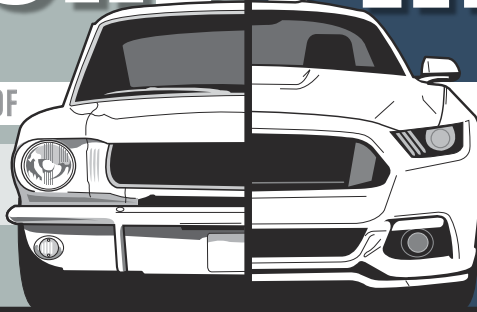


the **pony PRESS**



OFFICIAL MONTHLY PUBLICATION OF

CENTRAL VALLEY MUSTANG CLUB



August 2017

# *4th Gen Collectibles*



**The 5 most collectible fourth-generation Ford Mustangs**



**1965 Shelby  
GT350R back  
into production**

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[www.cvmustang.org](http://www.cvmustang.org)



## CLUB INFORMATION

Central Valley Mustang Club, Inc.  
P.O. Box 9864 • Fresno, CA 93794  
Phone: (559) 715-CVMC (2862)  
Website: <http://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  
Karen Diaz • Secretary 224-2492  
Doug Deffebach • Treasurer 917-4283

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Chris Butterfield 731-6685  
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Matt Lieb 557-7500  
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Greg Stewart 907-4724  
Justin Salter 706-4046  
Robert Whitley 877-4948

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

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Mary Kokalis 229-3219

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

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Paul Beckley 323-7267

### WEBMASTER

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### NEWSLETTER EDITOR

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## MONTHLY MEETINGS

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

### PAST PRESIDENTS

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

## PRESIDENTIAL RAMBLINGS



The time is now...

Ladies and gentlemen,

As everyone should be aware we are roughly five (5) weeks from the Fallen Heroes car show. The work behind the scenes has been amazing and it is now more than ever we need commitments from our members with the day of show activities. This year's event looks to be larger in size and donations. To make this happen we need our members to sign up to help with parking, registration, raffles and much more. Please take the time at our monthly meeting to touch base with Dennis and volunteer some time to make this event a success.

I attended the Fallen Heroes car show in Modesto a couple weeks ago and was again impressed with the show and presentation. As I attend shows I take notes on how we can improve what we do to make our event the best. We have the opportunity to surpass Ponies at the Pike in those who attend the show and even in raising funds for charity. I thank those who have contributed so far and encourage others to **"get involved, engage in your club and enjoy the journey."**

\*\*\*\*\*

CVMC is a club well respected in our community and our name is growing around the state. This is in part to the Fallen Heroes car show and in part from our members interacting with other clubs as we travel for events. Your current and past board members take our job seriously and with pride as we represent and facilitate good relationships with others. We are a growing club that has transitioned from a social club to a service club as we give back to our community.

I will begin this month to have a suggestion box for members to contribute ideas and thoughts on what they want for the club and the direction for the upcoming year. So please take the time to give your input to help make our club better with each passing month and year. Thank you!

Again I will say... Get involved, engage and enjoy the journey of this fantastic club with family and friends. Check the binder for upcoming events as well as our webpage so you don't miss any of the fun.

