

# BUILDING A MODIFIED

## Building A Modified?

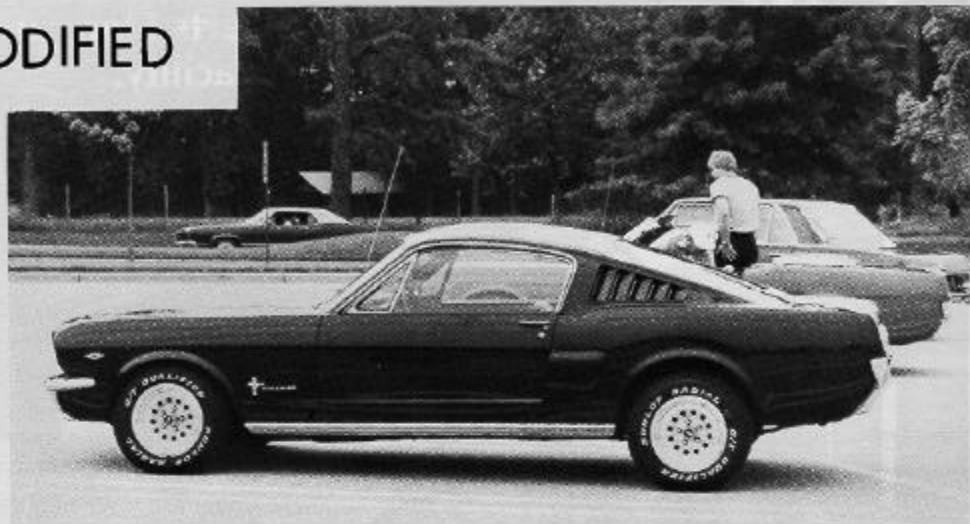
If you are considering building a modified Mustang proper planning can be most helpful especially if you intend on showing your car in a MCA show. Our rules were written so that a person could build a car to compete in the class that he or she has chosen. Modified classes start with the Street Class which generally contains cars that have after-market tires and wheels and various bolt on items such as sunroofs, chrome breathers, valve covers, air shocks, exotic stereo systems, and bolt on spoilers just to name a few. All year models and body styles have the same possibilities for modification so each class is open to all cars and only the extent of the modification so each class is open to all cars and only the extent of the modifications affect what class the car will actually compete in.

The step up from the Street Class is the Conservative Class. This class contains cars that are more extensively modified than those in the Street Class. These more extensive modifications could include molded spoilers rather than the bolt-on type, a custom interior and thousands of other possibilities.

Probably the one thing that attracts most people to the modified class is the chance to build a car that suits their own personal taste rather than build a stock car that looks like everybody else's. Also when modifying a car the ideas are endless and probably limited more by cost than by anything else. Wheels, tires, paint schemes, raising or lowering the car, headlights, grilles, and taillights are all areas that can be changed.

The third class is the Radical Class and cars that fit into this category are just that — Radical — cars like the Mustang pick-up and the station wagon any many other possibilities. Extensive body work is probably what sets most of the radical entries apart from the others.

Again, if you are planning to build a car for show a good place to start is to determine what class you prefer to compete in. After you choose the class you should compare the major changes you propose to make against the clas-



### MODIFIED CLASS CLASSIFICATION SHEET

Car Number \_\_\_\_\_ Year \_\_\_\_\_ Model \_\_\_\_\_

These points are for classification purposes only and are not to be added to any judging sheet.

	Possible Points	Points Awarded
a. Wheels (other than stock)	5	_____
b. Paint (color change)	5	_____
c. Custom Paint	11	_____
d. Fender Flairs	10	_____
e. Bolt-on Hood Scoops	6	_____
f. Molded Hood Scoops	11	_____
g. Bolt-on Spoilers	6	_____
h. Molded Spoilers	11	_____
i. Structure Change	36	_____
j. Interior Change (color change)	4	_____
k. Custom Interior	19	_____
l. Minor Engine (Ford engine - chrome, etc.)	8	_____
m. Major Engine (large block Ford in 1965-66)	19	_____
Total Points Awarded		=====

Car Classified:

Street (10-34 Points) \_\_\_\_\_

Conservative (35-69 Points) \_\_\_\_\_

Radical (70 Points or above) \_\_\_\_\_

sification page of the judging sheet to make sure the car falls into the proper class. The sheet is used only for classification and the car either qualifies for the points in each category or it does not. The trick to building a competitive modified is to try and build a car that is at the very top of its class without crossing the line and jumping into a higher class. From here you pick up points for all the modifications you have done to the car. Engine compartment, interior, trunk, front of car, rear of car, top, underneath and so on. Then each modification earns points on the degree of difficulty and the quality of the work done. The car starts off with 0 points and earns points for the modifications that have been made. A car with a completely stock interior would not receive any points on the interior section of the judging sheet because nothing was done to change it. The car with the highest total points wins in each of the three classes.

