

**Allen,**

I just received my judging sheet from the last MCA National Show. I lost a point for not having an MCA decal on the windshield. I do have an MCA decal proudly displayed on my rear quarter window. The Division of Motor Vehicles in my state allows no stickers on the windshield other than those required by law. How can I solve this dilemma?

**Joe C.**

**Joe,**

The judges were in error in subtracting a point for your MCA decal not being on your windshield. Actually, the rules speak about the "MCA window decal" not the MCA windshield decal. As a matter of driver safety, some states, such as yours, precludes putting the decal on the windshield so it shouldn't be there on your car. We will continue to caution judges on the docking of points for placement of the MCA decal on glass other than the windshield.

**Allen Stewart**

**Judges,**

I'm not well in touch with all the various classifications. Now that I have landed my two dream Fox Mustangs I chased for 36 cumulative years, I was hoping you could shed some light on what classes they should be entered for MCA Events. I'm not sure what all the Concours, Conservator, Thoroughbred, etc... classifications really mean. Or whether they should be Occasional Driven or Trailered.

I have a 1982 GT and a 1985 GT. Both Mustangs are bone stock save for replacement Motorcraft Batteries (both original batteries are long gone unfortunately) and even include the original 27- and 24-year-old tires respectively! The '82 has 13k miles and the '85 has 15k. They are in near-mint condition, and get driven maybe 100 miles a year to local shows and cruise-ins. Beyond that, if I go to regional or long-distance events I have a trailer for them. I'm not too keen on hitting the interstate with the original rubber underneath me!

Can you give me some guidance as to which class (or classes) they would belong?

**Thanks,**

**Jason Smith**

**Jason,**

It sounds like you have a great pair of Fox-bodied Mustangs. As you describe them they should place well in MCA's Unrestored Class.

Check the Judging section of the MCA's website ([www.mustang.org](http://www.mustang.org)) to determine how well you think they would fit this class. As in all judged classes at MCA-sponsored events, workmanship and cleanliness is vi-

tally important. Owners of unrestored cars often make the mistake of repainting areas that look OK but not shiny and new. Judges would rather see original parts and panels which are cleaned well than those which have been repainted and/or replaced. Remember, however, safety is of paramount concern so replacement of worn or unsafe engine and drivetrain components is always the right way to go.

**Allen Stewart**

**Hello!**

I am in the process of doing a ground-up restoration on my '65 6-cylinder Mustang Coupe. This car was given to me for my 16<sup>th</sup> birthday in the early '90s. Over the years, the Mustang fell into pretty bad shape. After much debate on whether or not I even wanted to spend the time and money on the 6 cylinder, I decided that keeping my 16<sup>th</sup> birthday present means more to me than going out and buying just another 289 at this point in time.

Here is my question: I have decided to put the Mustang back to original and would like to make the car a "Concours Driven" category car. Since the car is SO basic, I would like to add some factory/dealership options to it to spruce it up. Would adding the following options to the car still qualify it for the "Concours Driven" class?

- Woodgrain steering wheel
- Day/Night rearview mirror
- 6000 RPM Rally Pac
- 13-inch whitewall tires

**Trent Potter**

**Hi Trent,**

While your Mustang may be low options, it certainly sounds like it is special to you, which is all that really matters! As far as adding some accessories and still being Concours correct, yes, MCA does allow them—within reason. In other words, we don't want an owner adding so many options or accessories to a car such that it becomes a misrepresentation of what might have been done by an original owner back when the car was new. Without documentation, there could be points deducted for "too many" dealer or over-the-counter options/accessories. With a '65 Mustang, keep in mind that the wood grain steering wheel became an option starting around mid-year (March '65) and was standard with the interior décor group. Assuming your Mustang had a scheduled build date some time after March of 1965, adding the deluxe wheel would be acceptable. A Day/Nite mirror was part of the Visibility Group option in 1965, which included a windshield washer system, 2-speed wipers, a remote LH exterior mirror, and the interior Day/Nite rear view mirror. Adding just

the Day/Nite mirror without the full option set could have potentially been a dealer-type added item, but most Judges would expect to see all the items for the Visibility Group. A Rally-Pac on a 6 cylinder was a somewhat rare item. Adding this should not be a problem, just be aware that the tachometer for a 6 cylinder is different. Lastly, whitewall tires are perfectly fine, just make sure they are the proper 7/8-inch-wide whitewalls for '65.

**Charles Turner**

I am confused as to what type of information is to be found on the "Battery OK" tag in the engine bay?

**Bill**

**Hi Bill,**

The battery OK tag typically will have a handwritten specific gravity reading of 1250. The date can either be hand written or ink stamped, like JUN 23, 1964. The inspector can be a variety of markings or even a unique hole punched through the tag. I usually just write my own initials in that section.

**Charles Turner**

I have a fairly stock '92 Mustang GT convertible and while it runs well I'd like to add a Paxton supercharger to boost its performance. Is that enough of a modification to qualify it to be put in a Modified Class in an MCA sponsored show?

**Leonard Shaw**

**Dear Leonard,**

The quick answer to your question is no. If you read the rules as posted on the MCA website, you will note that in order to be competitive in the Modified classes there needs to be modifications in all areas of the car; that is, interior, exterior, engine bay, trunk, and in some cases the undercarriage. Of course, in addition to tastefully done mods, quality of workmanship, condition and cleanliness are of paramount importance to MCA judges in every class. If that is the only modification you wish to make, you can still enter competitively either of the driven classes.

**Allen Stewart**

Questions for "Ask the Judges" should be sent to either of the following National Head Judges at the address below:

**Charles Turner—1<sup>st</sup> & 2<sup>nd</sup> Generation  
Allen Stewart—3<sup>rd</sup> - 5<sup>th</sup> Generation**

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