

OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB



the

SEPTEMBER 2024

PONY PRESS

CENTRAL VALLEY MUSTANG CLUB, INC

89 **35** the original TH 24

Anniversary



**Four-Eyed
Fox Sleeper
Reawakened**

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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.



board members

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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.*

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Paul Beckley 246-5721

MERCHANDISE CHAIR

Robin McCann 709-0830

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WEBMASTER

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Garo Chekerdemian 906-7563

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** Talk to a Member at Large*

ADVERTISING RATES:

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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

Greetings to all of you Mustangers!!

We had to move out of Black Bear Diner from now on. Their policy has changed to require a \$400 deposit to use their room for 2 hours and an additional \$50/half hour. We are moving permanently to El Pueblito Mexican Restaurant, 1437 Tollhouse Road in Clovis. This is a little different intersection: Third St/ Sunnyside Ave/ Tollhouse Road. We are just east of the Peacock Market. They have different hours and they close hard at 8 pm. So we had to change too.

***Our dinner time will be from 5:30 to 6:30 pm.
Our meeting time will be from 6:30 to 8:00 pm.***

Our 35th anniversary club picnic is September 28 with a new item this year – homemade ice cream this year in addition to Paul's brisket and our member pot luck items! Everyone bring \$3 each so you play Left, Right, and Center.

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 have moved the breakfast permanently to The Train Depot which is indoors and much cooler. We had a great turn out for breakfast here. Many people have commented on the great service and food that we have. This restaurant is famous for whole plate size cinnamon rolls which are delicious! Our breakfast is the first Saturday of each month at 10:00 to 11:30 am at The Train Depot / 3045 E Ashlan / NW corner First St/Ashlan Ave.

Now the movies at 6 pm Sierra Sky Park are back on Sat Oct 12 with Speed and we have dinner before hand at 4 pm Spicy Mayo Hibachi at NW corner of West/Shaw Aves.

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. We have a special "Dyno Day" coming up soon! Dave will have the details!

We have some things coming up – a high school homecoming, a chili cookoff, a Halloween Party, Veterans Day parade, a trip to Hilmar Cheese Factory and Poinsettia farm, our Christmas party, New Year's Eve, and more so stay tuned for more info.

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



from the editor

I'd like to wish all of the Central Valley Mustang Club members, old and new, a Happy Anniversary. What a ride it's been!



Garo Chekerdemian
CVMC - Newsletter Editor

upcoming events

OCTOBER 2024

Date	Time	Event Type	Description
4 Fri	5PM - 8PM ✉	■	Rods on the Bluff
5 Sat	10:00AM - 3:00PM ✉	■	Central Valley Fallen Heroes Car Show
	10:00AM - 12:00PM ✉	■	LOCATION CHANGE!! club breakfast Club Breakfast/THE TRAIN DEPOT
12 Sat	11AM - 1PM ✉	■	NEW DATE!!!! CVMC 2nd ANNUAL CHILI COOK OFF
	4:00PM - 5:45PM ✉	■	Spicy Mayo Hibachi
	6PM - 8PM	■	MOVIE NIGHT SPEED
13 Sun	9:15AM - 4PM ✉	■	LUNCH AT DUCEY'S & GOLDEN CHAIN THEATRE MELODRAMA PRODUCERS
17 Thu			National Bullitt Day
21 Mon	7:00PM - 8:30PM ✉	■	Board meeting @ Slater's 50/50
24 Thu	5:30PM - 8:00PM ✉	■	NEW MEETING PLACE!!! El Pueblito Mexican Restaurant C.V.M.C. General Membership Meeting
26 Sat	8:00AM - 3:00PM	■	Dyno Day Test & Tune
31 Thu			Halloween

Check online for updates and additions

happy birthday

SEPTEMBER:

- Sep 10 Shirley Nakagawa
- Sep 20 Judy Morris
- Sep 21 Brandon Walker
- Sep 21 Charles McKinney
- Sep 23 Mike McCutchan
- Sep 27 Mary Whitley



NEW MEETING PLACE / TIME!!!

next general meeting

October 24th, 2024

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

This 1967 Ford Mustang Is Still Amazingly With Its Original Owner



The owner of this 1967 Ford Mustang bought it new when he was 16 after doing odd jobs and saving up money for several years.



