

# VCCA Judging Manual

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## A. Preface

The VCCA Judging Manual is prepared for exclusive use by the membership of Vintage Chevrolet Club of America Inc. Its purpose is to aid in establishing and maintaining consistency in judging, to serve as the basic foundation for the curriculum used at National Judging Schools to educate members on how to be a fair and consistent judge, to present the VCCA Judging policies and procedures, and to provide a resource to the membership on the judging process.

The policies and procedures in this manual are to be used at all VCCA Sanctioned Area and Anniversary Meets. A Nationally Sanctioned Meet is defined as an approved VCCA function where class judging and HPOCF Certification takes place. A judged meet can take place as a one day meet or a multiple day meet. Both are acceptable and approved by the National Board of Directors. A new edition of the Judging Manual will be printed every five years with revisions in between editions being posted in the G&D. A copy of this manual will be provided to all National Board of Directors, and Judging Committee Members. The National Judging Chair is the supplier of the copies of the VCCA Judging Manuals and Judging Forms.

People involved with the judging process, including Judges, Tabulators, Runners, and owners of judged vehicles, should become familiar with this manual and follow the guidelines, policies, and procedures contained in it. The Chief Judge must make sure that there is a Judge's Seminar held prior to judging at each meet. Anyone participating at a VCCA meet is invited to attend the Judge's Seminar. Owners and members interested in the judging process are encouraged to attend. At a minimum, the seminar must review the basic VCCA Judging Process; the qualifications of judges; announce any changes in policy, procedures, or processes, and give members the opportunity to obtain answers to their questions. It is recommended that a copy of the Judging Manual be available, either in the registration packet or for purchase at the meet. At the end of a VCCA meet, any remaining Judging Manuals should be returned to the Chief Judge after the meet judging is completed, along with Judge's Participation cards.

The Chief Judge is the final authority concerning all aspects of the judging process at a Nationally Sanctioned Meet. Disagreements with decisions made at a meet can be brought to the National Judging Chair

and the Judging Committee for review. Final authority rests with the VCCA Board of Directors.

The VCCA Judging System is made up of an all-volunteer group of dedicated VCCA members who are loyal hobbyists. The judging process is designed to provide a fair and accurate evaluation of the vehicle, judged to the best of the membership's ability. Our judges are not professional judges. There will be mistakes made from time to time in the judging process. All scores and awards are final as determined by the Judging Team.

## B. Background

The Vintage Chevrolet Club of America was formed in 1961 as an organization for the preservation and restoration of Chevrolet vehicles. Vehicle judging soon became a part of VCCA club activities. As more years and different models became eligible for VCCA Judging, application of the Judging Form became more complex. Over the years, revisions have been made to the Judging Form and process. This manual and the Judging Form are attempts to bring together the essential parts of the process and present it in a form that will facilitate both a just and consistent judging process. It is the Judging Committee's continual responsibility to evaluate the use of this Judging Manual and the Judging Form and make revisions as the need arises to improve the judging process.

## C. Philosophy

The mission statement of the VCCA includes the preservation and restoration of vintage Chevrolets. Vehicle judging is one of the many functions and activities available to the membership of the VCCA. The National Judging Committee understands that members enjoy many of the different activities that are available. (Tours, club meetings, model cars, crafts and costume judging are examples). Members are encouraged to participate in any or all of the activities that the club has to offer. The VCCA Judging Process has been developed so that a vehicle can participate in these activities and still move through the awards system successfully. The function of the VCCA Judging Process is to provide a way for our membership to evaluate the historical correctness, workmanship, authenticity, and condition of our vintage Chevrolets. It is the owners' understanding that when they decide to have their vehicles judged, that we, as club members, are comparing their vehicles to how the manufacturer delivered the vehicles to the dealer and to the public.

The goal of VCCA National Judging Process is to be regarded as the standard to which all Chevrolet vehicles are held. The result of the Judging process will be a fair and consistent evaluation of the vehicle being judged and the proper and deserved award for the owner's efforts.

#### D. Vehicle Requirements

- The VCCA recognizes Forerunners; (Whiting, Scripps-Booth, Monroe), and Chevrolet. Vehicles that are 25 years old or older are eligible for judging. All vehicles that are 23 and 24 years old (one and two years away from judging eligibility) may be placed on the judging field for DISPLAY ONLY. The Meet Chairperson and host regions should place a Display Class in their meet registration form so those members with 23 to 24 year-old vehicles can be completely registered. The Chief Judge of the meet shall provide an area on the judging field for the DISPLAY ONLY cars so those 23 to 24 year-old vehicles can be evaluated and seen.
- All vehicles entering the judging field must pass the Field Entrance Check. All VCCA Sanctioned Meets must provide these Field Entrance Checks in order to qualify as a VCCA Sanctioned Meet.
- All non-authentic items on vehicles will receive appropriate deductions. For example, chrome in lieu of nickel or varnish, would receive appropriate point deductions on the Judging Form. Paint color must be appropriate for that year of manufacture of Chevrolet. Paint color does not have to match the paint code on the cowl tag (though it is encouraged). Non-authentic bodies will be determined and identified by the Chief Judge prior to the Judge's Seminar. It is the owner's responsibility to contact the Chief Judge of the registered meet about the vehicle having a non-authentic body (fiberglass, steel instead of wood etc.). This information will be given to the Team Captain of the class in which the vehicle will be judged. A mandatory 100-point deduction will be given for the following categories: incorrect engine, incorrect paint color, non-authentic body, body panels (25 points per panel) and after-market air conditioning. These deductions will require Chief Judge and owner's initials for verification.

A VCCA Vehicle Identification Card is available at all National Meets and directly from the National

Judging Chair. The owner can fill one out at the meet they are attending. These cards will assist owners in filling out their National Meet judging forms correctly. These cards will also assist judging teams to determining authenticity and correctness of the vehicle components. Owners should place ID cards on the front seat of the vehicle inside the plastic sleeve provided.

## E. Meet Requirements

- To be entered at a meet where the VCCA Judging Process and awards are used, the owner must be a member in good standing. A registration form, identifying the owner and type of vehicle, must be filled out properly and signed by the owner. A vehicle entering judging at any VCCA Sanctioned Meet may be an original or restored vehicle, a driven or trailered vehicle, and is judged comparing its condition to when it was delivered from the factory, to the new car dealer, to the public. Any feature, option, or accessory shown in the original factory or dealer catalog, sales literature or company service bulletins or other original Chevrolet or General Motors literature are accepted for judging. It is the responsibility of the vehicle owner to document all features, options and accessories as being correct for that year.
- The owner, through the use of genuine Chevrolet literature and documents, must validate the accessory appointments. Owners are encouraged to have this literature available at meets along with the mandatory Owner's Manual. It is the owner's responsibility to provide documentation to validate authentic accessories if a question exists. Accessory manuals and literature will aid in this process.
- All owners must fill out the Judging Form completely and sign under field rules in the section on the front page of the Judging Form.
- During the VCCA Judging Process, any undesirable behavior by a member of the VCCA that threatens the friendly, family, and hobby atmosphere of the VCCA, will not be tolerated. The Chief Judge of the meet has the responsibility and authority to deal with violations of this Code of Conduct. When necessary, the Chief Judge of the meet shall monitor those involved and take whatever action they may determine as appropriate to stop such behavior.

