

JUST WHEN YOU THINK YOU HAVE THINGS FIGURED OUT . . .

someone decides to make a "few" changes. Such is the case of the 1987 judging rules. I had become very familiar with the show classes and felt "comfortable" with them. Now I have to learn the classes all over again!

The Junior and Senior Divisions have been eliminated. There are now several divisions, the largest being Division I. This division is for concourse trailered and concourse driven cars. After listening to several years of complaints concerning driven restored cars being forced to compete against trailered restored cars, the Rules Committee decided it was finally time for a change.

When the Senior Division was established a few years ago, the ultimate goal was to move the super-nice cars that were constantly winning into another class in order to give the newcomers and other cars a chance to win. Eventually the nicer cars went to the Senior Division but by the time most of the cars were eligible for this division, the owners were either ready to "unveil" a newly restored car or were "burned out" on the show circuit. This resulted in a steady decline of Senior Division cars entering National shows. At the same time there was a steady increase in the complaints from owners of driven restored cars on the trailered versus non-trailered issue.

I like the idea of the concourse trailered and concourse driven classes, but I feel a bit uneasy about the elimination of the Senior Division. When my Mach I made it to the Senior Division, I was ecstatic. I felt as if the hardest part of the climb up the show mountain had been completed. I now knew who was in Senior Division and who my toughest competitors were. Eliminating this division almost seems like a step backwards.

The "old" street driven category is still around, but changes have been made to gear more toward the average daily driver. In the past only the undercarriage was not judged but under the new rules, the engine com-

partment will also not be judged. Hopefully the better-than-new "daily drivers" we have seen in the past will enter the concourse driven class. Only time will tell if this works properly.

The remaining classes (which are now divisions) remain pretty much the same. Of course all classes now include the 1974 through 1977 cars. The new class is a late model class for the 1978 through 1987 cars which will be popular choice voting by participants. A new rule pertaining to the late models is that a car must be at least ten years old to enter concourse competition. This means, of course, that in 1988 the 1978 models may enter concourse competition, and so on down the line.

The actual judging rules have been fine tuned. Now you can find more exact information as to what is or is not acceptable for your model Mustang. This "exact" information has been a long time coming and is very welcomed. Now restoring your car should be easier and since the judging sheets have also been fine tuned, judging the cars should also be easier.

The one disappointment I have found is with the Modified Division. The judging rules are essentially the same with changes in the "points awarded" category only. However, one of the modified classes has been eliminated. Once again it seems as though the modified cars have been placed "on the back burner". Through the years numerous modified owners have made suggestions to help improve their classes as have stock owners. The two most common suggestions have been to allow the placement of one or two mirrors under the modified cars to aid the judges in looking for undercarriage modifications and to discreetly display a listing of all modifications made on a car to aid the judges in locating the modifications. You have to remember that modified cars are awarded points for each modification; if the judges overlook several modifications, fewer points are

awarded which can, of course, result in a car losing out entirely. And unfortunately it is very easy to overlook some modifications. These two changes seem to be worthwhile and easy to implement, but so far none of the national head judges have bothered to take action.

The stock classes receive most of the attention, which is as it should be, but the modified cars deserve attention, too. Whether or not you personally care for modified Mustangs, I think you will agree that some of the cars are engineering wonders. There are some very beautiful modified cars in our club and believe me, their owners are as proud of those cars as you are your stock car. Now that the stock rules have been somewhat fine tuned, perhaps more attention can be given to the modified cars in the near future.

The overall judging rules picture is very impressive. The Rules Committee worked extremely hard on the 1987 rules and are to be commended. Believe me, these folks are dedicated. One of our members went to the trouble and expense of flying from California to Atlanta to serve on the Rules Committee!

The new judging rules are included in this issue, so be sure to read them carefully and keep the issue handy for future reference. (Rule books should be available in the very near future.) After reading these rules, I'm really glad my car is in the Retired Division!

Teresa



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