**Ron Dupras**  
CMVC – President 2017

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

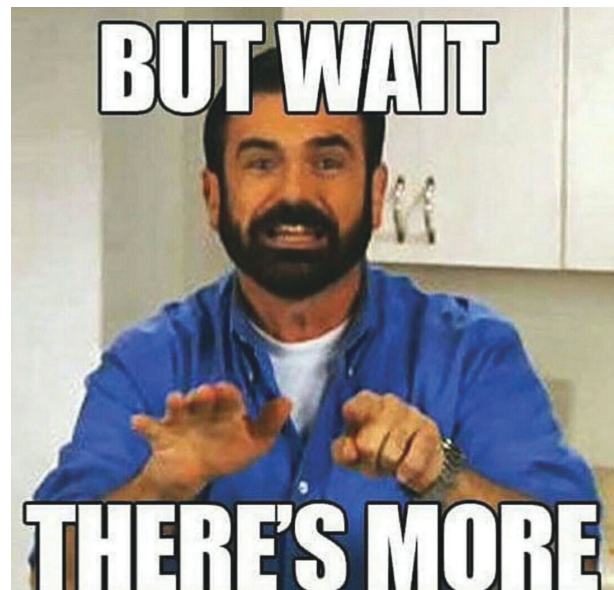
## FROM THE EDITOR



Recently I decided to put my big boy pants on and do the front brakes on my son's 2013 Mustang. I worried that because it's a new car and has all kinds of technology, it may turn into a nightmare. So I researched in the holy grail of automotive repair, YouTube. I then realized, this sounds to easy. I knew for sure there was going to be some drama. Incredibly, it was very simple to the point that when you're done you wonder what got missed. Needless to say, everything worked out great and no problems at all.

Next came time to do the brakes on the Mach. Oh I've done them plenty of times and it's an old car. So there's nothing to it. Son, get dad a blindfold and let me show you some magic.

Well you know how being that certain works, because when you get over your first "problem" all of a sudden this guy shows up...



**Garó Chekerdeman**  
CVMC - Newsletter Editor

## Recipe of the Month

### Sloppy Joe Quesadillas

By: Alexa Payesko

Source: [delish.com](http://delish.com)



#### Ingredients:

- 1 tbsp. olive oil
- 1/2 onion, chopped
- 2 cloves garlic
- 1 lb. ground beef
- 1/2 cup ketchup
- 1/3 cup brown sugar
- 2 tbsp. mustard
- 1 tbsp. chili powder
- Kosher salt
- Freshly ground black pepper
- 1 cup Shredded Monterey Jack
- 1 cup shredded Cheddar
- 4 medium flour tortillas

#### Directions:

1) In a large skillet over medium heat, cook onions until tender, about 5 minutes. Stir in garlic and cook until fragrant, about 30 seconds. Add ground beef and cook until no longer pink, 6 to 8 minutes. Drain fat.

2) Stir in ketchup, brown sugar, mustard, and chili powder and season generously with salt and pepper. Simmer until thick, 5 minutes. Transfer mixture to a plate and clean skillet.

3) Over medium-high heat, add a flour tortilla to the skillet. Top with ground beef mixture then sprinkle with cheddar and Monterey Jack. Place a second tortilla on top. Cook until the bottom tortilla is golden, about 2 minutes, then flip and cook until the second tortilla is golden and the cheese has melted, about 2 more minutes.

4) Repeat with remaining ingredients. Slice into wedges and serve warm.

## BIRTHDAY Wishes to...

### AUGUST

- Aug 4 Fred Dupras
- Aug 4 Jim Sanborn
- Aug 6 Robert Whitley
- Aug 14 Ron Finley
- Aug 15 Stacy Lairson
- Aug 19 Ken McGovern
- Aug 24 John Anderson
- Aug 28 Skip Tullock
- Aug 31 Elizabeth Russell

Be sure to check out



[www.cvmustang.org](http://www.cvmustang.org)

Events - Calendar - Pics  
Newsletter - Merchandise

## SPECIAL EDITION: Mustang Challenger Special

Source: [mustangattitude.com](http://mustangattitude.com)



The Mustang Challenger Special was a Mississippi, dealer modified Seafoam Green hardtops 289ci V8 (4 speed manual) or 302ci V8 (3 speed manual), and Shelby intakes and a special 4118 Holley carburetor. To keep the cars light and fast they had no power options (no power steering, power brakes or A/C). There were about 21 with a 302ci V8 and a few with the 289ci V8. The 302ci, 3-speed, Challenger Special VIN numbers have been isolated to 8F01J193649-70 with DSO of 64 New Orleans where the intakes and carburetors were changed out. Similar models were offered by other dealers across the nation but promoted differently.