These days, most of the one-owner cars we stumble across are newer – at least, vehicles produced in the past three decades or so. Even in that case, it's rare to find anything that's 20 or 30 years old and still with its original owner, as many of us get tired of our vehicles and want to move on, find something better, or just simply want to try something different. However, that isn't the case with the owner of this 1967 Ford Mustang, because he bought it new as a teen and never let go of his prized possession.

In this recent video from the YouTube channel Dude With an Autotude, we get to meet Clark, who purchased this 1967 Ford Mustang at the tender age of 16, which is amazing enough in its own right. However, Clark actually decided at the age of 11 that he wanted to start working and saving money, and that's precisely what he did. Between cutting grass in his spare time to saving every dime he received for birthday presents and other holidays, he managed to save up enough dough to purchase this 1967 Ford Mustang back in April of 1967.

Of course, as is typically the case, Clark wound up parking his prized pony car when he got married and began having kids, and it sat for a whopping 40 years as a result. Trouble is, all that sitting around left it in need of a restoration, and Clark simply didn't have the money to make that happen for a while – a story that we've heard time and time again, and one that usually results in either a car that's forever neglected, or oftentimes, the owner decides to part ways with their car.

However, that isn't the case here, as Clark simply began saving his money yet again until he had enough to make his 1967 Ford Mustang as good as it was the day he drove it off a dealer lot. Now, the Dark Moss Green beauty looks absolutely incredible, and it's a nicely optioned car, to boot, with the S-Code 390 V8 topped by a four barrel carb – giving it a stout 320 horsepower and 427 pound-feet of torque and making it a rather desirable machine at the same time.

Of course, none of that really matters to Clark, who obviously isn't giving up his stellar 1967 Ford Mustang after holding onto it for decades once he obtained it when he was old enough to drive. No, his relationship with the pony car dates back even further than his wife and kids – a rare phenomenon in today's world – and it's one that seems destined to continue for years to come.

Four-Eyed Fox Sleeper Reawakened With 425HP Coyote Swap



By: Steve Turner
Source: fordmuscle.com

Like many enthusiasts, Tom Carfagna took to cars at a young age. Moving from toy cars to building models, he was destined to move to life-sized machines as soon as he was able to. Along the way, however, a particular Fox body Mustang struck his fancy.

“Two of my neighbors when I was growing up had Mustangs,” he recalled. “One had a 1964.5 K-code fastback and the other one had a Grabber Green 1970 Boss 302.”

While the classic Mustangs piqued his interest, the Fox Mustang eventually called his name. A fan of the four-eye era, he picked up the pivotal pony car that brought fuel injection to the platform before the aero era began.

At the business end of the crate Coyote engine is a Currie-built 8.8 with late-model Ford big-bearing ends. It is fortified by a Torsen limited-slip differential, 3.73 gears, and Currie 31-spline axles. A Griggs Racing World Challenge frame kit and custom eight-point roll cage pair up to tame chassis flex when the power hits the pavement.

“I purchased my Mustang GT brand new in August 1986. It was my first new car, and I used it as my daily driver for approximately eight years, racking up approximately 123,000 miles. For winter driving, I purchased inexpensive cars,” Tom says. “The introduction of fuel injection and look of the front end attracted me to these cars. It was also lighter weight than most of the cars of that era. Over the years, the development of many aftermarket parts available for these cars sweetened the pot.”

Along the way, he began modifying the car for enhanced performance, including bolt-on suspension upgrades. A little taste of improved handling led him to leap to a full Griggs Racing system. Based on the foundation of a torque arm and Watts link out back and a tubular K-member up front, this system revamps the geometry of the factory suspension and delivers a dramatic improvement. In addition to the Griggs coilovers, bushings, sway bars, and adjustable A-arms were installed. Koni Yellow struts and shocks paired with Maximum Motorsports adjustable caster/camber plates rounded off the suspension build.

“It is a night-and-day difference,” Carfagna enthused. “There is no wheel hop, no front-end dive when braking hard, and it goes where you point it with no drama.”

Under the hood of Tom Carfagna’s 1986 Mustang GT sleeper is a Ford Performance Gen 2 Coyote crate engine topped by a ported 2018 Mustang GT intake and breathing through a JLT cold air. Fed by an Aeromotive A1000 fuel pump and running under the swap of custom Pro Dyno tune via HP Tuners, this naturally-aspirated 5.0-liter pumps out 425 horsepower and 383 lb-ft of torque to the rear wheels.

Along the way, he built a 331-cube stroker small-block that followed the specs of a magazine build. It made good power, but he could never get the combination to behave until he swapped from fuel injection to a carburetor.

