

Modified Class (Green Ribbon)

INTRODUCTION:

The Modified Class recognizes those members who appreciate the Model A Ford, but prefer to make changes that may improve the safety, comfort, convenience, serviceability, mechanical reliability, and performance of the standard Model A. Vehicles in the Modified Class include:

- 1) “stock bodied” vehicles that are registered for street use, and
- 2) “open-wheeled” (no or limited fenders) era-type speedsters or race track vehicles.

JUDGING PHILOSOPHY:

The intent is to follow *the Model A Restoration Guidelines & Judging Standards* (Guidelines) for all components that are not modified. The *Guidelines* become less comprehensive when judging each modification. It is important to consider the authenticity of (era) materials, quality of workmanship, cleanliness, condition, installation, and working order (if applicable) of the modified components.

JUDGING REQUIREMENTS:

The Modified Class vehicles allow for greater alterations than the Touring Class vehicles, but some limitations apply: 1) Replica cars (vehicles) will not be judged in this category, and 2) the Model A body cannot be chopped or channeled.

Modified Class vehicles must have an original Model A frame and a Model A, B or G-28 engine block. *Vehicles without these two mandatory requirements will not be judged.*

All vehicles must complete the Start and Idle requirement and pass the equipment operation (working order) to identify possible safety concerns.

Modifications to the Model A are limited to era components from 1928-1939. Only era speed equipment is acceptable. Safety components, like hydraulic brakes, are allowed up to 1948 for adaptability. Vehicles that are deemed to have a more “modern” replacement may enter judging but will receive 0 points for those components. Examples would be electric fans, Weber carburetors, and fiberglass parts. Convenience and safety items such as turn signal indicators, seat belts, gauges, fuses, radios, etc. will receive no point deductions.

Model A tools/tool kit are not required for judging in this class.

Vehicles must have a *minimum* of 5 modifications from the items listed below:

- 1) Model A, B, or G-28 engine block
- 2) Float-a-motor engine mounts
- 3) Front engine mount
- 4) Basic chassis shall remain Model A
- 5) Carburetor (up draft or down draft/single or dual era).
- 6) Intake manifold (up draft or down draft/single or dual era)
- 7) Fuel pump (mechanical or electrical)
- 8) Fan and hub (belt driven) that is water pump mounted.

Electric fans will receive 0 points

- 9) Exhaust manifold heater
- 10) Exhaust manifold headers
- 11) Oil, fuel and/or air filters
- 12) Modified engine lubrication systems
- 13) Aftermarket or modified ignition/distributor system
- 14) Modified electrical system (i.e. 12-Volt conversion and/or alternator, Halogen/seal beam headlights behind Model A

lenses)

15) Any non-stock era head, originally designed for an A, B, or C block (finned, aluminum, overhead, or any pre-war head of a non-Ford manufacturer, such as Cyclone, Chevrolet, Miller, etc.)

16) Era radiators - Pressurized systems are acceptable

17) Modified steering box, with original style column

18) Era transmission through 1939. Automatic 4 or 5 speed transmissions will receive 0 points

19) Overdrive (torque tube type)

20) Era rear axles through 1939, including Columbia rear-end

21) Hydraulic brakes through 1948

22) Hydraulic or friction type shocks only. Tube type will receive 0 points

23) Era wheels through 1935; including wire, wood-spokes, disc, “jumbo”, etc.

24) Rubber valve stems

25) Accessory horn or whistle

26) All body parts shall be metal. Fiberglass components will receive 0 points

27) Paint color must be a Model A color, but need not conform to original factory combinations for body styles. Metallic paint will receive 0 points, and all splash aprons/fenders must be black; except for motorcycle fenders on “open-wheeled” speedsters.

28) Upholstery must remain original style with seats appropriate for body style. Era type material must also be used. ZERO points will be awarded if material is not appropriate for body style.

SCORE SHEETS

The scoring system for Modified Class initially started with a 400 points system. In May 2012 it was changed to 500 points, which is more closely aligned with judging for the Restored, Original, and Touring Classes. The 500 point system has been updated in April 2017 and is

based on 23 judging areas combined into 6 categories on the scoring sheets. This class does not judge tools (Area 17) and includes a unique, extra category based on the vehicle “stance and appearance”.

The Modified scoring sheets are included in this area and are in the MAFCA Model A Judging Procedures Manual.

AWARDS

Awards are given out in a reverse sequence at the event Awards Banquet, starting with 3rd place through Modified, Touring, Original, and last Blue Ribbon. The final award is the “Best of Show”. Trophies and/or awards for Modified Class are provided by the host of this event. *The Best of Show and Award of Excellence medallions are not applicable to this class.*

The awards for the Modified Class are based on scores of:

- 400 to 500 points for First place
 - 375 to 399 points for Second place
 - 325 to 374 points for Third place
- Below 325 points, a green Participation ribbon or plaque is given.

ACKNOWLEDGEMENTS:

The development of the Modified Class is the result of the efforts of a number of men and women since the 1990’s. These dedicated individuals studied the materials and techniques used in the 1930’s by early automotive enthusiasts who wanted to improve upon the design of the Model A Ford. We wish to recognize those individuals who have provided guidance and input to the Modified Class, including: Jim Brierley, Ron Mosher, Steve Breiting, Keith Clark, Bill Cote, Stanley Braden, Patti Jones, Sam Bernhardt, Derek Thomason, and Alex Janke.

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