

the pony PRESS

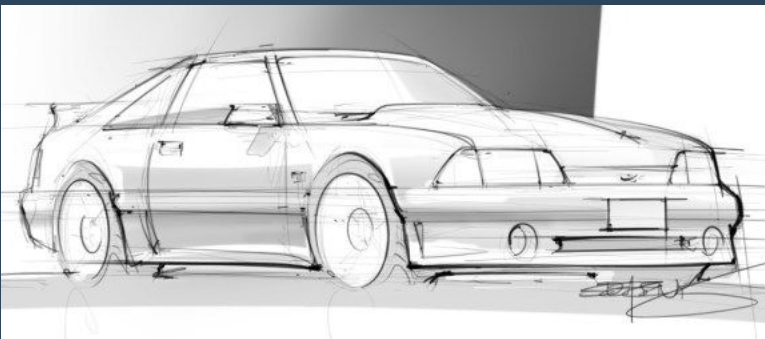


OFFICIAL MONTHLY PUBLICATION OF THE CENTRAL VALLEY MUSTANG CLUB

APRIL 2019

FUTURE COLLECTIBLE

**2015 Mustang
50 Year
Limited Edition**



**Is the Fox Body
coming back?**

**Not how you
think.**

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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.

CVMC OFFICERS

Ron Dupras • President	313-9042
Joseph Colvin • Vice President	285-7296
Susan Ward • Secretary	288-6352
Doug Deffebach • Treasurer	917-4283

MEMBERS AT LARGE

Tish Davis	708-7951
Karen Diaz	213-7957
Robin McCann	709-0830
Robert Whitley	877-4948

Compliments or complaints should be presented to Members At Large.

MEMBERSHIP CHAIR

Brandon Walker	323-2150
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ACTIVITIES CHAIR

Karen Lee	681-0181
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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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WEBMASTER

Paul Beckley	323-7267
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NEWSLETTER EDITOR

Garo Chekerdemian	906-7563
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ADVERTISING

Talk to a Member at Large

ADVERTISING RATES:

Classified Ads (3 Lines)

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

Business Card Ad

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
Half Page (One Year)	\$70.00
Full Page (One Year)	\$105.00
Half Page / Back Cover / One Year	\$80.00

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monthly meeting



Last Thursday of Each Month
YOSEMITE FALLS RESTAURANT
4020 N. Cedar Ave • Fresno, CA
Dinner: 6 PM • Meeting: 7 PM

PAST PRESIDENTS

Ron Dupras	2017-2018
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



from the
editor

Spring is upon us...

With spring comes car shows, events and activities. You will find plenty of things to do with CVMC as your board and activities committee has been hard at work planning and finding things to do.

We encourage you to step in and interact with club members you have not seen in awhile or before. With new members or members who have been away for a while learning about each other is how we build our club family.

Unfortunately I will not be at this month's general membership but leave you in the find hands of your Vice President Joe Colvin. I look forward to hearing about our meeting when I return and seeing everyone at one of the many upcoming events.

Ron Dupras
CVMC President 2017-2019

"Get involved, engage in your club and enjoy the journey."

I was hoping that things would be a little slower for this month but I guess I hit the bottle pretty hard thinking that way.

For the May issue we'll do a write up on the trip back east for the Mustang Owner's Museum that a few went to. It looked absolutely nuts with all the activities, stories and celebrations.

Another event I'll drop in next month will be the Fabulous Fords Forever at Kn..., opps..., Angel Stadium that I went to. It was fun, easy to get to and pretty darn full.

So hang tight and try to stay cool because evidently we're going to hop right into summer.

