OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB



IS This It?: Mustang Is Turning 60 In 2024 And Will Come With This One Big Change





1971 Boss 351: End of the Golden Age of Muscle Cars

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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.



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monthly meeting

Last Thursday of Each Month BLACK BEAR DINER • 3602 W Shaw Ave • Fresno, CA Dinner: 6 PM • Meeting: 7 PM

HMUIII



from the president



from the editor

Heat, heat and more heat. Summer time in central California can be a challenge but the heat hasn't kept us from getting out to enjoy some fun times together.

Though the heat isn't going away any time soon, summer break is. Soon school goes back into session and many of our members will be busy with other things like kids sports, back to school nights and such. We all live such busy lives. As back to school kicks in and we start the slow climb up to the frantic holidays remember to take a little time for yourself and spend it with the ones you love. Life is short and nobody will remember how hard your worked, only how much time you gave them.

Also, the fires are burning in the hills as I write this. Please keep our fire fighters and all the families up there in your thoughts and prayers. This includes some of our own Mustang family as well.

On a lighter note, our next club breakfast is Saturday August 4th. This gathering continues to be nicely attended and is a great time for our club to relax and break bread together. Blossom Trail Cafe takes good care of us. Come out and have a good meal with your Mustang family.

Joe Colvin CVMC Grand Poohbah joe@cvmustang.org



gotta have!

2022 Hallmark Keepsake Series Ornament: Legendary Concept Cars #5th - 1962 Ford Mustang

Round out your Legendary Concept Cars collection with this 1962 Ford Mustang Christmas tree ornament. The die-cast metal, aerodynamic roadster features a glossy white design with metallic blue accents and wheels that turn, a perfect depiction of Ford's built-for-speed concept car.

Key Features: Ornament has wheels that turn. 5th and final in the Legendary Concept Cars Keepsake Ornament series. Additional Details: Artist crafted by Tim Bishop. Metal Christmas tree ornament.



upcoming events

AUGUST 2022

Date	Time	Event Type	Description		
4 Thu	6 _{РМ} - 8 _{РМ} 📷		Central Valley Fallen Heroes Meeting		
5 Fri	5 _{PM} - 8 _{PM} 💌		<u>Hot Rod Gathering - Clovis Missionary</u> <u>Baptist Church</u>		
6 Sat	10:00am - 12:00 _{PM} 📷	-	Monthly club breakfast Club Breakfast/Blossom Trail Cafe		
12 Fri	5 _{PM} - 8 _{PM} 📷		<u>Hot Rod Gathering - Clovis Missionary</u> <u>Baptist Church</u>		
13 Sat	9 _{AM} - 3 _{PM} 📷		Shaver Lake & Lunch		
18 Thu	6 _{РМ} - 8 _{РМ} 📷		Central Valley Fallen Heroes Meeting		
19 Fri	5 _{РМ} - 8 _{РМ} 📷		<u>Hot Rod Gathering - Clovis Missionary</u> <u>Baptist Church</u>		
20 Sat	5 _{PM} - 7 _{PM} 📷		WAYBACK BURGERS FRESNO		
22 Mon	6 _{РМ} - 8 _{РМ} 🐷		Board meeting @ Helen's Gourmet Chinese		
25 Thu	7 _{PM} - 8 _{PM} 📷	-	C.V.M.C. General Membership Monthly Meeting		
26 Fri	5 _{PM} - 8 _{PM} 📷		<u>Hot Rod Gathering - Clovis Missionary</u> <u>Baptist Church</u>		
27	10 _{AM} - 1 _{PM} 📩		SUPERIOR DAIRY		
Sat	5 _{PM} - 9 _{PM} 🔤		Sam's Burger Cruise Night		
	Check online for updates and additions				



JULY:				
Jul 1	Keith Byers			
Jul 3	Raffi Mouradian			
Jul 4	Greg Stewart			
Jul 4	Susan Ward			
Jul 9	Eddie Davis			
Jul 12	Ron Dupras			
Jul 16	Karen Lee			
Jul 21	Ross Miller			
Jul 22	Mike Alexander			
Jul 23	Jann Coppola			
Jul 24	Edwin Gaffud			
Jul 25	Doug Deffebach			
Jul 25	Kim Bradley			
Jul 29	John Powell			
Jul 29	Zeus Lee			
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3602 W. Shaw Ave • Fresno, CA (Northwest Corner of Shaw / Marty)

Central Valley DUSTANC Club, Inc. EXAMPLE 1

be sure to check out cvmustang.org

Events Calendar Photo Gallery Newsletters Merchandise



Ford Mustang Is Turning 60 In 2024 And Will Come With This One Big Change



It's been confirmed that the MY2024 Ford Mustang is heading for an official unveiling on September 14 at the 2022 North American Detroit Auto Show.

