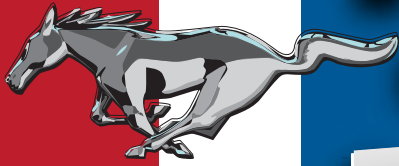


OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB

NOVEMBER 2024



35TH

anniversary
the original

PONY PRESS

CENTRAL VALLEY MUSTANG CLUB, INC

1971 - 1973 Mustang Spotters' Guide

How can you tell the difference between 1971, 1972, and 1973 Mustangs?



**2025 Mustang
V8 Lineup Gets
Notably More
Expensive**

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Visit Our Website



www.cvmustang.org



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.



board members

CVMC OFFICERS

Brandon Walker • President 288-0450
Dave Ward • Vice-President 289-2366
Susan Ward • Secretary 288-6352
John Briar • Treasurer 259-1437

MEMBERS AT LARGE

Diana Buranen 647-6034
Linda Alexander 408-1584
Chris McKinney 281-8026
Isaiah Montion 696-7968

** Compliments or complaints should be presented to Members At Large.*

ACTIVITIES CHAIR

Mary Kokalis 229-3219

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

MEMBERSHIP CHAIR

Paul Beckley 246-5721

MERCHANDISE CHAIR

Robin McCann 709-0830

SUNSHINE CHAIR

Lynnelle Beckley 977-1116

WEBMASTER

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NEWSLETTER EDITOR

Garo Chekerdemian 906-7563

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Classified Ads (3 Lines)
CVMC Members FREE
Non Members per issue \$3.00
with Photo \$10.00

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CVMC Members FREE
Issue \$5.00
Six Months \$13.00
One Year \$25.00

Double Business Card Ad (1/4 Page)

Issue \$7.00
Six Months \$20.00
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past presidents

Joseph Colvin 2020-2023
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

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monthly meeting

Last Thursday of Each Month

EL PUEBLITO MEXICAN RESTAURANT
1437 Tollhouse Road • Clovis, CA (N/E Sunnyside & 3rd)
Dinner: 5:45 PM • Meeting: 6:30 PM



from the president



from the editor

Greetings to all of you Mustangers!!

This year seems to be running away from us! Almost eleven months are done then off to the Holiday season from Thanksgiving to Christmas to New Years Day. Happy Thanksgiving to all of our CVMC Mustang family! This is our last meeting and our last newsletter for 2024! After this meeting, we will have a new board for 2025!

We had great feedback from our monthly meetings at El Pueblito. We have received many positive comments about our new home for meetings – many positive comments on the food quality, better service, and less expensive. We will have all of our 2025 meetings on the last Thursday of the month Jan – Oct (Third Thursday for Nov).

We have moved the breakfast permanently to The Train Depot which is indoors and much warmer. Our breakfast is the first Saturday of each month all 12 months at 10:00 to 11:30 am or 12:00 noon at The Train Depot / 3045 E Ashlan / NW corner First St/Ashlan Ave. Next one is Sat Dec 7. We will have 12 breakfasts here for 2025.

Our CVMC family loves to do drive and eat! I believe that activities are the life blood of our club. We have events for many tastes so you can find something that you like!

We had a good turnout for Veterans Day parade and lunch afterwards at Applebee's with four Veterans that earned a free meal: Mike Alexander, Jann Coppola, Ron Coppola, and Robert Whitley. We had 18 cars and more participants.

Our VP, Dave Ward, has picked several car shows for us to attend as a club which will resume next spring. Stay tuned to our calendar of events for updates.

We have some things coming up –our Christmas party, New Year's Eve, and more so stay tuned for more info.

We have elections coming up for our club on Nov 21. President, VP, Secretary, Treasurer, 4 members-at-large, Activities Director, and Membership. You can have a role and voice in managing how CVMC does things.

Happy Mustanging to all of you!
It is hard to be in a bad mood when you get to drive a Mustang!!

Brandon Walker
CVMC President

Well, my son and I tried to get the Mach finished but life has a crappy way of getting in the way.

We've got every piece we need to get it back on the road (somewhat) and we're going to have to really bust on it. The first thing to get replaced was the ignition and with the generous help and wisdom of the Big Body Expert Jim Sanborn, we were able to fire it up.

It sounded rough but there was a rumbling that brought a tear to my eye. My wife even got excited hearing it and was so happy for us.

