

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB



the
PONY PRESS

JUNE 2022

EXCLUSIVE: *Peculiar Shelby GT500
Convertible Spotted*



THE SCENE
Minarets High School
Graduation

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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.



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Doug Deffebach • Vice President 917-4283
Susan Ward • Secretary 288-6352
John Briar • Treasurer 259-1437

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Karen Lee 681-0181
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** Compliments or complaints should be presented to Members At Large.*

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Robin McCann 709-0830

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

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** Talk to a Member at Large*

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Six Months \$13.00
One Year \$25.00

Double Business Card Ad (1/4 Page)

Issue \$7.00
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past presidents

Joseph Colvin 2020
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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

BLACK BEAR DINER • 3602 W Shaw Ave • Fresno, CA
Dinner: 6 PM • Meeting: 7 PM



from the president



from the editor

Greetings Mustang family!

Can you believe this year is half gone?! Time flies when you're having fun they say. And we have been having fun!

This month was the Minarets High School graduation. I think the drivers have as much fun as the kids do at that event. There have also been lots of local events on the weekends to keep us busy as well as the monthly club breakfast which is always well attended. The next breakfast is this Saturday July 2nd. Hope to see you all there.

So don't let the heat beat you. Get out there and have some fun with your Mustang family and enjoy the ride.

Joe Colvin
CVMC Grand Poohbah
joe@cvmustang.org



I recently came across an article on Hot Rod Magazine's website regarding the testing of the Mustang on the track that Motor Trend did back in 1964.

We all know what a car goes through when testing on a track but dang, things were different back then.

The pictures show the '64 being worked hard but the thought of these heavy cars being tossed around on those skinny tires is truly horrifying.

It's amazing how far automotive technology has come.

Garo Chekerdeman
CVMC - Newsletter Editor



upcoming events

JULY 2022

1 Fri	5PM - 8PM ✉	☐	Hot Rod Gathering - Clovis Missionary Baptist Church
2 Sat	10:00AM ✉		Monthly club breakfast Club Breakfast/Blossom Trail Cafe
4 Mon		☐	4TH OF JULY
7 Thu	6PM - 8PM ✉	☐	Central Valley Fallen Heroes Meeting
8 Fri	5PM - 8PM ✉	☐	Hot Rod Gathering - Clovis Missionary Baptist Church
9 Sat	5PM - 7PM ✉	☐	TriAngle Burger 1st & Barstow
15 Fri	5PM - 8PM ✉	☐	Hot Rod Gathering - Clovis Missionary Baptist Church
16 Sat	5:00PM - 8:00PM ✉	☐	Let's Go Brandon! Game Night
21 Thu	6PM - 8PM ✉	☐	Central Valley Fallen Heroes Meeting
22 Fri	5PM - 8PM ✉	☐	Hot Rod Gathering - Clovis Missionary Baptist Church
23 Sat	10:00AM ✉	☐	CVMC is off to Kohnen's Bakery in Tehachapi / meeting at CA-99/Manning Ave 10:00
	5PM - 9PM ✉	☐	Sam's Burger Cruise Night
25 Mon	6PM - 8PM ✉	☐	Board meeting @ Slaters 50-50
28 Thu	7PM - 8PM ✉	☐	C.V.M.C. General Membership Monthly Meeting
29 Fri	5PM - 8PM ✉	☐	Hot Rod Gathering - Clovis Missionary Baptist Church
30 Sat	10AM - 11:30AM ✉	☐	Forestiére Underground Gardens/Lunch @ Plippin Dave's Burgers
	11:30AM ✉	☐	Plippin Dave's Burgers

Check online for updates and additions

happy birthday

JUNE:

- Jun 3 Ron Coppola
- Jun 6 Simon Felsing
- Jun 9 Paul Spagnola
- Jun 12 Charlene Stebles
- Jun 13 Robert Grant
- Jun 19 Mary Kokalis
- Jun 21 Jeremiah Ellard
- Jun 22 Peter McCann
- Jun 27 Carol Bandy



next general meeting
July 28th, 2021

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

Central Valley
MUSTANG
Club, Inc.

be sure to check out
cvmustang.org
Events Calendar
Photo Gallery
Newsletters
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NEW DATE • NEW DATE • NEW DATE

CALIFORNIA 9/11 MEMORIAL

O'Reilly AUTO PARTS
PROFESSIONAL PARTS PEOPLE

CLOVIS VETERANS
MEMORIAL DISTRICT

CENTRAL VALLEY



FALLEN HEROES

ANNUAL CAR SHOW

**ALL MAKES
ALL MODELS**

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Street Rods • Motorcycles
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**FREE ADMISSION
FOR SPECTATORS**

**NEW DATE:
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\$30
Pre Registration
Price

\$35 Day of Show



www.cvmustang.org

LOCATION: California 9/11 Memorial
3500 Never Forget Lane • Clovis, CA 93612

For More Info Check Out:
www.cvfallenheroes.com
Ph: (559) 898-CV FH
(2834)

2024 Ford Mustang: Everything We Think We Know

The Mustang is gearing up to enter its sixth decade with an all-new seventh generation.



By: Lucas Bell
Illustration: Ben Summerelle
Source: roadandtrack.com

The Ford Mustang will turn 60 years old in 2024. Rumors have swirled that to mark the occasion, Ford plans to release the all-new Mustang next year. Known as the S650, this updated Mustang promises to bring a host of changes, including a refreshed appearance inside and out, as well as some new powertrains. Here is everything we know so far about the S650 generation Ford Mustang.

2024 Ford Mustang: Price and Release Date

Leaked documents initially suggested the S650 would debut in 2022 ahead of a 2023 on-sale date, though it appears the timeline has shifted a bit amid the current production nightmare. In an interview with Wheels, Ford's Ali Jammoul suggested the S650 Mustang would arrive before the end of 2023 as a 2024 model year product.

Rumors have persisted that Ford will hold the debut event on April 17, which marks the anniversary of the original pony car's 1964 New York World's Fair debut. That springtime unveiling would still give Ford time to push units to customers before year's end, while paying tribute to the Mustang's roots.

While we don't have any official information to share at this time as far as pricing is concerned, we wouldn't expect a major change going into the S650 generation. The Mustang continues to top the charts as one of the world's best-selling sports cars. Expect entry-level pricing to begin around \$30,000, with optional powertrains and high-performance models carrying larger price tags.

What Is The S650 Mustang?

The debut of the S650 will mark the beginning of the seventh generation of the Ford Mustang. Like the S550 that preceded it, the new Mustang is expected to stick around for an eight-year production cycle, despite stricter emissions regulations due nationally in 2026. Rumors have persisted that Ford will underpin the S650 with its large RWD CD6 platform, which is currently employed by the Ford Explorer and Lincoln Aviator models. That said, bundles of spy photographs suggest that the new Mustang may be more of a refreshed model than was initially expected.

2024 Ford Mustang: A Revised Exterior

Many of the car's physical hardpoints appear to mirror those of the current S550, particularly around the passenger cell and the roof. Despite being recognizably related to the S550, this new Mustang does bring new fascia treatments, as well as a much sharper form overall. The front grille appears much larger than before, and adopts a more hexagonal shape. The lower bumpers look as if they've adopted some Mach 1 elements, bringing a more aggressive look to the pony car.

Overall the shape screams Mustang in the right ways, with enough tweaks to hide the aging platform hidden beneath. Considering Ford's investment focus on the EV segment, it does make sense to borrow from the outgoing model in this instance. Spy photos have captured both coupe and convertible prototypes, each with varying levels of performance hardware affixed.

New and Familiar Powertrains Slated for S650 Mustang

Thanks to further comments by Jammoul, we already know that the venerable 5.0-liter Coyote V-8 is slated to return to the S650 Mustang. Jammoul noted that Ford is aware how much the engine matters to Mustang customers, and that Ford will continue to build it so long as there's demand. A similar sentiment was shared about the car's six-speed manual gearbox, though the executive did admit the manual will inevitably go by the wayside. Whether that statement directly impacts the S650 will have to be seen. The automaker's 10-speed automatic will undoubtedly make the jump to the S650.