## Ford Offering Revving Ringtone that Matches Sound of 2018 Mustang

If you're anything like us here at Brandon Ford in Tampa, FL, you're incredibly excited about the 2018 Ford Mustang. Ford has promised it will be the most advanced Mustang ever, while also offering the usual choice of multiple powerful and efficient engines. Speaking of those iconic Mustang engines, Ford has announced it is offering a revving ringtone that matches the engine sound of a 2018 Mustang that's been set to track mode. And best of all – it's free!

### How to Get Your Free 2018 Ford Mustang Revving Ringtone

Getting your free 2018 Ford Mustang revving ringtone is as easy as having fun while actually driving a new Ford Mustang. All you have to do is head to the FordSocial website ([https://social.ford.com/en\\_US/story/vehicle-type/performance/you-need-this-free-mustang-ringtone.html](https://social.ford.com/en_US/story/vehicle-type/performance/you-need-this-free-mustang-ringtone.html)) and follow the simple instructions listed for either Android Devices or Apple iPhones.

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# Order your show gear!



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**10 AM - 4 PM**  
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# The 1965 Ford Shelby GT350R is going back into production

By: *Jeff Glucker*

Source: *motorauthority.com*

The Shelby gang's back together again. Calling themselves the Original Venice Crew, former Shelby American team members have joined forces to create an essentially new and moderately updated version of the Shelby GT350R.

This crew consists of Peter Brock, Jim Marietta, and Ted Sutton—and they're channeling Carroll Shelby's spirit.

Shelby hit upon some road-racing magic when he got his hands on the 1965 Ford Mustang. He turned what he called a "secretary's car" into a real street-legal race car. It was dubbed the Shelby GT350R and it was fitted with a modified version of Ford's K-Code engine. They also had drum brakes, four-speed gearboxes, and live rear axles. If you want to own one today, you'd need to come up with a serious pile of cash and find someone willing to part with their car.

Or, you can buy a brand-new one from the team that helped bring the original to life.

Just 36 examples will be built and there's reportedly one heading up to Monterey for car week. These will be based on 1965 Ford Mustangs like the original, with bodies that have been rehabbed to make sure they're up to the task. Similar to

the original K-Code cars, a 289 cubic-inch V-8 will sit under the hood, and it will be backed up by a Borg Warner four-speed manual gearbox.

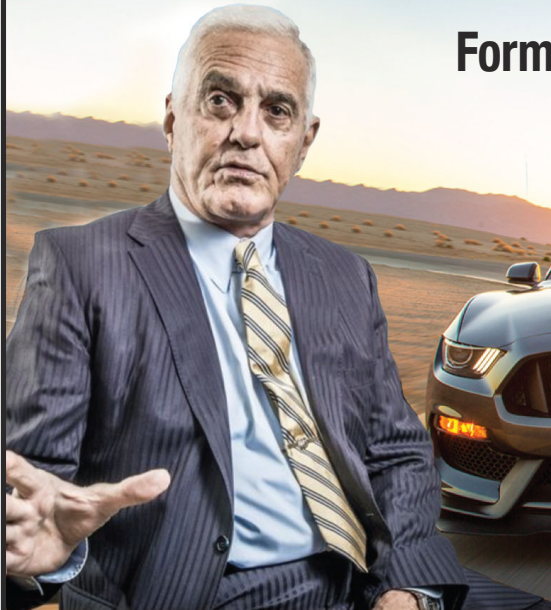
Peter Brock has a few upgrades ready though, and these are items he wanted on the car back in the '60s. Now that he gets his chance to update things, he's doing so by adding plexiglas windows, a new front valence, and an independent rear suspension. That's right, Brock knew all those decades ago that the car needed help out back. Now he gets his chance to show the world how much better the car would've been with that rear suspension upgrade.

We have no word yet on how much these reborn GT350Rs will cost. They won't be cheap, but you'll never have another chance to own a brand-new officially licensed Shelby GT350R anytime soon.





## Former GM Executive Says New Ford Mustang Is Better Than Chevy Camaro



By: Pat McAssey  
Source: <http://nesn.com>

Ford and General Motors have been duking it out since the 1960s to see which one can make the best pony car. And Ford seems to have found an unlikely supporter in the latest round of the never-ending title fight.