We still have plugs, wires, oil, and carb to work on plus the shifter has gotten quite lazy and loose. The big ticket will be the suspension.

Again though, huge thank you to Jim Sanborn! Felt like old times buddy.

Garo Chekerdeman
CVMC - Newsletter Editor



upcoming events

DECEMBER 2024

Date	Time	Event Type	Description
7 Sat	10:00AM - 12:00PM ✉	■	Club Breakfast/THE TRAIN DEPOT
8 Sun	6PM - 8PM ✉	■	CVMC Christmas party
20 Fri	8:45PM - 9:45PM ✉		THE CHRISTMAS TREE LANE SLEIGH RIDE
25 Wed			Merry Christmas 🎄

That's all Folks!

Check online for updates and additions

happy birthday

NOVEMBER:

- Nov 7 Michael Ruby
- Nov 8 Kevin MacNeil
- Nov 17 Tony Kokalis
- Nov 18 Les Whale
- Nov 19 Bill Summers
- Nov 21 Flow Smith
- Nov 25 Sean Shanen
- Nov 28 Valerie Ramsey



NEW MEETING PLACE / TIME!!!

next general meeting
January 30th, 2025

EL PUEBLITO MEXICAN RESTAURANT
1437 Tollhouse Road
(N/E Sunnyside & 3rd Clovis)
Dinner - 5:45 pm / Meeting - 6:30 pm

Central Valley
MUSTANG
Club, Inc.



be sure to check out
cvmustang.org

Events Calendar
Photo Gallery
Newsletters
Merchandise



2025 Ford Mustang V8 Lineup Gets Notably More Expensive

By: *Alexandra Purcell*
 Source: *fordauthority.com*

The 2025 Ford Mustang ushers in the second model year of the iconic pony car’s all-new seventh generation. It remains largely unchanged in terms of updates, which isn’t surprising given its recent overhaul, but there is a notable difference in at least one aspect of the Mustang. Its price rose compared to the 2024 model as expected with a new model year. However, the steep increase in the cost of V8 engine models in particular is definitely noteworthy.

The least expensive of the Ford 5.0L Coyote V8 engine-powered 2025 Ford Mustang models is the GT, which starts out at \$45,560, not including the \$1,595 destination freight charge (DFC). That’s an increase of \$2,700 compared to the 2024 Mustang GT, which was priced at \$42,860 to start.

The GT Premium trim also got a \$2,700 price increase for the 2025 model year, and it’s no surprise to learn that the range-topping Dark Horse variants are also significantly more expensive than their 2024 model year counterparts. The “regular” Dark Horse now starts at \$63,380, reflecting a \$2,745 increase, while the Dark Horse Premium sees the largest price hike, starting at \$68,375 – up \$3,745.

Aside from pricing, there are a handful of minor changes on the way to the 2025 Ford Mustang. The pony car loses four colors that were available for the 2024 model year, although it does gain two new hues. Dual-zone climate control is now standard fare, while the EcoBoost trims lose the 2.3L High Performance Package (HPP).

The 2025 Ford Mustang does gain the 60th Anniversary Package in honor of its milestone anniversary, which can be fitted on GT Premium models in both coupe and convertible configurations along with either the six-speed manual or 10-speed automatic transmission. This bundle adds a host of unique touches that pay tribute to the original Mustang, including special badging, stripes, a unique grille, 20-inch Dark Gravity Gray wheels, and brings Brittany Blue back to the exterior color lineup.

Production of the 2025 Ford Mustang began on on November 4th, 2024 at the Flat Rock Assembly plant, as reported by Ford Authority.

	2025 Ford Mustang MSRP	2024 Ford Mustang MSRP	+ / - 2024 Price
EcoBoost Fastback	\$31,920	\$31,920	\$0
EcoBoost Convertible	\$40,120	\$40,020	+\$100
EcoBoost Premium Fastback	\$37,545	\$37,445	+\$100
EcoBoost Premium Convertible	\$43,045	\$42,945	+\$100
GT Fastback	\$45,560	\$42,860	+\$2700
GT Premium Fastback	\$50,080	\$47,380	+\$2700
GT Premium Convertible	\$55,580	\$52,880	+\$2700
Dark Horse	\$63,380	\$60,635	+\$2745
Dark Horse Premium	\$68,375	\$64,630	+\$3745
Destination	\$1,595	\$1,595	\$0



THE SCENE

Fresno Veteran's Day Parade 2024





**CENTRAL VALLEY
VETERANS DAY PARADE**



1971-1973 Mustang Spotters' Guide

How can you tell the difference between 1971, 1972, and 1973 Mustangs?