Garo Chekerdeman
CVMC - Newsletter Editor



recipe

Chili Relleno Dip

Source: familyfreshmeals.com
Submitted By: Carla Chekerdemian



INGREDIENTS:

- 2 (8-oz) block of cream cheese, softened
- Old El Paso Taco seasoning packet
- 4oz can of Old El Paso diced green chiles, divided
- 1/4 cup Old El Paso green enchilada sauce
- 1 cup shredded Mexican blend cheese

DIRECTIONS:

1. Preheat oven to 350. Using a stand of hand mixer, mix together, cream cheese, taco seasoning and diced green chilies (reserve 2 Tablespoons for top)
2. Place cream cheese mixture in a medium sized baking dish (about 8X8). I used a medium sized cast iron pan. Smooth until you have a an even layer.
3. Next top with 1/4 cup of green enchilada sauce. Place in oven and bake for 10-15 minutes.
4. Remove from oven and top with shredded cheese, and reserved green chiles. Place back in the oven and bake for 5 minutes until cheese is melted and bubbly.
5. Serve with your favorite tortillas chips!

happy birthday

- Apr 8 Etta Hobbs
- Apr 17 Matthew Lieb
- Apr 20 Vic Hamshar
- Apr 21 Patricia McKinney
- Apr 30 Ryan Medlock
- Apr 30 Lanny Vaught

next general meeting
MAY 30th, 2019

be sure to check out



cvmustang.org
Events • Calendar • Pics
Newsletters • Merchandise

MUSTANG OWNER'S MUSEUM

We are forever
in stone at the
NEW
Mustang
Owner's
Museum
in Concord, NC!

