

Mopar Nationals Quick Guide to proper Vehicle Category Assignment & Helpful Judging tips

Mopar Nationals philosophy on judging cars is a point deduction method. Rather than awarding points



which can lead to easier addition errors, each area of the vehicle is assigned a point total. The specific items for the Judges to review are listed along with the assigned point total for each aspect of the vehicle. The Judge will inspect and evaluate the various items listed and decide if a value of point(s) should be deducted based on originality, condition and cleanliness. This also helps prompt the judge to make sure no item is missed during the process. For those classes where originality is not a Judging character, the condition, cleanliness and attention to detail is evaluated. The number of modifications, the level of fabrication and the creativeness of the

modification(s) are evaluated and assigned points. Mopar Nationals employs a Judging team concept where at least two Judges review each vehicle. Mopar Nationals assigns each Judge to a classification where they have an in-depth knowledge of the vehicles in the class. These same judges will judge every car in the classification, which enables a more level/fair judging evaluation. Different judges have slightly differing opinions on the amount of proper point deductions to make, so using the same judges for each car in the classification eliminates this variations.

Owners are asked to leave the Judges alone during the judging of their vehicle. Interruptions during the judging process can cause the judges to lose concentration. The judges will be willing to discuss your deductions "briefly" after they have completed the judging of your vehicle. With the number of vehicles in the class, there unfortunately is not enough time to do a detailed discussion on each item. They will be willing to discuss the more major highlights of improvements that can be made though. Make sure your vehicle is open, i.e., doors unlocked, hood raised, trunk opened. Any specific areas you want to bring out to the Judge (especially Modified & Pro-Street entries), please supply a one sheet page laid on your driver's seat or driver's floor area. The Judge will read the document and note the highlighted parts of your vehicles presentation.

The Mopar Nationals Judging Categories listed below go in a descending order, first starting with a 100% Original car, then each class below represents a categorization of the modifications made to the vehicle that move it away from original. *It should be noted. A lot of cars will fall between categories. There is no way possible to have a classification for every car entered, as the level of modifications varies greatly between each car. The owner should read the category description and place the vehicle in the category that best represents their vehicle. Having a modification as listed will usually determine the category.*

Original – This is the easiest class for an owner to categorize their vehicle. This class is for vehicles that are 100% or as close as possible to the way the car came from the factory. Everything from paint color, interior color and trim level, etc.. This would include even maintenance items like tires, battery, headlamps, belts, hoses and clamps. The closer to vehicle is to original condition, the less points that will be deducted.

Senior – This classification is for Original vehicles only that took first place at the previous Mopar Nationals or the year before. (**required** if last year winner, optional for prior years). Once a vehicle is awarded a first place in a classification, the next year, if the vehicle is entered into the show, it has to go into the Senior classification. This serves a number of purposes. It allows the other cars in the classification the chance to move up in rankings, especially if they have corrected items that had deductions from the previous year and it offers the owner a next level in competition. The Senior class employs a higher level of scrutiny by the judges, in regards to additional areas of the vehicle and originality of the parts. Obviously the related point totals are higher. Items that are not judged in the

regular Original category are looked at in this classification. This adds to the time required to judge this class and thereby the increase in registration fees. This class also offers the ability of the owner to discuss with the judge all the aspects of the vehicle that lost points after the Judging process is completed.

Clone – This category is also easy for the owner to decide on. This is a vehicle that looks almost 100% like an original car, but is not a “numbers matching” or Model level matching vehicle. An example would be a Dodge Challenger 318 that has been restored into a 440 Challenger R/T. The vehicle looks identical to a production version of the car, but its VIN, Body Code tag, and other documentation do not support that model. Vehicle paint color and interior color/trim level changes are allowed as sometimes those are actually required to 100% duplicate the model.

Street – The Street category is taking a 100% Original vehicle as produced from the factory and adding some “bolt on” modifications that were or are popular. This would include; Mag rims, alternate tire size or manufacturer but close to the original size, chrome components under hood (i.e. valve covers, air cleaner, hood springs, brackets), headers & exhaust system, exhaust tips. Interior changes could be tachometer on steering column, additional gages, aftermarket radio and/or speakers, chromed items. Not all of these items are required to be changed. This just lists some of the items that would move an original vehicle into this category. This category was formed due to the high number of vehicles that are not restored to factory appearance, but are more reflective of what the owner desires. The amount of modifications to the vehicle would increase point deductions in an Original Category to a level that would not allow a vehicle to score well within that category. Besides, there are many original vehicles that look much more “era” correct with these modifications. The addition of a hood scoop or wing would move the car into modified.



Modified – This category is for vehicles that have been modified beyond the simple bolt-ons. They have paint color or style changes (flames, paint graphics, stripes), addition of hood scoops or spoilers, wide rim/tire combinations in the rear and skinny in front. Engine/Transmission CID changes. Intake manifolds (Tunnel Rams/Blowers may cause vehicle to move to Pro-Street), Heads, Exhaust, Braided lines. Interior changes to seats, material/color, roll bar, custom grille, etc.,.



Pro Street – This category is for vehicles that have been modified to the extreme level. This would include widening of the rear wheel wells or tubing, frame changes, suspension changes, turbo & super charging, tunnel rams through the hood, graphic paint schemes and paint colors, roll cage.