Expect to see the 2.3-liter EcoBoost make a return as well, where it should continue to serve as the entry-level powertrain. That said, a rumored hybrid model centered around the 2.3-liter could bring an enticing performance option for fuel-conscious customers. A hybrid variant of the Coyote is also rumored to be in the works, suggested by leak on LinkedIn. We also wouldn't be shocked to see a high-performance variant utilizing the current GT500's 5.2-liter Predator V-8, though that would likely have to come before the 2026 regulation change. An all-wheel-drive 'Stang was heavily rumored amid conversations surrounding the CD6 platform, though several reports have noted how that is unlikely if the S550 chassis is largely retained.

The New Mustang Gets a Nicier Interior

Spy photos of the S650 Mustang have shown its interior carries over little from the S550. The traditional dual-cowl dash, which harks back to the first generation models, is now replaced by a more horizontal unit. At the center of that dashboard now sits a larger infotainment display, which appears to be connected to an entirely digital instrument cluster. The car's Sync 4 infotainment is backed by Ford's new electrical architecture, which will bring amenities like over-the-air updates and the processing power necessary for a performance hybrid model.

A single row of hard buttons now lives below the relocated climate vents, which suggests other functions have moved up to the infotainment screen. A new steering wheel has also been spotted on certain prototypes, featuring a squared-off bottom section. Not a dramatic departure from what we've seen before, but with just enough changes to make the S650 feel like a more modern place to spend time.

An Evolving Segment

The S650 Mustang will debut in a segment that would seem unrecognizable to its predecessor. The folks over at Dodge are bailing on internal combustion in favor of eMuscle in the near future, while the fate of the Chevrolet Camaro seemingly remains in flux. That means the Mustang could be the last of the muscle cars to retain a V-8 engine, which just might prove important to buyers. Whether or not Ford's competitors are successful in reworking their own offerings, it does seem fitting that the Mustang isn't going down without one last fight.



THE SCENE

Minarets High School Graduation





Exclusive: Peculiar Ford Mustang Shelby GT500 Convertible Spotted In Dearborn



The current-generation Ford Mustang is offered in both coupe and convertible configurations, but the range-topping Shelby GT500 doesn't get the convertible treatment and is only offered as the fastback coupe body style. Previously, Ford Authority reported exactly why the GT500 isn't offered as a convertible since it would lack the proper stiffness in the chassis and body necessary to deliver the levels of performance of the GT500. This revelation prompted us to render a Shelby GT500 Convertible to see what it would look like. But now, we have spotted a rather peculiar real-life example around Ford's campus in Dearborn.

This particular Mustang wears dealer plates, and was spotted entering a Ford vehicle development facility. The vehicle is rolling on 19-inch wheels that are exclusive to the 2022 Ford Mustang EcoBoost Premium model, currently available with either the Wheel and Strip Package or the Coastal Limited Package. However, the wheels included in those packages are finished in silver with black-painted pockets instead of being completely blacked-out as we see here.

Also of note is the rear spoiler, which is a blacked-out version of the spoiler offered on the Mustang GT California Special Coupe. Interestingly, the spoiler is not offered on the convertible versions of the GT California Special.

All that makes this Shelby GT500 Convertible sighting that much more perplexing, especially considering that the current S550 Mustang is on its way out and will be discontinued within roughly the next 18 months. The presence of dealer plates, however, may indicate that this vehicle is the result of someone's fun experiment, perhaps an EcoBoost Premium wearing a Shelby GT500 front end, along with the jubilee of exterior features borrowed from other Mustang models. Whatever the case, that front end unmistakably belongs to a Shelby GT500.

It's also interesting that the model went into a Ford vehicle development facility, making us wonder what it may be doing there.

