



J U D G I N G P R O C E E D U R E S

JUDGES WILL MEET AT 11:30 AM FOR PRE-JUDGING BRIEFING.

CLASS JUDGING WILL START AT 12:00. CARE SHOULD BE TAKEN TO ASSURE THAT CARS ARRIVING AFTER THE START OF JUDGING ARE NOT MISSED.

TEAM CAPTAINS WILL ASSEMBLE THEIR TEAMS AND ASSIGN CATEGORIES TO INDIVIDUAL JUDGES SO THEY CAN START JUDGING ON TIME.

IF THERE ARE NO MORE THAN 6 OR 8 CARS IN ONE CLASS ASSIGNED TO A TEAM, EACH CAR SHOULD BE SCORED AND THE JUDGING FORM COMPLETED. IF THERE ARE MORE CARS, THE CAPTAIN MAY TAKE HIS TEAM DOWN THE LINE AND "SCREEN" THE CARS TO SEE WHICH ONES SHOULD BE SCORED FIRST. ANY ADDITIONAL CARS WHICH OBVIOUSLY WOULD NOT BE IN CONTENTION WILL BE CONSIDERED VISUALLY JUDGED, BUT A JUDGING FORM ON EVERY CAR SHOULD BE TURNED IN, WITH THE INFORMATION AT THE TOP OF THE FORM FILLED IN. CARS NOT SCORED ON POINTS SHOULD HAVE "VISUALLY JUDGED" WRITTEN PLAINLY ACROSS THE LOWER PART OF THE FORM.

UPON COMPLETION OF JUDGING, EITHER ON POINTS OR VISUALLY, EACH CAR SHOULD HAVE IT'S WINDSHIELD CARD MARKED "JUDGED".

THE TEAM CAPTAIN SHOULD CAREFULLY TALLY EACH SHEET, SIGN THE FORM, AND IDENTIFY 1st, 2nd & 3rd PLACES ON THE JUDGING SHEET FOR EACH CLASS.

TO ASSURE NO "GOOFS" ARE MADE, IT MAY BE WISE TO QUICKLY EYEBALL THE 1, 2 & 3 PLACE CARS TO MAKE SURE THE SCORING MAKES SENSE.

TURN ALL FORMS IN TO THE CHIEF JUDGE. THANKS TO ALL FOR YOUR ASSISTANCE IN MAKING THIS A SUCCESSFUL MEET !!

WMB 4/77

JUDGING STANDARDS

The basic standard for judging any vehicle is its condition when it was delivered, new. Judging against this standard, we consider three factors: Authenticity, Workmanship and Maintenance.

Authenticity: A truly authentic part or component is one which actually came from the factory when the car was built, originally. However, a reproduction of the part, exact in every detail, is accepted as authentic in a restored vehicle.

Workmanship: Here, again, the original vehicle is the standard. Over-restoration such as smoother finish than the original is not to be given any preference in judging; anything equivalent to, or better than, the original, is considered 100%.

Maintenance: A totally original vehicle naturally cannot be penalized on the basis of either authenticity or workmanship. But unless it has been properly maintained it is subject to deductions for deterioration, in mechanical details or finish. The same applies to a restored vehicle.

Certain items, not strictly authentic, are accepted without penalty.

Turn signals are required by law in some states. A neat installation in keeping with the rest of the lamps is acceptable.

Seat belts also are acceptable as a safety feature, if neatly installed.

A fire extinguisher is recommended, but not required. It, also, should be neatly installed -- not left loose in the car.

CONSIDERATIONS IN JUDGING

The following items, suggested by experienced judges, may be used as guides when inspecting vehicles on the judging field. Some of these refer to authenticity, some to workmanship, some to maintenance, and some to more than one of those factors.

It is common practice for a Team Captain to assign one or more judges to cover each category on the judging form. Therefore, items are grouped according to the categories on the 1973 revision of the form.

EXTERIOR

For judging purposes, certain units and accessories have been assigned arbitrarily in specific categories. For example, any folding top -- "soft top" -- is judged with the interior, but a permanent top -- "hard top" -- goes with the exterior.

The radiator core is judged with the engine while the radiator shell, grill and cap or ornament are considered exterior. All wheels and tires, including spare, spare carrier and spare tire cover, go with the chassis. The following items refer to the exterior, not including those specified above which go with other categories.

Alignment of body, body components and accessories, doors, fenders, aprons, hood, radiator shell, bumpers, etc.