Ford Motor Company's contender in the muscle car battle that started the pony car genre over half a century ago is about to turn 60 years old in 2024. The quintessential American pony car is entering its seventh-generation packing a V8 punch. It's been confirmed that the MY2024 Ford Mustang is heading for an official unveiling on September 14 at the 2022 North American Detroit Auto Show.

The news is public thanks to social media courtesy of Ford CEO Jim Farley. There's good news for purists who like the traditional method to swap cogs - the 2024 Mustang will get a six-speed manual. Farley's hashtag in the tweet was #SaveTheManuals.

2024 Ford Mustang To #SaveTheManuals

The seventh in the Mustang generations will carry over powertrains from the current generation and will be offered with a six-speed manual gearbox (as confirmed by the 'O' in the 'Generation') and a 10-speed automatic transmission.

But Ford officials have warned that this may be the last hurrah for the manual in the model's lifetime. The 2024 Ford Mustang could also make use of Ford's Modular Hybrid Transmission (MHT) that is found in the hybrid version of the Ford Explorer and could be adapted for the two engine options expected. That's right, a hybrid.

2024 Ford Mustang's One Big Change

The big change we were on about earlier is that some information that leaked on the Internet suggests that the new Mustang would possibly come with a hybrid powertrain and even perhaps torque vectoring AWD. Even so, don't expect it to be anything but a thoroughbred American pony car.

The engine options offered now will be carried over for the 2024 model. These include a four-cylinder EcoBoost and the 5.0L Coyote V8. There may be some tweaks made to the engine to either conform to the regulations or improve power outputs.

The new Mustang is expected to get a plug-in hybrid, according to the leaked information that suggests that both engines will receive a hybrid treatment, making use of an electric boost. For this, Ford would most likely introduce its MHT gearbox.

The V8 hybrid powertrain seen in the leaked patent drawings shows that the engine will have an electric motor mounted on each side, with the output shafts pretty much aligned to the crankshaft. This would allow torque vectoring in the front axle, which might find its way to other iterations like the Mustang Bullitt or the Ford Mustang Mach 1.

The plug-in hybrid would have a humble range for electric-only of about 10-20 miles. This may not be much, but the point is the hybrid V8 which will focus on improving performance rather than fuel saving. It could mean, however, that the hybrid system will add some substantial weight to the car. Not to mention, add to the price tag as well. But what happens to the successor of the Shelby GT500 with the possibility of AWD performance will be exciting to find out.

In terms of design and styling, the new Mustang will be edgier and have a more modern approach but as an evolution of its current shape and appeal, and not a radical change. The small glimpses some spy shots have been able to provide of the inside suggest the cabin will get a modern and upscale upgrade with a large digital cluster and a new infotainment system as well.

Ford Mustang's 60th Anniversary

It was previously speculated that Ford could take the wraps off the new Mustang on April 17, 2023, which would coincide with the car's original date of debut in 1964. That would've been fun to write headlines about but what's better is that we'll see it much before that in September this year at the very grand Detroit Auto Show.

This also gives Ford April 17 for something else related to the Mustang, like opening bookings or starting production. Times will tell. As with the current generation, it will be assembled at Ford's plant in Flat Rock, Michigan. Production of the new Mustang is set to begin in 2023 and the car will go on sale the same year as a 2024 model. Expect the coupe and convertible to launch first, followed by the other iterations eventually.

The 2024 Mustang has been spied wearing camouflage and also heard rumbling through its V8 test vehicles. Ford had mentioned back in 2018 the possibility of a hybrid powertrain for the Mustang, while also assuring fans who'd be worried about the Mustang losing its charm that the hybrid system is "all about delivering V8-like performance with more low-end torque."

The new model will be a major milestone for the Mustang with a plug-in hybrid version and if this is the last model to offer a manual transmission. Ford also already has plans to go racing with a new GT3 version. That will be something interesting to watch unfold.







Pony Cars Power Onto Stamps

The U.S. Postal Service will commemorate the heyday of the pony car era with five new stamps featuring some of the most famous examples of these youth-oriented vehicles.

