

UNDERSTANDING MCA JUDGING RULES

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Shortly after the Mustang Club of America was founded, the need for a set of guidelines for restoring and judging classic Mustangs arose. The decision to concours judge at MCA sanctioned shows was made because popular choice judging did not encourage the attention to detail and originality on which the MCA was based.

There is no easy way to restore and judge classic Mustangs, or any other classic. The MCA Judging Rule Committee started the process in the mid 1970's, and over the years the judging classes and rules have been fine tuned to their present form.

The MCA Judging Rules are published in the *Mustang Times* each February so each member will be aware of the latest changes in classes and rules. This practice has helped the MCA attain its current state of keen competition in all classes.

The 1985 Judging Rules are for the most part a copy of the 1984 rules with some revisions. First, the Best of Show award has been deleted. Second, the Junior Unrestored Class has been broken down to allow for more even competition.

Every MCA member should read through the 1985 Judging Rules. It is important for all show participants be familiar with these rules. Most of the problems which arise from competition in an MCA sanctioned show are a matter of interpretation of these rules, so it is important that competitors be as familiar with these rules as the MCA judges. Because these rules were written to include Mustangs from 1964½ to 1973 it is difficult to be specific in all cases. The rules are aimed at 99.9% of the Mustangs Ford Motor Company produced, and for judging purposes the MCA cannot make exceptions for the 1/10th of 1% of the Mustangs that are different.

The following examples should help make the rules more meaningful. Relating Judging Sheets to the Judging Rules should help. Judging Sheets are actually short questions taken directly from the rules.

Figure 1 is a Stock Engine Compartment Judging Sheet. Compare this Judging Sheet to the Judging Rules, Stock Class, Rule 1-A. A Ford battery is required, and it must be mounted in the original position with appropriate carrier and attaching parts. Any correct size Ford, Autolite, Motorcraft, or Rotunda battery is acceptable. A look at the Judging Sheet will show how many points are to be deducted for an incorrect battery. In this instance, if the attaching parts were correct but the battery was a Die-Hard, one point would be deducted from the score, and the judge would make a brief notation explaining the deduction. This is an example of an "acceptable replacement" rule.

The next example, however, is not as lenient toward Genuine Ford Replacement Parts. Rule 1-F deals with the ignition coil. The rule states the coil must be genuine Ford, painted black, in the original location with proper brackets, AND it must have an unpainted yellow ceramic top. In this case the current Ford replacement part would not be acceptable because it has a black top. The yellow ceramic top coils have not been available for many years. As a result, this rule could be looked on as needing to be updated in the future.

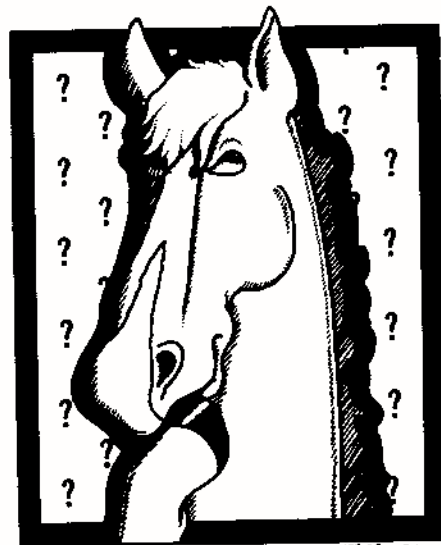
The third example, Rule 1-I, has caused many misunderstandings due to the interpretation of the term "natural". In this case natural means the natural color of the metal from which the fender bolts were made. "Natural" could mean any color from near black to near silver. The important aspect of this rule is that the fender bolts

should not be painted any color. The common practice for MCA judging is to bead blast or wire brush the bolts clean, then apply a thin coat of clear satin spray to prevent rust. Note that inner panel fender bolts must be painted.

Hopefully these examples will help familiarize all MCA members with the Judging Rules. It takes a combination of research, craftsmanship, and use of these rules as guidelines to remain competitive in the MCA today.

The Mustang Club of America is justly proud of its Judging Rules. These rules have set a high standard of nationwide competition. Most Mustangs competing today are superior in detailing to the Mustangs Ford Motor Company sold from 1964 to 1973. This is an achievement all MCA members can take pride in!

(In upcoming issues of the Times we will publish articles on how to become a MCA Certified Judge, as well as answering some specific judging questions. — Editor)



Miller 84

STOCK ENGINE COMPARTMENT

Car Number E-26 Year 66 Model 2+2

	Required Deduction	Points Deducted
BATTERY		
Not appropriate carrier and attaching parts	1	
Not Ford Battery	1	1 - <i>Seau Battery</i>
Starter Solenoid and Battery Cables not as stated in rules	1	
Generator/Alternator not as stated in rules	2	
Voltage Regulator not as stated in rules	2	
DISTRIBUTOR		
Distributor and Cap not as stated in rules	2	
Spark Plug Wires, attaching parts not as in rules	1	
Coil not as stated in rules	1	1 - <i>Black Top Coil</i>
Wiring not as stated in rules	2	
Horns not as stated in rules	1	
Bolts in Fenders and Inner Panels not as stated in rules	2	1 - <i>Fender Bolts Painted</i>
Oil Filter not as stated in rules	1	
Fuel Lines not as stated in rules	1	
Carburetor not as stated in rules	4	
Air Cleaner not as stated in rules	4	
Fuel Pump not as stated in rules	1	
COOLING SYSTEM		
Radiator, Hoses, and Clamps not as stated in rules	5	
Heater Hoses and Clamps not as stated in rules	2	
Hood Release and Latches not as stated in rules	1	
Master Cylinder not as stated in rules	1	
Windshield Washer Assembly not as stated in rules	1	
MAJOR ENGINE COMPONENTS		
Firewall, Inner Fenders other than semi-gloss black	4	
Underhood not color of car exterior	2	
Does not have undercoating on firewall	1	
Hood Hinges not natural	1	
Improper Decals	2	
Steering Column not proper color	1	
STOCK ENGINE COMPARTMENT		
Improper Color on engine components to be painted	4	
Improper Color on engine components to be natural	2	
Point Deductions for items not proper or original (other than above items)	8	
TOTAL POINTS DEDUCTED		<u>3</u>

FIGURE 1