

# PRESIDENT'S COLUMN

As I begin my second year term as President of the Mustang Club of America, I would like to thank the many people that I've had the opportunity to become associated with that have made the past year such a pleasure to serve the office of President. I'm really looking forward to another great year for the National Club.

You know by now that we lost Tracy Harrell as Editor of the *Times*. I would like to take this opportunity to say "Thank you Tracy" for the fine job that you did with the magazine as editor, and we will miss you (in print). Tracy has accepted the job as Publisher and will remain on The National Board of Directors. We are grateful for that.

Teresa Vickery has taken the job as Editor of the *Times*. She has worn many "Hats" with MCA and has always done an outstanding job with whatever she undertakes. I'm sure she will continue to give her best as Editor. So let's all give her our support and please let us hear from you. Share your thoughts and ideas with us so that MCA can continue to grow and be the Best and Largest Mustang Club in the World.

We have quite a number of things going on at National Headquarters at this time. Getting everything in place for 1986 — for example: you will see in this issue of the *Mustang Times* the 1986 judging guidelines set up by the judging committee, presented to and approved by the National Board of Directors at our regular scheduled meeting December 10, 1985. It wasn't easy, believe me. The committee worked long and hard to come up with what we think will be a workable set of guidelines that everyone can live with. As least I think it's a step in the right direction. The committee should be congratulated on their fine job.

Most of you know that the Street Driven Class was the one that gave us the most headaches during the 1985 season. I'm well pleased with the changes that we've made and I think most everyone that shows in this class will be also. Perhaps some of the 1985 Street Driven Mustangs we will see in junior division or junior division Mustangs in Street Driven. We will see!

We also made some changes in the "Retired" class, so hopefully we will see more of the Mustangs in this class participating at our National shows and who knows it might make some of us work a little harder to get ours to the level of retirement.

There wasn't a lot of changes made in the Junior or Senior divisions. We realigned quite a few of the point deductions. Also provided more space on the judging sheets to write what the deductions were for. I believe that if a judge deducts a point he should tell the owner what it's deducted for, then the owner has the option to correct it or not.

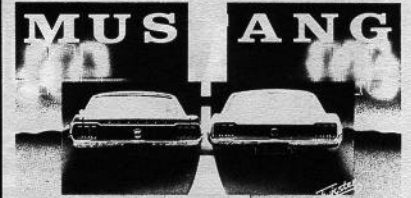
I think I'm more excited about the "New Class" that we have created and that you will be seeing at some of our future shows. Maybe not so much in 1986 but down the road in a couple of years. It will be such an outstanding class of Mustangs that, as of this writing, we haven't given it a name, but I feel that everyone will be excited about it also. It will be as close to the way that particular model year was built as humanly possible to build. (All original parts, refurbished, restored to better than new condition.) It also will take a special group of judges for this class. Sound exciting, you bet it does.

We have a group of fine National shows coming up this year and a lot of Regional shows. So take advantage of the ones in your area. Participate whenever possible, get involved, meet all the nice people, show off your prize Mustang because like I've said many times, some of the nicest people in the world belong to the Mustang Club of America. Aren't you proud to be one of those people?.

Until next time —



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## GOOD PREDICTION

"Unless we miss our guess, the exploding youth market will have the assembly lines working nights and weekends trying to keep up. Ford is on the ground floor with their Mustang, and we can guarantee this car is going to be popular. We even predict that a few chapters of the 'Early-Birds' (clubs) will disband, or at least change their by-laws a bit, so they can join the 'horsy' set."

Ray Brock, *Hot Rod Magazine*, May, 1964