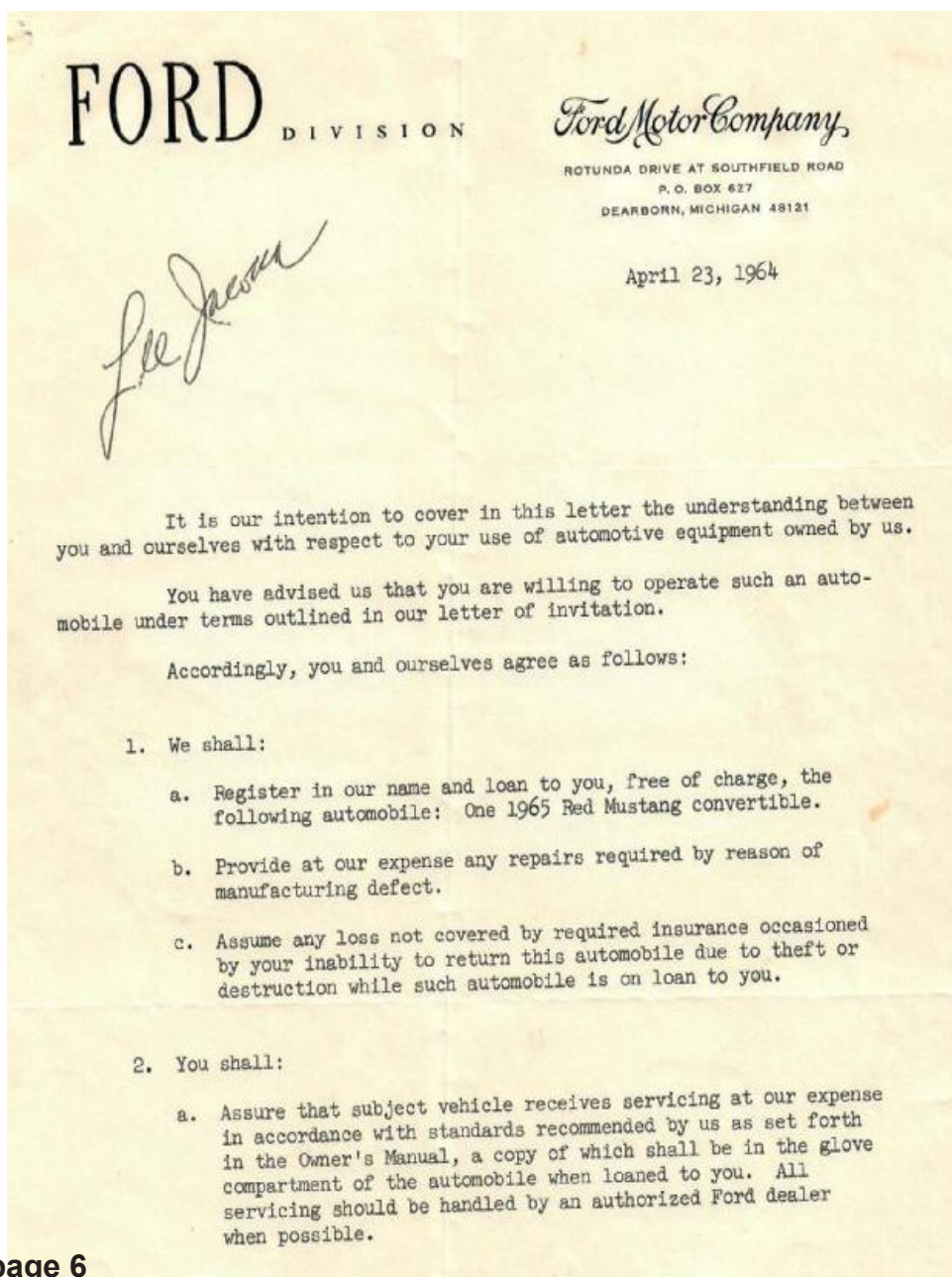


Free Mustangs for College Students!

Hindsight: A College Kid's Dream



By: Rob Kinnan
Source: mustangandfords.com

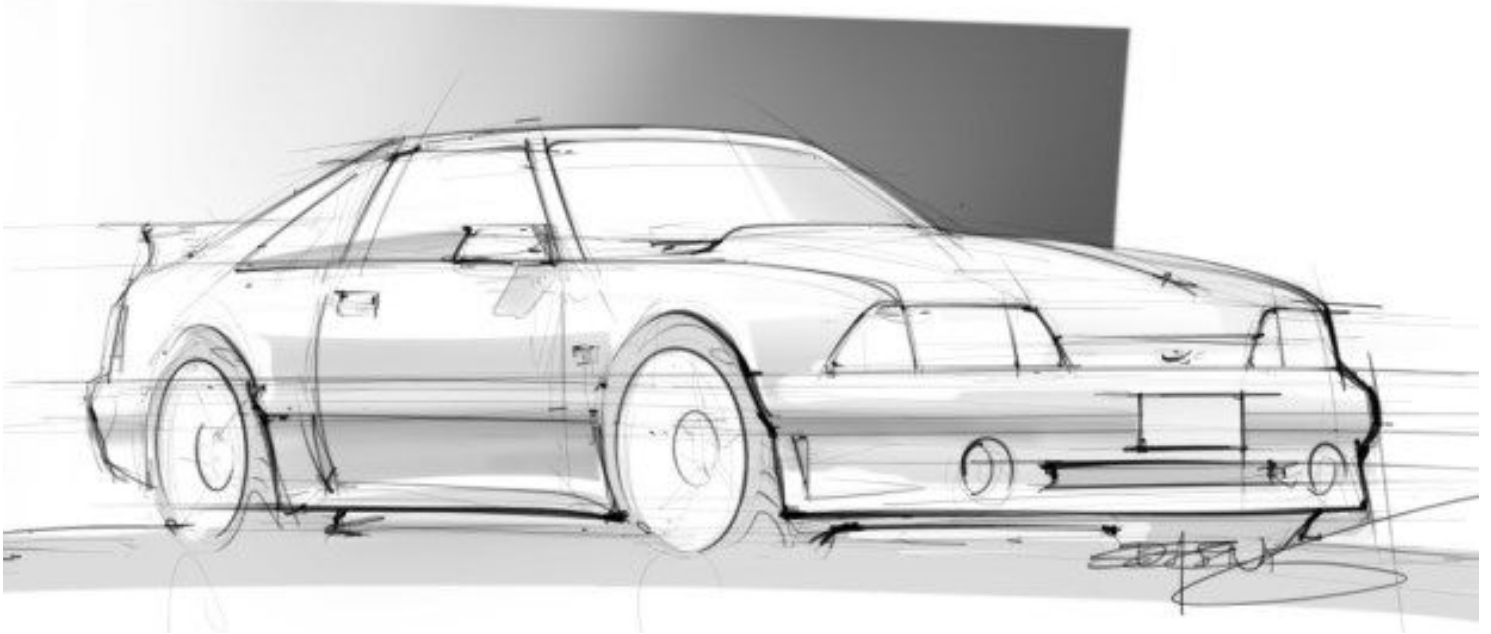


This month's Hindsight photo comes from the Ford Archives. Seen here on Ford's proving grounds are 44 identical 1965 Mustang convertibles that were part of a 1964 promotion to get the newly introduced Mustang into the hands of influential college students across the country.