The first-day-of-issue event for the Pony Cars Forever stamp will be held at the Great American Stamp Show in partnership with the American Philatelic Society. The ceremony is free and open to the public. News of the stamp is being shared with the hashtag #PonyCars-Stamps.

In the 1960s, a new breed of vehicle began appearing on our nation's roads. Over the past six decades, fast and fun pony cars have become a uniquely American obsession. Since their emergence, these performance coupes and convertibles have brought a youthful spirit to the automotive world.

In the mid-to-late 20th century, American automakers began catering to a segment of their customer base that was rapidly growing — younger drivers. These drivers craved sporty, affordable cars that looked and felt different from what was in their parents' garages. Several manufacturers initially produced models that fit that description, but the pony car trend did not begin in earnest until 1964.

By the time of the 1970s energy crisis, sales of the once ubiquitous pony cars had begun to decline. But by the end of the decade, the cars had a resurgence. Pony cars were cultural icons; throughout the 1970s, they appeared in many television shows and movies.

Since then, the popularity of pony cars has ebbed and flowed. But over the past two decades, automakers have reintroduced many of the beloved models first launched in the genre's heyday. Today, adventurous young — and young-at-heart — drivers enjoy the thrill of driving pony cars.



The 1960s were a wild and crazy time for the American auto industry, with a never-ending tide of cars rolling off of assembly lines and onto dealership lots. These dealers would then add a host of extra options, from performance mods to a few stickers and badges, in a bid to extort a little more money from car buyers. This is what gave us cars like the Yenko Camaro, and the Ford Mustang Continental.

The what? The Mustang Continental, a rare dealer-installed package that popped up on Hemmings Auto Blog for sale. Adding faux-wood paneling to a '67 Mustang probably doesn't do much for its value, but it's an interesting talking point for the local car show.

Taking the name of Lincoln's top-of-the-line car and applying it to a Mustang appearance package seems a bit disingenuous of the car dealer if you ask us. The only significant modifications appear to be what the seller claims is a Tilt Swing-away steering wheel with a woodgrain handle, and the aforementioned wood paneling on the Mustang's exterior. Not the kind of stuff you expect to entice big bids, but unique features that help it stand out all the same. Let's not forget the Continental-esque spare tire rack.

More importantly, this Mustang is motivated by a 289 V8 backed by an automatic transmission, and with just over 95,000 miles on the odometer, it has somehow managed to spend nearly 50 years driving, but rust-free. With a rather reasonable asking price of just \$23,000 for a well-kept and unique '67 Mustang, this might be the ride you want for cruising the local car shows. One upgrade we'd recommend, however, is an interior worthy of the name "Continental." The vinyl seats just don't cut it in this day and age.



The what? *The Mustang Continental*



It was the best of times, it was the worst of times. No, we're not going to host a Charles Dickens literary class, but instead opine about a muscle car born in the early 1970s. You see, the early '70s was the best of times since some of the hottest muscle cars to ever be made hit the streets, but with rising fuel prices and government regulations it was also the end of an era. Yeah, after 1971, performance muscle started going downhill before falling off the cliff in 1974. But Ford had something special planned for 1971: the Boss 351 Mustang. And the one you see here is for sale at the 2022 Mecum Orlando auction.

How Much Power Did The 351 Cleveland V-8 Make In The 1971 Mustang Boss?

The 1971 Mustang Boss 351 was one of Ford's last true muscle cars, and they only churned out 1,806 of them in their single year of production. This was one of Ford's hottest-performing small-block cars, and it was all thanks to the R-code V-8 351 Cleveland under the hood. It spat out 330 hp at 5,400 rpm and 370 lb-ft of twist at 4,000 rpm—more than enough to slap around many big-blocks. In fact, the performance of the Boss 351 was only a tick under the previous Boss 429 Mustang! Sure, the 1969 BOSS 302 (which duked it out with Camaro Z/28s in Trans Am racing) and the 1969 Boss 429 (which was built so Ford could field the big-block in NASCAR) were cool, but Ford's departure from racing along with the aforementioned emissions requirements killed those cars in 1970, and began the automotive slide into malaise. Mustang sales, which had once reached well over half a million, slumped to under 200,000.

How Many Years Was The Mustang Boss 351 Produced?

