

CCCA Judging Manual

INTRODUCTION, Updated November 2019

The first Judging Manual was originally developed in February of 1986 at the request of the CCCA membership and Board of Directors to upgrade the quality of our overall judging performance and to render a greater opportunity for CCCA members to participate in the judging procedure.

The historical background of the initial project started a number of years ago when we received complaints concerning the wide range of judging scores recorded within the same judging team. Various Regions also had difficulty in getting enough qualified judges for Grand Classics and Annual Meetings. An analysis of these scores revealed that the judges had made honest errors or had been too lenient or severe in their scoring. It was quite apparent more comprehensive guidelines than we publish in our CCCA Handbook and Membership Roster were needed to improve consistency in judging. The introduction of the statistically sound technique of eliminating the high and low scores and averaging the remaining two of a four man judging team was made to eliminate wild judging. While this technique stabilized scoring, it did nothing to improve our ability to more accurately judge our Classics.

All CCCA Regions were polled on what their membership felt we should aim for in a revised Judging Procedure. We also studied the judging procedures of other leading automobile hobby clubs. The result of the survey reflected that the majority of our Regions and their members wanted the following changes:

1. Establish a standardized training course for all Regions to give a higher degree of uniform judging.
2. Revise the Judging Form and Procedure to include greater detail to reduce subjective judging as much as practical.
3. Have judges record reasons for authenticity deductions on the Judging Form so reasons for those deductions can be given to inquiring members.
4. Place greater scoring emphasis on safety and functional characteristics.

These recommendations were accepted and approved by the National Board of Directors, and instructions were issued to the National Awards Committee to complete the project.

Item 1, a standardized training course to be used by all Regions that run a judging course, is published in this Manual.

Item 2, a revised Judging Form with greater detail, was developed and it formed the basis for the predecessor of this training manual. Much of the text in this manual addresses itself to the proper weight and interpretation of the various point values.

Item 3, recording authenticity deductions, was immediately

incorporated into our present judging instructions.

Item 4, greater emphasis on safety and functional characteristics is incorporated into the Judging Form as reflected in the point value.

MANUAL REVISIONS

1994-96 At an Awards Committee meeting in 1994 the need for a revised Judging Form was discussed and a sub-committee formed to look into revising our Judging Form and System. The existing form was rather vague and did not provide guidance to the newer judge. Often times Classics received 100 points when they did not deserve it. A new form and manual was developed using as much as possible of the existing manual. The result was tested and revised several times and included input from the members at the 1996 Annual Meeting. The resulting revision was presented to the Board and approved and used in 1997. A manual of this nature will experience updates from time to time, and on rare occasions, a major revision. Any suggestions you might have should be submitted in writing to the National Head Judge so they can be considered for the next update.

1999 UPDATES - Revised to agree with the NEW Judging rule of recording the actual points deducted, rather than subtracting the deduction from 5 points and recording the difference (simplifies Tabulating). Minor updates made to a number of the Categories to provide more information to the Judge.

2001 UPDATES - A column was added adjacent to the scoring column. If no deduction, a ✓ mark is placed in this check mark column and only scores are entered in the scoring column. The Mandatory deductions were eliminated. The automatic disqualification for any missing CCCA Senior/Premier Badge was changed to a judging item with a five point deduction.

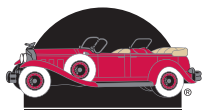
2001 Senior Emeritus Judged added as an optional choice and is open to all Senior, Senior winner and Premier cars.

2002 Premier Classics that have won a first place in their respective division not less than three years prior to the present competition. Multiple awards are made for all cars scoring 93 points or over and the scores are not divulged. At a later event the car may be reentered in any appropriate Division. The first cars judged in this new Division were at The 50th Anniversary Annual Meeting.

2002 Pre-1925 cars identical to the 1925 Full Classics we now accept. A by-law change to accept these was approved.

2008 UPDATES - Radial Tires, Convertible Tops

2019 UPDATES - Updated Judging Manual to follow new 22 Category Judging Form



CLASSIC CAR CLUB OF AMERICA

RECOGNITION

The initial Manual was the result of the dedicated effort of all Regions participating in the project by submitting their ideas on how we should run our judging procedure and answering our research questionnaires so the National Awards Committee could analyze and collate the results.

Several Regions were particularly active in the initial project and volunteered additional help in getting the Manual written and published. The Lone Star Region developed the basic point values, and the Michigan Region organized the Manual for publication.

The National Awards Committee collected, edited, and organized the ground rule material for the Manual and revised the CCCA Judging Rules and Procedures accordingly with the approval of the CCCA Board of Directors.

After many years of use, the Board decided a new, more comprehensive, judging system was needed. A new, 40 category, form was designed by a committee comprised mainly of National Board Members including: Ron Doss, George Holman, Norm Knight, Tom Morretti, Don Sears and Carl Steig. Testing was done by the general membership and Board members at an Annual Meeting and several Grand Classics. Revisions were made, and the proposed Judging Form and Judging Manual was presented at the 1996 Annual Meeting. Input from the members present, and in writing later, resulted in numerous additional changes. The results were presented to the Board and approved and then presented at a seminar in Florida. Slight sequence changes were then made at the suggestion of Gold Coast Region members. Development of the 1997 Judging Manual occurred during 1996/1997. It involved updating and revising the previous Manual and adding a substantial amount of additional information.

The 1999 and 2001 revisions include input from some of the above as well as input from Regional members and current Board members.

The 2002 revision is mostly a cleaning up of wording, and returning to an 8 1/2 x 11 version that is easier to update. Includes addition of pre-1925 cars identical to 1925 Full Classics that we now accept.

TRAINING PROCEDURES

Regions that hold training sessions for CCCA judging are urged to follow the procedures outlined below for a consistent approach to our CCCA training courses countrywide. Regions are encouraged to make suggestions for improving the process to help develop a better training system. Please inform the National Head Judge so we may consider your ideas for future issues of the Manual.

1. The place for holding judging training classes is very important.
 - a. Central location for maximum participation
 - b. Good lighting, comfort controls and ventilation
 - c. Quiet, without distractions
 - d. Plan light refreshments at break time to enhance the esprit de corps of the meeting
2. The time the session is held can influence attendance.
 - a. Complete classes four to six weeks before a major judging meet. If held later, it may take second priority to

preparing a Classic for the meet.

b. Allowing too much time lapse between sessions and meet diminishes retention of judging detail.

c. Choose a week night or preferably Saturday/Sunday when most candidates are free.

d. Seasonal factors may be important. Choose a time when members can't work outdoors on the cars or do other outdoor chores.

e. An additional part of the program could include a session on preparing your Full Classic for Grand Classic judging. If not possible to do this, a point of emphasis in the judging training should be that by participating in judge's training you will be better able to prepare your Classic for a Grand Classic or Annual Meeting. This should increase attendance and interest on the part of the participants.

3. Obtain a copy of the current Judging Tape or DVD and play it at the beginning of the training sessions

4. Record the names of all attendees and send the information to the National Head Judge (ok to send to National Headquarters attn. Head Judge).

TRAINING INSTRUCTIONS

This Judging Manual will serve as the base or foundation of the course.

Note: No negative references, comments or discussions regarding any member's Classic shall occur at any training session without the owner's permission.

1. Visual aids will go a long way to illustrate the various standards and point values.

a. Samples of porcelainized exhaust manifold with degrees of porcelain coverage and conditions.

b. Samples of painted metal panels illustrating paint finishing conditions and defects.

c. Both of the above visuals and others can be easily provided by having Classic cars present for the training session and using them in the program.

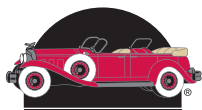
2. Photographs or slides of Classic car parts, special features, and physical and aesthetic conditions for comparison are very helpful. One picture is worth a thousand words!

3. The technique of using one or more Classic cars judged by all students followed by a review and comparison of the judging results is an excellent way to get hands-on training. If two cars are used, it is suggested that one be a high point car and the other be one that would score in the low 80's to give participants experience with different quality cars.

4. The quality of the instruction creates an important incentive for members to attend the training courses and also influences the quality of judging knowledge acquired.

a. An excellent technician can know the subject well but have difficulty with verbal presentations in front of a group. This problem can be overcome by having an individual with teaching skills leading the training sessions and bringing in technicians as needed.

b. A speaker addressing the group may ramble on until the audience's attention is lost. This problem can be avoided



CLASSIC CAR CLUB OF AMERICA

by developing an outline of the subject to be covered and a specific time interval assigned to each topic.

5. Carefully organizing your training session, arranging for visual aids and obtaining skilled speakers/instructors will drum up interest and help assure good attendance at the sessions. News of a well designed and run program will rapidly spread among the membership encouraging others to attend the sessions. Thus, you will have accomplished your mission of improving the quality of CCCA judging by creating a larger pool of more knowledgeable CCCA members qualified to judge at CCCA meets.

6. The "AREA HEAD JUDGE'S HANDBOOK" contains further information for the Area Head Judge.

SPECIAL NOTES TO JUDGES

1. An excellent car (a Classic car as it would have been when delivered new) would not warrant a deduction and would receive a ✓ mark in a given Category. The car does not have to be perfect.

The ✓ mark (in the ✓ mark column) indicates that you have checked the Category and have made no deductions.

2. The Car is competing with itself as it was originally delivered, and not with the Classic parked next to it. Who owns, or is displaying, the car must not effect the judging.

3. Custom body Cars — check for body plates.

4. Avoid touching the car.

5. Senior, Premier and Senior Emeritus Judged Divisions All cars must display their proper recognition badges.

6. Five points is the maximum deduction in any Category, this results in entering a five in the score box for that Category.