- Owners are required to have an operational fire extinguisher, which is inspected at the Field Entrance Check. The fire extinguisher must meet current ANSI/UL standards and be rated for a minimum 5 B-C classification. It must pass a pressure check or have a gauge reading in the acceptable range and all seals intact. The fire extinguisher is to be placed on the passenger side floor of the vehicle while it is on the judging field. No vehicle will be allowed on to the judging field, or be eligible for judging, without an approved fire extinguisher.
- The Owners must have a Oval and/or Tab registered with the National Awards Coordinator. Owners must display a Senior or, HPOCF Oval on the front grill, license plate or bumper area of the vehicle, which is visible to the Judging Team.
- It is the owner's responsibility to display a registered Senior Oval and/or Preservation Tab award on the vehicle if it is to be judged for a Preservation Award at any Nationally Sanctioned Meet. If the owner fails to display the Tab or Oval, a mandatory 30-point deduction will be taken and be issued a disqualification warning if the award is not displayed at the next meet the owner attends.
- It is the owner's responsibility to display the HPOCF Oval and/or Tab. If the owner fails to display the HPOCF Oval and/or Tab an additional mandatory deduction of one certified area, (Undercarriage, Exterior, Interior, Engine Compartment,) will be taken from the vehicle and be issued a disqualification warning if the award is not displayed at the next meet the owner attends. If the mandatory deduction results in a failure to certify then no award will be issued at that meet.
- It is assumed that during class judging or certification, vehicles are ready to be judged as presented. Owners may not perform any repairs, alterations, additions, deletions, or changing of parts on their vehicles during the judging period. The Chief Judge determines the duration of this period. Owners violating this policy will be subject to disqualification by the Chief Judge. Any changes must be made prior to the official judging period. It is the owner's responsibility to display a registered Preservation

Tab behind their Senior Oval award if it is to be judged for a Preservation Miniature. For any or all future times that this vehicle is judged for a Miniature, it must display the Tab mounted behind the Senior Oval.

- All communications between the Judging Team and the vehicle owner, or his/her representative, are through the Team Captain. Judging Team members will communicate with the Team Captain or other members of the Judging Team out of hearing distance of the owner. If the vehicle owner is not available, the Team Captain will be responsible for opening doors, hoods, lids, etc. If doors, hoods or lids are not able to be opened, then point deductions up to the maximum amount for hidden items may be made.
- All VCCA Sanctioned Meets will provide a Judge's Seminar or Judge's Meeting prior to the actual field judging. Judge's Seminars are not the same as Judging Schools. If the meet is longer than two days, it is highly suggested that the seminar take place on the day prior to field judging. This provides a chance for all judges to read this manual, to be briefed on revisions, mandatory deductions, and frequently asked questions regarding judging matters, and to provide good communication about what is to be expected of each member. If the meet is two days or less, then it is suggested that this seminar be conducted prior to the Judge's Breakfast or as a Judge's Meeting prior to field judging. The Chief Judge will preside over the Judge's Breakfast and/or seminar and will introduce any and all National Officers or other guests in attendance. He or she will make any necessary announcements. All judges, tabulators, and runners must attend the Judge's Breakfast/Seminar. Only the Chief Judge may grant exceptions. Individuals missing the meeting should be briefed on their duties prior to field judging. Anyone participating at a VCCA meet is invited to attend the Judge's Seminar. Owners and members interested in the VCCA Judging Process are encouraged to attend.
- The Meet Chair and Area Director for any sanctioned VCCA National Meet must notify both the Judging Committee and Awards Committee Chair, identifying who has been selected to be the Chief Judge and Assistant Chief Judge for that meet. The Chief Judge of that meet will then be contacted and sent an information packet regarding VCCA Judging policies

to familiarize oneself with necessary information about how to coordinate a successful, fair, and consistent judging process at that meet.

- All completed Judging Forms will be sent to the National Judging Chair for review and recording. The Meet Chairperson and Chief Judges will provide a system whereby the owners are supplied with a self-addressed, stamped envelope, which the Chief Judge will send along with the forms in a timely manner.
- All participating judges, tabulators, and runners will fill out the Judge's Meet Participation Card provided by the Chief Judge. These cards are essential for documenting VCCA judging experience and to help the club maintain accurate records. The Chief Judge will collect these cards and send them to the National Judging Chair for record filing.
- All vehicles are not to leave from the judging field until the Chief Judge has announced that all vehicles and judging teams are released.

## F. Judging Organizational Positions and Responsibilities

### VCCA National President

- The President shall preside at all meetings of the Board of Directors and at the Annual Meeting of the Board of Directors.
- He or she shall appoint all committee chairpersons and such other committee members as he or she may deem appropriate.
- The President along with the Executive Committee appoints a National Judging Committee Chair and a National Awards Coordinator.

### National Judging Chair

- The National Judging Chair is appointed by the VCCA National Board and is a member in good standing of the VCCA. The Chair is responsible for all aspects of the VCCA Judging Process.
- The National Judging Chair nominates members of the National Judging Committee. Nominations are subject to approval by the National President. It is

advised that members of this committee be selected from both the membership at-large and from members of the National Board of Directors.

- The National Judging Chair and Assistant Chair appoint the positions of National Judge's Training Coordinator to facilitate and operate the National Judging Schools.
- The National Judging Chair appoints the positions of National Judge's Records Coordinator to maintain files of judging, tabulating, and runner participation.
- The Judging Chair oversees the selection of Chief Judges at VCCA Sanctioned Meets and oversees, in general, the judge's training process. The National Judging Chair is the custodian for the Judging Forms and Judging Manuals, is responsible for the distribution of new forms for upcoming meets, and retains the completed Meet Judging Forms for the purposes of record keeping.
- The Chair replies to questions involving class judging and policies. (Technical questions that are involved with the restoration and preservation of a vintage Chevrolet vehicle should be directed to the Technical Advisor Coordinator.)
- The National Judging Chair works closely with the National Awards Coordinator on various judging/awards related issues.

### Assistant National Judging Chair

- The Assistant National Judging Chair is appointed by the National Judging Chair. The Assistant Chair is responsible for all aspects of the VCCA Judging Process.
- Assists the National Chair on all aspect of the judging process
- Acts as the National Judging Chair in that person's place when needed or when the National Chair cannot be available.
- Assumes all duties of the National Chair if for any reason the National Chair cannot perform such duties.
- Works with the Judging Committee members and the National Awards Coordinator.

## National Judging Committee

The following are the functions of the National Judging Committee:

- Make an annual review of vehicle classification and submit recommendations to the National Board of Directors for the revision or addition of classes.
- Make assessments, recommendations and revisions for the improvement of the Judging Form, Judge's Manual, and other documents used in the VCCA Judging Process.
- Assess and determine when items for deduction should be added or deleted on the Judging Form and submit recommendations to the National Board of Directors.
- Establish judging proficiency and consistency through efforts such as Judging Schools, training videos, periodic spot checks for problem areas and seminars.
- Maintain a continuing review of all aspects of the VCCA Judging Process and make recommendations to the National Board of Directors.

## National Judges Training Coordinator

- Appointment is made by the National Judging Committee Chair.
- This person develops and oversees all training aspects of the National Judging Schools.
- Develops and evaluates curriculum and materials for National Judging Schools.
- Schedules area National Judging Schools with the Area Director.
- Revises training program on an on-going basis.
- Has good communication with the National Judging Committee Chair and Area Directors throughout the country.

## National Judging Records Coordinator

- Appointment is made by National Judging Committee Chair.
- Maintains member's Judging Participation Cards.
- Maintains a list of judges with classes that they have judged.
- Maintains records of all judges, tabulators, and runners who have attended VCCA Judging Schools and Meets.
- Maintains a list of all HPOCF judges.
- Keeps in good communication with National Awards Coordinator and National Judging Chair.
- Keep records of Gold, Silver and Bronze Certificate Awards and their distributions.
- Distribute National Judging Awards to members.