“The car had constant drivability issues,” Tom said. “It would stop running while driving. Many attempts were made to ‘fix’ the problem. However, nobody could determine the cause of the stalling.”

With the car running well, he wanted to build the car he had always imagined and turned to a performance shop to completely revamp it. The car was stripped down to a shell, a roll bar installed and the engine compartment smoothed in anticipation of a ground-up restomod build. Then it went to a body shop and sat. Sadly, the shops involved never delivered on the promise of building his dream car.

"In 2013, I removed my shell of a car and most of its parts from the performance shop before it was shut down by the state," Tom explained. "Several customers were pursuing legal actions against the owner."

Disheartened by this outcome, he was committed to seeing the project through. After fastidious online research, he discovered a shop called Our Dream Auto Restorations highlighted by YouTube channels. That resulted in a second lease on life for his build.

"In 2019, I contacted Daniel Arnold, general manager at Our Dream Auto Restorations, about the possibility of restoring my car. Long story short, I informed him of my story and he and his crew were willing to restore my car," Tom said. "Words cannot describe how thankful I am for all the help they provided to make my dream car a reality. The shop kept me informed and provided advice that was vital to the success of my build. The talented staff made my car what it is today."

Though its path took a detour, his dream car had realistic goals, and some of them had already been achieved with his suspension modifications. However, the allure of a modern engine swap and the driveability that comes with it, struck a sensation.

With that in mind, he selected a Ford Performance Gen 2 Coyote crate engine breathing through a ported 2018 Mustang GT intake and a JLT cold air. It's fed by an Aeromotive A1000 fuel pump inside a Stealth tank under the sway of an Aeromotive billet fuel pump speed controller. With its Ford Performance Control Pack PCM via HP Tuners hardware and software by Pro Dyno in Ft. Mill, South Carolina, it puts down 425 horsepower and 383 lb-ft of torque.

While he was fond of the former pushrod engine's low-end torque, the Gen 2 Coyote delivers incredible high-RPM power and docile manners. Barking out through a full BBK Performance exhaust and Dynamax mufflers, the crate Coyote is mated to a TREMEC TKX transmission paired with a Silver Sport Transmissions STX shifter, a McLeod Racing RXT Street twin-disc clutch, and a Griggs Racing 3-inch aluminum driveshaft. Power from the driveshaft meets the road via a Currie-prepped 8.8-inch rearend filled with a Torsen limited-slip differential, 3:73 gears, and Currie 31-spline axles.

More than the sum of its parts, this 1986 Mustang GT restomod brings together all the attributes that Tom wanted from his dream Mustang.

"It's not a luxury car. The suspension gives great feedback on different road surfaces," Tom said. "Around town, it drives with little effort and mild rumble from the exhaust. Put your foot to the floor and it will go where you point it, in a hurry, and put you back into your seat."

Despite its performance, when the hood is down this four-eye Fox strikes a clean, but mild-mannered pose. Onlookers at cruise-ins or show often appreciate its mildly modified aesthetic until they see the source of its motivation.

"The look on their face when I open the hood is priceless," Tom said. "They are blown away by the Coyote and the detail under the hood."

While Tom finally finished his Fox project, project cars are never truly finished. As such, he hopes to add a pair of Recaro front seats and a set of BC Forged 18-inch wheels at some point down the road. For now, however, he will relish driving the Mustang that was once his first new car and is now his dream machine.