But there was a bright spot for 1971: the Boss 351! Built on an all-new, larger and heavier body (which lasted through 1973 and the introduction of the Mustang II), the new Mustang was targeted towards the Mustang's maturing customer base, so while the engine bay was bigger to more easily hold big-blocks, the interior was also larger for families. Of course, the Boss 351 Mustang was about more than just a badass engine. There was also the four-speed Toploader manual trans with Hurst shifter, and heavy-duty Competition Suspension package with larger front disc brakes. The only option for the rear was a Traction-Lok 9-inch with 3.91 gears, but the transmission was available in both wide- and close-ratios. With either one, the Mustang buzzed along at 3,200 rpm while doing 55 mph on the highway.



Was The 1971 Mustang Boss 351 Considered A Fast Car?

The exterior of the Boss 351 was given special attention as well, from the twin functional NACA hood ducts to the Mach 1 honeycomb grille and unique bodyside stripes, and the hoods and graphics were done in either black or argent depending on the base color of the Mustang. Motor Trend tested the car in 1971, and it ran 13.8 seconds in the guarter-mile. HOT ROD Magazine took a look at the Boss 351 in the February 1971 issue and stated, "This one feels like it's taking on the size of a Torino (and in some ways, it is), but no matter what its shape or size may resemble, it sure looks like a racer. The Boss 351 is going to salt away a few Z/28s before its season is up." The big car was made fast by the stout 351 V-8 under the hood. Filled with a nodular-iron cast crank, four-bolt mains, forged rods with 3/8-inch bolts, and aluminum pistons, along with high-flowing 4V heads that helped the 351 punch outside of its weight class. It also fielded a soon-to-be-rare high compression ratio of 11.7:1. The carb for the 351 Boss was an Autolite 4300-D, which was made specifically-and only-for the Boss 351. To say they are rare is an understatement, with examples fetching thousands of dollars, if you can find one.

How Much Did A 1971 Boss 351 Mustang Originally Sell For?

A new 1971 Boss 351 Mustang stickered at \$4,124, \$1,000 more than a base Mustang SportsRoof. That may not sound like a lot today, but in 1971 that was a good chunk of change. Since the Mustang had the Competition Suspension package it also had the chrome Magnum 500 15x7-inch stamped steel wheels.

Mustang CS500 Beats Mach-E GT in Drag Race, Proves ICE Isn't Dead Yet



It's a close one, but this slightly modified Ford Mustang CS500 has enough juice to overtake its EV stablemate. By now, it's pretty clear that the future of automobiles is electric, love it or hate it (and plenty of people do both). But regardless of your opinions on that particular hot topic, there's no denying that electric vehicles are pretty darn quick, for the most part, with some of them handily outrunning everything but the most expensive and exotic ICE machinery on the planet. The Ford Mustang Mach-E GT is firmly in that group, but in this recent video from CarWow, Clive Sutton's modified Ford Mustang CS500 manages to put it in its place with some old school muscle.

The Mach-E GT has a pretty solid advantage on paper, thanks to its twin electric motors that produce a combined 480 horsepower and 600 pound-feet of torque – or 634 pound-feet in the Performance Edition – which pushes it to 60 mph in around 3.8 seconds, or 3.5 with the Performance Edition. On the flip side, we have the Ford Mustang CS500, the UK tuner's entry-level package that helps boost output from the car's 5.0-liter Coyote V8 from 450 to around 490 courtesy of an intake, exhaust, and tune. Torque isn't specified, but it's far less than the Mach-E GT, regardless.

That may not sound like much, but on the tarmac, this Clive Sutton-tuned pony car puts up one heck of a fight against the Mach-E GT. In the first race between the two, the ICE Mustang loses by a hair, but that can be attributed to a poor launch as the driver is just getting the hang of things. Once he sorts that out, he pilots the pony car to a slight win from a dig against the EV crossover, leading to a tie that must be broken with a roll race.

Unfortunately for the Mach-E GT, the crossover seems to lose a lot of steam at around 70 miles-per-hour, which is somewhat common among EVs. This allows the ICE Mustang to catch it and overtake it, chugging its way along to another victory. It's quite frankly a shocking result, and one that most wouldn't seem coming. But for ICE fans, it's also a bit of ammunition in that never-ending argument over the merits of going electric.



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Central Valley	MEMBERSHIP APPLICATION
Club, Inc.	

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In an effort to maintain the membership lists.	privacy of our members, please select if you	ı prefer to not publish your co	ontact information in our		
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Central Valley Mustang Club, Inc.

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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.



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