

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB



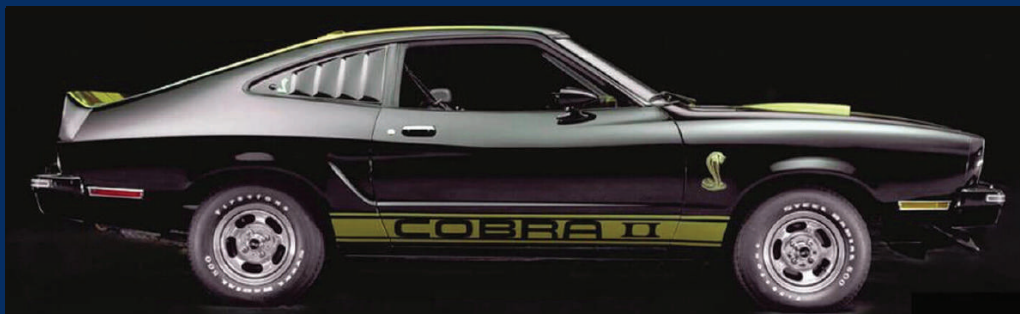
JULY 2024

the
PONY PRESS

***RTR Brings Back the
Mystichrome Mustang***



What Is The Mustang Cobra II?



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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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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 to all of you Mustangers!!

We went to lunch Sunday June 30 at Ducey's in Bass Lake and then to the melodrama in Oakhurst to see the melodrama Males Order Brides and then afterwards to Reimer's Candies & Gifts, which is a candy/ice cream store in Oakhurst. Yes, we ate at Ducey's, went to the melodrama, then we had dessert at the ice cream store all in a days fun with our club.

We had moved the breakfast on July 6 to The Train Depot which was indoors and much cooler. We had a great turn out for breakfast here. This restaurant is famous for whole plate size cinnamon rolls which are delicious! We are moving the August 3 club breakfast to The Train Depot. We normally have a club breakfast on the first Saturday of each month at Blossom Trail Café, Academy/Belmont Aves at 10:00 am.

Charlene put together a lunch and game day on Sunday July 14th at the Red Caboose. Many people really enjoyed the food here and we had a very good turnout. We ate and were very challenged by her word puzzles, the kind that the word can be vertical, horizontal, or diagonal and forward or backward. Our winner was Denise Gordon with a close second place for Cathy Stacy (this was a timed event too. I came in last place with only five words). Thank you Charlene!

Now the car show season sort of takes a break from the Central Valley's heat for most of July & August. Note we take a break from movies at Sierra Sky Park for July & August too. We will still have some activities in the club. We will resume going to a car oriented movie at Sierra Sky Park on the second Saturday of the month in September 14th.

We have some activities planned for August, September, and October. Our 35th anniversary club picnic is coming up on September 28.

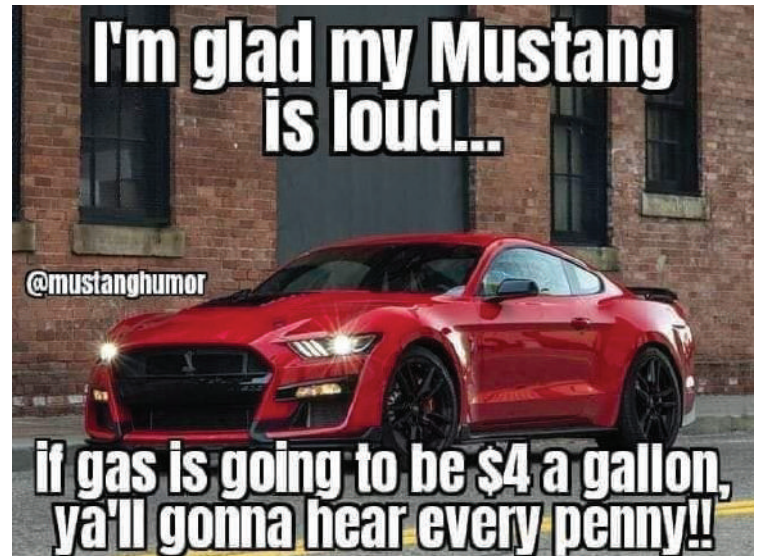
Our VP, Dave Ward, has picked several car shows for us to attend as a club. Stay tuned to our calendar of events for updates. I believe that activities, including car shows, are the lifeblood of our club!

