6) Intake manifold (up draft or down draft/single or dual era).
7) Fuel pump (mechanical or electric).
8) Fan and hub (belt driven) that is water pump mounted. Electric fan will receive 0 points.
9) Exhaust manifold heater.
10) Exhaust manifold header.
11) Oil, fuel and/or air filters.
12) Modified engine lubrication system.
13) Aftermarket or modified ignition/distributor system.
14) Modified electrical system (i.e. 12-Volt conversion and/or alternator, Halogen/seal beam Head lights 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 radiator - 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 axle through 1939, including Columbia rear-end.
21) Hydraulic brakes through 1948.
22) Hydraulic or friction type shocks only. No tube type.
23) Era wheels through 1935; including wire, wood-spokes, disc, "jumbo", etc.
24) Rubber valve stems.
25) Accessory horn or whistle.
26) Model A body cannot be chopped or channeled. Era type "open wheeled" speedsters ar acceptable.
27) All body parts shall be metal to receive full points. Fiberglass components will receive 0 points.
28) 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 and fenders must be black; except for motorcycle fenders on speedsters.
29) Upholstery must remain original style with seats appropriate for body style. Era type material must also be used. 0 points will be awarded if material is not appropriate for body style.

Judging the Modified Class vehicles follows the Guidelines for all components that are not modified. The *Guidelines* become less comprehensive when judging each modification, and points are based on quality, authenticity (era), installation of components and cleanliness. The intent is to keep as close as possible to the *Guidelines* for components that are not modified. A special scoring process is based on 23 judging areas, and 500 points (see the MAFCA Model A Judging Procedures Manual).

The award breakout for the Modified Class is the same as all other judged classes. Awards 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 Participation ribbon or plaque is given.

The Best of Show and Award of Excellence trophies are not applicable to this class.

JUDGING PROCEDURE

Beginning in 1995, MAFCA began Regional and Divisional Meets in odd numbered years to encourage more participation in showing vehicles and provide judges in other geographical areas the opportunity to judge according to the *Guidelines*. Under the following conditions, those participating in the judging process will receive credit for advancement with certain limitations.

- The meet is a MAFCA sanctioned meet and judging is done according to the *Guidelines.*
- The Chief Judge is a Master Judge.
- Team Captains must be Senior or Master Judges.
- A minimum of 15 vehicles must be entered for judging.
- The Chief Judge or Team Captains must verify satisfactory participation of judging team members.

DEFINITION OF DATES AND BODY TYPES

The definition of dates is an important concept that helps to define the uniformity necessary to judge Model A's fairly and consistently as well at to provide the necessary time frame information to aid in producing an authentic restoration. The authors are well aware of deviations resulting from parts availability, regional variations in assembly practices and the whims of assembly workers, parts suppliers or dealers. For this reason in judging, it must be assumed that all Model A's were identical within the limits specified in these pages. Variations, while interesting to some and very important to others, must necessarily lose points in judging. Any calendar date specified in the *Guidelines* is the earliest for which a part or design is acceptable. It will also be acceptable to use the pre-existing part for two (2) months after that date on vehicles and six (6) months on AA commercial vehicles. This is based on the lag time between drawing preparation and actual production use and Ford's policy of using up superseded parts first. Frequently, the apparent absence of specific available evidence has led to developing the following date policies that shall be observed in all judging: