

OFFICIAL MONTHLY
PUBLICATION OF
THE CENTRAL VALLEY
MUSTANG CLUB

CENTRAL VALLEY MUSTANG CLUB, INC



AUGUST 2020

the PONY PRESS

7th-Gen Mustang Will Get an 8-Year Run



**1965 AWD
Mustang
still exists**

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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.

CVMC OFFICERS

Joseph Colvin • President	285-7296
Charlene Stebles • Vice President	299-1039
Susan Ward • Secretary	288-6352
Doug Deffebach • Treasurer	917-4283

MEMBERS AT LARGE

Diana Buranen	647-6034
Mary Kokalis	229-3219
Karen Lee	681-0181
Robert Whitley	877-4948

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP CHAIR

Brandon Walker	288-0450
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ACTIVITIES CHAIR

Robin McCann	709-0830
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MERCHANDISE CHAIR

Robin McCann	709-0830
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Suggestions for activities should be directed to the Activities Committee.

MCA REGIONAL DIRECTOR

Paul Beckley	323-7267
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SUNSHINE CHAIR

Mary Whitley	285-1060
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NEWSLETTER EDITOR

Garo Chekerdeman	906-7563
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Talk to a Member at Large

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Non Members per issue	\$3.00
with Photo	\$10.00

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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

PAST PRESIDENTS

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



from the
president

So on top of the Corona virus, looting and rioting and a massive lock down of our society, we now add wild fires and smoky air. Oh, and of course it's August in the valley so it's 100+ everyday. Ugh! It's like a disaster movie script. Cue the murder hornets and Godzilla!!!! Maybe he started the fires? It's all running together and I can't keep track of what day it is.

Meanwhile we are still managing to get some fun in and share some time together although the gatherings have been understandably small. As we roll forward, we continue to see car shows and other events cancel although we've been attending some smaller local events. I look forward to a time when we can all get together again and enjoy each others company like we are used to doing.

Black Bear Diner is again serving tented meals on the patio as well as "to go" so go by and show them some support if you get a chance. We need to help our local eateries weather the storm or we will lose them. We have been exploring more mom and pop eateries lately. Gatherings to meet and eat have been small but fun. This club still loves to eat. I'm hopeful that we can still have our club picnic and Christmas party events this year so stay tuned for more details.

In the mean-time...stay safe, be well, take care of yourselves and love one another. This too shall pass and we will be back out on the road to enjoy the wind in our hair and the sun on our faces. Mustangs must run and we will again have our time.

Joe Colvin
CVMC Grand Poohbah
joe@cvmustang.org



from the
editor



First off, I want to give a very special thanks to this guy, **Joe Colvin** for saving my rear this month with the newsletter.

Thanks buddy!

Man-o-man, this lifestyle we have to live now is getting old (ok, it got old 2 months ago). With work, the sweltering heat and the Four Horsemen of the Apocalypse on our ass, I have officially lost my wonderful disposition.

I miss going to shows, the meetings, the laughing and just the fun banter that goes around. We'll get back there one day but I'm guessing it will take the people to move forward.

I have found that I'm washing the '15 more often, and not because of all the ash I find on my car every morning. It;s because I still want to "represent" this car, this family and this life we call Mustang.

I've also realized I talk to other people at a gas station or parking lot that have Mustangs. They've all been real nice considering a total stranger walked up and started talking cars.

Hell, I'm even thing of having a "social distance" (is anyone else as tired as hearing that as much as me?) car show at my house just for fun.

Till I see everyone again, show off your Stang.

Garo Chekerdeman
CVMC - Newsletter Editor

upcoming events

September 2020

Date	Time	Description
5 Sat	8:30AM	Bingo Donuts
6 Sun	9AM - 2PM	Farmers Market Fort Washington
12 Sat	3:00PM	Sugar Pine Railroad & BBQ
	6PM	Downtown Clovis Cruise down Pollasky
13 Sun	9AM - 2PM	Farmers Market Fort Washington
	10:00AM - 3:00PM	Mustangs in the Meadow, Santa Cruz
20 Sun	9AM - 2PM	Farmers Market Fort Washington
21 Mon	6PM	Board meeting
24 Thu	6PM	C.V.M.C. General Membership Monthly
25 Fri	6PM - 9AM	Madera Classics Cars Car Show
26-27 Sat/Sun		Ponies at the pike
	2PM - 5PM	CLUB ANNIVERSARY BBQ
	9AM - 2PM	Farmers Market Fort Washington

