brakes, but also air conditioning. All these things, with the exception of the air conditioning, come standard at no extra cost on the GT500. Although these power assists may seem inappropriate to such a car at first glance, they blend into the car's personality without obtrusion. And unless you have biceps like Freddie Lorenzen, you'll find the power steering almost mandatory what with those big tires and all that weight pressing them against the ground.

The car is extremely easy to drive. The engine lights off with a whump, there's a clunk-jump when the shift lever is moved into gear, and if you mash on the gas pedal, you'llGO. The steering is easy, it tends to go where it is pointed, and on the open highway it rolls along without fuss or fury. There is an unmistakable detent in the throttle operation so it requires a conscious effort to get through to the carburetors' secondaries. When you do push down hard enough to bring in the additional barrels there's a great hollow gasping, gouts of smoke pour out the rear and the car hunches forward with a bellow.

In pure acceleration, however, the GT500 simply doesn't have anything sensational to offer. As we tested the car (two up, plus test gear), it would do 15.5-sec standing quarters consistently but that was about all. And that simply isn't very fast as drag strip times go. A Ford Mustang with the390-cu-in. engine option does as well and based on our experience, it would take about 400 bhp and a stick shift to get the GT500 down to the 13.5-sec quarter claimed for it in Shelby American publicity.

As for handling, the GT500 is something less than we've come to expect from Shelby's cars but still very good in comparison to the typical American sedan. On the other hand, considering the weight distribution, it's better than we would have thought possible only a couple years ago. With 58 percent of the total weight on the front wheels, we'd expect it to have understeer akin to that of the USS United States, but it doesn't. As we said, it goes where it's pointed. With that amount of weight at the front, there's no doubt that the front tires are operating at greater slip angles than the rears when the car is turning but we have a theory that modern wide-tread tires such as those on the GT500 are so generous in their grip that non-break away understeer is almost undetectable. And especially when you're even further insulated from what's happening by power steering. If you push the car hard enough, the front end will finally slide but the grip is so good that cornering limits are higher than even normally vigorous driving will ever bring out.

Some of the things we didn't like about the GT500 included the amount of attention given to it by traffic officers. We also found our particular example needed the air conditioning working most of the time. Not only was there an uncomfortable amount of heat coming through the firewall, there were strong gasoline vapors that became even more objectionable when the throttle was depressed. With the air conditioner running, the heat was counteracted and the odor of raw gasoline diminished. The test car also deposited pool of oil every time it was parked.

The GT500 also recorded the highest fuel consumption of any street version car we've tested in years. In over 800 miles, we averaged 9.8 miles per gallon.

The noise level of the GT500 was reasonably low and though there seemed to be a lot of valve clatter for an engine with hydraulic lifters, it blended in with the general rumble and was soon forgotten. There was a distinctive noise from the back end. though, that on a slightly rough surface sounded like the trunk was full of roller skates.

All in all, though, the GT500 is a more civilized vehicle than the original GT350 from which it descended. It rides better, it has more amenities and it is far more attractive. It isn't so closely related to a racing car, perhaps, but we have the feeling that it will appeal to a larger number of buyers than any previous Shelby American automobile.

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Children's name(s) and	birthdate(s):			
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Vehicle Color *	Speciality Vehicle?			
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Vehicle Color *	Speciality Vehicle?			
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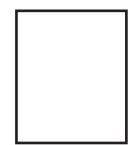
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