It is hard to be in a bad mood when you get to drive a Mustang!

I just tested this out on a trip to Monterey!!

Happy Mustanging to all of you!

Brandon Walker
CVMC President



Garo Chekerdeman
CVMC - Newsletter Editor

upcoming events

AUGUST 2024

| Date | Time | Event Type | Description |
|-----------|-------------------|------------|--|
| 2 Fri | 5 PM - 8 PM | | Hot Rod Gathering at Clovis Missionary Baptist Church |
| 3 Sat | 10:00AM - 12:00PM | | Monthly club breakfast Club Breakfast/Blossom Trail Cafe |
| 4 Sun | | | HOT AUGUST NIGHTS 4th - 11th |
| 9 Fri | 5 PM - 8 PM | | Hot Rod Gathering at Clovis Missionary Baptist Church |
| 10 Sat | 8 AM - 1 PM | | Clovis Elks Hot August Daze Car Show. |
| 11 Sun | | | HOT AUGUST NIGHTS 4th - 11th |
| 16 Fri | 5 PM - 8 PM | | Hot Rod Gathering at Clovis Missionary Baptist Church |
| 23 Fri | 5 PM - 8 PM | | Hot Rod Gathering at Clovis Missionary Baptist Church |
| 26 Mon | 6 PM - 8:30 PM | | CVMC Board Meeting Red Lobster |
| 29 Thu | 7 PM - 8 PM | | C.V.M.C. General Membership Monthly Meeting |
| 30 Fri | 5 PM - 8 PM | | Hot Rod Gathering at Clovis Missionary Baptist Church |

Check online for updates and additions

happy birthday

JULY:

Jul 3 Raffi Mouradian

Jul 4 Greg Stewart

Jul 4 Susan Ward

Jul 9 Jason Alexander

Jul 22 Mike Alexander

Jul 23 Jann Coppola



next general meeting
August 29th, 2024

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

Central Valley
MUSTANG
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be sure to check out
cvmustang.org

Events Calendar
Photo Gallery
Newsletters
Merchandise

RTR Is Bringing Back the Mystichrome Hue Back on the Mustang



By: Verdad Gallardo
Source: themustangsource.com

The Return of Mystichrome

RTR Vehicles, the North Carolina-based tuning company, is bringing back one of the Ford Mustang's most iconic paint colors: Mystichrome. This striking finish, part of RTR's newly-announced Premium Paint Options, changes color based on the lighting, creating a mesmerizing visual effect. The color-shifting paint was a sensation in the '90s and is making a grand comeback for the 2024 Mustang.

A Brief History of a Colorful Legend

Mystichrome, originally known as Mystic, first appeared on the 1996 Mustang Cobra and later on the 2004 Mustang SVT Cobra. The paint's unique ability to shift between blue, green, gold, purple, and brown depending on the light made it an instant classic. Despite its appeal, the high cost limited its availability, with only about 1,010 units of the Mustang SVT Cobra featuring this finish.

The Price of Exclusivity

The allure of Mystichrome comes at a steep price. In 2004, this option cost \$3,650, equivalent to around \$6,100 in today's dollars. RTR's re-release of Mystichrome now costs a hefty \$15,995, underscoring its exclusivity. However, for those looking to stand out, the investment in this prismatic paint is a testament to the desire for uniqueness and nostalgia.