- Preparation of metal or wood surfaces; overall smoothness; or defects such as chipping or rot of wood; rust, pits, dents or bumps in metal.
- Paint; depth, luster, runs, orange peel, chipping; metallic paint available after Nov. 1, 1927, but not used widely for some time thereafter, so owner should be able to justify.
- Color; many cars to 1925 or later had standard colors specified in sales literature or manuals, but the more expensive makes frequently offered optional colors. Frame and under parts usually were black, also fenders and splash aprons for many years. Underside of fenders frequently black, even after outside was done in color. Owner should be questioned if color of any part is doubtful.
- Striping and/or lettering; number, width and location of stripes; lettering on commercial vehicles must be consistent with the age of the vehicle -- modern advertising is not acceptable. Color and workmanship of striping and/or lettering to be considered.
- Non-authentic materials; plastic, plain or glass-reinforced, is not acceptable for patches or components (such as fenders.)
- Lamps; head, side, tail and any other lights; should be authentic factory patterns (before 1910 many lights were optional.) Lights not required to operate, but gas lights should be connected to tank or generator by tubing, electric (available from about 1912) should be wired; kerosene lamps need not have oil in fonts. Metal should be free from cracks or dents.
- Bright work; chrome plating first used on 1925 Oldsmobile, but not adopted for most cars until about 1928; nickel plating used on some models very early, quite general by 1921. All bright work should be clean and polished.
- Spatter; rain spots, mud or tar collected enroute to a meet need not detract from a car's score; dust not wiped away by judging time usually indicates lack of interest by owner.

INTERIOR

Soft top includes the top, trim, straps, padding, fasteners, side curtains and rear window.

Upholstery includes seats front and rear, side panels, rear of front seat and headliners of closed cars.

Other interior items -- dash, instruments, floor covering, door sills, interior hardware, glass, pedals, gear shift and hand brake levers, steering column and all interior paint and bright work.

Soft Top: Items to check for authenticity and condition:

A. Material -- May be cotton (2 or more ply), rubberoid (vinyl is an acceptable

replacement), or leather (used on a few of the more expensive cars in the early days.)

- B. Condition and fit -- check for design, sagging, floppy, discolored, worn, faded, stained or torn.
- C. Binding -- should be leather, imitation leather or cotton. Nylon is not authentic for cars in A.A.C.A. age bracket.
- D. Padding and/or straps -- should fit neatly without bulges, and should be same color as underside of top.
- E. Rear window -- check for proper design and material.
- F. Bows and hardware -- bows may be of wood, either natural or painted, or covered with cloth, leather or metal. All hardware should be painted or plated.

2. Upholstery: Check for authenticity and condition:

- A. Seats, both cushion and back in front and rear of car. Many combinations of materials were used in various cars. Some were all leather, some imitation leather, some all cloth, some cloth and leather, and others cloth and imitation leather. Check type of material, design or grain, color as well as pleat design and piping.
- B. Side panels, doors, rear of front seat, and headliner. Here again there is a wide range of materials and designs. Material may be mixed, as on seats.
- C. Trim and binding -- may or may not be same material as upholstery. Should be consistent with design and material of seats. Modern synthetics, such as nylon, are deductible as non-authentic.

3. Floor covering: Includes wood, metal, linoleum, cocoa mat, rubber or carpet.

Check for authenticity of material. Should be free of scratches, checks, wear and discoloring. Nylon carpet is acceptable if cut pile, but loop pile is not. Color of carpet and binding should blend with interior and exterior of car.

4. Dash and Instruments:

Dashboard should be properly finished. Instruments must appear to be operative, but normally the owner is not asked to prove this. Check wiring under dash for workmanship and authentic type of material.

- 5. Glass: All glass is to be judged with the interior, although windshield frame is with the exterior. Check for operation of window regulators. Glass must not be cracked, broken or clouded. If glass is other than safety type, warn the owner of the dangerous condition.

CHASSIS

The chassis, although mostly not visible by a casual walk around the car, is a very important part of a good restoration. The points it carries can often be the deciding factor in determining a winner.

Over-restoration is frequently visible on parts like the rear axle housing. Restorers will fill and paint to get a smooth, glossy surface. But this does not score any higher or lower than a part as it came from the factory.