## National Awards Coordinator

- The Executive Board of the VCCA appoints the National Awards Coordinator.
- The Coordinator administers and keeps records of Junior, Senior, Preservation, and HPOCF award winners among the membership.
- The Coordinator administers and keeps records of all Judging Awards for judging, tabulating, and running.
- The Coordinator is custodian for all HPOCF and Senior Ovals, HPOCF and Preservation Boards, Miniatures and Tabs.
- The Coordinator ensures that an adequate supply of awards are available for each Nationally Sanctioned Meet.
- The Coordinator works closely with the National Judging Chair and the National Judging Records Coordinator on judging and/or awards related issues.

## G. Judging, HPOCF, Tabulation, and Awards Process

### 1. The Judging Process

#### Chief Judge and Assistant Chief Judge Responsibilities

- The Chief Judge and all personnel shall be members of the Vintage Chevrolet Club of America. It is recommended that the Chief Judge shall have, as his/her first assistant, the person that is to serve as Chief Judge for the next meet.
- Work with the National Judging Committee Chair, the National Awards Chair and the Meet Chair to insure that the high standards of the Vintage Chevrolet Club Judging Process are maintained uniformly from year to year.
- Maintain good contact and communication with the National Judging Chair and National Awards Chair on judging and awards issues regarding their meet.
- Responsible for the appointment of the HPOCF Certification Team which will evaluate the HPOCF class for that particular meet. This team should be chosen from the database provided by the National Judging Records Coordinator.
- These team members must be experienced and knowledgeable judges. The Chief Judge can select on team for the HPOCF certification at the meet or a number of different teams based on year and type of vehicle.
- The Chief Judge, working with the Meet Chair, can schedule the HPOCF Certification during the Class Judging with all of the other vehicles or may schedule another separate time during the meet so that utilization of members who might be able to judge and be a member of the certification team. If the certification time is other than the class judging the Chief Judge must be sure that the HPOCF vehicles displayed on the judging field during class judging and that there is sufficient time to process the appropriate award for the owner.
- Obtain a current printout of updated lists of judges, tabulators and runners from the National Judging Records Coordinator. This list will assist the Chief

Judge in the selection of Judging Teams for the particular meet.

- The Chief Judge should choose the Judging Team Captain prior to the scheduled meet. However it is important that members of the Judging Teams not be notified until they attend the meet and preferably at the Judge's Breakfast or Meeting. This is to make sure that there are no biases prior to the meet. All participating member who will be on the various teams and other assignments should be aware of what their assignments and duties are at least two weeks before the meet. This will give the members time to prepare for the duties assigned to them.
- Responsible for completing an accurate judging field layout, including class identification markers. The Chief Judge will receive copies of all meet registrations from the Meet Chair. The meet registrations should list both vehicles and volunteers for judging.
- Prepare a list of all vehicles registered for the meet, assuring that they are in the proper class. Included in those classes will be a Display Class for those vehicles one year away from judging eligibility (23-24 years old).
- Verify accuracy of the Junior, Senior, Preservation, and HPOCF status of each vehicle, utilizing a current list obtained from the National Awards Coordinator. This information needs to be coordinated with the Meet Chair for publication of an accurate meet booklet.
- Responsible for obtaining and organizing the Judging Teams. Make sure to avoid assignment of a judge to a class where his or her family has a registered vehicle. Also be careful to place apprentice judges with a Team Captain, who, the Chief Judge feels, will serve as a good mentor.
- Remind judges at the Judge's Seminar that vehicles driven to meets, though presented in restored condition, will have some recent evidence that they drove to the meet. Judges are not to consider this "road dirt" when deducting points. Recent evidence of driving the vehicle to the meet is different than a vehicle with five to ten years of grease, rust and road dirt that has accumulated on the vehicle.

- Responsible for appointment of experienced judges as Deputy Judges, as well as Team Captains, well in advance of the meet.
- Responsible for obtaining an adequate number of Judging Forms from the National Judging Chair.
- Responsible for a complete and accurately filled out Judging Form by each participant.

Option: Give such form to participant at Field Entrance Check.

Option: Place such form in registration packet.

- Responsible for the selection of the Field Entrance Team that will handle the Field Entrance Check. Make sure that the Entrance Check is being conducted according to the Judge's Manual and VCCA National Policy Manual.
- Responsible for appointing a Chief Tabulator for the meet along with a Chief Runner.
- Responsible for arranging and securing a tabulation area near the judging field.
- Responsible for making sure runners are available to take forms from judging field to the tabulation area.
- Responsible for conducting Judge's Seminar and Breakfast prior to class judging. This seminar affords the Chief Judge an opportunity to address all of the judging personnel and make any announcements or changes in judging procedure. Do not assume that all of the judges follow most established judging processes. "Walk" them through the Judging Form, where each team member is assigned a category (Chassis, Engine, Exterior, Interior). The team members must keep that category for all of the classes that they are judging to assure consistent judging and scoring. Stress that a team should be able to judge a vehicle in ten to fifteen minutes. Remind the Team Captain that the score sheets should be clipped together and sent via a runner to the Deputy Judge, and after review to the tabulators so the results can be completed shortly after the last vehicle is judged. This allows time to review the Best of Show vehicles to be selected. Encourage owners to attend Judging Seminars.
- Responsible for making sure that all judges, tabulators and runners fill out and submit the Judge's

Participation Card. These cards will then be sent to the National Judging Chair for recording purposes.

- Responsible for making contact with and providing Chief Tabulator with, information prior to meets.
- Check with Deputy Judge in case Judging Forms are missing any mandatory abbreviations and comments, or exhibit questionable point deductions or mistakes from Judging Teams. This must be done prior to sending the forms in to the tabulation area.
- Responsible for all decisions on 100 point deductions.
- Will confer with the owner on all 100 point deductions and will make sure that both the owner and Chief Judge initial the Judging Form where these deductions occur.
- Responsible for sending the list of class winners at that meet to the National Awards Coordinator, Area Representative, National Judging Chair, and to the next Chief Judge of any Nationally Sanctioned Meets within the next two months.
- Responsible for sending all completed Judging Forms and all of the self-addressed stamped envelopes from the meet to the National Judging Chair within two weeks after the meet.
- Responsible for maintaining the confidentiality of all judging scoring information during the meet.
- Utilize Deputy Judges for the selection of any Best of Show awards.
- Obtain a list of 1st Junior, 1st Senior, and high point Preservation vehicles in each class from the Chief Tabulator. Provide this list to Deputy Judges, and let them view each vehicle and vote individually for each award.
- Check that all vehicles to be judged for Preservation status have their Senior Oval displayed on the vehicle. If the vehicle does not have an Oval displayed, the vehicle is given a mandatory 30-point deduction. A notification to the National Judging Chair and National Awards Coordinator will be turned in.
- Check that all vehicles to be judged for Preservation Miniatures have a Preservation Tab attached to the vehicle's Senior Oval.

- The Chief Judge shall review all extenuating circumstances that may alter any judging results and make a determination as to the validity of the claim.
- Responsible for obtaining and returning clipboards and pencils to host region. Also shall return all unused Judging Forms, Manuals and Participation Cards to the National Judging Chair.
- Once the Judging Forms have been completed, the Judges, Team Captains, deputies, assistants, runners, tabulators, and vehicles may be released from the judging field by the Chief Judge.
- Responsible for presentation of awards at the Awards Banquet.
- Errors have occurred from time to time in the judging, tabulating, and preparation of awards. All awards will be solely determined by the information compiled on the Official Judging Form. The Meet Chair and Chief Judges are directed not to make any effort to correct the mistake at the time of the Awards Ceremony. Do not present an award when a question exists that needs careful consideration. Advise the party involved that the proper award will be made when the record has been reviewed. All corrected awards will be sent at the VCCA's expense. It is the Chief Judge's responsibility to see that all questions about judging, tabulating and proper receiving of awards are taken care of. If the Chief Judge finds it necessary, he or she may confer with the Judging Committee Chair and the Awards Coordinator for advice on final decisions. All errors must be reported in the Meet Awards Report Form, which is sent to the Awards Coordinator at the conclusion of the meet.
- Immediately, and no later than two weeks after the Nationally Sanctioned Meet, the Chief Judge will send the list of class award winners to the Awards Coordinator for review of records. Within two weeks after the Nationally Sanctioned Meet, the Chief Judge will send, to the National Judging Chair, all completed Judging Forms from their meet. The National Judging Chair will send back forms to all participants who provide a self-addressed stamped envelope to the Chief Judge of the meet attended.
- Be aware of weather conditions and make sure all members involved in the meet judging are equipped for the weather conditions at hand. Allow Judging

Teams to take breaks when needed. Breaks should be approximately ten to fifteen minutes, and be sure that the Team Captain and Judging Team members stay together during break time.

- Responsible for making sure that all vehicles are not to leave the judging field until the Chief Judge has announced that all vehicles and judging teams are released.

### Deputy Judge

The Chief Judge will assign the Deputy Judges. The Deputy Judge should be a respected and experienced VCCA judge who has knowledge of the judging process described in this VCCA Judging Manual. His or her responsibility will be as follows:

- Be a member of the VCCA in good standing.
- Check over classes and assure that vehicles are in the proper class location.
- Assure that Judging Teams use proper sequence of judging Preservation, then Senior, then Junior vehicles, in that order.
- Assure that HPOCF Certification Team(s) are using the proper forms and procedures to evaluate and certify HPOCF vehicles.
- Check with Team Captain in your area in case Judging Forms are missing any mandatory abbreviations and comments for point deductions. Make sure they have checked the results and all agree with the outcome prior to submitting the form to the tabulation team.
- Review results of the completed Judging Form from first vehicle after the team has completed it. This is a method of spot-checking, where the Deputy Judge can give appropriate suggestions and assistance as needed so judging will be carried out properly. Stress that consistency and fairness need to be used by each Judging Team member.
- Check all score sheets for signatures, proper deductions and comments. Sign and send the sheets with the runners to the tabulation room. If you see a problem area, address that problem before the form gets to the tabulation area.

- Assist the Chief Judge and Asst. Chief Judge with the reviewing of class winners to determine Best of Show award winners.

## Team Captain

- Be a member of the VCCA in good standing.
- Be a respected and experienced VCCA judge. The Team Captain is the backbone of the VCCA Judging Process.
- The Team Captain is the only member of the Judging Team (besides Deputy, Asst. Chief and Chief Judges) to act as spokesperson with the owner of the judged vehicle.
- Ask for volunteers, or assign each team member to a category of vehicle Judging.
- Establish good communication with your Deputy Judge and runners.
- Walk your area to make sure vehicles in your assigned class are located at the correct spot on the judging field.
- It is suggested that the Judging Team start with the Preservation vehicles within the class of vehicles that they have been assigned. There are two reasons for this. First, the Preservation vehicles have been judged previously and have gone through the judging system. Granted, some deterioration occurs on some Preservation Vehicles, but the majority of them have correct GM parts and accessories on them. Second, it allows the Judging Team to gain valuable knowledge and experience in a less competitive category before judging Senior and Junior vehicles. This is especially helpful when Judging Teams have apprentice observers as part of their team. This can and should be an instructional and positive judging experience for our members.
- Make sure owners of all Preservation vehicles display their Senior Ovals and all vehicles already entered in the Preservation Class have the Preservation Tab mounted behind the Senior Oval. It is the owner's responsibility to make sure that the Senior Oval is on the vehicle. A mandatory 30-point deduction will be made if the Senior Oval or Preservation Tab is not displayed. Owners must have a registered Senior Oval and/or Tab on file with the National

Awards Coordinator. Owners must have the Senior Oval and/or Preservation Tab displayed on the vehicle by the next meet or they will not be allowed to have the vehicle judged at that meet.

- Make sure that the fire extinguisher is visible on the front passenger side floor of the vehicle.
- Serve as a mentor to apprentice judges by guiding them through their first experiences as a VCCA judge. Have the apprentice/observer choose an area of the vehicle that they are most knowledgeable and comfortable with. Many times, the exterior or interior is a good place to start with.
- Give assistance and advice when Judging Team members have questions.
- Review entries on the Judging Form and have Judging Team members correct any errors that are found.
- Monitor team members' use of time and remind them to be fair and consistent in their point deductions. Watch for team members who might be deducting points too harshly or leniently, according to the Manual guidelines.
- Initial all category sheets and clip together, giving them to a runner, who will bring them to the Deputy Judge.
- Locate the owner of the vehicle if there are any questions about judging the vehicle.
- Make sure all point deductions have written abbreviations and comments that are legible.
- Make sure you look over and sign both front and top of inside pages on each Judging Form before releasing it to the Deputy Judge.
- Check with Deputy Judges in case Judging Forms are missing any mandatory abbreviations and comments for point deductions. Review all the deductions on the form quickly and make sure the final results are correct prior to submitting to tabulation.
- Owners must have a registered Senior Oval and/or Tab mounted on the front of the vehicle (grill, bumper, license plate).

## Judging Team Member (Judge)

This is a volunteer position. This is the foundation of our judging process! A big thank you is given ahead of time to all of you who have or who will serve as a VCCA Judge.

It is our goal to provide you with the assistance and training needed to do a consistent and fair job of judging at meets. Judges have the following functions:

- Be a member of the VCCA in good standing.
- Attend a Judging School in your area or at a National Meet sometime during the year.
- Volunteer for the classes of vehicle judging that you are most skilled in.
- Attend the Judge's Seminar and read the entire manual provided at the meet that you are attending. This will be done prior to field judging.
- Develop your skills as a competent judge by expanding your knowledge of vintage Chevrolet vehicles.
- Attend the Judge's Breakfast to receive team assignments and instructions and to let the Chief Judge know you are present for judging. Inform the Chief Judge as soon as possible if unable to attend the meet where you have volunteered to be a judge, and cannot, or will not judge.
- Make quick, educated, fair and consistent evaluations and deductions in the vehicle categories you are assigned to.
- Make sure you have a mandatory abbreviation and comment for all point deductions.
- If you are uncertain about some item, ask the Team Captain for assistance. When in doubt, ask. Do not deduct if you are unsure of evaluation.
- Do not converse with the owner of the vehicle you are judging during the judging process. Do not smoke, drink, or eat food near the vehicles.
- Double check and initial your score sheet, give it to the Team Captain and ask for next assignment.

- Make sure to fill out a Judge's Participation Card and turn it in to the Chief Judge of the meet. This is best done at the Judge's Seminar or Judge's Breakfast.

### Apprentice/Observer

This is a volunteer position that is appointed by the Chief Judge and assigned to a Team Captain whom the Chief Judge feels would be a good mentor for the new apprentice/observer. A VCCA Apprentice Judge will maintain that status until they have judged for the fifth time. At that time they will be put into VCCA Judge category, which will be kept in our records with the National Judging Records Coordinator. If there are a large number of judges available at a meet, it is suggested that the Chief Judge place a first time volunteer as an observer only. At future meets, the member can be placed as part of the Judging Team as an Apprentice Judge who will actually make point deductions. Do not assign an observer or Apprentice Judge to the same class of vehicle that the Apprentice owns. Have them judge another class other than their own!