In a letter dated April 24, 1964, Lee Iacocca said, "We have invited you here because we believe we have something to say to young people—particularly the forward-looking kind of young people found on our campuses. And, we believe that you as so-called thought-leaders on your campuses, are in a particularly strategic position to serve as two-way communicators."

These lineups of Mustangs were the cars sent to those "thought-leaders," one of which was Bruce Fabricant at Michigan State University. The car is currently owned by Richard Strayer in Southern California. Watch for the full story in a future issue.

S550 Platform Could Be the Next Fox Body, but Not How You'd Think



According to a recent article from Automobile, Ford may still be build the sixth-gen Mustang through 2029.

The S550 is a fantastic car by just about every metric. And don't get us wrong; we aren't excited to see it go anytime soon. But the car arrived in showrooms back in 2014. And despite the (brilliant, in our opinion) 2018 refresh, six model years is getting up there for any modern car. But according to an explosive new report from Automobile, the current-gen Mustang could be around for a while longer. Like, 10 years longer.

The report, written by Todd Lassa has sources inside Ford ballparking the S650 Mustang debut at 2026 at the earliest and 2029 at the latest. If the S550 holds out until '29, it would match the 14 model-year run of the current longest-serving 'Stang, the iconic Fox Body.

History Repeating Itself?

The third-generation Mustang entered production in late '78 as a 1979 model, weathered the tumultuous '80s and served admirably until 1993. Like the current S550, it was offered with a compelling four-cylinder option (though the modern EcoBoost four is a marvel compared to the '80s-era Lima unit), went through several updates to help it age gracefully, and could be easily modified to become a terror on the street, track, or strip. But while cars from the late '70s to the early '90s were on a slow progressive timeline, who knows what the automotive landscape will look like at the cusp of the 2030s.

Here's what we know for sure: The S650 will be built on Ford's new rear-wheel drive CD6 architecture, which debuts later this year on the 2020 Ford Explorer and Lincoln Aviator. If there's any upside to the S650 delay, it's that any and all CD6 gremlins should be long-resolved by the time the Mustang gets built on one.

As for the S550, don't expect it to stay exactly the same for the next decade. A source tells Lassa that the current D2C platform will be significantly reworked and the 'Stang will receive all new sheet metal sometime around 2022. That's when we're likely to get the "Mustang-inspired" electric SUV and hybrid model that Ford has been teasing for the past few years. To us, this move reminds us of the SN-95 Mustang: New sheetmetal over a heavily revised Fox platform, and still versatile as ever.

So what will the S650 look like? It's still very murky, but it will likely be a departure from the ponycar as we know it. From the report:

"According to sources familiar with the strategy, but not connected to Ford, the CD6 Mustang replacement has been delayed by several years. When it arrives, it will be larger than the current car, closer to the Dodge Challenger in overall size if not girth."

Says Lassa: "Sources say that while the CD6 platform is designed to be highly flexible, there are certain components that can't be scaled down as far as the current Mustang." In short, the S650 could be more of a grand touring Mustang than a little ponycar. What's more, it seems to lend credence to the rumors of an possible four-door 'Stang. We certainly hope that this isn't the case.

We won't pass judgment on the S650 until we have some hard details. But from this far out, there's a lot to unpack and speculate on. In the meantime, it looks like we'll have the brilliant S550 for a while longer. And if that isn't good news, we don't know what is.