Expanded Palette for Every Taste

RTR's new Extended Color Palette offers a variety of options for Mustang enthusiasts who might find Mystichrome's price prohibitive. Colors such as Leadfoot Gray, Azure Blue, Rosso Scuderia, NATO Olive, and Signal Green are available at \$8,995. These choices allow buyers to customize their vehicles without the significant financial commitment of Mystichrome.

Customized Creations

For the ultimate in personalization, RTR also offers a Paint-to-Sample program, allowing customers to create one-of-a-kind colors based on personal preferences or cherished memories. This bespoke service, which adds \$5,000 to the cost, reflects a growing trend in the automotive industry for unique, tailor-made finishes.

'67 Mustang on Hot Rod Power Tour Impacts Many in a Positive Way

An unfortunate accident turned into a positive outcome during the Hot Rod Power Tour



By: Jaron Cole

Source: mustangfanclub.com

2019 marks the 25th anniversary of the Hot Rod Power Tour. If you're not familiar with the Hot Rod Power Tour let me give you a quick rundown before we dive into the story. The Tour is a week-long journey that spans across seven cities. This year it started in Concord, NC. and ended in Norwalk, OH.

Now let us get to the story! Cole Phillips, is no newcomer to the Tour. 2019 marked his third time on the tour. This year he had his '67 Mustang Fastback that he has owned since he was 15. An unfortunate accident occurred during the tour but he handled it in a positive way. Cole told us this was one of the most memorable weeks of his life and will always remember this.

Cole's journey had only just begun and the accident happened as he was leaving Concord, NC. headed towards the next stop on the HRPT in Martinsville, NC. It had rained off and on that day so the road conditions weren't the best. As Cole was coming around a corner in his '67 Fastback, someone slammed on their brakes to let a vehicle out of a gas station. His rear brakes were not working properly causing his front brakes to lock up. He ended up sliding through an intersection and rear-ending a fellow tour participant in his Camaro.

The Aftermath

Thankfully no one was injured and both vehicles suffered from minimal damage. Cole and the owner of the Camaro both decided to continue on the Tour. To continue on the Tour with everyone, Cole had to replace his radiator. A local parts store had a radiator from a Toyota 4Runner in stock so they installed it but it was a little bit too tall.

Since the hood was bent all out of shape, a hole was cut into the hood so it would close with the new radiator in place. A few modifications and bungee straps later, Cole was back on the road!

When Cole arrived at the Bristol, TN. stop he talked to a lady he met two years ago during his first Power Tour. She handed him a sharpie and told him he should have people sign his hood. At first, people began signing the hood but it slowly ventured to other parts of his Mustang. Decals started appearing along with signatures from Hot Rod employees, vendors on the tour and hundreds of tour participants. The aftermath resulted in his entire hood being engulfed in signatures.

As Cole traveled along the rest of the Tour, people were stopping him any chance they could to sign his Mustang. He mentioned people would stop him at gas stations, hotel parking lots and venue exit lines. To him, this was one of the most memorable experiences he will never forget.

Cole got to meet different Hot Rod employees, hang out with his friends from Instagram, like John Bogenschutz, Mike Bozzeli (classicmustangs429) and several other people that I have met through the years. Cole's '67 Mustang Fastback made it all the way home, in Alabama, with minimal issues.