Industry insider Bob Lutz recently revealed that he thinks the sixth-generation Ford Mustang clearly is better than the sixth-gen Chevrolet Camaro, via Road & Track.

"The minute I saw the new Mustang and the new Camaro, I knew Ford had won this round," Lutz said. "The Mustang is a design masterpiece: sleek, semi-European, yet still a Mustang. Independent rear suspension or not, it is a winner."

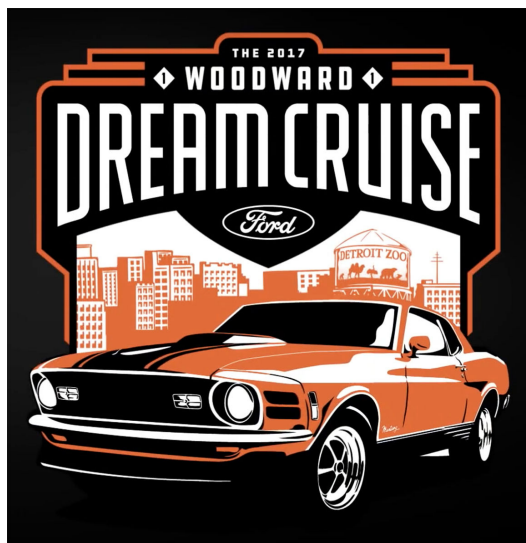
Lutz, a veteran automotive executive, has worked for most major manufacturers — including Ford — throughout his career. His stamp of approval on the Mustang carries a bit more weight, though, as he's most known for his nine-year stay at GM.

Considering Lutz thinks the Camaro's stagnated styling is the reason the current model "sinks into quasi-irrelevance," the gap between Ford and Chevy's pony cars seemingly will grow larger in 2018.

In addition to a host of new performance features such as line lock and Drag Strip Mode, the 2018 Mustang will get subtle Darth Vader-inspired design tweaks that make it look even more aggressive.

## 800+ Dream Cruisers Fill Mustang Alley At Woodward

By: Steve Turner  
Source: [fordnxt.com](http://fordnxt.com)



If you are a fan of the automobile, the Woodward Dream Cruise should be near the top of your bucket list. For the past 23 years this event has drawn throngs of amazing vehicles and car fanatics from all over the world. This year Ford Motor Company claimed the sponsorship mantle and the event attracted over 43,000 machines and over 1.3 million fans.

For the past 19 years Ford has staked its claim amongst that crowd with a special display in Ferndale, Michigan, called Mustang Alley.

"We bring out Mustangs from all six generations," Mark Schaller, Mustang Marketing Manager at Ford Motor Company, said. "We are really excited that we had over 800 cars pre-registered to show up."

Among the highlights of this year's events was the presence of the 2018 Mustang, including one turned on its side to show off its underpinnings and a Shelby Snake Pit that gathered some of Carroll's creations.

"This year we are celebrating the new 2018 Mustang..." Mark added. "But it's not just about the '18, you are going to see every single generation represented this year at Mustang Alley."

# Ford's Mustang Has a Problem: The New Mustang

*Sales have slumped as drivers wait for the newest iteration, and the Dodge Challenger is challenging.*

By: Kyle Stock

Source: [www.bloomberg.com](http://www.bloomberg.com)

There is no great reason not to buy a Ford Mustang. It's a unicorn of a car: neither massive nor tiny, showy nor ugly, expensive nor cheap. These days, it even gets good mileage.

For 52 years, the pony car has just been getting better, which puts Ford in a bit of a pickle. With a new and improved Mustang just months away, buyers for the incumbent model have vanished. U.S. sales have plummeted 30 percent, to just 50,800, through July of this year. In June, it was outsold by the Dodge Challenger, something that has happened only one other time in the past five years. Sales of the Challenger, meanwhile, have climbed slightly in 2017.

Ford said no one was available to discuss the sales slide, though spokesman Dan Jones noted in an e-mail that the company has been teasing the 2018 iteration since January and that Mustang buyers tend to wait for the launch of the newest model.