By: James Derek Sapienza
Source: themustangsource.com

Future Collectibles: 2015 Ford Mustang 50 Year Limited Edition



By: *Don Sikora II / Collectible Automobile Magazine*
Source: <http://blog.consumerguide.com>

It may be the pride of Dearborn, Michigan, but the Ford Mustang has strong bonds to New York City. The original Mustang bowed there on April 17, 1964, at the World's Fair. Almost exactly a half-century later, Ford announced the 50 Year Limited Edition version of the all-new sixth-generation 2015 Mustang at the 2014 New York Auto Show.

The 50 Year Mustang is based on a loaded GT fastback with the performance pack. Beyond that, customers face few choices: Wimbledon White or dark Kona Blue metallic paint; six-speed manual or six-speed automatic transmission. With the manual, it starts at \$46,995. The automatic transmission adds \$1195. Production is limited to 1964 units.

The anniversary Mustang comes with several unique styling touches. Outside, designers carefully applied chrome trim to the grille, side-window openings, and taillights—shiny accents inspired by elements used on the original Mustang. In addition, there is a large simulated gas cap badge with discreet “50 Years” lettering on the rear panel between the taillights. Wheels are 19-inch alloy units with a unique Y-spoke design that Ford said was inspired by the first Mustang’s optional chrome-plated steel wheels. The front units are nine inches wide and fitted with 255/40R tires. Rear wheels are .5-inch wider and wear 275/40R rubber.

Perhaps the most interesting visual touch on the outside is a set of louvered rear-quarter windows. Unlike the body-color louvers on the '65 Mustang fastback, the new treatment is made from layered sheets of glass that Ford said is the product of a newly developed construction technique.

The leather-trimmed interior is finished in a unique black-and-cashmere scheme. Front seat backs feature

“Mustang 50 Years” logos. Cashmere accent stitching is added to the steering wheel, seats, door panels, instrument panel, shifter boot, and center armrest. The dash’s large aluminum trim panel sports a model-specific “axel spin” finish. A “50 Year Limited Edition” badge with engraved serial number and Bill Ford’s signature resides on the passenger side of the dash. A set of unique loop-carpet floor mats with cashmere contrast stitching and suede bindings round out the interior ensemble.

The balance of the car is the standard '15 Mustang GT with the performance pack. The restyled body is lower and wider than the 2014 Mustang’s, and one of the most significant changes is the adoption of a fully independent rear suspension.

Underhood sits a naturally aspirated 5.0-liter V-8 rated at 435 bhp and 400 pound-feet of torque. Stickshift cars come with a Torsen differential running a 3.73:1 rear gear. With the 6-speed automatic, a limited-slip diff and a 3.55:1 final-drive are supplied. Road & Track’s test of a manual-transmission performance-pack GT showed the combination was good for 0-to-60 mph in 4.6 seconds and 13 seconds flat in the quarter-mile at 110.9 mph.

To meet the rest of the car’s needs, the performance pack includes Brembo six-piston aluminum front brake calipers with upgraded rotors, Pirelli P-Zero summer tires, a strut-tower brace, a unique front splitter with channels to direct cooling air to the front brakes, a larger radiator, retuned suspension, thicker rear sway bar, a center-mounted interior gauge pack for oil pressure and vacuum, and tweaked tuning for the car’s antilock brakes, electronic stability control, and electric power steering.

Pros:

- The 50 Year Limited Edition Mustang's nicely executed interior and exterior design touches enhance the car's striking styling while respecting the nameplate's history.
- The only 2015 Mustang variant available with an automatic transmission and the performance pack.

Cons:

- Capped production of 1964 cars means this Mustang isn't easy to corral.
- Being based on a loaded GT means the anniversary special isn't cheap.
- The 2015 Mustang's more widely available 50 Years Appearance package includes some—but not all—of the Limited Edition's visual extras for an affordable \$1595.

Final Drive:

Not content to commemorate Mustang's 50th anniversary with only the all-new sixth-generation car, designers also came up with this 50 Year Limited Edition special. Anniversary models of cars can be hit or miss, but we think Ford did a great job with this one. The unique interior and exterior trim is understated and classy, making an already desirable car even more so.