## 2. HPOCF (Historical Preservation of Chevrolet Features) Process

### Philosophy

Since our founding in 1961, the VCCA has been dedicated to the restoration and preservation of vintage Chevrolets. In furtherance of our "preservation" mission, the VCCA National Board of Directors voted in the year 2000 to have the National Judging Committee establish a program that would encourage owners of vintage Chevrolets with factory original features, in unrestored condition, to display them at Nationally Sanctioned Meets for award certification. This program, the Historic Preservation of Original Chevrolet Features (HPOCF) class, was implemented in the year 2002. In this class, the VCCA recognizes and presents awards for Chevrolets that have been properly maintained and preserved. The certification process is not intended for deteriorated vehicles in need of total restoration. Further, this classification differs from normal class judging in that it will be non-competitive. Vehicles will be "certified" rather than judged and all vehicles that receive HPOCF certification will be eligible to receive various National Awards as they continue to certify at subsequent Nationally Judged Meets.

## Eligibility For Certification

All commercial or passenger Chevrolet vehicles that are at least twenty-five years of age, recognized by the VCCA and owned by VCCA members in good standing, are eligible for HPOCF certification. The vehicle may or may not be totally original, but it must retain significant original features in at least two of the four certification areas (Chassis/Undercarriage, Engine and compartment, Exterior and Interior). Retaining significant features in unrestored factory condition is defined as being at least 75% original in two or more of these areas. As an example, a vehicle that had its floor covering and headliner replaced, but retained the original seats, door panels, dash and components, would be considered as having a 75% factory original interior. Sections of the vehicle that do not certify as being at least 75% factory original would likely be due to restoration work performed, neglect and deterioration, and accumulated dirt and grime. HPOCF certification eligibility is intended for vehicles that have an outward appearance of being properly maintained and preserved, not those that have been neglected and/or look as if they are in need of total restoration or significant repair. The vehicle must be appealing to the eye and as clean as possible to allow the HPOCF Certification Team and spectators to view the original finish of all components being certified.

There are four potential reasons why a vehicle, when considered certified, would no longer be eligible for HPOCF certification: (1) restoration that exceeds over 25% in a given area that was previously certified; (2) failure to continue to certify in at least two of four areas; (3) deterioration of the vehicle to the point that its condition warrants restoration; and (4) the vehicle has been neglected, and/or significant amounts of built-up grease, grime and dirt cover the original features.

If a vehicle fails to certify at three (3) consecutive Nationally Judged Meets, it is considered no longer eligible for HPOCF certification. All HPOCF awards will be kept by owner. A letter of warning from the National Awards Coordinator will be sent after the second meet where the vehicle fails to be certified.

## Applying/Registering for HPOCF

In order for a vehicle to apply and register for HPOCF certification, the owner must fill out and sign the section for HPOCF application, which will be provided in each and every National Meet registration form. The owner will receive an attachment outlining HPOCF

guidelines, requirements and expectations. If the member is entering his/her vehicle in a Nationally Judged Meet and indicates that he/she intends to seek HPOCF certification, the Chief Judge will forward the HPOCF application/registration to the National Awards Coordinator along with all of the other requests for Junior Tabs, Senior Ovals, Preservation Tabs, Preservation Boards and Preservation Miniatures for normal class judging, and HPOCF Ovals, HPOCF Tabs, HPOCF Boards and HPOCF Miniatures for HPOCF vehicles. All HPOCF application/registration forms will be permanently maintained on file and tracked in a central database by the National Awards Coordinator for VCCA member-owned HPOCF certified vehicles. No awards for HPOCF will be sent unless the Chief Judge sends the list of HPOCF registrations prior to the meet.

### Certification Process

All vehicles will be checked and certified for HPOCF by a team of fellow VCCA Members. The Chief Judge selects this team and its captain. Chief Judges should select experienced judges for these teams. All completed HPOCF Certification Forms are to be sent, with the normal class Judging Forms, to the National Judging Committee Chair. A copy of the HPOCF Certification Form will be sent back to the owner. Unlike normal class judging, the owner is strongly urged to be available to provide any information that may be needed by the HPOCF Certification Team. In order to expedite the process, the owner should inform the team about the areas of the vehicle that he/she feels are HPOCF certifiable and those that are not. There will be space provided on the Certification Form to aid the owner in this task.

- All vehicles that have earned an HPOCF Oval and Tab must have them displayed on the vehicle to be eligible for continued certification. If the owner fails to display the HPOCF Oval and/or Tab an additional mandatory deduction of one certified area, (Undercarriage, Exterior, Interior, Engine Compartment,) will be taken from the vehicle and be issued a disqualification warning if the award is not displayed at the next meet the owner attends. If the mandatory deduction results in a failure to certify then no award will be issued at that meet.

- All HPOCF vehicles must go through the Field Entrance Check. The National Judging Committee strongly feels that all HPOCF vehicles should have components in proper working condition in order to certify.
- All HPOCF vehicles must have a fire extinguisher present and on display on the front passenger side floorboard of the vehicle for certification. Any vehicle without a proper extinguisher present cannot be certified.
- All HPOCF vehicles shall be placed in an area of the judging field separated from the vehicles that are in normal class judging. This allows the membership to have a smaller area to view the HPOCF vehicles.
- All HPOCF vehicles which have been certified at previous meets, will need only to be recertified by the Certification Team. The owner will mark if there are any changes from the last certification and the team will determine if, in deed no changes have taken place.
- The Chief Judge, working with the Meet Chair, can schedule the HPOCF Certification during the Class Judging with all of the other vehicles or may schedule another separate time during the meet so that utilization of members who might be able to judge and be a member of the certification team. If the certification time is other than the judging the Chief Judge must be sure that the HPOCF vehicles be displayed on the judging field during class judging and that there is sufficient time to process the appropriate award for the owner.

### Chief Judge's Responsibilities

As with all aspects of a VCCA Nationally Judged Meet, the Chief Judge assumes all the responsibility to assure that the VCCA Judging Certification Process is upheld. The National Awards Coordinator will keep all records for HPOCF vehicles on file. The Chief Judge will receive a list of these HPOCF vehicles which indicates the last HPOCF award received. (This list will be similar to the Senior and Preservation Lists used for the normal class judging system) When a vehicle is registered for HPOCF certification and is not on the HPOCF list generated by the National Awards Coordinator, the Chief Judge should presume that this is the first certification for this vehicle. The Chief Judge must order the correct HPOCF award, which would be an HPOCF Oval. Also, the Chief Judge must immediately

notify the National Awards Coordinator about this vehicle, check the existing lists of Senior and Preservation vehicles that were provided, and make a note that the vehicle was registered for HPOCF certification. As noted above, the Chief Judge must collect the vehicle owner's signed HPOCF application from the Meet Registration Form and submit the list of HPOCF entrants to the National Awards Coordinator prior to the meet. Any vehicle that is registered for HPOCF, but does not certify, will not be eligible for normal class judging at that meet.

When a vehicle has previously been certified the Certification Team will not need to completely go through the HPOCF certification process. The team will assess whether or not the vehicle is still in original condition and that there are no changes that have been made since the last time the vehicle was certified. Any changes by the owner to the originality of the vehicle will be noted on the HPOCF Certification Form. This will help expedite the process.

- The Chief Judge must complete the Award Winners' Form for HPOCF vehicles and fill in all of the proper information. This report will be sent to the National Awards Coordinator. This information must be consistent with the information originally provided on the HPOCF Application/Registration Form. He/she must also list any of the vehicles that fail to certify at the meet on that same list.
- The Chief Judge should have a working knowledge of the HPOCF system, be able to address questions, and be able to advise members how the system works.
- The Chief Judge is responsible for selecting a competent HPOCF Certification Team. It is advisable for the Assistant Chief Judge or a Deputy Judge to oversee this directly. The Assistant Chief Judge and Deputy Judges are eligible to be selected to the HPOCF Certification Team. It is advised that the Chief Judge refrain from being a member of the team.
- Selection of the certification team(s) should be made carefully. All teams should be made up of experienced and knowledgeable judges in the VCCA system.
- Selection of the teams can consist of either a single team for the entire HPOCF class or multiple teams specializing in a certain year or model.