The internet has made it easier for consumers to obsess over beloved goods and made product cadence increasingly difficult for a wide range of companies. Deceiving or surprising customers has become all but impossible.

"The Holy Grail is to do away with releases completely," said Mohanbir Sawhney, professor of marketing at Northwestern University's Kellogg School of Management. Companies such as Tesla have smoothed sales volatility by constantly updating their products remotely, he explained. "I've driven a Tesla for three years, and I don't think of it as an old car," Sawhney said. "Every week, they give me something new."

Apple, meanwhile, keeps its outgoing iPhones on the market when it releases a new one. Olivier Toubia, a marketing professor at the Columbia Business School, said this is a tidy way to separate customers by price sensitivity. "The old phone becomes an entry point for a segment of customers," he explained. Meanwhile, those who are willing to pay more upgrade to the new one.

Assembling a vehicle, however, is more complicated than snapping together a smartphone. Carmakers retool massive assembly lines to make a new car and can't continue stamping out the dated version. To

mitigate the pain before a big release, car companies can either scale back production to match demand or roll out special editions to tempt a small number of loyalists into paying more for what is essentially the same car.

Ford has done both. In 2016, it started selling the Mustang Shelby GT350, a track-focused version with a souped-up engine and bigger brakes. In October, Ford idled its Michigan Mustang plant for a week, sending some 3,702 workers home.

To be fair, the Mustang pain isn't confined to Ford. Buyers seem to be cooling on cheap sports cars in general. Sales in the segment this year through July were down 12 percent. Plenty of people still want these machines, but nobody needs them.

Mustang sales will likely swell again when the new model arrives in the fall. But the recent lull shows that drivers are getting restless. In the auto industry, vehicles are usually given a full overhaul and redesign every six to 10 years. In the years between, a car or truck receives minor tweaks called refreshes.

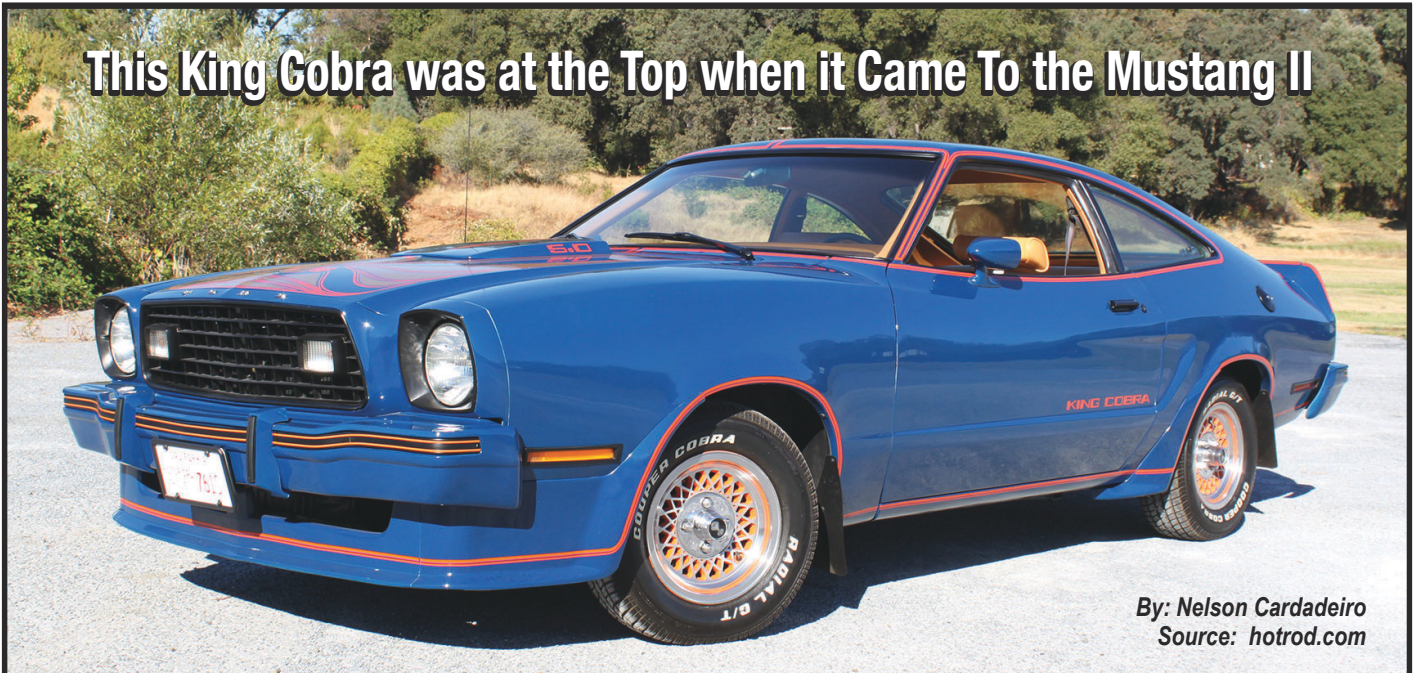
The Mustang received its last major overhaul for its 50th anniversary in 2015. Ford's designers, by all accounts, knocked it out of the park—creating a vehicle with lines both atavistic and futuristic. The machines zipped out of dealerships. Yet just two years later, customers are already kind of over it.

To bring back some buzz, the company did much more than a simple refresh for next year's release. The 2018 Mustang comes with new LED lights and blinkers, a spate of new safety technology, two new transmissions—including a six-speed manual and a 10-speed automatic—and an optional V8 that will have more power than the current one. There are also some all-new colors. Opting for the Mustang in "Orange Fury," the vehicular equivalent of a Creamsicle, is perhaps the easiest way to let the neighbors know you are driving the freshest pony on the range.

Updating and relaunching a vehicle, however, gets expensive. If Ford is forced to keep tweaking its pony car so often, it will become a much less efficient economic machine.



# This King Cobra was at the Top when it Came To the Mustang II



By: Nelson Cardadeiro  
Source: hotrod.com

When one is hit with Mustang fever, just purchasing one doesn't always cure the ailment. Sometimes the purchase of one, two, or possibly more will calm down the symptoms, but rarely is it fully cured.

For those who have multiple Mustangs in the stable, many times those ponies are from a certain generation. And if that is the case, often times obtaining the pinnacle of that cohort of Mustang is the ultimate goal. For a 1969-1970 Mustang enthusiast, having a Boss 429 in the garage would be the aim. A Fox body aficionado would set their sights on a 1993 Cobra. Even a fan of the much-maligned Mustang II has their highpoint and that would be a 1978 King Cobra.

For Bobby Aldrich, even having six Mustang IIs parked at his Placerville, California home wasn't enough. Sure he had a couple of Cobra IIs and even a rare Stallion model, but he did not have the Mustang II that sat at the top of the food chain.

The King Cobra was only available in 1978, the final year for the Mustang II. It was the last cosmetic variation for the "little" Mustang. It borrowed several features from Pontiac's highly-popular Firebird Trans-Ams of that era; a large snake decal adorned the hood, which also had a rear-facing hood scoop, though it was strictly cosmetic and non-functional. Even the 5.0 nomenclature graced the scoop; the first time the 5.0 moniker was used by Ford. The King Cobra also had its own unique front air dam rather than using the Cobra II's front spoiler. Another distinctive feature was the rear wheelwell spoilers, again borrowed from the Trans-Am.

For \$1,253 the KC came with the 302 engine, four-speed manual transmission, power brakes and steering, lacy-spoke aluminum wheels, exclusive front brake cooling ducts, as well as the Rallye package that provided heavy-duty shocks and a rear sway bar. With options like T-tops for \$587 and an automatic transmission for \$225, King Cobras left dealerships with a price tag of more than \$6,000 by the time tags, tax, and title were figured. Nonetheless, 4,318 of them slithered out of Ford showrooms in 1978.