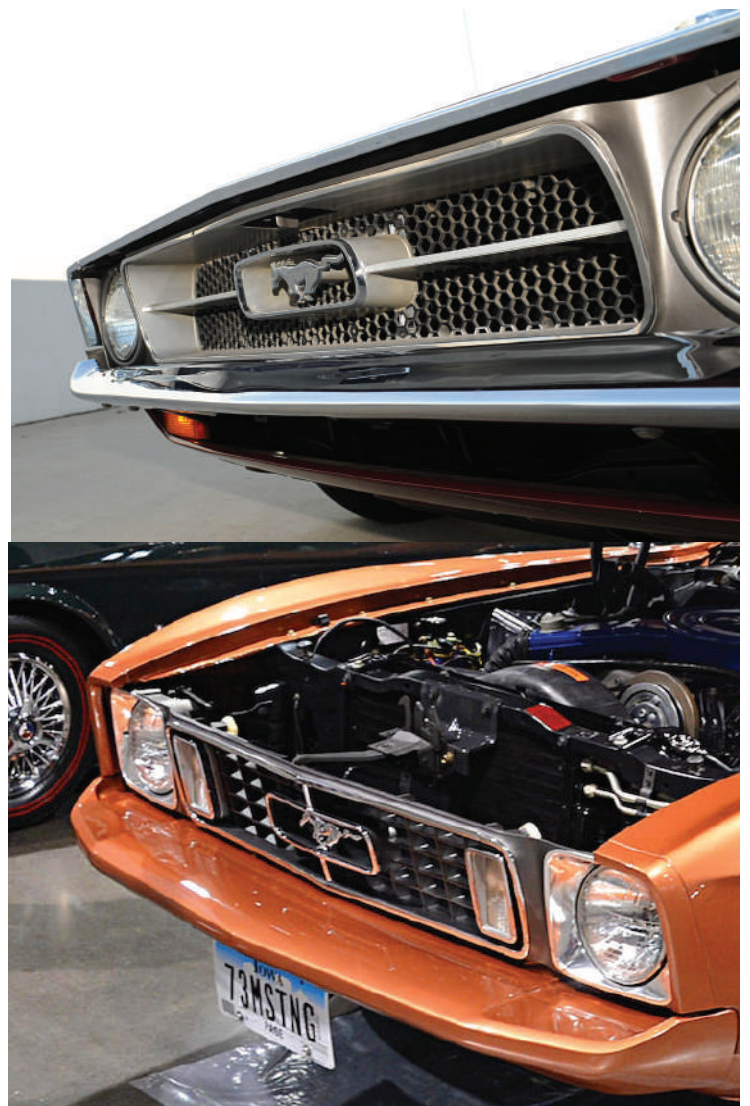
By: Jerry Heasley
Source: motortrend.com

This is our fourth consecutive spotters' guide to Mustangs, this time showing the differences between the years of the "big Mustangs," 1971 through 1973, which are some of the most subtle design changes in all of the Mustang's first generation. The biggest differences in the '71, '72, and '73—the longer, lower, wider Mustangs—has to do with the upgraded models of Mach 1, Boss 351, and Grandé, not to mention the specialty Sprint edition of 1972½.

Readers are very aware Ford made major changes to the Mustang for the '71 model year with a radically new body style that continued through 1973. The 1971-1973 model hardtop, convertible, and Sports-Roof are still considered the "first generation," a direct link to the 1965-1970 models. Why is this?

Underneath, the '71-'73 models share the same basic Unibody construction of the '65-'70 Mustangs. Coil springs still ride on top of upper A-arms utilizing shocks inside shock towers. The rear suspension remains a straight axle anchored with longitudinal leaf springs and shocks.

The car looks much longer, but the wheelbase increased by only a single inch from 108 to 109. The engine bay is larger to fit a new "385" series of 429 big-block engines that were scheduled to increase to over 500 cubic-inches in the muscle Mustangs (that got canceled).