happy birthday

AUGUST

Aug 4 Jim Sanborn

Aug 6 Robert Whitley

Aug 28 Skip Tullock



next general meeting
SEPTEMBER 24th, 2020
 BLACK BEAR DINER
 3602 W. Shaw Ave • Fresno, CA
 (Northwest Corner of Shaw / Marty)



be sure to check out
cvmustang.org

Events Calendar
 Photo Gallery
 Newsletters
 Merchandise

NEW DATE • NEW DATE • NEW DATE

CALIFORNIA 9/11 MEMORIAL

O'Reilly AUTO PARTS
PROFESSIONAL PARTS PEOPLE

CLOVIS VETERANS
MEMORIAL DISTRICT



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(2834)



www.cvmustang.org

Ford Built An AWD Mustang Back In 1965 And The Prototype Still Exists

And you thought the Challenger was the first pony car with AWD

By: Jay Traugott

Source: carbuzz.com



Turns out the new Dodge Challenger isn't the first all-wheel drive muscle car. That honor belongs to Ford, only it never actually built a production version of its AWD Mustang prototype. What's more, Ford experimented with this back in 1965, mere months following the original pony car's debut. Hagerty recently learned that not only was the four-wheel drive Mustang prototype drivable, it still exists today. Not long after the Mustang came out and smashed sales records, Ford product planners were interested in additional design Mustang concepts.

Examples included a Mustang with two-seats only and even a four-door version. But then Ford became aware of Ferguson Research, a UK-based company that had recently developed the first full-time four-wheel drive system for passenger cars (its previous experience was with tractors). A couple of former race car drivers were the ones who came up with the idea, and they further adapted an anti-skid braking system, originally for aircraft, for car use. The result was the Ferguson Formula, a 4WD system that proved itself in an F1 car in 1961 with none other than Sir Stirling Moss at the wheel. This caught the attention of Ford, so in late 1964 it shipped a pair of identical '64 Mustangs powered by the 289 V8 to the UK.

One was converted to 4WD while the other remained stock for comparative purposes. The converted Mustang didn't look any different from the outside, but the 4WD system proved itself, specifically on slippery surfaces. The anti-skid brake system was, more or less, a predecessor of sorts to anti-lock brake technology.

So if the 4WD Mustang prototype was a success, why didn't Ford send it to production? Likely because adding the optional system would've cost too much money, at least \$500, at the time. Just to compare, customers could upgrade to that 289 V8 for \$328, and it didn't find too many takers.

But the original 1965 4WD Mustang still exists today, and for many years resided at the Ferguson Museum on the Isle of Wight. It was sent back to the US in 2009 and is now on display at the Tampa Bay Auto Museum. Photos courtesy of Tampa Bay Auto Museum via Hagerty.



Why the first-gen straight-six Mustang deserves more love



By: Tara Hurlin
Source: hagerty.com

The first-generation six-cylinder Mustang may not be the muscular powerhouse that pony cars evolved into, but it captures precisely what Ford originally intended the Mustang to be: a fun-to-drive sports car that wouldn't break the bank. Marketed primarily to women and youth upon its release, the six-cylinder 'Stang satisfies the nagging craving for something sporty and reliable, with a practical amount of everyday cargo space. These days, however, the straight-six pony car is fast becoming a unicorn amid the popularity of both factory-original and V-8-swapped Mustangs.

If winning races at the dragstrip is your ultimate goal, not much will beat the dollar-to-power ratio of a small-block V-8. However, if you're in the majority of enthusiast owners, you're more likely to cruise around town with friends and family. If you're really cool, you'll opt to take your pony car on some scenic, long-distance road trips. That casual rhythm is where the straight-sixes shine, and their advantages are many.

Most importantly, these engines have been built since their first introduction in Ford's 1906 Model K, so if you dare to stand out from the V-8 crowd, rest assured that these well-balanced six-cylinders are virtually bulletproof. When something does break, new replacement parts tend to be readily available and affordable. Used motors can be found for a few hundred bucks if the issue is catastrophic.

The straight-six in the '66 is a pleasure to drive. It generates plenty of torque power, yet runs smooth and can be tuned to get decent fuel economy. Cornering is a thrill: Instead of going nose-down into a turn like the V-8-powered brute, the nimble six-cylinder Mustang hugs the esses like they're best friends.