In 2008, Bobby found this King Cobra on Craigslist located near Redding, California, about three hours away from him. It actually had been listed for a while and the Dark Midnight Blue exterior was not one of Bobby's favorite hues. After another price drop and with some prodding from his fellow Mustang II forum members Bobby took a look at it and followed through on

the purchase. It started and ran fine, but needed a full restoration and Bobby would need to locate the missing front air dam. Though Bobby has a garage full of Mustang II parts, he did not have a KC front air dam, but with his connections in the II world locating one wasn't too difficult.

As a mechanic by trade, first working at a local Ford dealership for 18 years until it closed, and now working for the El Dorado Sheriff's department on their cruisers, handling the restoration would be no problem. Bobby did the paint and body work at his home. He did take some liberties on the original Dark Midnight Blue color by making it lighter to make the blue pop. Inside he re-dyed all the interior panels and located an N.O.S. console and lid. He had West Coast Customs in Placerville reupholster his original seats in the chamois vinyl. The chamois colored interior contrasts nicely with the blue exterior and orange KC stripes. Bobby also added subframe connectors since the Mustang II hatchback cars have a lot of flex, which is not as prevalent on the coupe. He completed the restoration of the 140,000-mile King Cobra in July of 2010.

Even though first generation Mustang devotees may scoff at the notion of a Mustang II having a model that is its highpoint, the fact of the matter is the King Cobra is that car. Comparing it to a first-gen may not be fair, but comparing the King Cobra to other mid- to late- 1970s offerings will find it to be more than capable to hold its own to other cars of that period. It is the Boss of the IIs.



# The 5 most collectible fourth-generation Ford Mustangs

By: Andrew Newton

Source: Haggerty / foxnews.com

The fourth-generation Ford Mustang suffers a bit from middle-child syndrome. It debuted 23 years ago and spanned a full decade of model years (1994–2004), but it has yet to gain the same regard as other generations of America's pony car. Wedged between the charming blandness of Fox-body Mustangs and the retro styling of fifth-generation models, fourth-gen Mustangs aren't at the top of many dream car lists.

Even so, Ford (and in-house skunkworks SVT) produced some memorable Mustangs over those years, and they offer V-8 power, rear-wheel drive, and muscle-car feel with relatively modern reliability—at a generally affordable price.

Those low prices are ready to go up, however. For the most part, special versions of fourth-gen Mustangs seem to have stopped depreciating, and some are now seeing significant value growth. In fact, buyer interest (measured by the number of insurance quotes through Hagerty) has grown by 130 percent in the past five years and 15 percent in the last 12 months. Quote values have also bottomed out. Among those who show interest in fourth-gen Mustangs, 38 percent are Gen-Xers and 19 percent are Millennials; both numbers are considerably higher than average.

In terms of collectibility, it's the rarer, higher-performance models that are leading the way. Here are five fourth-gen Mustangs that are making the transition from used car to collector car.

## 1. 2000 Cobra R

**Hagerty Price Guide: \$18,000–\$60,000**



Limited-production, track-oriented models are generally the most collectible version of any car, and the fourth generation Mustang is no exception. The 2000 Cobra R lasted just one year and, with the standard Cobra on hiatus, was the only SVT Mustang that model year. Rated at 385 horsepower and 385 lb-ft of torque, the Cobra R was stripped of all creature comforts for weight reduction. It is distinguished visually by a taller hood, high rear spoiler, removable front splitter, and unique wheels. All 300 built were red. While the 2000 Cobra R has already experienced significant value growth in its 17 years, prices haven't yet reached the car's original \$55,000 base MSRP. Over the past four years, values (for examples in #2 or "excellent" condition) are up 9 percent.

## 2. 2003–04 Cobra SVT

**Hagerty Price Guide: \$11,250–\$37,500**



After another hiatus in 2002, the SVT Cobra returned for 2003. Nicknamed "The Terminator," the 2003–04 Cobra had a supercharged 4.6-liter V-8 with cast-iron block and was rated at 390 horsepower and 390 lb-ft of torque. It offered a quarter-mile time in the mid-12s and governed top speed of 153 mph. With a base price around \$34,000 for the coupe and \$38,000 for the convertible, more than 30,000 were built over two years. Prices have remained relatively flat in recent years, which—looking on the positive side—means they aren't depreciating anymore. The 2003–04 Cobras (#2 examples) have seen a value bump of 2 percent in the last two years.