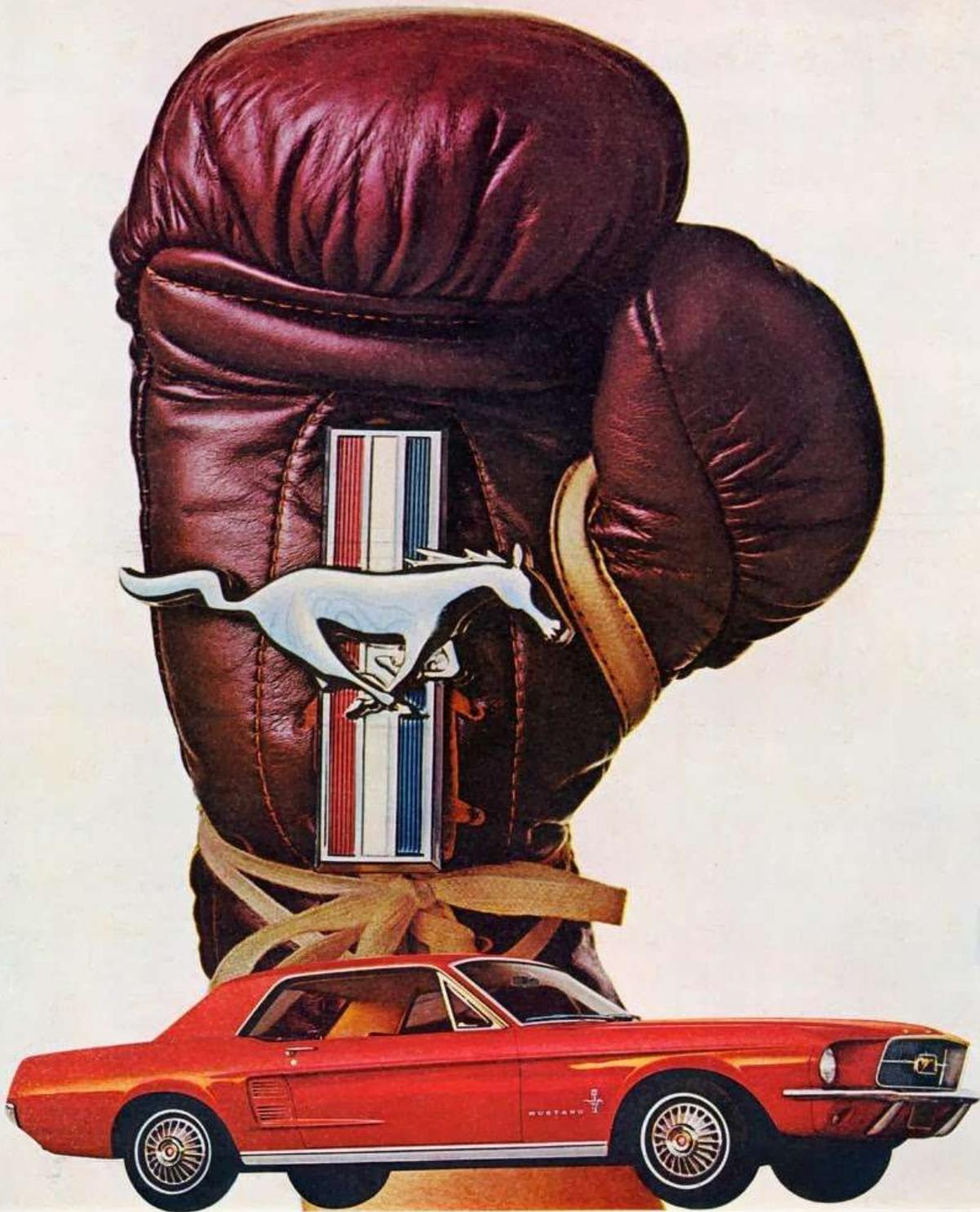
A convertible isn't necessary to make the GT500 lineup exciting, as the supercharged pony has received several updates for the 2022 model year, including the recent Shelby GT500 Heritage Edition. It's also worth noting that order banks for the 2023 Mustang lineup, including the GT500, will open in just a few months. When that does happen, don't expect a Shelby GT500 Convertible to be part on the order sheet.