Note: If there are not enough points left in the "appropriate" Authenticity Category, the judge may make the deduction in one of the other Authenticity Categories. A note must be included stating what the deduction is for, and what Category it should have been in.

Example: A deduction in Category #19 might read - "Air Conditioning. from Cat. #20."

7. Categories that DO NOT APPLY to a specific car receive a ✓ mark in the appropriate box in the ✓ mark column.

8. Deductions for Missing items should be taken in the appropriate judging Category rather than under authenticity. Good judgment must prevail as to the severity of the deduction.

9. Six items that automatically disqualify a Car are printed later in this manual.

10. Over-restoration is a problem with no solution known to

those currently involved with this project. Literally all restored cars are over-restored! Therefore, there are no deductions for over-restoration. However, over-restoration does not include such things as Chrome Plating items that should be painted or left natural. Authenticity deductions should be taken in such situations.

11. Trunks and Glove boxes are not judged. Note: Some clubs do judge these areas.

12. Handicap controls that have been added since the Classic era - Member may submit a letter to the National Board stating the reason for these controls and requesting that no deduction be taken. The Board will issue a letter (if justified) stating No Deduction to be taken for said controls (for current owner only).

Judges are not to talk to each other (or anyone else) about the judging. There are some exceptions. They need to communicate the results of the checking of the Lights, Wipers, Horns, Instruments, Wiring under the dash and Brakes, but the point amount to be deducted is never to be discussed. Other judging problems may be discussed with the Team Leader only. Authenticity items must be discussed with the Team Leader (only), who must discuss the item with the exhibitor.

This manual must not be referred to (physically) on the field in the vicinity of the exhibitor, or anyone else, during judging except to satisfy a question(s) raised by the exhibitor.

WHO MAY JUDGE.

All members in good standing except the Regional Director of the Host Region. A judge may not judge his/her own car, or a car on which he/she has performed significant restoration work.

TEAM LEADER RESPONSIBILITIES

1. Distribute Judging Forms to the team members

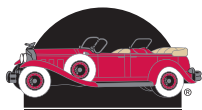
2. See Authenticity duties in following section

3. Receive all completed Judging Forms back from the team members. Verify that they are complete before turning them over to a runner

4. Advise Area Head Judge that the team is finished

AUTHENTICITY NOTE:

The judges should make all calls on authenticity through certain knowledge and not by hunch or suspicion. If in doubt, the presumption of authenticity is always in favor of the Full Classic and the exhibitor. Before any deductions for authenticity can be made, the individual judge MUST discuss the item with the Team Leader. The Team Leader MUST then discuss the question of authenticity with the exhibitor and must relay this information to the judge involved, who must consider it before making the deduction. All authenticity deductions are to be recorded by the judge in the



CLASSIC CAR CLUB OF AMERICA

Authenticity Categories, the bottom of the page, or on the backside of the Judging Form and be initialed by the Team Leader which indicates that the Team Leader has discussed the item with the exhibitor. A judge is not to advise or discuss authenticity items with other team members or with anyone else. Team Leader may discuss with Area or Assistant Area Head Judge.

AUTOMATIC DISQUALIFICATIONS

There are six Disqualifications. Check the disqualifications first and place a check mark in the appropriate YES or NO Disqualification Box(s) at the top of the Judging Form (if Disqualified, notify the Area Head Judge immediately).

Six Items that automatically disqualify a Classic

1. No Underwriters Laboratories approved fire extinguisher.
2. Non-safety glass in exterior windows. (See exception in the detailed description later in this manual.)
3. Non-authentic braking system.

Exceptions: The conversion of a Classic from two to four wheel brakes is allowed if the added brakes are of the same type and system as the original equipment (no deduction). The addition of a booster to an otherwise authentic system is an authenticity deduction, see Category #20.

4. Non-authentic automatic transmission.
5. Non-authentic engine.
6. Replica body.

MISSING BADGES

Missing Badges (Senior Oval Badge {first place Primary winner}, Senior Winner Ring, and Premier Badge) if applicable. Cars that have won these awards must have them attached to the car. A car that is missing an issued Badge shall receive a five (5) point deduction in the deduction column for category #0. Exception - A letter from National excusing the car. (This occurs if a Badge is not available to send to the owner in time for the meet.) If the badge(s) are present, or this Category is not applicable, place a check mark in the check mark column of category #0. Fill in the Senior Badge number if it is missing from the form.

EIGHT AUTHENTICITY DEDUCTIONS

These were previously Mandatory deductions. The Judge should take off an appropriate amount when judging the car. They are listed here for clarification purposes:

1. Directional signals if they are modern or commercial in design. (No deduction for original equipment or for installation of turn signals where not originally equipped if installation is in existing, or era accessory lights, inconspicuous and done in a workmanlike manner.) (Category #4, Deduct in Category #39.)

2. Sealed beam headlights, if not factory equipment. (Category #5, Deduct in Category #39.)

3. Hose Clamps not of the Era. (Category #12, Deduct in Category #20.)

4. Plastic Wiring (exterior of wire). (Category #17, Deduct in Category #20.)

5. Synthetic upholstery material unless originally so equipped. (Categories #22, 23 & 24, Deduct in Category #40.)

6. Vinyl or plastic open car tops and boots. Note: A vinyl or plastic top was optional on some closed car tops and several custom open cars. Exhibitor of such cars must be able to authenticate the top material to avoid the deduction. (Category #27, Deduct in Category #39.)

The following two items are allowed on Classics for CARavanning for members who are handicapped, elderly or with health problems. They are subject to a deduction

7. Non-authentic air conditioning. (Category #14, Deduct points in Category #20.)

8. Non-authentic power steering. (Category #14, Deduct points in Category #20.)

SPECIAL NOTES

DAMAGE EN ROUTE TO, OR AT THE MEET. There will be no deduction for accidental damage sustained on the way to, or at the meet in Categories such as 28 - 31. Check with the Area or National Head Judge for ruling in other Categories.

CONFLICTING RULES. The Handbook and Member Roster contains additional information and rules. If a conflict exists between this judging guide and the latest edition of the Handbook, the Handbook will usually govern (unless a more recent change has been announced in the Bulletin and/or the Judging Rules).

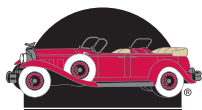
RECOMMENDED DEDUCTIONS. The deduction amounts listed below are for average defects and are just guidelines. Actual deductions might vary depending on the severity of the defect.

NOT SURE WHERE TO MAKE A DEDUCTION? Ask your Team Leader and/or make your best choice and include a comment listing the reason for the deduction.

JUDGES ACCREDITATION PROGRAM

Effective with the January 1998 Annual Meeting these are the Judges designations:

- Judge in Training (Apprentice)
- Judge
- Accredited Judge
- Master Judge



CLASSIC CAR CLUB OF AMERICA

Appropriate Lapel Badges and identification cards are furnished to the Accredited and Master Judges.

The accreditation program has no effect as far as judging is concerned. The Area Head Judge may still select any member he/she feels is qualified to be on a Judging Team.

A list of the "Judges," including information about them, will be furnished to the Area Head Judge. This will help in the selection of balanced Judging Teams consisting of very experienced and fairly new Judges. Judges in Training will be a fifth person on a Team and their judging form will not be tabulated.

The numbered Master Judge's Pin may be passed on to a member of the immediate family of deceased or retired Master Judges, providing the family member has qualified as a Master Judge.

TABULATORS ACCREDITATION PROGRAM

A new Tabulator Accreditation Program has been implemented. Contact National Headquarters or go online for a copy of the manual and forms for applying for the program.

CCCA JUDGING FORM RECOMMENDED DEDUCTIONS BY CATEGORY

1. ENGINE, START, IDLE, SMOKE & NOISE. GAS AND OIL LEAKS

Will Not Start -5

Slow or Difficult To Start -2

Electric pump required for starting and/or operation. -2 Rough, Ragged and Poor Idle -2

Poor Acceleration — Coughs or Hesitates -1 Missing On One or More Cylinders -3

Light Slapping or Rapping Sounds Under Acceleration -1 Heavy and Obvious Knocking When Revved -3

Low Oil Pressure at Speed -3 Inoperative Generator -2

Valve Noises -1 Excessive smoke -1 to -2

The hood should be opened by the exhibitor. The Team Leader should satisfy himself that the hood is sufficiently secure and that it will not fall down of its own weight. This will avoid scarring the paint or denting fenders or sidemount covers while the exhibitor is in the car starting the engine.

-5 Will Not Start. If the engine will not start, allow sufficient time for exhibitor to clear flooded carburetor and make subsequent tries. Sometimes excitement makes the matter worse. Do not allow spectators to interfere with this, or any other judging function.

-2 Slow or Difficult to Start. Normally an engine in good operating condition should start within 5-6 seconds. There are exceptions. Cars with circuitous manifolding and with supercharger following the carburetor, such as the SJ Duesenberg, were slow starters even in top condition.

-2 Twelve- volt systems turn over faster than six volt.

-2 Electric pump required for starting and/or operation.

No deduction for having an electric pump, but if its use is required to start the car or to keep it running, then 2 points should be deducted.

-2 Rough, Ragged and Poor Idle. A cold engine will sometimes run ragged momentarily, but will smooth out within 30 seconds as the choke adjusts and components become warm. High performance engines found in some sporting marques will run rich on a long idle and become increasingly rough until cleared. Certain engines such as the Alfa will "hunt" up and down the scale due to their peculiar carburetion, and other engines will idle perfectly from the first turn. Accordingly, before making a deduction for poor idle, give the engine a fighting chance.

Consider that some engines were not designed to run perfectly at idle, and the best mechanic in the world cannot make them do so. However, a poor idle on a standard Classic luxury passenger car is evidence of a leak in the intake manifold, poor seating of valves, poor ignition wiring, poor carburetion, points or plugs, or some other tune-up problem.