When the big-block program ended after the '71 model year—same for the Boss program—the '72 model was a '71 with very minor changes hardly visible from afar. For example, in 1972, Ford attached “Mustang” in script above the right taillight, which replaced “MUSTANG” block letters across the rear of the deck lid.

Another subtle 1972 change that is identifiable by the sharpest of Mustang critics is the upgrading of the 1971 Grandé dual-accent paint stripe to a two-tone, which was carried into 1973.



1970 Ford Mustang Appropriately Named 'Rusty' Takes a Very Different Approach

Rather than fix the copious amounts of rust adorning this 1970 Ford Mustang, the owner opted to embrace it instead.



For a very long time now, most in the classic car world prefer their older vehicles to be in perfect condition – whether that be perfectly original and with low miles on the clock, or pristinely restored to a point where they might even be better than new. However, making an old car “perfect” is a time consuming, oftentimes incredibly expensive task, and when you’re done, you have to constantly worry about something bad happening to that vehicle. That’s precisely why Zeke – the owner of this 1970 Ford Mustang – decided to take a wildly different approach to customizing it.

Rather than spending countless hours fixing the big rust holes in this 1970 Ford Mustang, Zeke actually left them intact, adding a bit of character, even though much of the rest of the car has been modified, updated, or repaired in some way. When he found the car around a year and a half ago in Ford Myers, Florida, it was so rusted out that basically no one wanted to take on the massive project, however. He wasn’t swayed, as Zeke proceeded to replace the rusty front clip, shock towers, the firewall, floors, and various structural components.

However, Zeke stopped short when it came time to fix the “swiss cheese” bodywork on his 1970 Ford Mustang, which seems like an odd decision, but he does have a few reasons for doing so. For starters, he thinks it adds a bit of character, and he just got a bit impatient during the build process and simply wanted to enjoy the car without spending years repairing it. He’s also a “YouTube mechanic” who doesn’t exactly have the experience to do such things, and didn’t want to spend a fortune having someone else do it, either.

We can certainly respect that decision, and it’s clear that Zeke loves his car, flaws and all. He did have to replace the built 302 that was previously installed with a new one, though he wants to eventually swap it out with a newer Coyote powerplant. It’s currently utilizing a T5 gearbox, along with a unique green and gray paint job that Zeke performed in his own garage, too. It’s also equipped with some coilovers and more modern suspension bits to help it get down the road, too.

Zeke did do a comprehensive job upgrading the interior, which looks like brand new at this point, along with adding a set of nice wheels to his vintage pony car. To some, that may seem a bit strange given the fact that every single body panel on this 1970 Ford Mustang has some sort of rust on it, but we appreciate the fact that Zeke just wanted to do something a little different from the norm – proving that a car doesn’t have to be perfect for us to enjoy it.



The Ford Mustang GTD Actually Makes More Than 800 Horsepower

The official numbers: 815 horsepower, 664 pound-feet of torque, and a 202-mph top speed.

By: Anthony Alaniz

Source: motor1.com

It's been more than a year since Ford introduced the Mustang GTD, which debuted with promises of over 800 horsepower and a 7,500-rpm redline. Now we have the official numbers—and the real stats are even more impressive than what Ford initially promised.

The Mustang GTD's supercharged 5.2-liter V-8 engine now produces 815 horsepower and 664 pound-feet of torque, making it the most powerful production Mustang ever. That's more horsepower per liter than the Porsche 911 GT3 RS, which Ford calls out specifically. And this Mustang can reach a top speed of 202 miles per hour.

Ford engineers achieved these impressive power figures by installing a smaller supercharger pulley and revising the intake and exhaust. The engine also features a dry-sump oil system, a first for the Mustang, that enables a higher max engine speed, up by 100 rpm to 7,650.

It has a near-perfect 50-50 weight ratio thanks to the eight-speed, dual-clutch transaxle gearbox in the rear. A carbon-fiber driveshaft transfers power from the V-8 engine to the wheels, where the semi-active rear inboard pushrod suspension, visible through the rear bulkhead, keeps things in check. The front setup consists of a short-long arm layout.

Ford keeps the car's overall weight down through the extensive use of carbon fiber, which is found on the front splitter, hood, fenders, door sills, roof, trunk lid, and rear diffuser. Buyers can further enhance the car's aerodynamics and weight with an optional performance package that adds dive planes, a large splitter, a drag reduction system, and 20-inch magnesium wheels.