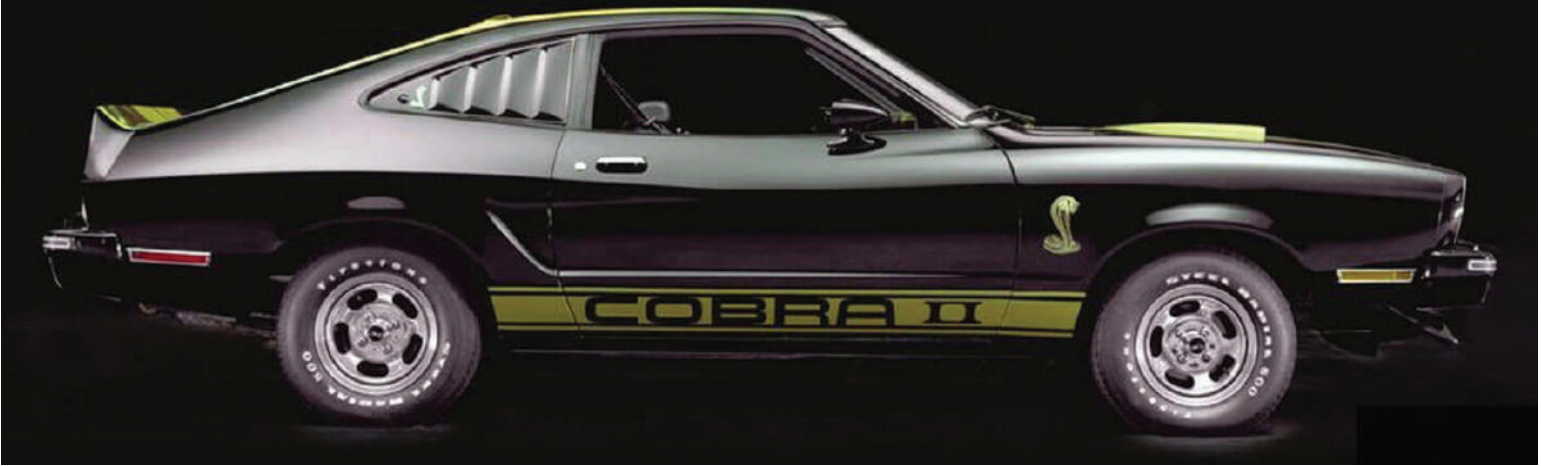
The Next Chapter Of His '67 Mustang Fastback

As far as the future of his Mustang, Cole wants to keep driving it. He told us he doesn't have time to tear it apart completely to make a big project. He would like to paint it matte black so people can draw on it with chalk. His experience on the tour taught him that you don't have to have the nicest or craziest build to have the most fun.

He could have gone home and had a bad week over the whole situation, but he stayed positive and had one of the most fun memorable weeks of his life.



What Is The Mustang Cobra II?



By: Andrew Boyle
Source: cjponyparts.com

The Cobra II was a package offered on the oft controversial Mustang II. This package was only offered from 1976-1978 and offered no actual performance boosts. Instead, the Cobra II offered a sporty look that was meant to be reminiscent of the Shelby Mustangs. As more people have become interested in restoring second-generation Mustangs, the Cobra II has seen a noted popularity boost.

THE MUSTANG IN THE '70S

In order to properly appreciate the Mustang Cobra II, a little perspective is necessary. When the first-generation pony cars were phased out in 1973, the brand had been declining in popularity in recent years due to the emerging oil crisis. The Mustang II was an attempt to scale back the ambitions of the car, offering something for budget-conscious consumers who wanted a sporty car that wouldn't guzzle gas like the big block V8s of old. One thing that is often forgotten in revisionist histories of the pony car is that the Mustang II was initially a success. The Mustang II sold almost 300,000 units and was named Motor Trend's Car of the Year.

However, consumer tastes quickly changed again with the end of the oil crisis, and Ford found itself without a true contender to the muscle car throne. 1975 saw a V8 return to the lineup and the following year, the Cobra II package was introduced.

ABOUT THE COBRA II

Available on the four-cylinder and V6 models in addition to the V8, the Cobra II offered front and rear spoilers, a blackout grille, a non-functional hood scoop, and racing stripes. Available colors included white with blue stripes, blue with white stripes, and black with gold stripes. The Cobra II package was only available for fastback models.

A \$325 option (plus an additional \$287 required for a "Cobra Modification"), the Cobra II package was produced and installed by Motortown, a company owned by legendary auto exec Jim Wangers. The Cobra II even managed to earn some racing credentials when an unauthorized, heavily modded version was run in the International Motor Sports Association (IMSA) GT class.



What Is The Mustang King Cobra?