HISTORY PROFILE: 1964 1/2 Mustang Indy 500 Pace Car

Source: *The Indy Pace Car Registry*
and *mustangspecs.com*

The Pace Cars

Three 1964 1/2 convertibles were built with the sole purpose of pacing the 1964 Indianapolis 500. These three cars were sent directly from the factory to Holman & Moody in North Carolina to be specially modified for pace car duties. These modifications included extensive work to the 289cid engines, the installation of a Borg-Warner 4-speed transmission, and lowered suspension with differently valved shocks on each side of the car to accommodate the banked turns of the Indianapolis Speedway, and high-speed rated tires. The cars were all painted Wimbledon White. On race day only 2 of these cars actually made the parade lap, as the third ran into mechanical difficulties. The fate of these three specially built convertibles is unknown, but there have been rumors that one of these cars is now in the hands of an MCA judge. However, at this point the Registry has not been able to confirm that this car is actually one of the original 3 pace cars.

In addition, thirty five convertibles were used as dignitary cars during the festivities of the Indy 500. Due to a shortage of Mustangs available from the factory, these 35 were pulled from dealer lots to fill the need. All of these cars were D-code cars (289 cid V8, 4-barrel, 210 hp) in Wimbledon White with either red, white or blue interiors. After the race these cars were auctioned off to dealerships and absorbed into the general population, instead of being made available for sale as special edition cars. Unfortunately, the location and identity of only one of these convertibles is known today.

The Replicas

Ford put on a special competition between dealerships in order to distribute the planned pace car replicas to be released for sale to the public. The competition consisted of "Checked

Flag" and "Green Flag" contests that were based on the sales performance of the dealerships prior to the April 17, 1964 introduction of the Mustang.

The top five performers in each district would receive a pace car replica for free, or at a significant discount, based on their final standings in the sales contest. With 36 districts this added up to 180 replicas, however, because of dealership ties and strong performances, approximately 10 extra replicas were made, bringing the total to an estimated 190. Representatives from the 105 winning dealerships were invited to Dearborn for a special celebration, where the keys to their replicas were handed over by Mr. Lee Iacocca himself.

Each of the replicas were coupes painted in Pace Car White (paint code "C" for 64 1/2) and had white interiors with blue appointments (code "42"). The cars were equipped with the 260 V8 engine, power steering, rear back-up lights and automatic transmissions. Other identifying features of the pace car replicas include pace car blue racing stripes up the center of the hood and "Official Pace Car" decals along the sides of the car. The words "PACE CAR" were written on the radiator support with a grease pencil of some kind, and then later painted over.

The center stripes did not get placed on the taillight panel around the gas cap on coupes, but they did on the dignitary convertibles. Apparently some cars did not have the decals installed at the dealership, and due to a press photo showing a prototype with the stripes installed to one side rather than down the middle a few cars ended up with the stripes in this incorrect location.

Another interesting fact with regards to the replica cars was the lack of outside mirrors. Standard procedure at the time was for



cars to be delivered to the dealerships with the outside mirrors placed loose inside the car.

When the car was prepped by the dealership the mirrors were then installed. However, the pace car replicas were not delivered the same way as regular Mustangs... the Checkered Flag cars were retrieved by the winning dealers from Dearborn, and the Green Flag cars were retrieved from the District Sales Office by the dealer. This meant that these cars did not end up with an outside mirror.

The VINs of the cars are sequentially numbered, but the DSOs reflect the dealerships that they were sent too. All of the replicas were built in April, except for the extras mentioned earlier that were built in May, and given a DSO of 84 ("Home Office" designation).



2019 Mustang Bullitt Stolen Off Showroom Floor

By: *Shane McGlaun*

Source: *fordauthority.com*

A limited-edition Ford Mustang Bullitt was almost lost after a burglary. Luckily, this story has a (relatively) happy ending.

Thieves broke into Town and Country Ford in Evansville, Indiana by pushing the doors open from the outside and making their way into the building. Police say that once the thieves were inside the dealership, they promptly made their way to the room where the keys to all the cars on the lot are kept and made off with several sets of keys – including those to a limited-edition 2019 Mustang Bullitt. The thieves climbed into the pony, fired it up, and then used the Dark Highland Green Mustang to finish opening the doors from the inside to make their getaway.