Those numbers should help Ford in its effort to lap the Nurburgring in less than seven minutes. It'll be a driving experience very few will likely have. The automaker hasn't revealed how many it'll make, but it did receive over 7,500 applications from interested buyers in just 37 days.

Interested buyers will be forking over at least \$325,000 to start for this very special Mustang.

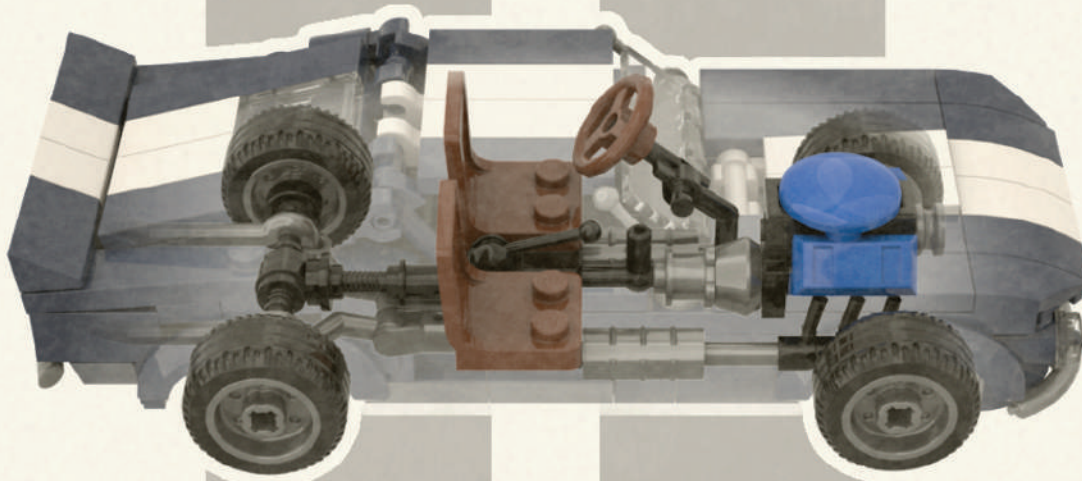




Ford Mustang. No toy.

Rear axle with reinforced wrench-differential. For excellent durability and versatile use.

Steering wheel in "reddish brown". Too exclusive to be real.

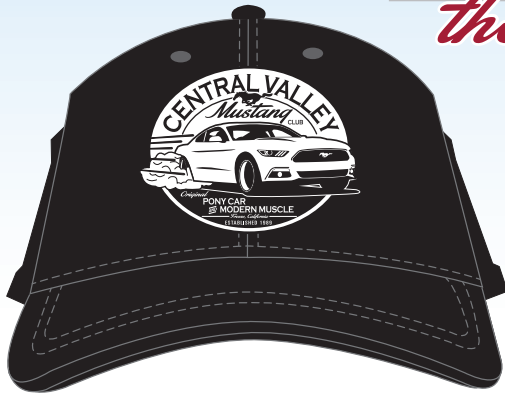


Two studs on each seat. For maximum clutch and therefore safety in every situation.

4-stud-V-engine with T-bar-gear-shift. Maximum performance - built from only 15 parts. Unbelievable.



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Club Logo Engraved "Root" Beer Mug

To order merchandise, check styles and prices
Visit: www.cvmustang.org
*All orders must be prepaid or paid online



MEMBERSHIP APPLICATION

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.

Release of Damages: By submitting this document online, applicant / member agrees to hold the Central Valley Mustang Club, Inc. harmless for and to protect and defend the Officers and Club Members from any damages that may occur en route to, during, or from an event in which the applicant / member is involved. By submitting this document online, the submit button will constitute your signature as proof that the included information is true and accurate and that you agree to the requirements previously set forth.

Central Valley Mustang Club, Inc.

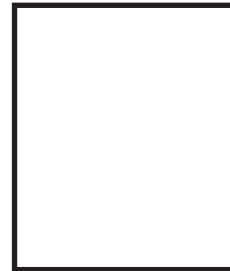
P.O. Box 25964 • Fresno, CA 93729-5964 • Phone: (559) 715-CVMC (2862) • Website: www.cvmustang.org

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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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