The '65–73 Mustang's first six-cylinder was a 105-horsepower, 170-cubic-inch inline motor borrowed from the Falcon, but Ford's wheels were turning even before the first car rolled off the line. Around four months after the Mustang's introduction, Ford halted production of the 170-cu-in inline-six in favor of a 200-cubic-inch version. At the same time, the V-8 was upgraded from a 260 to the 289-cu-in iteration; the 302 came along in 1968 to keep up with tightening emissions standards.

The 1966 Mustang remains one of the most popular years—you'll often see them on the road. The Standard Catalog of American Cars states that V-8 Mustangs outnumbered the inline-six production by 354,400 to 253,200 in '66, making the six-cylinder less common than its more powerful counterpart. The hardtop model still holds the record as the best-selling Mustang of all time, accounting for nearly 500,000 of that year's total sales. (For comparison, just over 173,500 units sold in 2000, the biggest sale year since 1980.) Towards the end of the first generation ('65–73), the Mustang physically grew larger, and its 1971 facelift lent it a fittingly more menacing look.

The Ford Mustang is the longest-surviving breed of classic American pony car—and the generation that started the line has aged well. Its aggressive styling and sharp, sloping lines make these first-generation examples appear low to the ground, like a predator on the prowl, whether in coupe, convertible, or fastback form; the straight-six-equipped cars look just as slick. Whether you're all about that V-8 growl or want to experience the agile handling of the lighter six-cylinder, there is a Mustang waiting to give you the ride of your life.



THE SCENE



7th-Gen Ford Mustang Will Get an 8-Year Run

Report says Ford will extend the next Mustang from a six- to an eight-year term.



By: Jake Lingeman
Source: autoweek.com

Automotive News is reporting that the next, seventh-gen Ford Mustang will stick around until at least 2030, after its debut in 2022 as a 2023 model-year vehicle. That would line up as another eight-year cycle—it was originally planned for six—and guarantee Ford has at least one “car” into the next decade.

The next-gen Mustang is going to be built on the new rear-wheel/all-wheel drive platform now underpinning the Ford Explorer and Lincoln Aviator. That makes us a little nervous considering the Mustang has grown and grown, and now it will probably grow again. The Mustang grew from its third to fourth generation, and again from fourth to fifth, though it did keep the same wheelbase for the sixth gen.

According to Automotive News, Ford suppliers have been told the Mustang's annual production is going to be just below 100,000 per year with coupes taking up about 75 percent of the output. Like the sixth-gen pony, we expect several special editions to keep those eight years fresh. Obviously we'll get a Shelby version. We haven't seen the Boss in a while, so maybe we'll get one of those. And while we're speculating, let's get crazy, how about a new high-winged Cobra R?

AN also reports that the next-gen Mustang will get a quick refresh in 2025.

remember
when...



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Luxurious T-Bird Silver Mink With Black Vinyl Top
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A 4-Door Mustang?



By: Meghan Drummond
Source: cjponyparts.com

Ford's decision to eliminate all sedans and small cars except for the Mustang has had some interesting consequences. It seems that the Mustang family may be growing to include a whole herd of variants including, perhaps, a four-door Mustang?

At the same time that Ford unveiled the 2020 Shelby GT500 at dealer meetings, rumors began to circulate about the very real possibility of a four-door Mustang.

Depending on where you are in your life, the idea of a Mustang sedan either makes you scream in rage or glee, but there are a lot of reasons why a four-door Mustang makes sense. Whether you love or hate the idea, these rumors have enough meat to lend credibility to them.

Mustangs, as well as most muscle and pony cars, have restricted themselves to two-doors for a long, time, but this isn't the first time Ford has thought about expanding the Mustang line to be a little more friendly to people who need four doors.

In 1965, Ford considered a four-door Mustang built on the Falcon platform. The problem? Well, it was just hard to make it look cool, and Mustangs are valued, at least partially, for their compactness.

Though Ford has yet to substantiate the rumors of a four-door Mustang, leaks are coming from a variety of sources.

Since then, nearly every muscle car platform has introduced a four-door version. The 2018 Charger Hellcat has four doors, and it's impossible to look at that car and think that it doesn't look cool.

Thanks to Ford's continued engine improvements, it's not only possible but likely that they could increase the length of the Mustang and still keep it full of the power and speed that Mustang enthusiasts expect.

KEEP THE MUSTANG AND THE FAMILY

Look. Nobody enjoys bending the front seat down to try to wrestle a baby seat into the back seat of a sports car. Sure, it's possible, but there's a reason most people associate muscle cars either with child-free adults or empty nesters. Having an easily accessible back seat when you have kids is pretty much necessary.