We'll have more on the Ford Mustang soon, so subscribe to Ford Authority for the latest Ford Mustang news and continuous Ford news coverage.



By: Alexandra Purcell
Source: fordauthority.com

**Strike a blow for originality!
(Take the Mustang Pledge.)**



Still the original and lowest-priced car of its kind with bucket seats.  **MUSTANG** 

Snake, charmer: Is the 1996-'98 Ford SVT Mustang Cobra a good buy?



By: Kurt Ernst

Source: hemmings.com

The 1993 Mustang Cobra and Cobra R were the Fox-body's going-away present from Ford's Special Vehicle Team (SVT). SVT developed a new Cobra variant for the replacement SN-95 Mustang, and for the first two years, 1994-'95, it used the same 5.0-liter Windsor V-8 as the '93 Cobra. That changed in 1996, when Ford debuted the 4.6-liter Modular V-8 in the Mustang GT, with a lighter, more powerful, hand-built version reserved for the SVT Mustang Cobra. With Fox Mustangs getting more expensive by the month, is now the time to shop for a 1996-'98 SVT Mustang Cobra?

The 4.6-liter V-8 that debuted in 1996 SVT Mustang Cobra was a big step up from the 5.0-liter V-8 it replaced, swapping the Windsor's pushrods for overhead camshafts. The aluminum Cobra engine received two camshafts per cylinder bank, opening four valves per cylinder, while the cast-iron block Mustang GT made do with a single overhead camshaft and two valves per cylinder. In Mustang GT tune, the Modular V-8 produced 215 horsepower and 285 lb-ft of torque, while in the Cobra the engine produced 305 hp and 300 lb-ft of torque. That was a notable jump from the previous Cobra's output of 240 hp and 285 lb-ft of torque, and performance improved accordingly.

According to Ford, the 1996 Cobra was capable of running from 0-60 mph in 5.9 seconds, an improvement of 0.4 seconds over the previous version. For the 4.6-liter Cobra, the quarter mile went by in 13.99 seconds at 101.6 mph, bettering the previous Cobra's time by 0.2 seconds and 0.6 mph. The automaker's estimates may have been conservative, too, since Car and Driver measured a 0-60 mph time of 5.4 seconds (though its quarter-mile time was comparable to Ford's).

The SN-95 platform wasn't entirely new, and it's probably most accurate to describe it as an evolution of the Fox platform with improved handling and noise, vibration and harshness (NVH) characteristics. While the Mustang's traditional live axle carried over, Cobra models received upper and lower trailing arms, two hydraulic links, and a 27mm anti-roll bar in the rear. Up front, the suspension used a MacPherson strut setup with separate springs on the lower arms and a 29mm anti-roll bar. Five-spoke, 17-inch wheels were shod with 245/45 ZR-17 BF Goodrich Comp TA tires, and the front brakes used dual-piston calipers to grab 13-inch vented rotors. In the back, single-piston calipers grabbed 11.65-inch discs, and Bosch four-wheel ABS was standard on Cobra models.

Most changes to Cobra models between 1996-'98 were cosmetic, and (as was the case in 1994-'95), both coupe and convertible variants were available. In 1996, Ford offered Cobra coupes with BASF Mystic paint, which shifted hues from green to bronze to purple depending upon lighting. At \$815, it wasn't an inexpensive option, yet 2,000 examples were finished in this special paint during the model year.

In 1996, Ford built 10,003 SVT Mustang Cobras, including 7,493 coupes (priced from \$24,810) and 2,510 convertibles (priced from \$27,580). The following year, 10,049 Cobras were assembled, with convertible production increased to 3,088 to meet demand and coupe production decreasing to 6,961 units. Prices rose for 1997, with coupes starting at \$25,335 and convertibles at \$28,135.

For 1998, the final year before the “New Edge” restyling of the entire Mustang line, a total of 8,654 Cobras were built, including 5,174 coupes and 3,480 convertibles. Prices started at \$25,710 for the coupe, and \$28,510 for the convertible.