- As in normal class judging, if there is a question as to what particular HPOCF award is earned, the Chief Judge should not hand out an award until all questions are resolved. Instead, if there is a question or a problem, the Chief Judge must explain to the owner that the issue will be resolved after the meet, so long as the certification process is complete and the problem can be solved. Awards can always be sent later at the VCCA's expense.

### Certification Team Responsibilities

The HPOCF Certification Team consists of experienced judges who have an extensive knowledge of a wide range of Chevrolet Vehicles. They must also have a working knowledge of the HPOCF system. If a member of the team is unfamiliar with HPOCF, the rest of the team should educate that member on the process. The team is responsible for upholding the rules for the HPOCF class. They must understand that this award is to be highly esteemed within the VCCA, and any compromises made by the team potentially tarnish the integrity of both the award and those members who own legitimate HPOCF certified vehicles. Unlike normal class judging, the HPOCF Certification Team will look at each area to be certified (Chassis/Undercarriage, Engine and compartment, Exterior and Interior) together and will agree, by committee, if each of the areas certifies or not.

- First, the team will check to see if the HPOCF Certification Form is filled out correctly, with all information and the owner's signature. All forms must have an owner's signature to be valid.
- The team will also make sure that the vehicle went through the Field Entrance Check. If not, the Team Captain is to notify the Chief Judge immediately.
- The team will make sure that the owner has a working fire extinguisher present and in the proper location. (Passenger side front floor)
- The team will make sure that the vehicle has the HPOCF Oval and Tab, if applicable, displayed before certification, unless the vehicle is a first-time entrant.
- The team must carefully assess vehicle condition, with an accurate evaluation of whether it has been properly maintained and preserved as factory original. Vehicles that show appreciable or significant deterioration or restoration of various features and

components, such as exterior paint and upholstery, may not warrant HPOCF certification, even though the vehicle is otherwise unrestored. The team has to determine whether preservation has been sufficient and whether the vehicle is not in need of restoration. The appearance of all areas to be certified should be visually presentable and appealing. Look for old or even recent repair work, such as repainting a damaged fender, and make sure it is not in excess of 25% of the area in question.

- The team is encouraged to work with the owner during the certification process, and to ask appropriate questions to determine original features.
- The Team Captain must make sure that the Certification Form goes to the Assistant Chief Judge or Deputy Judge in charge of HPOCF. Once the form goes to tabulation, it is final. Therefore, the team members must confer and agree with the decision.

### Responsibility of the Tabulation Team

The Tabulation Team performs one of the most important assignments at a Nationally Judged Meet. This team serves as the “auditors,” making certain that all the paperwork is correct. Although the HPOCF Certification Forms are not based on a numerical total and require no tabulation, they still require a check by the Tabulation Team to make sure that the owner and the HPOCF Certification Team have filled out the forms properly.

- The Tabulation Team is to check every Certification Form for complete information. The Team should check that the vehicle has been certified in at least two areas. They are to approve and initial it as a final document and be sure the correct award is being given to the owner.
- Any errors in the paperwork received should be brought to the attention of the Chief Judge in charge of HPOCF so the errors can be corrected.

### Responsibilities of the HPOCF Vehicle Owner

The owner of an HPOCF vehicle is very fortunate to possess a vehicle that has survived all of these years and has retained a majority of its original features. The HPOCF vehicle owner should make sure these features are preserved and not allowed to deteriorate. Cleanliness is the most important aspect of HPOCF certification. These features are an important tool for

many members of the VCCA members who may need information about factory original condition to aid in the restoration of a vehicle. Once a vehicle is restored, many of these features are lost, in most cases due to better workmanship and the better quality of materials that are available today. An owner of one of these preserved vehicles must understand that once they enter HPOCF class, their vehicle can never return back to HPOCF if they decide to enter normal class judging. The only way a vehicle can wear a Senior Oval and Preservation Tab and an HPOCF Oval and Tab is by going through the normal class judging system first and then by applying for and maintaining HPOCF certification second. The VCCA feels that these HPOCF vehicles are very special by virtue of the fact that they were competitive in normal class judging and they also retained enough of their original features to be certified for HPOCF. If an owner is allowed to switch the vehicle from HPOCF to normal class judging at will and retain their HPOCF Oval and Tab, any restoration that takes place will dilute the significance of the HPOCF awards.

- When an owner of a vehicle that has won a National Award (Junior, Senior or Preservation) is not sure if their vehicle will certify as HPOCF, they should continue to enter normal class judging. They should ask questions about HPOCF and seek an informal assessment of potential HPOCF certification at the next meet they attend.
- The owner must be honest and forthcoming, and must acknowledge when restoration work has been done. It is recommended that the owner contact the National Awards Coordinator in writing when he/she intends to register the vehicle for HPOCF certification, or when the vehicle will be returned to normal class judging.
- If entering for the first time, the owner will have to complete and sign the HPOCF application section located on all Meet Registration Forms prior to entering the vehicle in a Nationally Judged Meet.
- The owner should become familiar with the HPOCF system and the rules associated with it.
- The owner should maintain the clean appearance of the vehicle and make reasonable efforts to preserve its factory original features.

- The owner is encouraged to permit fellow Chevrolet enthusiasts to visually inspect, document and appreciate his/her HPOCF vehicle.

### HPOCF Award Process

HPOCF certified vehicles will receive the HPOCF Oval upon the first certification. Upon the second certification, the HPOCF Tab will be issued to mount behind the HPOCF Oval. Upon the third certification, a HPOCF Board will be awarded, which is similar to the Preservation Board awarded as part of normal class judging. After receiving a board, a HPOCF Miniature will be issued for each certification thereafter.

- The VCCA strongly urges owners of vehicles that have won normal class judging National Awards (Senior Ovals and Preservation Tabs) to continue to display them even if their vehicles subsequently certify for and receive HPOCF Ovals and Tabs.
- When a vehicle registers for HPOCF certification, it can remain in that class for as long as it continues to certify. However, if the owner decides to enter the vehicle in normal class judging, the vehicle is no longer eligible for HPOCF status, meaning it cannot be entered in the HPOCF class at subsequent Nationally Sanctioned Meets. If a vehicle is a current National First Place Award Winner (Junior, Senior or Preservation) in normal class judging and the owner wishes to enter the vehicle for HPOCF certification, he/she can do so. This policy applies to both vehicles that have previously won National Awards and vehicles that have not. Any vehicle that has won a National Award, then enters and receives a HPOCF certification and then returns to normal class judging, will return to the same National Award status (Junior, Senior or Preservation) where it was prior to leaving the normal class judging system for the HPOCF class. A vehicle that has never won a National Award, yet enters in and is certified as HPOCF, will be entered into the Junior level if it leaves HPOCF for normal class judging. The only time a vehicle can reenter HPOCF is upon transfer of vehicle ownership, but it must start at the first HPOCF tier. In other words, the HPOCF Oval and Tab are not transferable, and are to be kept by original owner.