Street Rod – This category is pretty self knowing. The vehicle is an older model (1920's – 1950's) with a newer drive train. Open wheel or closed. Rat Roadsters would be classified here and depending on the number of entries might be broken out into a separate classification under this category.

Young Gun – A category for the young Mopar Enthusiast. There is an Original or Modified category. The age group is for those 15 – 25 years old. The vehicle if Original must be restored and at least 10 years old (2000 or older). Modified vehicles can be current or older (2010 or older). The restoration or modifications must have been mainly done by the “Young Gun” with only “some” help from the parent(s)/guardian. A special area will be reserved for these entrants as well as coverage in Mopar Muscle Magazine

OEM Certification™ - Prior Approval required, Completely Original vehicles only. This is the GOLD Standard. Vehicle judged against a set standard for all components. Vehicle documentation can add additional points. Every part is evaluated for originality, condition and cleanliness. Build dates of components must match build date of vehicle. Numbers matching. Vehicle appears like it drove off the production line. There is a common theme to “over-restore” a vehicle when completing a restoration. Surface gloss should match that of production components. Paint spray/coverage should be production level. We do not deduct points for improved paint finish on body, but will deduct points for areas painted that should not be or gloss surface does not match that of original. Paint markings should be production replicated and not based on other vehicles seen.



Note: Mopar Nationals, Inc., offers a detailed book for purchase on preparing your vehicle for Concours style Judging and OEM™ Certification.

Tips

- Cars should be as clean as possible. Obviously a majority of the vehicles are driven to the event, so as compared to an enclosed trailered vehicle it is hard to compete. Judges will take this into account and only deduct points where the dirt is real evident and should have been cleaned. Especially oil leaks etc,.
- Vehicles must have a fire extinguisher in them. They do NOT need to be mounted, but need to be present either in the interior or trunk. Points will be deducted if one is not present. This is done to encourage participants to carry one in case of a fire, someone has the means to put it out before the damage is expensive.
- Make sure your vehicle is mechanically working. A number of mechanical checks are performed and those lost points can be the difference between 1st and 2nd place.
- Use proper Hose clamps for your Make, Model and Year if your in an original class.
- Have your engine painted the correct color. There was a period in time when even Mopar was selling the wrong color paint in cans.
- Upon arrival make sure your vehicle is in the right classification. All Judging participants must sign in and pick up their Judging Packet at the Show Registration tent. Look at your Judging package you receive at registration. If your class is not right or there is a doubt, NOW IS THE TIME to correct it. See the people at Judging registration or ask to see the head Judge.
- If you must put up a small pop-up tent, it must be located behind the vehicle and **MUST** be staked.



Some of the Areas to be Judged:

EXTERIOR/TOP

Body Color Matches Fender Tag
Body Paint
Fenders, Doors, Deck lid (straight)
Front & Rear Bumpers
Grille, Front Valance
Tail Panel, Exhaust Panel, Exhaust Tips
Emblems/Decals
Antenna
Mouldings
Park Lamp Assy./Side Markers
Headlights
Taillights
Outside Mirrors/Door Handles
Wiper Arms & Blades
Wheels & Wheel Covers
Tires
Spare Tire/Jack/Trunk Mat/Cond
Wheel Wells/Undercarriage
Top/Vinyl/Convertible
Glass

INTERIOR

Upholstery & Seats
Carpets
Seat Belts/ Shoulder Harness
Door Panels, Kick Panels, Package Tray
Dash Panel
Instruments & Radio
Steering Wheel, Horn Button, Column
Glove Box
Under Dash Area
Door Jams, Sills, Weather Strip, Hinges
Headliner/Convertible Top Inside
Console, Shift - boot, Stowage
Shifter Handle & Knob
Pedals
Interior Mirror
Door Handles/Locks/Knobs

ENGINE COMPARTMENT

Engine Paint
Engine Compartment Paint
Engine Block C.I.D. matches VIN Tag
Cylinder Heads
Valve Covers
Distributor
Carburetor
Intake Manifold
Exhaust Manifolds

Alternator/Voltage Regulator
Oil Filter/Dipstick/Cap
Ignition Wires
Fuel Filter/Lines
Vacuum Hoses
Transmission Type matches Fender Tag
Windshield Washer Bottle/Pump/Hoses
Water Pump, Radiator Upper/Lower
Heater Hoses, Thermostat Housing
Fan/clutch, Radiator, Overflow
Compartment Wiring & Horns
Battery
Battery Cables
Exhaust System
Suspension & Shocks
A/C & Hoses (Award all pts. if N/A)
Hose Clamps
Plating (Zinc/Cadmium/Phosphorus)
Emission Controls
Belts/Pulleys
Under Hood Decals

MECHANICAL

Engine Performance (Ease of start, smoothness of idle)
Exhaust Noise (Unusual Noise)
Headlights High/low Beam/indicator
Park Lamps/Side Markers
Taillights
License Plate Light
Stop Lamps
Turn Signals/arrows
Back-up Light
Clock if equipped
Emergency Flashers
Parking Brake Light
Wipers
Window Operation
Gauges
Radio
Blower
Horn(s)
Cigar Lighter
Fire Extinguisher

