

## Numerous Changes Proposed At 1992 Judges Meeting

This year's National Judges' Meeting, held in Tulsa, OK in early November, was a great success.

More than 80 MCA members from 22 states showed up in Tulsa to discuss MCA's National Judging Rules for the 1993-94 Show Season.

One of the first members to speak at the meeting was a man from California, who expressed his gratitude for the fact that MCA had chosen a central location for the 1992 meeting.

I can't say enough about the hospitality of the Green Country Mustang Club of Tulsa, the regional group which served as host for the meeting. This club did a tremendous job for us and they deserve the highest praise for their cooperation and planning. And, to top it all off, the Green Country Mustangers fed everyone a really great dinner Saturday evening after the meeting was adjourned.

We began our day's work about 8:30 Saturday morning and were able to complete the rules revisions in a single day. A number of changes and clarifications were proposed, and these were to be presented to the Board of Directors at its November meeting.

A complete recap of the judges' meeting will be included in the January issue of *The Mustang Times*, and a revised 1993-94 Judging Rules Book will be completed in time for MCA's first 1993 National Show scheduled for Pensacola, FL in March.

I want to thank all those who participated in the judges' meeting for their interest and concern. I think we'll have an excellent set of rules to use for the next two years.

Some of the topics of discussion and suggested changes:

★ After much debate, those at the judges' meeting agreed to deduct five points under authenticity for undercoated cars. The group recommended that be increased to 10 points in two years. Many people at the meeting wanted even higher points deductions, but the majority agreed that five points would not take a car out of competition.

★ It was recommended that the Street Driven class be expanded for 1964½-83 cars. This class will be divided into Street Driven and Daily Driven. The feeling of those at the meeting was that some cars are close to concours and are driven occasionally, while others are true daily drivers. This change is expected to make those with daily drivers more competitive.

★ All Concours class cars must have positive battery cables with the correct Ford numbers and markings, according to the wishes of those at the meeting.

★ There was a great deal of discussion about reproduction ID



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MCA National  
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tags. Those at the meeting decided that no points would be deducted for those having reproduction tags, but MCA continues to urge all members to use original ID tags whenever possible.

★ It was also recommended that we add a Late Model Trailered Class for all Mustangs (including Saleens, McLarens, etc.). This will apply to 1984-1991 models.

★ The group suggested that all trailered cars (1964½-83) have the option of being teched once a year. This would mean no more waiting in tech lines at national shows. There will be a \$15 annual tech fee and the technical inspection would be performed by the National Head Judge or his designated representative.

There were, of course, numerous other items discussed by the group, and additional details will be included in future issues of *The Mustang Times*. But the meeting was an unqualified success and I was particularly pleased that we had representation from all geographic sections of the country in Tulsa to debate MCA's rules. There were also many members in attendance who were not certified or Gold Card Judges, and their opinions added a great deal to the debate.

Again, my sincere appreciation to the Green Country Mustangers for hosting the 1992 Judges' Meeting and for an unbelievable job of making everyone in attendance feel comfortable and welcomed.



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