## Anniversary Meets

- The only time a vehicle in HPOCF can enter in class judging, and then return to HPOCF is at an Anniversary Meet. Competitive judging at an Anniversary Meet does not use the same format as our Nationally Judged Area Meets, and is a straight head to head competition between cars regardless of National Award status. The owners of a HPOCF vehicle can enter either the HPOCF class or National Class Judging at an Anniversary Meet. Owners who decide to register their vehicle for class judging, or HPOCF certification, at an Anniversary Meet must abide by what they have declared on the registration form, and any changes are made at the discretion of the Chief Judge. Anniversary Meets will have a special area set aside on the judging field for all cars that are entering the HPOCF Class. HPOCF vehicles will go through the Certification process at Anniversary Meets. All vehicles that enter in the HPOCF Class will receive the appropriate award at the Awards Banquet. These awards would be the Oval, Tab, Board, or Miniature.

## Certification Form

The HPOCF class will use a separate Certification Form that differs from the present VCCA Judging Form. However, the Certification Form will still divide the vehicle into four separate areas: Chassis/Undercarriage, Engine and compartment, Exterior and Interior. In order to certify, the vehicle must retain 75% of its factory originality in at least two of the four areas. The National Judging Committee realizes that there are certain items on a vehicle that must be replaced in order to be able to operate it safely. These items, no matter how well preserved, will deteriorate over time, such as tires, exhaust systems and many other rubber and mechanical components. When these items are replaced, they should be replaced with the correct components, whether new-old stock or original reproduction.

## Areas Of Certifications

- Chassis/Undercarriage This area of the vehicle probably takes the most amount of punishment and will likely be the most difficult area to certify in. The bottom of the vehicle should be free from as much road dirt and accumulated grease and grime as possible. Oil and other lubricants that have leaked or sprayed on the floor pans, supports and other components

must be cleaned off. Excessive undercoating would have to be documented by the owner as having been applied by a Chevrolet dealer. Exhaust systems must have correct routing and components. Tires must be of the correct size and composition. (A radial tire is only acceptable on a car that came with them as standard or optional equipment when new.)

- **Engine and Compartment** The engine should retain its original finish and be free of restoration. It is understood that some mechanical work may have been done and that certain items may have been replaced. This has to be taken into consideration by the certification team. It is important that the engine and engine compartment have as little dirt, oil and grease present as possible. If a replacement battery is to be used, it should be of the correct type. A reproduction of the original battery is acceptable. If the owner elects not to certify the engine and compartment, the hood should remain closed during the certification process.
- **Exterior** The exterior of the vehicle can show some normal wear, but the exterior should be acceptable and appealing to the eye, even if the exterior is not to be certified. Paint work is allowed up to a total of 25% of surface area, but a total repaint is not acceptable for certification. Chrome and shiny trim should retain most of its original brilliance. The glass should be clear and not milky. Any rust should be at a minimum. Significant rust-through of one or more panels would adversely affect certification of the vehicle.
- **Interior** The interior should also retain its original finish and materials. It is normal to replace a worn floor covering, but most of the interior should be original, showing minimal wear. Significant tearing of the upholstery or damage to the seat cushions would adversely affect certification. Make sure to include the trunk, bed or cargo area as part of the interior. The interior should also be as clean as possible.

### 3. The Tabulation Process

Before the meet, the Chief Judge will select a Chief Tabulator. The Chief Tabulator then selects a Tabulating Team and notifies each member before the meet. The Chief Judge will request and receive a current Junior, Senior and Preservation List from the

Awards Coordinator and should forward one copy to the Chief Tabulator.

Within one week after registration closes, a complete registration list should be sent to the Chief Tabulator containing registration numbers, names and vehicle identification information, and should also indicate Junior, Senior, Preservation or HPOCF status. **TABULATORS SHOULD BE SELECTED AND NOTIFIED OF THEIR SELECTION PRIOR TO THE MEET.**

### Chief Tabulator

- Be a member of the VCCA in good standing.
- Attend the Judges Seminar and Breakfast held at the particular meet attended.
- Fill out the participation card and turn it into the Chief Judge.
- Attend an Area Judging School when tabulation is a topic at the particular school.
- Be an experienced tabulator from previous meets. The Chief Tabulator manages the entire tabulation process. This person should act as a good mentor for the team he or she is managing.
- Check with Chief Judge in case Judging Forms are missing any comments, which are mandatory for any point deductions.
- Make out the tabulation sheet using the registration information and the Junior, Senior, Preservation and HPOCF lists. SUGGESTION: Make the Junior list in one color, the Senior list in another color and the Preservation list in a third color, etc.
- The Chief Tabulator should work with the Chief Judge and the Meet Chair to be sure a room is provided (CLOSED TO THE PUBLIC) with enough tables, chairs, electrical outlets, extension cords, printing and adding machines and staplers as may be needed.
- The only people that should be in the tally room during tabulation are the Chief Tabulator, Tabulators, Chief Judge and Assistant Chief Judge, Deputy Judge and the National Judging Chair, if present.

- If, for any reason, an owner's form arrives for tabulation with no signature or vehicle information filled out it must be sent back to the team captain for the owner to complete before the judging results can be tabulated.
- At the very start of judging, the Chief Tabulator should go to the judging field with the recording sheets, and with the help of the Deputy Chief Judges, take attendance so that at the end of the judging process they will know if they have recorded scores for all vehicles to be judged.
- When completed, Judging Forms are brought to the tabulation room. They should be checked to be sure they are signed by the vehicle owner as well as initialed by each person on the Judging Team, including the Field Entrance Team Captain, the Judging Team Captain and the Deputy Judge. If any signatures are missing or incomplete, the form **MUST** be returned via a runner to the Deputy Judge for completion before continuing.
- When all signatures are present, the four strips of the Judging Form are assembled in order. The Chief Tabulator will then assign the form to a Tabulation Team. **A RELATIVE OF THE OWNER OF THE VEHICLE SHOULD NOT BE ALLOWED TO TABULATE THAT VEHICLE.**
- First, a Tabulation Team member will tabulate scores and will pass the Judging Form, tear strips, and adding machine tape to a second team member. The second team member will tabulate the total score. Check to see that the tear strips are from the same vehicle. If the totals match, staple the tapes, tear strips and Judging Forms together. That form is then complete, and should be returned to the Chief Tabulator for recording. If the tapes do not match, discard adding machine tape and start over. This must be done until both tapes have the same total score.
- If agreement cannot be reached on a deduction because of the illegible handwriting of a judge, the tabulators will have the Chief Judge and Assistant Chief Judge resolve the disagreement. (It might be advised to bring the form back to the Team Captain to correct any mistakes).

- The Chief Tabulator arranges the Judging Forms by class, and also within each class by award status, i.e. HPOCF, Preservation, Senior, and Junior. The Gold, Silver, and Bronze Certificates will also be arranged according to class. At this point the award status should be checked against the official National Award list. If the vehicle is not listed, it is considered to be Junior status. The Chief Judge should resolve any tiebreakers affecting Junior and Senior Award standings. A list should be made of the entrants with highest point totals in each class for the determination of any Best of Show awards. The Assistant Chief Judge and the Deputy Judge determine any Best of Show winners from a list prepared by the Chief Tabulator. The list should include the top vehicle(s) in each class. This is done without taking the actual forms back to the show field. All class awards must be finalized before the Best of Show awards can be determined.
- All vehicles are not to leave from the judging field until the Chief Judge has announced that all vehicles and judging teams are released.
- A typed list of awards should be made for the Chief Judge to follow at the Awards Banquet presentation.
- Once the Judging Forms have been completed, the Judges, Team Captains, Deputies, Assistants, Tabulators and vehicles may be released from the judging field by the Chief Judge.
- Errors have occurred from time to time in the judging, tabulating, and preparation of awards. All awards will be solely determined by the information compiled on the official Judging Form. The Meet Chair and Chief Judges are directed to not make any effort to correct the error at the time of the awards ceremony. Do not present an award when a question exists. Advise the party involved that the proper award will be made when the records have been reviewed. All corrected awards will be sent at the VCCA's expense. It is the Chief Judge's responsibility to see that all questions about judging, tabulating and the proper receiving of awards are taken care of. If the Chief Judge finds it necessary, he or she may confer with the Judging Committee Chair and the Awards Coordinator for advice on any final decisions. All errors must be reported on the Meet Awards Report Form.