### 3. 2001 Bullitt

**Hagerty Price Guide: \$8,000–\$40,000**

More than 30 years after Steve McQueen gave the Mustang an eternity of good press with the 1968 film 'Bullitt,' Ford came out with a retro-styled and beefed-up version that paid homage to the Highland Green fastback McQueen drove in the movie. The 2001 Bullitt Mustang had American Racing Torq Thrust-style wheels, as well as aluminum pedals and shifter, plus it deleted the fog lights and rear spoiler for a cleaner overall look. Road & Track called it "muted without being boring." Performance was enhanced as well, with a bump in horsepower and a better torque curve, as well as a lower ride height, better suspension, and bigger brakes. Like other fourth-gen Mustangs, Bullitt prices are relatively flat, but they also seem to be making the transition from used car to collectible. Prices for #2 cars have seen a 1 percent bump in the past year and are currently at \$25,000, which is getting close to the car's original \$26,000 base price.



### 4. 1995 SVT Cobra R

**Hagerty Price Guide: \$10,000–\$36,000**

Ford's Special Vehicle Operation (SVO) was rechristened Special Vehicle Team (SVT) in 1993, with the F-150 Lightning and the Fox-platform Mustang Cobra as the first offerings under the new name. But with only 235 horsepower in the Mustang and 240 horsepower in the Lightning, power was, well, less than special (remember, the Chevrolet Camaro Z/28 made 275 horsepower at the time). Enter the SVT Cobra R, based the fourth-generation Mustang introduced in 1995. Designed with the track in mind, it had no back seat, radio, air conditioning, or fog lights, and you needed a racing license to buy one, even though it was street legal. Most of all though, it had power; a massaged version of the the 5.8-liter Windsor V-8 used in the Lightning pickup with higher compression and a hotter cam made 300 horsepower. Only 250 were built and all were white with saddle cloth interior and a base price of \$35,000. SVT Cobra R models have the right mix of very limited production and track-focused design, which will likely make them among the most collectible and valuable Mustangs of their generation. Now over 20 years old, they have started to gain appreciation in the market, and the Hagerty Price Guide value for #2 cars has increased by 12 percent over the last four years.



### 5. 1994–2004 GT

**Hagerty Price Guide: \$4,200–\$21,600**

The standard Mustang GT was, of course, the most produced version of the V-8 fourth-gen Mustang and spanned the car's entire 10-year production run, so it is naturally going to be the least collectible variant. Nevertheless, the GT is following a similar price pattern of other cars on this list, having stopped depreciating and now experiencing a slight value bump (of 1 percent) for good examples over the past couple of years.

# CENTRAL VALLEY MUSTANG CLUB OFFICIAL MERCHANDISE

*T-Shirts - Polos - Hats - Wind Breakers  
Antenna Pennants - Name Badges*

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**New  
Styles**

*\*All orders must be prepaid or paid online*

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Colors**





# 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.**

**Post Office Box 9864 • Fresno, California 93794-9864 • (559) 715-CVMC (2862)**

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**

**Come join the fun**

Yosemite Falls Cafe



**General Membership Meetings:**

*Last Thursday of Each Month*

Yosemite Falls Restaurant

4020 N Cedar Ave (Cedar & Dakota) • Fresno, CA

Dinner: 6pm • Meeting: 7pm



For Detailed Information On Club Activities Visit Our Website At:

<http://www.cvmustang.org>

Or Call Club Information Line: 559-715-CVMC (2862)

**every month!**

**the pony**  
OFFICIAL MONTHLY PUBLICATION  
**PRESS**

Central Valley Mustang Club, Inc.  
P.O. Box 9864  
Fresno, CA 93794-9864

**ADDRESS CORRECTION REQUESTED**

Website: [www.cvmustang.org](http://www.cvmustang.org)  
Club Information: 559-715-CVMC (2862)