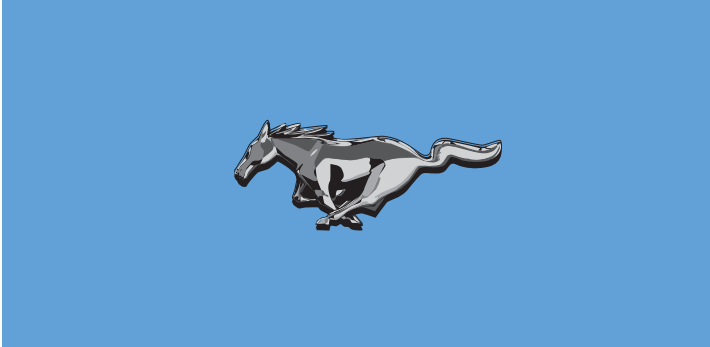
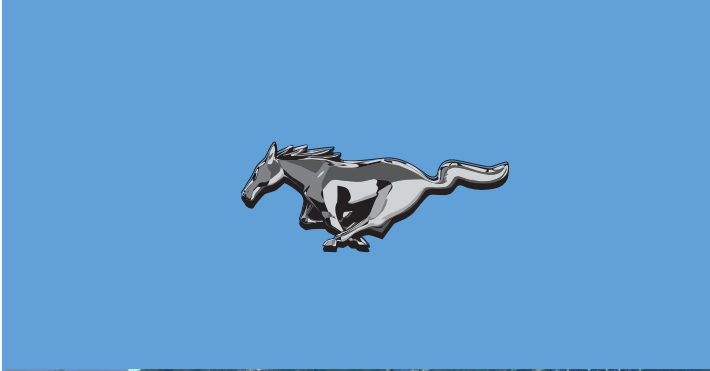
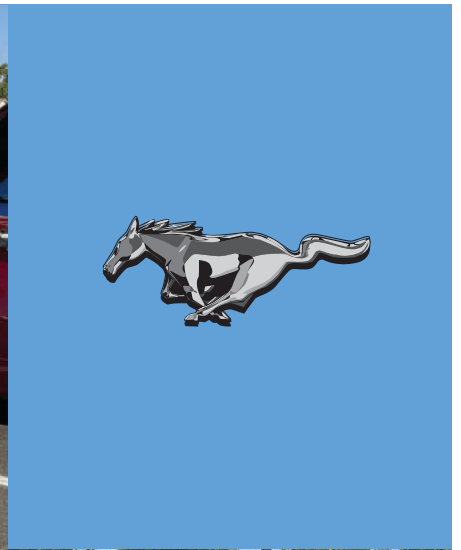




THE SCENE

Miramonte Mustangs Car Show





1971 Ford Mustang Boss 351 Discovered After 46 Years

By: cars-power.com

This 1971 Ford Boss 351 Mustang is a one year only car. It replaced the Boss 302 in the Mustang line-up. It was on the new body style for 71, and did not go over very well. Some say it is one of the most well rounded muscle cars ever.

This one was special ordered by the owner back in 71. He was color blind and thought it was red! When it was delivered his wife informed him it was yellow.

Around 1976 he started putting a 2-bbl on the car, and gave up half way through. It has been on the trailer from then until about 2021 when it was sold to the new owner. It was as legit a barn find as it gets. Tractors, hay, livestock. The works!





Ford Mustang Family Sales Up 36 Percent During Q2 2024

By: *Vince Brown*

Source: *fordauthority.com*

Sales of the Ford Mustang family increased in the United States and Mexico during the second quarter of 2024, comprised of the ICE-based Ford Mustang muscle car coupe and convertible and the all-electric Ford Mustang Mach-E crossover.

Cumulative deliveries of the Ford Mustang family in the United States increased 36 percent to 26,382 units in Q2 2024, comprised of: 13,737 units of the Ford Mustang, an increase of nearly 28 percent compared to 10,760 units sold in Q2 2023, and 12,645 units of the Ford Mustang Mach-E, an increase of over 46 percent compared to 8,633 units sold in Q2 2023

Cumulative deliveries of the Ford Mustang family in Mexico increased 247 percent to 340 units in Q2 2024, comprised of: 287 units of the Ford Mustang, an increase of nearly 299 percent compared to 72 units sold in Q2 2023, and 53 units of the Ford Mustang Mach-E, an increase of almost 104 percent compared to 26 units delivered in Q2 2023

Ford Mustang family sales grew 36 percent to 26,382 units in Q4 2023 in U.S., comprised of Mustang coupe/convertible, and all-electric Mustang Mach-E crossover. Shown here is the 2024 Ford Mustang Mach-E GT on the left and the 2024 Ford Mustang GT on the right.

The Ford Authority Take

Sales of the Ford Mustang coupe and convertible arguably began in earnest this year, as last summer represented the period where S650 production began to move beyond the earliest batch of vehicles toward something more closely resembling regular production. Now that Flat Rock has moved beyond producing the earliest examples, more vehicles on dealer lots are likely translating into more sales for the Blue Oval. Ford Mustang Mach-E sales likely improved due to the automaker's steady rollout of attractive incentives, includes cheap lease deals.

Sales of the two models posted solid, positive gains year-over-year during Q2 2024 as the ICE-based Mustang and all-electric Mustang Mach-E each led their respective segments.

Notably, deliveries of both were within nearly 1,100 units of each other in spite being distinctly different vehicles competing vastly separate segments.