Larry Oldham, general manager of Town and Country Ford, said that the dealership has had cars stolen before, “but never quite like this.” He notes that he had never had someone tear the doors off the showroom to get a car. “We had 30-feet of glass inside the showroom and the thieves used the Mustang to finish prying the doors open noting that the locks on the dealership doors were still engaged,” according to Oldham.

The odd part about the theft is that the thieves drove the car only a few blocks, where police found it abandoned in the parking lot of an apartment complex. Oldham figures that the crooks might have gotten spooked and dumped the car, but police have a different theory. Captain Andy Chandler wonders if the theft of the 2019 Mustang Bullitt wasn't a ploy to distract from the theft of another vehicle.

On the seat of the limited-edition Mustang, the police found keys to a 2018 Ford F-150 Super Cab, a popular version of the best-selling vehicle in the entire country. Upon initial review, police determined that three sets of keys were missing from the dealership, but Oldham says all were later accounted for and locks have now been changed.

As for the condition of the 2019 Mustang Bullitt, it was scratched and had chips and the hood and bumpers will need to be painted. The police have made no arrests in the case, but they have lifted fingerprints off the steering wheel and hope to find a match. The dealership's video surveillance system was not working at the time the car was stolen.

Ford unveiled the limited-edition Bullitt Mustang in January 2018. The car packs a 475-horsepower, dual-injected, Coyote 5.0-liter V8 engine using a special open-air induction system and an intake manifold from the Mustang Shelby GT350 with 87-mm throttle bodies. Bullitt Mustangs come in Black or Dark Highland Green colors and the model is meant to commemorate the Steve McQueen movie “Bullitt” that has one of the most iconic car chase scenes in movie history. The stunt car from the classic '60s film where the Bullitt Mustang gets its name is undergoing restoration.

The only transmission option is a 6-speed manual and the car includes Performance Pack 1 options as standard. Pricing for the Bullitt Mustang starts at \$46,595, and the car the thieves made off with was well-optioned with a sticker of \$51,760.

The Ford Mustang Is The World's Most Instagrammed Car

By: *Austin Rexinger*

Source: *fordauthority.com*

There are tons of million-dollar exotics and sports cars floating around on the Internet, but only one car is the most tagged on Instagram. And on the top, for better or worse, is the Ford Mustang, beating supercars and six-figure luxury vehicles.

More than any other car, #FordMustang and #Mustang have been used the most on Instagram, a whopping 11,947,872 times (and counting). The Ford Mustang debuted at the World's Fair in 1964, and Ford has made and sold more than 10 million cars since. It's fitting then, that the fast, fun, affordable sports car is the 'most Instagramable' car – and by a huge margin, too.

Surprisingly, the Honda Civic takes second place, having been tagged 7,402,365 times, and followed closely by the Nissan GT-R with 7,019,123 tags. These numbers were reported by veygo on March 15, 2019, so they are subject to change. We don't think another car will be catching up with the Mustang anytime soon, though.

The Ford Mustang is not only one of the most purchased cars in history, but it's also one of the most tuned and customized. Since everyone has one, everyone wants to make theirs different, and then show it off online for the whole world to see. And for those looking for their Mustang fix without buying the real thing, there are much more affordable options – like this LEGO Mustang GT.



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and

Waves

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HOSTED BY
CENTRAL VALLEY
MUSTANG CLUB, INC.



DATE: October 5th, 2019

LOCATION: Sierra Vista Mall

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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.

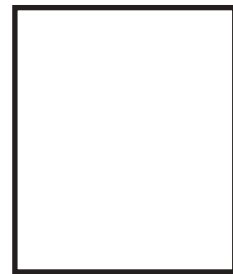
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MEMBERSHIP DUES: For the first year only, the sum of \$30.00 for a on e year Active Membership, of which \$5.00 will be an initial fee and \$25.00 for dues. Thereafter, a member shall pay each January a \$25.00 fee for dues. For additional family members,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

the pony
OFFICIAL MONTHLY PUBLICATION
PRESS

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