

*Note: Many participants in car shows have expressed an interest in the Mustang Club of America (MCA). The guidelines that determine how GCCM cars are judged are from the 40 plus years of expertise to develop the MCA rules. Your judges today have received extensive training and certification from the MCA. Each car show determines the guidelines for judging, so it is in the best interest of owners to have consistency in the judging methods. The rules for Modified Mustangs have recently been revised. For those owners who are interested in having their cars judged by the modifications, we offer an abbreviated look at the MCA Modified Rules.*

## **MODIFIED MUSTANG RULES**

- 1.** Modified Mustangs are those that have been changed from Ford factory original, including but not limited to, sheet metal, paint, engine, interior, trunk and undercarriage.
- 2.** All class entries must be titled as Mustangs and have a Ford drive train.
- 3.** Modified Mustangs are judged primarily for quality of workmanship, condition and cleanliness, not authenticity.
- 4.** Modifications are a part or alteration that was NOT available as a Ford factory or dealer installed option, except for the Cloned cars.
- 5.** Determination will be made at the time of classification at each show if a Modified Mustang will be placed in modified class.
- 6.** List of Modifications: All entries in the Modified Classes are required to provide the Judging Team with a list of the car's modifications. 10 points are awarded for a well prepared, typed list. Listing the modifications under the categories judged, Exterior, Interior, Trunk/Hatch, Engine Compartment and Undercarriage, is recommended. A legible hand written list, prepared at the time of judging will be accepted, but it will be awarded only 5 points. The list must not define the classification of or points awarded for each modification. This is determined by the Judge Team. The list also must not show the cost of each modification.
- 8.** Determination will be made at the time of classification at each show if a modified Mustang will be placed in a modified class.

## MODIFICATIONS - DEFINED

**Simple Modification:** Simple dress and trim parts that are snapped, pressed or twisted on and require no special fasteners or hardware for attachment, and are generally replacing parts easily removed in a like manner. Each modification would be worth 1 point.

**Examples:** Dress and trim items such as nut covers, filler caps, reservoir caps, trim bezels, knobs, handles and emblems, also after-market floor mats, trunk mats and head rest wraps. Note: this is not an all-inclusive list.

**Minor Modification:** Minor bolt on parts that require no extensive disassembly, no cutting of metal, no splicing of wires, any drilling attachment holes or structural alteration. Each modification would be worth 3 points.

**Examples:** Valve covers, bolt on air-cleaner, non-factory wheels, chrome exhaust tips, aftermarket steering wheels. Note: not an all-inclusive list.

**Intermediate Modification:** Bolt on parts or accessories that require basic disassembly, with metal trimming of metal, wire splicing or drilling of attachment holes but no structural alterations. Each modification would be worth 5 points.

**Examples:** Aftermarket intakes, heads, headers, carburetors, cold air kits, gauges, stereos, bolt- on braces, spoilers, hoods, scoops or custom trunk carpet. Note: this is not an all-inclusive list.

**Major Modification:** Modifications that require extensive disassembly, extensive cutting and welding of metal or extensive wire splicing or wire rerouting, structural alteration custom fabricated parts and parts or items that require welding for attachment. Each modification will be worth 8 points.

**Examples:** Molded in body parts, welded in roll cages, welded in sub-frame connectors or other sheet metal, removed structural parts like shock towers. Install a Mustang II style front suspension in first generation Mustangs, installing later generation EFI drive train in first generation Mustang or installing EFI components in non-EFI fox chassis Mustangs. Installing a supercharger or turbo charger(s) to Mustang engines not originally equipped with supercharger/turbocharger. Note: this is not an all-inclusive list.