By creating a four-door version of the Mustang, Ford's ensuring that Mustang enthusiasts never have to spend an awkward fifteen-year period driving a beater while fantasizing about the pony that got away.

WOULD IT STILL BE A PONY CAR?

Well, no. Pony cars by definition have two doors. But frankly, the Mustang has outgrown the pony label a few times. Many of the GTs are considered muscle cars by enthusiasts due to their V8 engines, and as their precision and luxury features increase some are even claiming sports car status.

With an AWD and hybrid Mustang also in the pipeline, Ford's looking to grow beyond the pony car label and make Mustangs a reality for more people. That means more Mustang enthusiasts, more Mustang love, and, in general, a lot of happy drivers.

That said, Ford isn't going to abandon the things that have made it popular through the years. Even though the hybrid Mustang is promising a great deal of power, it's unlikely to beat the Shelby GT500 in a straight speed test. Even though Ford may offer a four-door version of the Mustang, that doesn't mean they won't continue to offer a two-door version.

Ford's vision for the Mustang seems to be expanding and including new options, not removing the current popular ones.

RUMOR SOURCES

Though Ford has yet to substantiate the rumors of a four-door Mustang, leaks are coming from a variety of sources. All Jiyen Cadiz, Ford's communication manager, would say is that "we are always on our game to keep Mustang exciting every year."

Though that isn't as good as a confirmation, it's certainly encouraging. Sources have added that many of these rumors are coming from dealer meetings and events. In these meetings it has also been implied that the four-door Mustang would be less Toyota Camry and more Audi A7 or Porsche Panamera.

The biggest concern that enthusiasts seem to have has less to do with the styling of the car and more to do with the potential for a loss of power. Adding two doors means increasing the size and weight of the Mustang substantially, and in order to keep the same power Ford would need to find a way to increase the power of their engine.

Though Ford's Coyote engine is not currently available in a turbo version, there's really no reason it couldn't be. As one of Ford's modular engines, the Coyote is capable of adapting. A twin turbo layout could be possible. Certainly, a turbo V8 would give a Mustang sedan enough power to get even the most hardliner enthusiast a little bit excited.



Ford's Mustang Supercar is Fast, Loud & Badass

Aussies swap a Falcon for a pony in the pursuit of racing supremacy.



By: *Christian Moe*
Source: themustangsource.com

In the pantheon of motorsport you can find dozens of racing series, each providing its own kind of fun. NASCAR is a party, drag racing is loud, endurance racing is intense, Formula 1 is a technical marvel, and Moto GP is a bunch of lunatics in leather suits. Of all the racing series in existence, our favorite might be Australia's Supercar series. If you aren't familiar, Supercar racing looks like a combination between NASCAR and rally racing. You have a stock-car style racing machine, fitted with a massive engine, and then you throw it around a twisting road course at maximum speed. None of the drivers show mechanical sympathy, and the cars are launched across kerbs, thrown through turns on two wheels, and there is more body contact than a bachelor party in bumper cars.

It is without a doubt some of the best and most fun racing you can watch. The fact that it is backed by the screaming soundtrack of American V8s is just a cherry on top of the cake.

In 2019, Ford decided to make that cake even sweeter for fans of American muscle cars. After decades of running the Ford Falcon in the series, the Blue Oval's official Supercar entry swapped over to the Mustang. Thanks to being stretched over a spec chassis, the Mustang Supercar doesn't look exactly like the S550 on sale today. That doesn't stop it from still looking mean and fast however. The nose is tucked, the tail has been lengthened a touch, and of course there is a wing the size of Nebraska bolted on the back.

We have high hopes for this new car, and wish Ford all the success going forward with the Mustang in the Supercar series. Since the racing series started, Ford has managed to bring home more than 350 wins. But General Motors' brand Holden is the current king of the series with well over 500 wins. We want to see those numbers swing the other way, and this Mustang Supercar is the first volley in that attempt to dethrone GM.

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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.

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Central Valley Mustang Club, Inc.

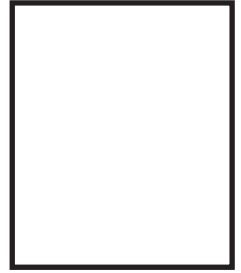
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

MEMBERSHIP DUES: For the first year only, the sum of \$30.00 for a 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.

the pony
OFFICIAL MONTHLY PUBLICATION
PRESS

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