-1 Poor Acceleration, Coughs, Hesitates. Any engine, if in tune, should accelerate without cough or hesitation in Grand Classic weather. Ask exhibitor to accelerate engine.

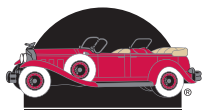
-3 Missing On One or More Cylinders. If one or more plug wires are disconnected, allow exhibitor to reconnect. Missing may be caused by other internal electrical malfunctions, or by burnt, stuck, or leaking valves. Do not confuse missing with poor idle. Missing is evidenced by the lack of a steady repetition of firing impulses. It can be both heard and felt at all speeds and conditions.

-1 Light Slapping or Rapping Sounds Under Acceleration. What we are listening for is engine looseness in reciprocating parts, generally bearing or piston noises when engine is revved. Do not confuse with persistent light tapping or clicking sounds which are valve train noises, covered later under "valve noises."

-3 Heavy and Obvious Knocking When Revved. This is an unmistakable sound and can't be missed, denoting loose rods, piston pins, or main bearings.

-1 Valve Noises. A light tapping or clicking sound audible at speed. Cars with hydraulic lifters, or hydraulic silencers, may need several minutes of running before these units completely fill, which was considered by some manufacturers as normal in those days.

Mechanical lifters do make some noise even when set perfectly to manufacturer's specs. This varies from car to car and is especially true for overhead valve and/or cam engines like the Bugatti, Stutz, Duesenberg, Franklin and others. Even among flatheads like the Lincoln K, you can expect to hear some normal valve clicking. Modern cars lack this valve noise, so when we hear it in Classics it sounds poor and many a Classic has lost points when it should



CLASSIC CAR CLUB OF AMERICA

not have. However, a Classic engine in poor tune will really clatter more than should be expected and should lose the point.

-1 to -2 Excessive smoke. A small amount of smoke upon starting should not result in a deduction. Smoke thereafter warrants a deduction. Exception - Sleeve valve engines usually smoke a small amount.

-1 Minor Oil Leaks

-3 Major Oil Leaks

-3 Gasoline Leaks

Major Gasoline Leaks - Disqualification

-1 Exhaust Manifold Leaks. These leaks are characterized by the sound of a sharp tick when engine is running, varying from barely audible to quite pronounced. Gray to black exhaust tracks may show at the point of the leak.

-1 Minor Oil Leaks. Examine all mating surfaces (head, block, timing cover, pump, pan, etc.) for evidence of oil seepage after engine has been shut off.

-3 Major Oil Leaks. Any running or dripping of oil, denoting active loss of oil, is considered major. Oil may drip under car, or collect in engine cavities, or drip from engine pan, transmission or rear axle. The key is to differentiate between an active flow and minor seepage.

-3 Gasoline Leak. Any evidence of leakage from fuel lines, pump, or carburetor.

Note: Some early Classic carburetors tend to lose gas and have a drain system to "safely" carry the gas away. This type of leak should not result in a deduction.

2. INSTRUMENTS OPERATION

Inoperative Engine Instruments -1 ea.

NOTE: All applicable instruments including rear seat instruments are to be checked.

-1 Inoperative Engine Instrument. Oil pressure, temperature, amp gauge and other engine gauges should be tested for operation while engine is running.

-3 Low Oil Pressure at Speed. Do not read oil pressure at idle. All engines operate at different oil pressures so there is no quotable oil pressure to look for. Some oil pressure indicators are not calibrated, and this instrument is notorious for being only an indication of pressure. However, when the engine is at speed there should be some definite movement of the gauge off the zero mark, and usually 1/4 is an acceptable low minimum.

A negative ammeter reading indicates that current is being withdrawn from the battery. When the engine is accelerated, if only a small positive reading of the ammeter occurs, it may indicate that the battery is completely charged, providing the car is equipped with a voltage regulator. If the car is not equipped with a voltage regulator, the generator should be capable of producing a substantial reading when all of the lights are off and a very slightly positive reading when the instrument and head lamps are in the on position.

WIRING

Plastic wire or plastic insulated crimp-on connectors is an authenticity deduction.

Wiring Not Safely Installed -1 Corroded Terminals -1

Wires Installed Without Terminals -1 Wiring Not Properly Supported Where Passing Through Metal Holes or

Over Sharp Metal Edges -2 Cracked or Frayed Insulation -3 Bare Wiring Showing -4

Loose wire ends -2

NOTES: Wiring under the dash can be checked by one judge and the information conveyed to the other judges. No deduction for wire numbers left on new wiring under the dash.

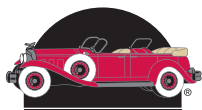
-1 Wiring Not Safely Installed. Classic car manufacturers were quite fastidious in installing wiring, and where visible, it should be properly tied down with clips and brackets. There should be no long extravagant loops, unsupported lengths of wiring, or hand splices wrapped with electrical tape when joining wires.

-1 Corroded Terminals. Usually there will be evidence of corrosion at the battery terminals. The terminals should be clean with no evidence of white and/or green sulfide deposits. Concealed batteries are not to be checked.

-1 Wires Installed Without Terminals. The ends of all wires should be provided with terminals rather than wrapped bare wire around a stud with a nut jammed on it. There are some exceptions where spring loaded clips or screws accept a bare wire, usually found where accessibility is a problem.

-2 Wires Not Properly Supported Where Passing Through Metal Holes or Over Sharp Edges. Generally speaking, manufacturers provided either rubber grommets, looms, or faceplates for wires passing through metal holes. Wiring near sharp corners should be supported and protected with pinch brackets affixed to the metal. If the owner has not achieved authenticity by use of the proper device, at least it should be operative and safe, which is what is being judged here.

-3 Cracked or Frayed Insulation. Multiple wire bundles were usually routed through woven fabric looms or metal conduits. American Classics frequently had color coded wire insulation. The insulation should not be cracked or frayed. Friction tape, if used, was usually tied with twine or clamped and should not be loosely installed.



CLASSIC CAR CLUB OF AMERICA

A deduction should be made for the use of modern plastic tape under Authenticity. This is both a safety and appearance judgment.

-4 Bare Wire Showing. That is wiring denuded of protective insulation with metal showing.

-2 Loose Wire Ends. Wires not attached to any terminal. This would indicate that something does not function.

3. LIGHTS – HEADLIGHTS, TAILLIGHTS, PARKING, BRAKE, TURN SIGNALS AND ACCESSORIES - OPERATION

NOTE: The Team Leader positions judges forward and aft, so that all exterior lights may be observed and tells exhibitor which lights to operate. The Team Leader should make sure that judges at the rear are aware of inoperative lights at the front, and vice versa, so that scoring will be uniform. For unique headlights, i.e. Pierce Arrow, where one light goes out, Packards and Cadillacs with three-position lights, etc., the Team Leader should question the exhibitor.

Brake Light Inoperative center or right side -1 ea., -2 left

Backup Light Inoperative (Accessory or Std. Equipment.) -1 ea.
Turn Signal Light Inoperative -1 ea.

Turn Signals Inoperative or Faulty -3 max. Driving or Fog Light Inoperative -1 ea.

Accessory Lights Inoperative -1 ea. Broken Lens -1 ea.

Dimly Lit -1 ea.

-1 to -2 Brake Light Inoperative. One side -1, both lights -2

-1 Backup Light Inoperative. On some Classics the backup light is the stop light element(s). Check with brakes off and transmission in reverse. The deduction is only one point if backup light only does not work.

-1 Any One Turn Signal Light Inoperative.

-3 Turn Signals Inoperative or Faulty. Some cars such as Lincoln Continental, Buick, and Cadillac have built-in turn signals for certain (usually later) years. Look for operating controls on steering column or under the steering wheel. If in doubt, ask exhibitor. Most turn signals should flash on and off intermittently. If a turn signal system has been added to a car not originally equipped, it must also be checked. If inoperative or faulty, a deduction is appropriate.

NOTES:

Installation of additional or modern turn signal lamps:

No deduction for installation of turn signals where not originally equipped if installation is in existing lights. If modern lights are used and removed, no deduction for inconspicuous disconnected wires. The switch should be inconspicuous or harmonize with the interior

1. The addition of an opposite side stop/tail light or modification of existing duplicate tail lights to incorporate identical stop/tail lights where not originally installed may, for

safety reasons, be effected without an authenticity deduction. Also, there were high mounted accessory brake lights available in the era, use of these do not warrant a deduction.

1 Driving or Fog Light Inoperative. Trippe, Pilot Ray, or Guide lights should be checked for operation.

-1 Accessory Lights. Includes spotlights, running board searchlights and/or courtesy lights, opera lights (both typical side lights and/or roof light), lighted mascot, etc.

Any One Head (high or low beam) or Tail light Inoperative -2 ea.
License Plate Light Inoperative -1 ea.

Parking Lights -1 ea.

Dimly Lit Head, Tail, License -1 ea.

-2 Any One Head (high or low beam) or Tail light Inoperative. Note: The minus two per element is limited to headlight or tail light only.

-1 Dimly Lit Head, Tail or Stop Light. The six volt lighting systems that are normally used in American Classics result in less brightly illuminated lights than the current twelve volt automotive practice. Some judgment will have to be exercised in this regard. A good practice would be to compare the relative brightness of the head or stop lights of several of the other cars being judged if there is some question as to whether they are appropriately bright.

-1 Parking Lights. This includes cowl or front fender lights. Deduct one point for each item that doesn't work.

Note: If you already deducted for a tail light not working, don't deduct here, unless it is a different element.

-1 License Plate Light Inoperative. Many cars have a clear glass inset in the tail light cup to illuminate the license plate. When lights are on, this should light up. If license plate is separate, be sure to check for illumination.

4. HORN OPERATION AND APPEARANCE

Horn Fails to Sound -4

Horn Sounds Promptly, but not loud enough for adequate warning-3

Horn Button Has to be Depressed Several Times to Sound -2

One Horn Silent on Car with Two or More Horns -2

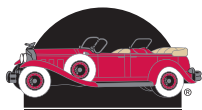
Horns Sound loudly, but are out of adjustment -1

-4 Horn Fails to Sound. But all components appear to be present.

-3 Horn Sounds but Inadequate Volume for Warning Purposes. Weak, low volume. Out of adjustment.

-2 Horn Button has to be Depressed Several Times to Sound. Unsuitable for emergency use.

-2 One Horn Silent on Car with Double Horns. This will be evident by a single tone as two horns would emit a harmonious sound. May be verified by holding hand close to each horn trumpet to feel vibrations.



CLASSIC CAR CLUB OF AMERICA

-1 Horns Sound Loudly but are out of Adjustment. This will be evident by lack of harmonious sound, as both the high and low pitch horns are not blending together.

NOTES:

1. All horns to be checked for operation, including musical or other accessory horns.
2. Please limit deductions for accessory horns to two points.
3. Most French Classics and some American Cars such as Lincolns had a dual horn (city/country) system. Consult the exhibitor before making the assumption that the horn isn't functioning properly.

5. BRAKES - HAND AND PEDAL OPERATION (INCLUDING BOOSTER)

CAR IS AUTOMATICALLY DISQUALIFIED FROM JUDGING FOR NON-AUTHENTIC BRAKING SYSTEM. EXCEPTION: CLASSICS ORIGINALLY EQUIPPED WITH 2-WHEEL BRAKES MAY BE CONVERTED TO 4-WHEEL BRAKES IF DONE IN KEEPING WITH ORIGINAL SYSTEM.

No Pedal Pressure -5

Excessive Pedal Travel (More than 2/3 Travel when Pushed Hard) -3 Excessive Hand Brake Travel (2/3 or More Travel) -2

No Hand Brake -3

Pedal or Hand Brake Fails to Return (Slow Return O.K.) -1 Hand Brake Fails to Latch -1

Brake Pedal Drags or Squeaks -1 Power Booster not Operating -2

NOTE: Brakes are to be operated by the exhibitor, or by the Team Leader with the exhibitor's permission, while engine is running. Other team members may observe. Avoid remarks like "Feels Great," "Good," or "Lousy." The handbrake shall also be operated, pulling up to a solid set, and then releasing. If car is parked on a grade, please use foot brake when testing hand brake. The hand brake on some Classics, when on, makes the foot brakes feel as if they are low and lack true pedal feel.

-5 No Pedal Pressure. Foot pedal sinks to the floorboard under pressure with no resistance.

-3 Excessive Pedal Travel. Excessive means more than 2/3 travel when pushed hard, which means brakes need adjusting or linings are thin. Observe this closely as many cars can not be set up tighter than 50% travel without dragging the shoes. On Hydraulic brake equipped cars hold the pedal down hard for at least 5 seconds to detect leak down on any of the cylinders. Any tendency to leak down should be discussed with the exhibitor to determine if he/she is aware of a safety problem or has a satisfactory explanation.

-2 Excessive Hand Brake Travel. There should be some point at which the hand brake sets hard. We have arbitrarily set this at no more than 2/3 travel which is a reasonable limit. However, observe the hand brake closely as it is sometimes difficult to determine what full travel would be. Reasonable travel is an indication of good and thorough maintenance and can be achieved on nearly every car.

-3 No Hand Brake. Hand brake pulls to extremity without resistance.

-1 Pedal or Hand Brake Fails to Return. They should always return or else the car will burn out its linings. Do not deduct any points for slow return.

-1 Hand Brake Fails to Latch. This means the hand brake will fail to stay in its "set" position but will return to "off." You must always test to stay in the "set" position. Do not deduct if the hand brake fails to make a ratchet noise. Many cars had a friction catch, such as later Packards and Cadillacs, and no ratchet was involved on many models. Do not deduct a point simply because it doesn't make a noise — it may be designed to be silent.

-1 Brake Pedal Drags or Squeals. This is a scraping noise caused by interference of the shank of the foot brake with the floorboard or metal baffle plates affixed to the floorboard. Classics did not have poorly aligned brake and clutch holes, but get that way by wear, poor restoration practice, or bent or substituted parts. This is what the point deduction is for. Squeaks are sometimes caused by lack of lubricant in the brake mechanism or by fouling of the return spring on a Classic part.

-2 Power Booster not operative. Operate brakes with engine running at idle. A slight change in engine speed and/or smoothness can usually be heard.

-2. Brake Booster added to car where not offered originally.

6. WINDSHIELD WIPERS OPERATION AND APPEARANCE (INCLUDING WASHER)

Wiper on Driver's Side Inoperative -3 Wiper on Passenger's Side Inoperative -2 Both sides inoperative -4

Wipes Slowly or Hesitantly on Dry Windshield -2 Motor Missing -2

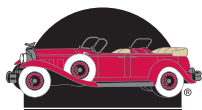
Arm or Blade Missing Pass.-1 ea., Driver-2 ea., max. -4 Washer not Work -2

Washer Works, only One Side or very Weak -1 Wiper Blade in Poor Condition -1 ea.

NOTES:

1. Since most Classics have vacuum wipers, these must be tested while the engine is running.
2. Exhibitor may wet and/or protect the windshield prior to operating the wipers.
3. Single Ply wiper blades on early cars may be replaced by Multiple Ply blades without deduction. Note: The newer style flexible blades may warrant a deduction (under authenticity).

-2 Wiper on Passenger Side Inoperative. This means wiper will not move. If the car does not have a passenger side wiper and was not originally equipped with one, there shall be no deduction. However, if the actuating post is present on the passenger side, but the exhibitor did not install the arm and blade, deduct 2 points.



CLASSIC CAR CLUB OF AMERICA

-3 Wiper on Driver's Side Inoperative. This means the wiper will not move. This is considered a safety item on a Classic, thus the stiff deduction.

-4 Both wipers inoperative But all components are there and have an excellent appearance

-2 Wipes Slowly or Hesitantly on Dry Windshield. This is a judgment call depending on what you consider as slow. Basically they should wipe at a pace sufficient to remove rain while driving and allow forward vision. A good brisk movement indicates a system without vacuum leaks and with a good wiper motor.

-1 to -4 Arm or Blade Missing. -1 each item on passenger's side,

-2 each item on driver's side (maximum -4 points).

-4 Motor(s) Missing. Maximum deduction of -4 points, unless everything is missing, then -5 points.

-2 Washer doesn't Work. No fluid discharged from the jets.

-1 Washer Works on Only one Side and/or Operation is Weak.

-1 ea. Wiper Blade in Poor Condition. "Rubber" deteriorated or blade bent, but wiper still operates.

7. LIGHTS - INTERIOR AND INSTRUMENT - OPERATION & APPEARANCE CLOCKS, RADIOS, POWER ANTENNA, LIGHTERS, HEATERS, AIR CONDITIONING, INTERCOM AND ALL OTHER ACCESSORIES

Any One Light Inoperative -1

Maximum deduction for interior light non-operation -3

Maximum deduction for instrument light non-operation-1

inoperative Interior Light. These include door courtesy, dome, vanity, rear quarter or any light used for interior illumination. Maximum deduction for interior light faults is three points.

-1 Inoperative Instrument Light. This includes lights inside the instruments and/or any light on the dashboard whose main function is to illuminate the instruments. Maximum deduction for instrument light faults is three points.

CLOCKS, RADIOS, POWER ANTENNA — OPERATION AND APPEARANCE INCLUDING PLATING

NOTE: All applicable clocks, radios and power antenna must be checked by judges.

Clocks Inoperative -1

Radio(s) System Inoperative -2 Power Antenna Inoperative -1 Appearance (including plating) -1

-1 Inoperative Clocks. Clock(s) must be working during judging process.

-2 Inoperative Radio System. If so equipped, the Team Leader should request the exhibitor to operate the radios and power antenna.

-1 Power Antenna. Operation, if power.

LIGHTERS, HEATERS, AIR CONDITIONING, INTERCOM AND ACCESSORIES — OPERATION

NOTE: LIGHTERS ARE NOT TO BE OPERATED OR TESTED.

NOTE: All applicable fans, heater & air conditioning blowers, intercom systems & accessories must be checked.

Accessories must be in good taste and available in the year the car was built.

Missing Cigar Lighters -1 ea. Inoperative Heater System -2 Inoperative Air Conditioning System -2 Inoperative Intercom System -2 Miscellaneous Interior Accessories -1 Exterior Mirrors -1

-1 Missing Cigar Lighters. All lighters must be present (BUT NOT OPERATED OR TESTED).

-2 Inoperative Heater System. If the car is equipped with heaters, the blower motors should be checked for operation.

-2 Inoperative Air Conditioning System. If the car is equipped with air conditioning, the blower motor should be checked for operation, and the compressor for rotation.

-1 Miscellaneous Interior Accessories. Includes fans that blow on the windshield.

8. WINDOWS AND CONVERTIBLE TOP — OPERATION ONLY

Inoperative Window Mechanism -1ea. Inoperative Power Top Mechanism -3

-1 Inoperative Window Mechanism, -1 per each window (power and/or manual).

-3 Inoperative Top Mechanism. Note: Operate power top only enough to show that the mechanisms work. Exception: Special collapsible tops that are fully upholstered inside do not require movement.

9.COOLING SYSTEM

NOTE: RADIATOR CAP IS NOT TO BE REMOVED.

Evidence of Rusty Or Dirty Water -1

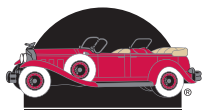
Evidence of Overheating Or Clogged Radiator -2

Poor condition and/or leaking overflow tank -1

Leaking Water Pump -1 to -2 Leaking Water Connections -1 Leaking Radiator -1 to -2

Noisy operation -1

Shutter operation -1



CLASSIC CAR CLUB OF AMERICA

-1 Evidence of Rusty or Dirty Water. Look for signs of water leaks and or water escaped from the radiator cap or overflow. If it is dirty and/or rusty, deduct accordingly. Note: Bear in mind that some owners will be using antifreeze which is colored and others will use a solution containing soluble oil which imparts a milky appearance to the coolant. Either is allowable with no deductions.

-2 Evidence of Overheating or Clogged Radiator. Usually evidenced by stains on the top tank, core, fan, and front of block.

-1 Poor condition and/or leaking overflow tank. Some cars had this feature, usually installed on the frame near the rear of the front fender.

-1 to -2 Leaking Water Pump. Check visible portions of the water pump shaft at the packing gland for dripping coolant and also gasket seams on the pump.

-1 Leaking Water Connections. Check both top and bottom hoses as well as goosenecks, coolant-carrying piping and radiator cap that leaks water on to top tank.

-1 to -2 Leaking Radiator. Radiators can leak from anywhere, but pay particular attention to seams, core and top and bottom tanks. Do not confuse a leaking radiator with leaking hoses.

-1 Noisy operation. Noisy pump or belt.

-1 Shutter operation. If equipped with shutters and they are visible, check if they are in the "proper" position commensurate with the engine temperature. If they are wired open, they may not be working.

10. EXHAUST SYSTEM EXCEPT MANIFOLDS – LEAKS, NOISE AND APPEARANCE

FLEXIBLE TUBING if not used originally. -2

Minor Muffler Leaks -1

Audible Leaks -3

Leaking Tail Pipe -2

Noisy Exhaust, If Out of Keeping for Type of Car -1 Exhaust cutout not work (if originally so equipped) -1

-1 Minor Muffler Leaks. Minor leaks are hard to detect, but you can hear exhaust puff sounds usually leaking from joints and connections. If you can reach underneath far enough, they can be verified by feel of air on the hand. Some mufflers have a small hole in the bottom to allow for the escape of moisture. Do not deduct for this.

-3 Audible Leaks.

-2 Leaking Tail Pipe. We are concerned here only with the final pipe which should fit well, clearing all frame members and gas tank. Check for pinholes on the outside of bends and note that the end of the pipe is proper shape and free of back-up dents.

-1 Noisy Exhaust, If Out of Keeping for Type of Car. This is resonance of the total system which for passenger cars should be quiet. Sports cars and racing types have exhaust noises which would not be tolerated in a sedan or town car. A system which is lacking proper muffler(s) or resonator(s), or is otherwise changed from the original configuration, should be questioned for authenticity.

-1 Exhaust cutout does not work (if originally so equipped). Exhaust Cutout must be demonstrated. (If it is missing, it could be deducted here)

11. STEERING

-1 to -3 Exhibitor should move steering wheel from left to right with Judging Team observing the amount of play before the front wheels begin to move, ½" is acceptable.

12. ENGINE COMPARTMENT – Appearance, Plating, and Paint

Non-authentic air conditioning and/or power steering are deducted. An additional deduction for appearance may be appropriate (deduct in this Category).

Wrong year engine and/or components are Authenticity deductions (Incorrect era engine, type or make is an automatic disqualification.)

Minor cracks, No Deductions

Cracked or Missing Porcelain on Exhaust Manifold -1 Exhaust Manifold Leak -1

Water leaks - deduct under cooling system Category #9.

-1 Cracked or Missing Porcelain on Exhaust Manifold. Missing porcelain here means pieces of the porcelain are missing. There should be NO deduction for minor cracking. Caution: Not all Classics had porcelainized manifold(s). Improper use or non-use would be an authenticity item.

ENGINE ROOM AND SPLASH PANS - Appearance including Plating

Sheet Metal Condition -1

Extra Holes in Firewall, Inner Panels, Splash Pans -1 Chipped, Cracked or Faded Paint -1

Poor Plating -1

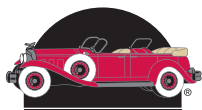
Rust or Corrosion -1

Dirt, Oil and Grease Accumulation -1 to -2 Splash Pans Missing -2

Splash Pan Dented, Rusted, etc. -1

-1 Sheet metal Condition. Firewall, fender inner panels, etc. for condition. Dents.

-1 Extra Holes. These could be in the firewall, the fender inner panels, the splash pans, etc. If exhibitor claims the hole is original, then what is missing? Deduction could be made for the missing item.



CLASSIC CAR CLUB OF AMERICA

-1 Chipped, Cracked Or Faded Paint. Paint includes not only the engine, but firewall, inner side panels, accessories such as starter, generator, splash pans, radiator tanks, etc. Caution: Deduct for wrong color.

-1 Poor Plating. When and if items were originally supplied in plated condition, then head nuts, carburetor linkage, filler caps, accessories, fuel lines and fittings should be clean and bright.

-1 Rust And Corrosion. Corrosion is most likely found around aluminum components or the copper/brass radiator.

-1 to -2 Dirt And Grease Accumulation. An accumulation through neglect over a period of long standing is significantly more obvious than minor dirt. No deduction for minor dust collected on the way to the meet

-2 Splash Pans Missing.

-1 Splash Pans Dented, Rusted, etc.

AUTHENTICITY - ENGINE AND CHASSIS

ALL DEDUCTIONS FOR AUTHENTICITY MUST BE DOCUMENTED ON THE JUDGING FORM

The Team Leader must discuss with the exhibitor. No deductions unless judge is absolutely sure. The Classic and the exhibitor are always given the benefit of any doubt.

Painted or Porcelain Manifolds where originally bare -1 Manifolds not Porcelain when they should be -1 Wrong color or texture on components -1

Polished Stainless Exhaust components. See explanation -1 Miscellaneous Appearance Calls -1

-1 Painted or Porcelainized Manifolds Where Originally Bare Cast Iron. A coating just to make things pretty is not authentic practice. Use discretion if painted with a cast iron paint.

-1 Manifolds not porcelain when they should be. This includes bare, Black Chrome, etc.

-1 Wrong color or texture on Components. Incorrect color used on engine, generator, starter, etc. Some cars had generators, starter carburetors, etc. with a "crinkle" finish.

-1 Polished stainless exhaust components. Unpolished components do not warrant a deduction. Many Classics had some form of polished tailpipe.

-1 Miscellaneous Appearance Calls such as incorrect air cleaner color and wrong chassis color, etc. must be made from positive knowledge. Note: Many Classics had their chassis painted to match the fender color.

AUTHENTICITY - ENGINE AND CHASSIS - COMPONENTS

ALL DEDUCTIONS FOR AUTHENTICITY MUST BE DOCUMENTED ON THE JUDGING FORM

The Team Leader must discuss this with the exhibitor. No deductions unless judge is absolutely sure. The Classic and the exhibitor are always given the benefit of any doubt.

Power Steering -5

Air Conditioning (unless factory) -5 Modern Stainless Steel Hose Clamps -2 Modern Plastic Wire or Plastic

Insulated Crimp-on Connectors -2

Wrong year engine and/or components including "speed" equipment -1 to -5

Flexible Exhaust Pipe Where Not Original Equipment -2 Brake Booster added where not originally offered -1 to -5 Universal Type Convuluted Radiator Hoses -2

Wrong Voltage Battery -3

-5 Power Steering If it was not available

Note: It is allowed on CARavan cars but is subject to a deduction
Note: An additional deduction for appearance may be appropriate
No deduction for original factory air.

-5 Air Conditioning.

No deduction for original factory air.

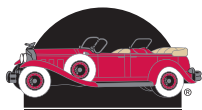
Note: It is allowed on CARavan cars but is subject to a deduction
Note: An additional deduction for appearance may be appropriate.

-2 Modern Plastic Wire or plastic insulated crimp-on connectors. Braided cotton-covered wire is the type normally used with all ends properly terminated; i.e., no plastic insulated crimp-on connectors. Note: Some post war Packards used plastic wires inside a "rubber" tube from the junction box to the headlights

-2 Use of Modern Stainless Steel Hose Clamps. Deduction for Modern worm gear stainless steel hose clamps. Original equipment or clamps of the era when the car was originally manufactured should be used. (No deduction for use of CCCA approved clamps.) Note: Be careful, there were worm gear type clamps in use in the early thirties including 1930 Cadillacs and Jubilee clamps as used on some European Cars.

-1 to -5 Wrong year engine and/or components.

-1 Engine off a year or two but identical to the basic design of the correct engine. Use of later year components including "speed" equipment and multiple carburetors should receive a one point deduction per major component. Note: The factory retrofitted some 36 Cords with supercharged engines, no deduction. If retrofitted in recent times, one point deduction.



CLASSIC CAR CLUB OF AMERICA

-2 to -3 Engine several years off but is still of the same basic design (may have some very minor block changes).

-3 to -4 Engine off 10 years or so but still is of the same basic design (may have some Minor block changes).

(Note: A different size or type engine, a non-classic era engine, or a different make engine is an automatic disqualification.)

Similar but lesser deductions would apply for components.

-2 Flexible Exhaust Pipe Where Not Original Equipment. Some Classics used fancy flexible pipe for "external" exhaust through the side of the hood. Also, some hot air heaters used flexible pipe. Don't be confused by corrugated asbestos shielding on some early Classics such as Packard.

-1 to -5 Brake Booster Added Where Not Originally Offered. Examples:

-1 if 33 LaSalle booster added to 32 LaSalle. (A booster that

is inside the frame, pulls on the existing brake lever and is hardly noticeable.)

-2 if an era booster is added to a car where none of the cars in the general series ever had a booster, but booster is not readily visible.

-5 if a modern (post Classic era) booster added to any Classic. (A remote booster that is piped into the hydraulic system and may be very noticeable.)

-2 Universal Type Convuluted Radiator Hose. This corrugated hose was not available in the Classic era and hence is not authentic.

-3 Wrong Voltage Battery Use of a 6/8 volt or 12 volt battery in a 6 volt system.

-1 Shrink Tubing. Shrink tubing was not available in the Classic era and is not appropriate as an insulator.

-2 Modern stainless steel hose clamps.

-1 Cracked or Deteriorated Hoses

-1 Rusty or Deteriorated Hose Clamps

-1 to -5 Rusty, dented, torn, etc. components for Air Cooled Engines

-1 Cracked or Deteriorated Hoses. Observe hoses for cracks and sponginess.

-1 Rusty or Deteriorated Clamps. These are the hose clamps which should not be rusted, bent, or distorted.

-1 to -5 Components for Air cooled engine. Examine the visible air cooling components and make appropriate deductions, items such as bent cooling fins, bent, rusty or torn sheet metal. Missing or wrong components would be deducted.

NOTE: There will be no deduction for an electric fuel pump, provided that the installation is in an inconspicuous place and the work done in a workmanlike manner. Further, the exhibitor is not allowed to use the electric fuel pump during judging or 2 points should be deducted in Category #1).

Remember - all Authenticity deductions must be recorded and discussed with the exhibitor, and all Judges on the Team made aware of the exhibitors response.

13. UNDERCARRIAGE AND CHASSIS WIRING

Chipped, Cracked Paint -1

Rust Or Corrosion (Except Exhaust System) -1

Accumulated Dirt and Mud -1 to -2

Missing or Torn Rubber or Leather Boots Where Applicable -1

Missing Spring Covers where Applicable -1

Damaged or Modified Frame -1

NOTES:

- Collectively, the frame, axle housings, springs, drive train, drums, steering components, floorboards, gas tank are considered the undercarriage. (It does not include the engine.)
- Classics that have a Bijur oiling system will have oil "leaks" at each point of lubrication. No deduction for recent oiling.

-1 Rust or Corrosion (Except Exhaust System). Missing paint will allow the formation of rust and corrosion. No known Classic was delivered with a bare metal chassis (with the exception of non-rusting metals such as aluminum or wood). Examine aluminum items for evidence of oxidation and corrosion and wood for rot, etc.

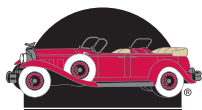
Accumulated Dirt and Mud.

-1 Minor. The operative term is "accumulated" which does not include "acquired" on the way to the meet.

-2 Major. An accumulation of long standing, usually packed and permeated with oil and grease.

-1 Missing or Torn Rubber or Leather Boots, where Applicable. If visible, these pertain to protection for actuating rods on brake and vacuum components and steering components such as drag links and tire rod ends. Not all Classics were equipped with these, so be sure before you call a boot missing.

-1 Missing Spring Covers, where Applicable. Metal or laced leather (or other fabric) covers on leaf springs. Not all Classics were equipped with these.



CLASSIC CAR CLUB OF AMERICA

-1 Damaged or Modified Frame. Evidence of welding or installation of reinforcing plates should be discussed with the exhibitor to verify if it is original.

Plastic wire or plastic insulated crimp-on connectors is an authenticity deduction. An additional deduction for appearance may be appropriate (deduct in this Category).

Wiring Not Safely Installed -1 Corroded Terminals -1

Wires Installed Without Terminals -1 Wiring Not Properly Supported Where Passing Through Metal Holes or

Over Sharp Metal Edges -2 Cracked or Frayed Insulation -3 Bare Wiring Showing -4

Loose wire ends -2

-1 Wiring Not Safely Installed. Classic car manufacturers were quite fastidious in installing wiring, and where visible, it should be properly tied down with clips and brackets. There should be no long extravagant loops, unsupported lengths of wiring, or hand splices wrapped with electrical tape when joining wires.

-1 Corroded Terminals. Usually there will be evidence of corrosion at the battery terminals. The terminals should be clean with no evidence of white and/or green sulfide deposits. Concealed batteries are not to be checked.

-1 Wires Installed Without Terminals. The ends of all wires should be provided with terminals rather than wrapped bare wire around a stud with a nut jammed on it. There are some exceptions where spring loaded clips or screws accept a bare wire, usually found where accessibility is a problem.

-2 Wires Not Properly Supported Where Passing Through Metal Holes or Over Sharp Edges. Generally speaking, manufacturers provided either rubber grommets, looms, or faceplates for wires passing through metal holes. Wiring near sharp corners should be supported and protected with pinch brackets affixed to the metal. If the owner has not achieved authenticity by use of the proper device, at least it should be operative and safe, which is what is being judged here.

-3 Cracked or Frayed Insulation. Multiple wire bundles were usually routed through woven fabric looms or metal conduits. American Classics frequently had color coded wire insulation. The insulation should not be cracked or frayed. Friction tape, if used, was usually tied with twine or clamped and should not be loosely installed. A deduction should be made for the use of modern plastic tape under Authenticity. This is both a safety and appearance judgment.

-4 Bare Wire Showing. That is wiring denuded of protective insulation with metal showing.

-2 Loose Wire Ends. Wires not attached to any terminal. This would indicate that something does not function.

-1 Polished Stainless Components

-3 Rusted Muffler. This is for significantly rusted mufflers, not light surface rust.

-3 Rusted Tailpipe (Significant rust)

-1 Use of polished stainless components for the system. Unpolished stainless does not warrant a deduction. (Deduction for polished components should be taken here) Note, many Classics had polished or plated and even porcelain tailpipes, including polished aluminum.

14. WHEELS INCLUDING PAINT, PLATING AND HUBCAPS AND TIRES

Paint Chipped, Scratched, etc. -1 Plating of Wheel Itself (if applicable) -1 Plating and Condition of Hubcap -1 Emblem Condition -1

-1 Paint Chipped, Scratched, Etc.

-1 Plating of Wheel Itself. If the wheel itself is plated.

-1 Plating and Condition of Hubcap.

-1 Emblem Condition.

TIRES — CONDITION AND APPEARANCE

Heavy Tread Wear but Tread

Depth is 1/16" to 3/16" -2 Less than 1/16" -3

Cupping or Uneven Wear -2 Hairline Cracks or Small Non-hazardous Cut -1

Serious Cuts, Lumps, Bumps or Blisters or Cord Showing -5

Breaks in Tread Grooves (but not in the cord) -2

NOTES:

1.No deductions for blackwalls or whitewalls or the aesthetic appearance per se.

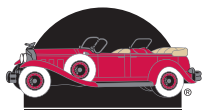
2.Judge all exposed tires including spares unless they are covered or in the trunk.

3.Rubber and metal valve stems may be used in tubes for Classic tires only after 1934. However, all five (or six) wheels should have the same type.

-2 Heavy Tread Wear. Tread Depth is 1/16" to 3/16". Please note — the thickness of a quarter is almost 1/16".

-3 Heavy Tread Wear, Tread Depth is less than 1/16".

-2 Cupping or Uneven Wear. Tires develop these faults by neglect of alignment, air pressure, or balance. We are talking here of each tire considered by itself, and not a difference of wear between two or more tires. Cupping or feathering should be visible to the naked eye.



CLASSIC CAR CLUB OF AMERICA

-1 Hairline Cracks or Small Non-hazardous Cuts. Generally these are those visible on the sidewall of the tire and would not be a safety problem. In any case, one does not get the opportunity to examine the road tread completely for minor imperfections, but these are still included in this item.

-5 Serious Cuts, Lumps, Bumps, Blisters or Cord Showing. These are serious, life-threatening, hazardous, anti-safety items. Try to also check inner sidewalls by sighting fore and aft under the car. This is a service to the exhibitor.

-2 Breaks in Tread Grooves. These are cracks in the casing visible at the bottom of the tread grooves indicating considerable age. (If cord is cut or torn then -5.)

-1 each Plastic and/or rubber valve stem caps.

-3 Truck Tires.

-2 to -4 Tire size or Mismatched Tires. Tires that are larger or smaller or of the wrong size designation series warrant a deduction here. But be careful, some of the auto makers offered optional sizes including the "balloon tires" in the 20's and 30's. Mismatching may be either by size, brand, width of sidewall, or black and white tires on the same car.

-2 Tire- Mixed Brands. Tires should all be from the same manufacturer.

-1 Mismatched Tube Stems. Stems should be of same type (metal or rubber) and of similar length, not a long bent truck stem and a short straight car stem for example. Note: some clubs deduct for rubber stems on earlier cars.

15. DASH, STEERING WHEEL AND PEDALS AND ALL OTHER INTERIOR MECHANICAL COMPONENTS INCLUDING DOOR LATCHES, STRIKERS AND OTHER DOOR JAMB HARDWARE

-1 Condition, finish on steering wheel, shifter, parking brake

Damaged Finish on Dashboard -1 Plating on Dashboard items -1

Control Knobs or Handles Defaced or Missing; Must Match -1 Steering Wheel Assembly -1

All Pedal Pads, or Pedals Themselves -1

-1 Gauge faces

-1 Damaged Finish on Dashboard. This also includes dashboard trim and dents, etc.

-1 Plating of Dashboard items. All items covered here.

-1 Control Knobs Defaced or Missing. Includes all dash control knobs and levers.

-1 Steering Wheel. Cracked, defaced, poor chrome.

-1 All Pedal Pads, or pedals themselves if no pads. Worn or scraped.

-1 Finish, condition of door handle and window cranks

-1 Interior mirrors. Silvering, flaking or missing

-1 ea. Instrument Faces

-1 ea. Appearance (including plating)

-1 Instrument Faces Appearance. Condition of faces and needles.

-1 Appearance. Bezels, plating and glass.

Note: Some minor scratching or abrasions on door latch tongues and strikers are to be expected and should not be deducted for.

-1 Broken/cracked Lens

-1 Appearance (including plating)

-1 Broken Lens. This includes instrument and interior light lens.

-1 Appearance. Includes switches and light bezels. Dented, damaged, poor plating and/or paint.

-1 Appearance. Faces, hands, glass, condition of radio housing, etc. Plating of bezels, radio grille and antenna, etc.

-1 Poor General Appearance of any of above. Poor paint, Dents, Rust

-1 Mirrors Includes condition of the glass and the "silver" reflecting surface behind the glass

-1 Plating of any of the above. Poor Plating on any of the components.

16. INTERIOR TRIM, FLOOR COVERING, SILL PLATES, HARDWARE, WINDOW FRAMES, SEATS INCLUDING RUMBLE SEAT COMPARTMENTS, DOOR PANELS, HEADLINER, INSIDE OF CONVERTIBLE TOPS AND TOP WELLS.

Deduction for use of synthetic material (unless correct) -2

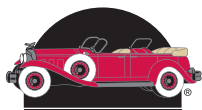
An additional deduction for appearance may be appropriate (deduct in this Category).

Door Sill Plates -1 ea.

Crooked or Poorly Sewn Seams -1 Cuts or Tears -1 to -2

Unfinished Carpet Edge -2 Moth Holes and Stains -1 to -2

-1 Door Sill Plates. Defaced, dented, corroded, missing emblems, plating, etc.



CLASSIC CAR CLUB OF AMERICA

-1 Uneven or Poorly Sewn Seams. Stitching should be uniform. Flat seams should maintain same distance between rows of stitching.

-1 to -2 Cuts, Tears, Worn. Includes bare spots, abrasions, fraying, loose trim.

-2 Unfinished Carpet Edge. Note: Not all carpets were bound. Some, like "moss tread" had rolled edges which are considered as bound. What is spoken to here is carpet exhibiting raw edges, as cut, without binding.

-1 to -2 Moth Holes and Stains.

-1 Use of Phillips Head Screws on pre 1936 Automobiles. Phillips head screws were first used on some GM automobiles in the 1936 model year. This does not mean that Phillips head screws are universally acceptable on all 1936 and later Classics (Packard didn't use them till 1938). The type of screws that were originally used by the auto maker shall be used. Judges wishing to deduct for improper use of screws must be absolutely sure and positively adhere to the proper authenticity deduction procedure.

-1 improper Accessory or instrument, Gages added and/or Modern Gages substituted. Accessories not in keeping with the car and the era.

Wood Trim -1

Wood Graining -1

-1 Wood Trim. Condition and appearance of actual interior wood trim. -1 each major piece.

-1 Wood Graining. Condition of wood graining on window/windshield moldings, etc. -1 each major piece.

Deduction for use of synthetic material (unless correct) -2

An additional deduction for appearance may be appropriate.

Scuffing of Leather -1

Dye Worn Off of Leather -1

Worn Material, Cuts or Tears -1 to -2 Buttons Missing -1

Moth Holes and Stains -1 to -2 Crooked or Poorly Sewn Seams or sewn designs -1 Slip-On Seat Covers -5

Clear Slip-On Seat Covers -2

-1 Scuffed Leather. Leather should present an overall uniform appearance in texture, not marred by rough usage, closing of doors, operation of crank handles.

-1 Dye Worn Off of Leather. Leather should be uniform in color without thin or bare spots at points of usage.

-1 to -2 Worn Material, Cuts or Tears. Includes bare spots, abrasions, fraying, loose trim.

-1 Buttons Missing.

-1 Crooked or Poorly Sewn Seams. Stitching should be uniform. Flat seams should maintain same distance between rows of stitching. Includes stitching that creates a design on the panel.

-5 Slip-On Seat Covers. Seats hidden beneath opaque covers cannot be judged as to condition.

-2 Clear Slip-On Seat Covers. Deduction for the covers themselves. Additional deduction if the upholstery and/or cover material is not excellent.

Inside of Convertible Top -1 to -2

Top bows and Mechanism -2

Interior of top well -1

Interior of Rumble Seat Compartment -1 to -2

-1 Scuffed Leather. Leather should present an overall uniform appearance in texture, not marred by rough usage, closing of doors, operation of crank handles.

-1 Dye Worn Off of Leather. Leather should be uniform in color without thin or bare spots at points of usage.

-1 to -2 Worn, Cuts or Torn Material. Includes bare spots, abrasions, fraying, loose trim.

-1 Buttons Missing.

-1 to -2 Moth Holes and Stains

-1 Crooked or Poorly Sewn Seams. Stitching should be uniform. Flat seams should maintain same distance between rows of stitching. Includes stitching that creates a design on a panel.

-1 to -2 Inside of Convertible Top. Includes inside of top, top liner, covering on bows, and top pads.

-2 Top Bows and Mechanism. Includes condition of top bows, side rails and all mechanism including plating.

-1 Interior of Top Well. Condition of the interior of the top well. Not applicable for all cars.

-1 Interior of Rumble Seat Compartment (w/o Seats) Check for same items as interior of car.

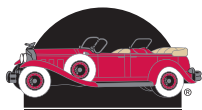
17. EXTERIOR TRIM, TOPS, SIDE CURTAINS, BOOT, WEATHER STRIPPING, WELTING, RUBBER, AND RUNNING BOARD COVER, INCLUDING DOOR AND WINDOW WEATHER STRIPPING AND TRUNK WEATHER STRIPPING IF INTEGRAL TO THE CAR

Weather stripping -1 to -2

Fender welting -1 to -2

Running Board Cover Material -1 to -2

-1 to -2 Weather stripping. Cracked, small piece missing. Fabric portion badly faded and or worn.



CLASSIC CAR CLUB OF AMERICA

-1 to -2 Welting. Deteriorated or small piece missing.

-1 to -2 Running Board Cover Material. (Rubber, wood, linoleum, etc.) Worn, torn, cracks, not smooth, crooked, gaps between sections, etc.

Includes lumps due to rust and/or foreign material under the cover material.

Note: Trunk lid if integral to the car is to be opened to check weather stripping. Exhibitor does not need to remove personal belongings from the trunk.

CONVERTIBLE TOP, SOFT TOP, "INSERT TOP", PADDED TOP - BELTLINE UP

Deduction for modern plastic material on convertible tops, except as allowed.

An additional deduction for appearance may be appropriate

Stains -1

Cuts, Tears or Chipping -1 to -2

Sags or Wrinkles Not Consistent with Usage -1 Missing Top for Driver's Compartment of Town Car -2 Paint Condition Problems -1

NOTES:

- If car has all metal top, it is scored in Category 19 & 20.
- Modern, correct looking, vinyl material is acceptable on later padded roofs, but not correct for earlier cars that originally had leather.
- If exhibitor does not raise top, deduct 5 points in this Category.
- Top boot is covered.

-1 Stains. Rust stains and water stains from "wicking" of top material both inside and out. Also oil and grease stains and overspray from painting operations.

-1 to -2 Cuts, Tears or Chipping.

-1 Sags or Wrinkles Not Consistent with Usage. Point deductions will be made for wrinkles caused by poor installation of top, or by sags resulting from broken or out-of-line supporting bows and braces and poor pads. Since convertible tops were made to retract, certain wrinkles consistent with usage will result. There is NO point deduction for these.

-2 Missing Top for Driver's Compartment of Town Car.

-1 Paint Condition Problems.

TOP, SIDE CURTAINS, TOP BOOT

CAR IS AUTOMATICALLY DISQUALIFIED FROM JUDGING IF NOT EQUIPPED WITH SAFETY GLASS IN ALL WINDOWS. NOTE: SEE EXCEPTIONS BELOW.

Synthetic Material to Replace Fabric Portion of Side Curtains - Deduct under Authenticity.

Minor Cracks Or Chips -1 Large Crack -2

Discolored -2

Torn Or Stained Side Curtains -2 Missing Side Curtain -2

Side Curtains All Missing -3

Top Boot Missing (if Std. equipment) -2

Top Boot in Poor Condition (only if standard equipment) -1

-1 Scratches, Minor Cracks, Chips. In other words, imperfections, but not glaring or disfiguring deficiencies. Any windows which are wound down in the doors must be raised by the exhibitor so that they may be examined.

-2 Large Crack. A large crack across a glass panel or intruding into a panel.

-2 Discolored. Laminated glass has a tendency to separate with age, and the bonded inner plastic material will turn color or white on exposure to air.

-2 Torn or Stained Side Curtains. These are usually torn from rough use over a long period of time or suffering from mold and water stains or rust marks.

-2 Missing Side Curtain. Judges should account for all side curtains to enclose the car. If they are laying in a pile, do not assume they are all there.

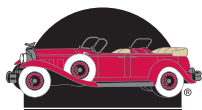
-3 All Side Curtains Missing.

-2 Top Boot Missing. Note: Some cars did not come with a Top Boot, in some cases it was an accessory. No deduction if it was not standard equipment.

-1 Top Boot in Poor Condition. No deduction if it was not standard equipment.

-2 Modern Plastic Material on Convertible Tops or Boots. However, a vinyl or plastic top is optional on some closed car tops and several custom open cars. Exhibitors of these cars must be able to authenticate the top material to avoid the deduction. It is acceptable to have a black plastic top on a 1934 Packard open car to replace the black Panasote option which was available. The pattern must be a short Cobra grain, or a slight leather grain or duplicate the appearance of the Panasote. "Sta-Fast" type top material is acceptable as a substitute for Haartz cloth in Classic car judging.

-2 Synthetic Material to Replace "Fabric" Portion of Side Curtains. Note this is the fabric portion, not the portion you look through.



CLASSIC CAR CLUB OF AMERICA

18. GLASS

CAR IS AUTOMATICALLY DISQUALIFIED FROM JUDGING IF NOT EQUIPPED WITH SAFETY GLASS IN ALL WINDOWS. NOTE: SEE EXCEPTIONS BELOW.

Tinted Glass if normally not factory equipment.

Minor Cracks Or Chips -1 Large Crack -2

Discolored -2

NOTE: Disqualify the car from judging if not equipped with safety glass in all windshield, side vent windows, and most rear windows. Safety glass is of three types: laminated, tempered and wired. Exceptions — Interior glass and Beveled rear window and wind wing glass need not be safety glass if not so originally equipped (unless otherwise required by any state or other regulatory agency.)

Note: Automobiles judged as originals with original door panel upholstery are also exempt.

-1 Scratches, Minor Cracks, Chips. In other words, imperfections, but not glaring or disfiguring deficiencies. Any windows which are wound down in the doors must be raised by the exhibitor so that they may be examined.

-2 Large Crack. A large crack across a glass panel or intruding into a panel.

-2 Discolored. Laminated glass has a tendency to separate with age, and the bonded inner plastic material will turn color or white on exposure to air.

-2 Tinted Glass If Not Factory Equipped. Classics were not usually furnished with tinted glass. Some exceptions are the small blue roof lights of certain custom bodies of the late 1930s, the green Solex heat absorbing glass used in the Pierce-Arrow, colored glass sun visors used in many Classics, and other individual applications. Any amber or otherwise tinted glass will be considered to be discolored due to deteriorated condition and deductions will be made accordingly.

-1 Poor fit, windows hanging out at the top, not parallel to tracks (-1 per window)

19. SHEET METAL CONDITION AND FIT: FENDERS, HOOD, BODY, DOORS, RUNNING BOARDS, AND DECKLID, RELATED PANELS

NOTE: NO DEDUCTIONS FOR DAMAGE SUSTAINED WHILE CAR WAS EN ROUTE TO, OR AT THE MEET.

Dents -1 to -2

Rust - Light Surface -1 Rust - Penetrating -2 Metal Cracks -1 to -

Wavy Panels -1 to -2

Rotted or Broken Wood Members -2 Running Boards -1 to -2

-1 to -2 Dents. Minor -1, Major damage -2

-1 Surface Rust. Minor, no deep pits

-2 Penetrating Rust. This covers only rust conditions in which deep cavities and/or holes have developed in metal skin. Usually found in bottoms of doors, rocker panels, and bottom of deck lids.

-1 to -2 Metal Cracks. Cracks sometimes develop at strain points or unsupported areas such as fender beads, rumble seat openings, door hinge areas.

-1 to -2 Wavy Panels. Sight obliquely across body panels and fenders for integrity of sheet metal and evidence of waves and warp as a result of improper repair of damage.

-2 Rotted or Broken Wood Members. Interior framing cannot be checked, but wood bows and exposed portions may be observed.

-1 Running Boards. Condition of basic running boards (rusted, dents, not straight, etc.)

FIT —

Fit, Hood to Cowl -1

Gap, Grille to Hood and Fenders -1 Fit, Hood Doors -1

Running Boards Fit and Alignment -1 to -2

-1 Fit Hood to Cowl. Gap between and parallelism.

-1 Gap Grille to Hood and Fenders.

-1 Hood Doors - Fit. Gap around edges, parallelism to surrounding surfaces.

-1 to -2 Running Boards. Lean in or out, not parallel to body line, or do not match to fenders.

Gap, doors to body -1 Doors drop when open -1 Doors in/out -1

Uneven Gap -1 Lid in/out . -1

-1 to -2 Gap. Gap between doors and body, etc. Too tight , too loose or uneven.

-1 Doors Drop when Opened.

-1 Door In/Out. Corner of door in/out from body.

-1 Uneven Gap. Gap around decklid/rumble seat lid.

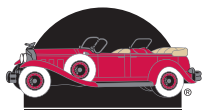
-1 Lid In/Out. Corner of lid in/out from body.

20. EXTERIOR BRIGHTWORK HEADLIGHTS, TAILLIGHTS, RADIATOR SHELL ALL TRIM, DOOR HANDLES, WINDOW FRAMES BUMPERS, ETC.,

PLATING

Scratched, Pitted Or Peeling . -1 to -2 Rusted -1 to -2

Blistered . -1 to -2



CLASSIC CAR CLUB OF AMERICA

Worn Through -1 to -2

Nickel Showing In Concave Area -1 Alignment and fit of bumpers -1

Appearance (plating and/or paint) -1 ea.

NOTES:

1. 5 point deduction for chrome on Pre 1928 Vehicles. Some cars, 1928 and later were still nickel or a combination of nickel and chrome. If in doubt, the exhibitor should be consulted.

2. Some Classics had the backside of the bumpers painted.

-1 to -2 Scratched, Pitted or Peeling.

-1 to -2 Rusted.

-1 to -2 Blistered.

-1 to -2 Worn Through. This will be old plating worn through to the nickel, copper or base metal.

-1 Nickel Showing in Concave Area. Incorrect plating practice in positioning of anodes will sometimes result in no chrome coverage in hollowed areas of chrome pieces, usually bumper face bars and ornamental trim pieces.

-1 ea. Appearance. Dented, damaged, poor paint if painted. Poor chrome if plated.

-1 ea. Appearance. Stainless Arms, linkage, etc. in Poor Condition (bent or dented, etc.)

21. PAINT — FENDERS, HOOD, RUNNING BOARDS, BODY, DOORS, AND DECKLID, INCLUDING ROOF AND RELATED PANELS

Scratches or Chips -1 to -2

Orange Peel -1

Fading -1

Rubbed Through -1

Lack of Color Uniformity -1 Checking or Cracking -1 to -2

Defects in Application of Paint -1 to -2

NOTES:

1. No deductions for choice of color, even though improper colors and color schemes are discouraged.

2. No deductions for metallic on Classics manufactured after November 1927.

NOTE: NO DEDUCTIONS FOR DAMAGE SUSTAINED WHILE CAR WAS EN ROUTE TO, OR AT THE MEET.

-1 to -2 Scratches or Chips.

-2 Orange Peel. A slightly bumpy surface, preventing a perfectly level surface to the paint.

-2 Fading. Discoloration of pigment caused by exposure to light, heat, or due to age or chemical changes in pigment.

-2 Rubbed Through. Primer or base metal showing through the paint.

-2 Lack of Color Uniformity. Compare all panels for the same shade of color, but remember that bright sunlight can change some colors depending on the angle of the light rays. Shade the paint with your clipboard if in doubt. Most lack of uniformity is caused by repaint of specific panels with paint of a slightly different formulation.

-1 to -2 Checking or Cracking.

-1 to -2 Defects In Application of Paint.

Overspray - Spray from painting operations fouling previously painted surface.

Fisheyes - Clusters of small round thin spots where paint would not cover due to foreign substance on surface. Dirt in paint - Pimples in paint caused by foreign substance. Masking ridges - Ridge in paint left by masking tape which protected portion of paint which was not painted.

Unfeathered underlayers - Defect in paint surface caused by improper sanding of defect which was intended to be covered. Sanding scratches - Scratches in surface or showing through the top coat, usually caused by improper sanding of previous layers. Runs - Sags and drips in paint caused by too heavy an application. Frost - Paint which has not been rubbed out to proper luster.

-1 ea. Appearance. Dented, damaged, poor paint if painted. Poor chrome if plated.

22. EXTERIOR LIGHTING

Check for proper lenses, sealed beam conversions, extra, non-authentic lights.

-1 Improper lenses.

-1 Misalignment of headlights or taillights.

-1 Chips in glass.

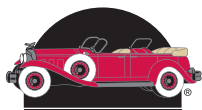
-1 Modern or aftermarket lights.

-2 Sealed beam conversions (1939 or earlier)

-1 ea. Dull Reflector

-1 ea. max -4 Appearance

-1 Broken Lens. Check for cracked lens glass front and rear. A close examination is necessary to detect some cracks.



CLASSIC CAR CLUB OF AMERICA

-1 Dull Reflector. Age and exposure to air will dull or tarnish silvered reflectors in the pre-sealed beam period.

-1 Appearance. Dented, damaged, poor paint if painted, or poor plating

-1 ea. Broken Lens

-1 ea. Dull Reflector or chrome reflector

-1 ea. max -4 Appearance (w/o plating)

-1 Broken Lens. Check for cracked lens glass front and rear. A close examination is necessary to detect some cracks

1 Dull or Chromed Reflector . Age and exposure to air will dull or tarnish silvered reflectors in the pre-sealed beam period. Chromed reflectors do not provide as good a light as a “silvered” reflector and should result in a deduction in this Category.

-1 Appearance. Dented, damaged, or poor paint if painted, or poor plating.

-1 Wrong Type of Head or Tail Light Lenses. Some headlight lenses (1939 or before) are marked right and left such as Packard Flex Beam and should be in their correct position. Plastic lens replacing glass. Lens from some other make or model of car.

-2 Sealed beam lights if not so equipped originally. 1939 or earlier