

Well, summer is finally here and that means the show season is upon us once again. By the time you read this in early June, we will have already visited two National shows. The Gulf Coast Regional Mustang Club hosted the first one of the year in Pensacola, Florida, and the Old Pueblo Mustang Club treated us to the second one in beautiful Tucson, Arizona. A big thank you to all who participated in, attended, organized, and hosted these two great shows. This month it is off to Dearborn, the birthplace of the Mustang for our third National of the year. And just think, we are only halfway through the season at this point!

As the publisher of Mustang Times, I was hoping to get out again this year and meet many of you at these shows throughout the year. I have enjoyed looking at the cars, swapping stories, meeting new friends, and renewing old acquaintances with others. This year I will have less of an opportunity to see you at these shows - my wife, Linda, and I are expecting our second son in July. And even though I will not have many opportunities to talk to you at the shows, I would like to communicate with you through MCA. I was swamped with E-mails and letters in response to my comments in the January Publisher's Corner concerning Ford versus Chevy and the horsepower situation. Many of your letters were reprinted in the April issue. I love getting mail from the membership. Please continue to correspond with us here at Mustang Times.

We realize that this magazine represents a portion of what the Mustang Club of America means to you. Throughout the years we have had many memorable stories and articles submitted by the membership in general. I encourage you to take a few minutes to

write to us. Whether it is a quick hello, photos and notes about your Mustang, or a Mustang related story that you would like to submit for possible publication, we love hearing from you.

Big things continue to happen with the magazine. If all things proceed as planned at the time of this writing, you will see a full page color ad from Ford on the back cover of this month's issue. This represents a landmark for the Club and the magazine.

"While many are predicting gloom and doom for the future of Mustang, I am confidently excited about what the future holds for the greatest pony car in the world"

First, we now visually have the support from Ford that has eluded us for a long time. (Full page ads from Ford have been sporadic at best in the past.) There are some executives within Ford who are now receiving our magazine each month delivered straight to their desk. And they are reading it and like what they see. I know that because some have taken the time to write to MCA and tell us that.

Second, with an enduring enough advertising commitment, we may be able to do even more with Mustang Times, such as additional color. And no one will argue with what a significant difference six interior color pages has made for this publication. To

those of you within Ford who helped this become a reality, our thanks to you. And to the membership in general, let's do some speculative "reading between the lines."

There has been much printed recently about how our Mustang may have a limited future, due in part to somewhat soft sales and the ever-increasing sales of sport utility vehicles (SUVs) and trucks. Maybe we can take this show of support for MCA from Ford as an understated omen that this corporation is embracing those who have loyally supported the Mustang over the years. And we all know of whom I am speaking - it is *you*, the MCA members. While many are predicting gloom and doom for the future of Mustang, I am confidently excited about what the future holds for the greatest pony car in the world. A fresh and aggressive body restyling is due in 1999, along with rumors of independent rear suspension on Cobras, possibly the insertion of a 5.4 liter power plant, formal recognition by Ford of the 35th anniversary of Mustang, perhaps a special, limited edition 35th anniversary Mustang, sales that outpace its GM competitor at a rate of two to one, and who knows what else. I have even heard of a platform change in 2002. The point is this: the future looks bright for the Mustang. If we keep buying, driving, restoring, and showing our Mustangs and Ford continues to have strong support in this market segment, we will continue to see new Mustangs for many more years.

In 15 years, my three-year-old son will turn 18. I hope I can drive my 20-year-old classic "30th anniversary" 1994 Mustang down to my Ford dealer and buy Jacob a brand new 50th anniversary Mustang for his graduation present. I like how that sounds.