1. Frame: Must have been thoroughly cleaned, sanded and painted. All wiring, electric conduit and hydraulic lines are to be installed in a neat and orderly manner and have been restored or replaced. They must be securely fastened by proper clips; no tape is acceptable.
2. Components: Such as axles, steering rods, housings, should be restored and painted glossy. Any castings or forgings should be cleaned and sanded; however, the original forging or mold marks can show through the paint.
3. Exhaust system: The exhaust pipe must be free of holes and visibly rigid and intact. Rust from driving is acceptable, but a heat-resistant paint can be used. No flexible exhaust pipe is tolerated. The muffler must be acceptable for the car; mostly round for cars up to the late 1920's, when the oval shape became popular.
4. Lubrication fittings: In early years, chassis lubrication was by grease cups or oilers. Alemite pin type (bayonet lock) first came on some cars in 1920; Zerk push type fittings were available in late 1923 or 1924. Ball-end fittings did not appear until late 1933 or 1934; from 1935 on, they were on practically every make. There should be evidence that grease or oil has been used to lubricate the car.
5. Wheels and rims: Rims should be smooth and refinished, either plated or painted a dull light gray. Spokes, felloes and hubs should be refinished and painted. Wooden spokes were generally painted until the late teens or early twenties, when some natural wood spokes appeared. Hubs and felloes were most often painted the same color as the chassis. Wheel lugs and bolts were plated or zinc coated, not often painted.
6. Hub caps: Should be plated or polished, free of dents, and the correct type for the car make and model year.
7. Tires: Should be matched in pairs -- fronts and rears; spare need not match either pair. Should have good tread and sidewall.
8. Valve stems: Bent metal stems are required for certain disc and wire wheels; other-wise rubber stems are accepted without penalty.

ENGINE

Remember that a judge is cautioned not to open the hood of any car without permission. However, if the owner is not available, the Team Captain may open a hood, being very careful **not** to interfere with fittings or accessories.

1. **Paint:** Check authentic color; some makers had certain specified colors, some had none. Head and block may be different colors (e.g. Chrysler, Red Head and Silver Dome) and some left an aluminum head unpainted. Exhaust manifold may be black or unpainted; classics usually were porcelainized; "Black Chrome" is acceptable. Intake manifolds may be finished same as exhaust manifold, or unpainted. Check the fire wall, splash pans, fan, and under side of the hood.
2. **Operability:** The vehicle must be in operating condition. Race cars may be started at an isolated location specified by the Chief Judge; all other vehicles at a National Meet must be driven onto the judging field under their own power.
3. **Carburetor:** Check if authentic; factory carburetors on many cars operated poorly and were replaced (e.g. 1930 Packard, where many original Packard carburetors were replaced by Stromberg); substitutes usually can be identified by adapters or different linkage. Allow for gas gum or dye without penalty. Carburetors were seldom painted.
4. **Magneto or distributor and coil:** Spark advance must be connected; prior to 1931 only manual advance was available but starting then vacuum advance was installed on some makes; both manual and vacuum on some for several years thereafter. Vacuum units generally unpainted; coil and distributor or magneto usually black.
5. **Fuel supply device:** First vacuum tanks available in 1915; before that either gravity or pressure was used. In 1926 and 1927, two makes -- Wills St. Claire Six and McFarlan Twin Valve Six -- used electric fuel pumps. Mechanical diaphragm pumps came out in 1929 on a few cars and became almost universal by 1932.
6. **Hose and hose clamps:** Corrugated flexible hose is not acceptable. An opinion; any clamp with a through bolt (cast, strap, double wire) should be O.K. Modern types (spiral slot with worm, spring wire without bolt) call for deductions.
7. **Tape:** Depends on car quality. There are some instances where tape was used to hold wires together or wires to a support. Cloth friction tape only is permissible; no plastic tape.
8. **Wire:** Plastic covered wire is not acceptable, but there are several types of authentic covering; low-tension, primary wires may be spiral metal covered, or rubber or fabric; high-tension, rubber or varnished cambric. Both owners and judges should study to determine the correct types for cars

- in their classes. Spark plug terminals may be ring, spade or hook; and should be clamped to wire by notches, not a groove around the wire.
9. Fan belt: Early belts were flat or round except for a few made up of blocks or loops of leather. V-belts came along in the 1920's.
 10. Generator and starter: Normally painted black, frequently with nickel or chromium plated band over the commutator area. Cut-out usually mounted on generator, might be black or unpainted.
 11. Radiator core: Early ones were fin-and-tube, either vertical or horizontal flow; later ones were flat tube, either square or hexagon pattern. It is not permissible to put a false front of the correct pattern in front of a non-authentic operating radiator core.
 12. Bright work: Must be of good quality and compatible with what is used on the exterior of the vehicle; must be clean and polished. Excessive use of plating on components which were not originally plated is non-authentic and calls for a deduction. Note, however, that there is a limit on total deduction for non-authentic plating on any one vehicle.

CONCLUSION

These last few pages (Considerations in Judging) are a combination of A.A.C.A. Judging Policy and the opinions of experienced judges. We hope they will help you on the judging field.

If you have comments, please send them to the Secretary of the National Judging Committee; his name and address are on the front page.