The Mustang King Cobra was a limited edition Mustang produced in 1978. Only 4,313 were ever produced. The King Cobra is part of the Mustang II generation but was designed to be more powerful than the rest of the generation.

Although it's often forgotten now, the little-loved Mustang II was actually a huge hit in its time. Almost 300,000 Mustang IIs sold in 1974 and it continued to be a strong performer for the four years this generation lasted. While the Mustang II was popular among drivers who desired a sporty car that reflected the economic realities of the recession and the gas crisis, its anemic engine offerings did little to appease drivers who longed for the big block V8s of old.

In 1976, to celebrate the return of a V8 engine to the Mustang's lineup, Ford released the Cobra II. The Cobra II was an appearance-only package that celebrated the racing heritage of earlier Shelbys but offered little in the way of performance upgrades.

ENTER THE KING COBRA

Introduced in 1978, the Mustang King Cobra was Ford's attempt to truly reclaim its performance car roots, offering not only a cosmetic upgrade but also a 302-cu.-in. two-barrel carburetor engine, a front-air dam, power front disc brakes, power steering, and a Rallye package with adjustable shocks and rear stabilizer bar. The King Cobra package was only available on V8-equipped Mustangs, and it also featured unique pinstriping, a hood scoop, a distinctive snake decal, black trim pieces, and more, making a bold statement for any driver willing to pay the \$6,350 price tag this top-of-the-line package commanded.

THE FIRST 5.0

Another notable feature of the King Cobra was that it was the very first Mustang to wear the "5.0" branding. Ford had been the first U.S. manufacturer to adopt metric dimensions in their engines, and the Cobra prominently displayed that fact on its nameplates and decals. Of course, the "5.0" branding would go on to be an iconic part of the Fox Body platform, introduced in 1979, which would return the Mustang to its rightful place atop the pony car pantheon.

SALES STATS

The King Cobra variant was produced only for the 1978 model year, and sold 4,313 units. It remains highly sought after by collectors, both on its own merits and for the important role it played in rehabilitating the brand's image among performance fanatics.





All About The Inline 6 Engine That Powered The Very First Mustang

By: *Braden Carlson*
Source: *slashgear.com*



A V8 Ford Mustang is as American as a baseball player's mother eating a slice of apple pie. If you see a classic Ford Mustang, especially a model from the 1960s, there will almost always be a small-block V8 up front. Mustang and the V8 engine are such an iconic duo that some folks might not even know classic Mustangs hit the market without that mighty eight-barrel under the hood.

When the Ford Mustang launched in 1964, however, the stock engine was not a V8. The 1964 Mustang came standard with a six-cylinder engine with horsepower so anemic that iconoclastic motorheads might question its qualifications as an American muscle classic. Here are all the details on the engine that served as the base option for the iconic first-generation Ford Mustang: the Thriftpower 170 cubic-inch inline V6.

The I6 Mustang made barely 100 horsepower

It's worth noting that Ford's first Mustang was indeed available with V8 power from the jump. There were three options available on the 1965 Ford Mustang, often referred to as the 1964-½ Mustang because of its unusual April release date. The engine lineup consisted of the 170 cubic-inch inline six-cylinder that is the subject of our discussion today, and both 260 cubic-inch and 289 cubic-inch V8 engines. So, just to be clear here, V8 Mustangs were always an option.

The 170 cubic-inch inline six-cylinder engine was described as "exciting as a dish of baby food" by *Car and Driver*, and it's pretty easy to see why once you dig into the specs. This lowly powerplant only developed 101 horsepower and 156 lb-ft. of torque. It's not an entirely fair comparison, but for the record, that's about ⅓ the horsepower of an entry-level four-cylinder 2024 Mustang.

While they may not be all that impressive in terms of power output, drivers describe 1964-½ six-cylinder Mustangs as tough and quite reliable. The 1964-½ Mustang, even the comparatively milquetoast base model, is a classic piece of muscle car history, whatever V8 diehards might think.

I6 power in a tiny package

The 170 cubic-inch inline-six in the Mustang was originally known as the "Thriftpower" engine before becoming known as the "Falcon Six" because, as you might expect, it was available in the Ford Falcon. Its original 144 cubic inch displacement was stroked to 170 cubic inches for the 1961 model year of the Falcon and powered the faster versions of the 1962 Mercury Comet before it found its way under the hood of Ford's new two-door sports car: the Mustang.

Between Mustangs, Falcons, early Broncos, and a long list of other vehicles mounting the Thriftpower 170, thousands if not millions of that engine were made. So, while they may not be the most glamorous offering throughout Ford's history, they are plentiful. Given its standard overhead-valve construction and a simple integral intake manifold setup and carburetor, there's not much that can go wrong with them.

Best of all, though, the six-cylinder Mustangs are undoubtedly the cheapest ones to buy today. Scraping the bottom of the barrel may even land you one with the non-synchro-first-gear three-speed manual transmission, which was the base model transmission offering. If you're on the hunt for a classic Mustang project car, especially if you plan to put a modern powerplant in it, hunting for one of these six-cylinder models could be a winning strategy. Alternatively, if you just want classic Mustang styling without breaking the bank or cranking the power, 101 horsepower is more than enough for a daily driver.





2005-2014 Shelby Coupe watts link #S197-coupe-blue retail **\$840**



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Stampede Car #2



13340-C - 1:64 1992 Ford Mustang LX 5.0
Deep Emerald Green



13340-D - 1:64 2010 Shelby GT500
Sterling Grey Metallic with White Stripes



13340-E - 1:64 2021 Ford Mustang Mach 1
Race Red



13340-F - 1:64 1980 Ford Mustang Cobra
Dark Chamois

By: Brett Foote • Source: fordauthority.com

As one of the most popular and longest-running nameplates in automotive history, it's no surprise that the Ford Mustang is also incredibly popular not only in the showroom, but also the toy store. In recent years, pony car fans have had a bevy of die-cast Ford Mustang models to choose from, including the 2020 Shelby GT350 finished in the iconic Gulf Oil livery, the 1979 Mustang that starred in the hit TV series *Charlie's Angels*, the 1967 Mustang "She Country Special," and the brand new S650 generation 2024 Mustang, too. Now, fresh off revealing a pair of die-cast Ford convertibles from the hit movie *Grease*, Greenlight Collectibles is back with yet another Ford Mustang die-cast – this time, an entire "stampede" of them, in fact.

Officially called "The Drive Home to the Mustang Stampede Series 1," this new set of Ford Mustang die-cast collectibles are all finished in 1:64 scale sizing and are expected to launch this coming October. The set consists of six different, notable pony cars, each of which is special in its own regard.

The lineup includes a 1965 Ford Mustang finished in Raven Black paint with red stripes, and moves through multiple generations from there. Next up, we have a 1976 Mustang Cobra II outfitted with special graphics, along with two pony cars from the Fox Body era – a 1980 Cobra finished in Dark Chamois, along with a 1992 LX 5.0 coupe painted Deep Emerald Green. Rounding out this new collection is a pair of more modern machines – a 2010 Shelby GT500 finished in Sterling Gray Metallic with white stripes, and a 2021 Mach 1 painted Race Red.

CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE



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Uni-Sex Sweatshirt • Uni-Sex Zip Up Hoodie
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Visit: www.cvmustang.org
*All orders must be prepaid or paid online



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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: _____

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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? _____

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Central Valley Mustang Club, Inc.

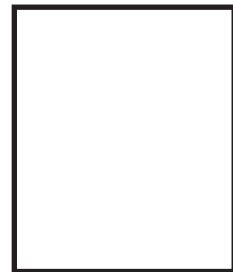
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MEMBERSHIP DUES: For the first year only, the sum of \$30.00 for a one year Active Membership, of which \$5.00 will be an initial fee and \$25.00 for dues. Thereafter, a member shall pay each January a \$25.00 fee for dues. For additional family members,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

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