Adding things up, Ford produced a total of 28,706 SVT Mustang Cobras between 1996-'98, including 19,628 coupes and 9,078 convertibles. In keeping with the car's sporting mission, all were equipped with a Borg Warner T45 five-speed manual transmission.

While earlier Fox-body Mustang prices appear to be on the rise, 1996-'98 SN-95 Cobra prices are either flat or declining, depending upon the source. NADA shows values for an average condition coupe ranging from \$8,500 for a '96, to \$8,950 for a '97, to \$9,100 for a '98. Convertibles are priced higher, with average condition '96 models estimated at \$8,900, '97 models at \$9,050, and '98 models at \$10,150. Those prices are within \$100 of NADA's estimates for the same time frame in 2017, indicating a flat market (or, if you'd prefer, a buyer's market) for these models.

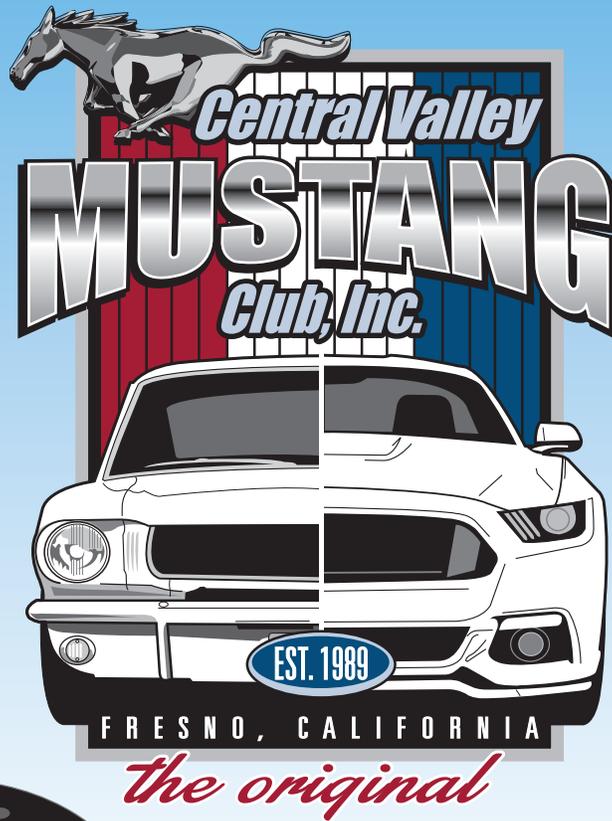
Hagerty's current estimates are roughly in line with NADA's, and the insurer estimates coupe values at \$9,000 for a '96-'98, and convertible values at \$9,400 for a '96-'98. Going back to 2017, however, the insurer showed significantly higher projected values, with coupes from all three years having an average value of \$12,600 and convertibles valued at \$13,650. If their figures are correct, it's most definitely a buyer's market for this year range of SVT Cobra models.

A quick glance at our classifieds shows seven 1996-'98 Mustang Cobras currently listed with us, ranging in price from \$13,500 for a '96 convertible with 40,000 miles on the odometer to \$20,000 for a 63,000-mile '96 coupe with Mystic paint. Pricing is higher than estimates for all examples currently advertised with us, but these are low-mileage outliers and not condition #3 drivers.

If you're in the market for weekend-driver Mustang that can handle anything from road trips to autocross and track days, the 1996-'98 Ford SVT Mustang Cobras represent a solid value, and we doubt that prices will stay this low much longer.



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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.

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Central Valley Mustang Club, Inc.

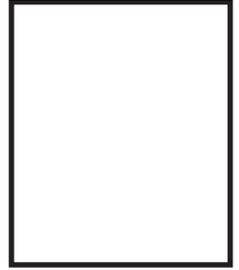
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MEMBERSHIP DUES: For the first year only, the sum of \$30.00 for a one year Active Membership, of which \$5.00 will be an initial fee and \$25.00 for dues. Thereafter, a member shall pay each January a \$25.00 fee for dues. For additional family members, Active Membership dues are \$5.00 per member.

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PRESS

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