About Ford Mustang

The all-new, seventh-generation all-new 2024 Ford Mustang debuted in 2022 as more than a simple refresh, redesigned inside and out while offering new tech. The overhauled cabin features a fighter jet-inspired cockpit with a flat-bottom steering wheel, a 12.4-inch digital instrument cluster, and a new Sync 4 powered 13.2-inch infotainment screen, replacing the analog gauges with highly configurable ones.

Performance-wise, the Ford 2.3L I-4 EcoBoost continues to serve as the base engine, with FoMoCo saying it is all-new. That is also true for the Ford 5.0L V8 Coyote, which is the engine's fourth-generation, utilizing dual throttle bodies and a dual air intake box to help make it the most powerful naturally-aspirated Coyote-powered Mustang ever. Both the six-speed manual and 10-speed automatic transmissions will continue to be offered on the S650.

Here's a guide to every 2024 Mustang EcoBoost package.

In April, 2024 Ford Mustang owners got heritage gauge clusters and a SVT Cobra-inspired digital cluster courtesy of a software update.

For the 2025 model year, the Ford Mustang 60th Anniversary Package debuts, available on GT Premium models in both coupe and convertible configurations, and with either the six-speed manual or 10-speed automatic transmission. Paint color choices include Wimbledon White, Race Red, and Vapor Blue paint, plus Brittany Blue for a limited time, which debuted on the pony car in 1967.

Also for 2025, the Mustang drops four colors but adds two new ones, drops the EcoBoost High Performance Package, and drops wireless phone charging. However, it gains standard dual zone climate control and B&O sound system availability has expanded.

About Ford Mustang Mach-E

For 2024, the first-ever Mustang Mach-E Rally debuts as an off-road-capable EV, looking the part with a unique front fascia, fog lights, a hatch-mounted rear wing, stripes, and a black-painted roof. Meanwhile, the 2024 Ford Mustang Mach-E GT debuts a new Bronze Appearance Package along with optional bronze wheels, with an example recently spotted in the wild.

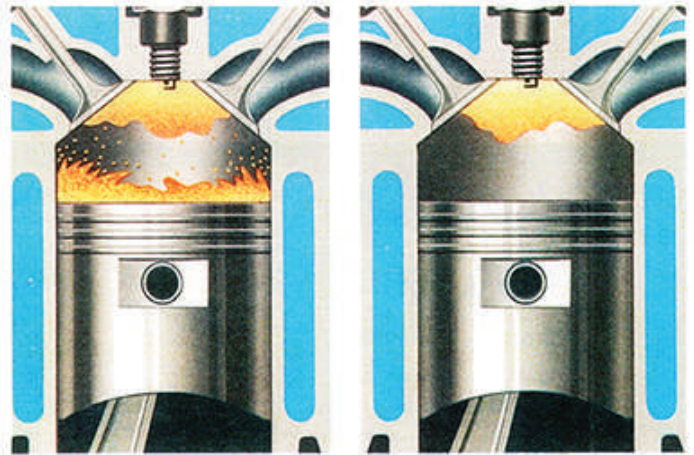
Additionally, the 2024 Mustang Mach-E Premium gets a new standard roof to replace the now-optional panoramic fixed-glass roof. Additionally, the revised 2024 lineup gets a new eMotor and extended range.

The 2024 Mustang Mach-E lineup drops the California Route 1 trim as well as the Nite Pony Package and the GT Performance Edition, though the 2024 Mustang Mach-E GT gains most of the upgrades from package as standard, like the MagneRide system – but not the increased torque that model offered.



Left shows deposits on carburettor idling jet from ordinary petrol. Right shows the jet clean after running on Astron.

fuel systems go



Left diagram shows uneven combustion and pre-ignition in the combustion chamber with ordinary petrol. On the right shows smooth even combustion with Astron.

power systems go



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all systems go with

ASTRON
a new kind of motor fuel.

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2 Tone Button Up Shirt • Men's T-Shirts • Men's Polo Shirts
Uni-Sex Sweatshirt • Uni-Sex Zip Up Hoodie
CVMC Embroidered Hat • Custom Engraved Plaques & Signs
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.

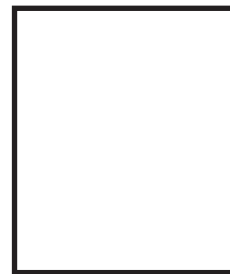
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The Central Valley Mustang Club, Inc. is not a subsidiary company nor does it have any corporate or legal relationship with Ford Motor Company.

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
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PRESS

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