

Hi Mary Jean,

Hope all is well with you, keep up the good work on the *Mustang Times*, I enjoy every page.

I have a question for you, and I'm sure others in the club would like to know too.

What constitutes a stock Mustang and a Modified Mustang? This seems to be a gray area with the classification of the cars.

I was always under the impression that you were allowed only three modifications and still stay in a stock class.

I attended the show last summer in Ohio and found that cars that had many many modifications in the Occasional Driven class, and not in the Modified class.

Needless to say that there were many unhappy participants in those classes that I spoke too, including me.

My question is simple: Is there room for us guys that pride ourselves in keeping our Mustang Stock; what constitutes STOCK and MODIFIED?

I think this should be monitored closely at all the upcoming shows by the classification people and judges in 2009.

Thank you for your time, hope to see you this summer in North Carolina.

Joe

Joe

Thank you for your comments, I really appreciate them!

Your question was forwarded to Sharty Brown, Assistant National Head Judge for the Modified Class. I felt he would be the best person to address your concerns. Please refer to his answer and I will see you in North Carolina this summer!

-mj

Hi Joe,

To begin with, the Occasional Driven classes are not judged for authenticity but only on cleanliness, workmanship and condition. The car could be 100-percent stock and it would have no advantage over the car that has some non-stock parts or modifications; the modified car has no advantage either. Likewise, if the Modified car's workmanship, on the modification, is poor then it would have points deducted for the poor workmanship.

The Occasional Driven classes are intended for Mustangs that are mostly stock and not modified significantly. The overall magnitude of the modifications, not the number, is what determines if a car will be placed in the Modified class. The thought of a certain number of modifications and you would automatically go into a Modified Class is actually a guideline—not a hard number. The classification personnel have to take a look at the modifications as a whole and not just an arbitrary number. An individual car could have three simple modifications like a cold air kit, chrome valve covers, and different wheels and tires and it would not even be close to being competitive in the modified class. For Mustang Club of America definitions of what is a simple, minor, and major modification, visit the MCA website. In the judging section, look under Modified Rules for the definitions and basic examples.

Owners who have truly stock Mustangs with all of the correct factory parts, including replaceable items like

battery, oil filter, belts and hoses, should consider, if the car is ten-years-old or older, showing in the Concours Driven classes.

Even in the Concours Classes, close to 50-percent of the points are for cleanliness, workmanship, and condition. It is no more difficult to compete and win in the Concours Classes than in Occasional Driven. All you have to have is a clean car, workmanship equal to what the factory did, overall good condition, and most all of the correct factory or Ford service parts and the car should be able to win at least a Bronze or Silver or maybe even Gold.

Remember Concours cars are scored against a standard while the Occasional Driven classes are not. The Occasional Driven Class winners are determined by the top three scores, excluding ties, so competition is usually very tough.

Thanks and I hope this helps.

Regards,

R. Sharty Brown

Assistant National Head Judge
Modified Class

We would like to hear what's on your mind.

Send your letters via e-mail to:
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