

Modified Division Scoring

The 1997 MCA National show season has come to a close and it would seem the quality of cars just gets better and better with each show season. This past year saw a few major changes to the modified class in judging with good participation at all shows. The changes that were made placed a greater emphasis on workmanship, condition, and cleanliness. The resulting awards showed this class can be successfully judged in this manner. Throughout the season, cars with less quality but perhaps with greater modifications scored lower than cars who placed greater emphasis on quality and fewer modifications. These changes are the first step in bringing to the modified class more prestige and fairer judging. However, the class could still use greater improvement in the scoring method.

During the early years of MCA competition, if there were only one or two cars entered in a class those Mustangs were assured a first and second place award regardless of their final score. It did not take many years of competition before judging officials noticed that in many cases an entry that really did not merit a first, second, or even a third place finish was leaving a show with an award that did not reflect the quality of a National show. In order to alleviate this situation MCA officials began to require a minimum point standard to win an award. This went a long way to not only make winning a National show award very prestigious, it also helped to improve the quality of restorations. This same situation has been happening in the modified classes for many years and I feel that it takes away much of the prestige that winning an award at a MCA National or Grand National show should have. The first step in bringing this class forward, and making sure that all entries that deserve recognition receive it, would be to require a minimum point standard. This would go a

long way in bringing modified classes in line with other divisions.

MCA achieved great success with the points standard. Their next step was to add a Gold, Silver, and Bronze scoring method. This type of award came into usage when the quality of Mustangs in competition became so great that you had deserving cars not receiving any award. People were being discouraged from participating at these shows simply because they were not receiving recognition for their efforts. The modified class is experiencing this same type of discouragement and there is a need for a Gold, Silver, and Bronze scoring system in this class to bring winning at the National level to the fairness and prestige it deserves.

I have done a study of how applying a minimum points standard along with Gold, Silver, and Bronze awards would change the award each entry would have received at this past year's shows. This scoring system did change the results but not drastically. In some cases, Mustangs that received a second place award under the current scoring would have received a Gold award under the proposed scoring. In other cases, entries that did not receive an award under the current scoring would have received a Bronze award. However, although uncommon, there were some entries that received an award under the current scoring that would not have received an award under the proposed scoring system. The standards that I used in this study were, for the trailered class, a standard of 94% for Gold, 87% for Silver, and 80% for Bronze. These are similar to what is now used in the Concours Division. Standards for the driven classes were 92% for Gold, 83% for Silver, and 74% for Bronze. I do not believe that these standards are too difficult. The quality of the modifications should reflect the work required in making a winning modified Mustang.

I think there needs to be an understanding of the level of effort that goes into a true National award winning Mustang. The quality of work-

manship required of a modified Mustang should be equal to that of a first place concours or thoroughbred restoration. By nature, a modified Mustang should be above assembly line quality standards. The paint should not have much, if any, orange peel, nor should there be overspray on nearby parts of the undercarriage or floor pans. The fit, gap, and alignment of the body parts should be near perfect with a better fit than what Ford produces on the assembly line. The fit, workmanship, and quality of modifications on a driven modified should be as good as a top notch driven concours car.

I feel there should be careful consideration given in changing the Modified Division to a minimum point system with a Gold, Silver, and Bronze award system. During the 1998 season I plan to conduct another study on how these systems will affect the shows. This will give a two year study of data on how a change will affect the class and help in the consideration of such a change. I would like to encourage all modified Mustang owners to participate in this year's National and Grand National events in order for there to be even greater data assembled. All of this effort is being undertaken so the modified class can receive fairer judging. While the above is just the opinion of one person, any changes to the judging of the modified class should improve the workmanship and quality of National award winning modified Mustangs and add to the prestige that is deserved. Most important of all, the changes should encourage greater participation and promote fun.

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— Editor