## Tabulators

These people are volunteers who are willing to learn the tabulation process. In order for efficient tabulation to take place, it is suggested that there be four teams of two individuals. (at smaller meets two teams can be used)

- Be a member of the VCCA in good standing.
- Attend the Judge's Seminar and Breakfast held at the particular meet attended.
- Fill out a participation card and turn the card in to the Chief Judge.
- Familiarize yourself with the tabulation process according to the VCCA Judging Manual. It is recommended that first time tabulators be paired up with a compatible and experienced partner if possible.

## Chief Runner

- The Chief Judge should choose as the Chief Runner a person who has some previous experience with running, and who is mature and dependable, to serve as a leader to the other runners selected at the meet.
- Attend the Judge's Seminar and Breakfast held at the particular meet attended.
- Fill out a participation card and turn the card in to the Chief Judge of the meet.

## Runners

- Bring Judging Forms from the judging field to the tabulating room. Runners should be used to locate any persons needed to resolve problems, and to any task the Chief Judge or Chief Tabulator needs.
- Attend the Judge's Seminar and Breakfast held at the particular meet attended.

**Fill out a participation card and turn the card in to the Chief Judge of the meet.**

## 4. The Awards Process

The following are accepted awards by the Vintage Chevrolet Club of America Inc.

JUNIOR: Any qualified VCCA vehicle that has not received a previous 1st Junior, a vehicle being shown for the first time, or a vehicle being shown by new owner for first time. A vehicle receiving a 1st place Junior Tab award must achieve a minimum of 901 points, 2nd place Junior a minimum of 801 points and 3rd place Junior a minimum of 701 points. The minimum point level must be met before that award will be given. Determination of awards for vehicles scoring above 901 points at any Nationally Sanctioned Meet will be determined by total point value. The 1st, 2nd, and 3rd Junior awards will be given to the three highest Junior Class vehicles that score above the minimum points for each award level. In other words, it is possible to have vehicles score above 901 and be awarded 2nd or 3rd Junior. It is also possible to have no 1st Junior award if the vehicle scores below 901 points. If the vehicle has not earned a 2nd Junior or 3rd Junior award, then the host region, through the Meet Chair, should give a Participation award or certificate to the registered member. The highest point car above 901 or all cars above 975 will be awarded a 1st Junior.

SENIOR: All vehicles classified as having Senior status will have won a 1st Junior at a Nationally Sanctioned Meet. In order to achieve a 1st Senior the vehicle must have a minimum score of 901 points. 2nd place and 3rd place follow in order of descending points. The Senior Oval award is presented to the entrant receiving a Senior 1st place. A vehicle is not awarded 2nd Senior or 3rd Senior if the vehicle scores below the minimum of 901 points. The minimum point level must be met before that award will be given. Determination of 1st Senior awards, where multiple Senior vehicles score above 901 points at any Nationally Sanctioned Meet, will be determined by a total point value. In other words, it is possible to have vehicles score above 901 and be awarded 2nd or 3rd Senior. The highest point car above 901 or all cars above 975 will be awarded a 1st Senior. All Seniors vehicles who score 975 or above will advance to Preservation status. If the vehicle has not earned 2nd Senior or 3rd Senior, then the host region, through the Meet Chair, should give a Participation award or certificate to the registered member. Senior vehicles scoring below 901 points will simply not advance to Preservation status. Change in ownership of

a Senior vehicle will bring the vehicle back to Junior status.

**PRESERVATION:** This vehicle has won a 1st Senior award and Oval at a Nationally Sanctioned Meet. A minimum of 901 points must be achieved to earn the Preservation Board and Preservation Tab, which will be attached behind the Senior Oval. Further Preservation awards will come in the form of Preservation Miniatures, which will be attached to the Preservation Board. Owners may receive a maximum of 10 miniatures for each Preservation Board. After receiving 10 miniatures, an Auxiliary Board can be acquired for future awards. Entrants must continue to achieve a minimum of 901 points to be awarded additional Preservation Miniature awards.

A list, provided by the Chief Judge of the meet, will be made of those Preservation vehicle owners that score below 901 points at any Nationally Sanctioned Meet. This list will be sent to the National Awards Coordinator and a copy will be sent to the Chair of the Judging Committee for recording. The owners will receive a letter of warning, stating that they will have two (2) Nationally Sanctioned Meets to bring the vehicle back to above 901 to maintain Preservation status or the vehicle will be placed into Senior status. Any prior awards such as the Preservation Board, Miniatures, Senior Ovals, etc., will be kept by the owner. However, no new Senior Oval or Preservation Board will be issued to the same vehicle upon returning the score to 901 or above. Change in ownership of the vehicle will bring the vehicle back to Junior status. All vehicles in the Preservation class must display their Senior Oval and/or Preservation Tab on the vehicle to be judged for Preservation. There will be a mandatory 30-point deduction for failure to display the Senior Oval. The owner then has until the next registered meet that he or she attends to have the Senior Oval displayed, or the vehicle will be ineligible for class judging at any further VCCA Sanctioned Meet. All Senior Ovals and Preservation Tabs must be registered with the National Awards Coordinator.

### **National Gold, Silver, and Bronze Certificates**

There will be times when vehicles will meet National standards of judging but, due to a large number of vehicles judged in their classes, might not place in the 1st, 2nd, or 3rd award places. It is the intent of the National Judging Committee to award those vehicles which have met National standards to receive a Gold,

Silver, or Bronze Certificate of Recognition regardless of whether they score 1st 2nd, or 3rd place, as long as the their scores fall within the range of scores listed below. These certificates will be issued for Junior, Senior, and Preservation Awards. A certificate will be mailed to the member along with their Judging Form by the National Judging Committee. Certificates are not to be issued by the host region of the meet unless approved by the National Judging Chair. A certificate will be issued to vehicles for the following scores:

Gold	975-1000 Points
Silver	950-974 Points
Bronze	925-949 Points

### SPECIAL AWARDS TO BE PRESENTED AT EACH MEET

Best of Show - Four Cylinder Era (1912-1928)

Best of Show - Six Cylinder Era (1929-1954)

Best of Show - Eight Cylinder Era (1955-1979)

Best of Show- Commercial Vehicle

The “Best of Show” vehicles are to be selected by the Chief Judge, Assistant Chief Judge, and Deputy Judges from a list prepared by the Chief Tabulator. This list will consist of all 1st Junior, 1st Senior, Preservation and HPOCF vehicles in each class. The era of vehicle, not the type of engine block, are the determining criteria for this award.

### National Anniversary Meet Awards

At VCCA National Anniversary Meets, held every five years since 1971, the vehicles are judged using a modified VCCA Judging Process. Vehicles are classed by model year and vehicle type and/or model. The VCCA Judging Form and tabulation processes are used at all Anniversary Meets. No Junior, Senior, or Preservation Awards are given at Anniversary Meets. A vehicle receiving a 1st place award at an Anniversary Meet must achieve a minimum score of 901 points, 2nd place awards 801 points, and 3rd place awards at least 701. There is only one award for each class and each place. No multiple awards will be given at Anniversary Meets.

All HPOCF vehicles that certify at a National Anniversary Meet will be awarded the appropriate National Award (Oval, Tab, Board or Miniature) at the Anniversary Meet.

## Judging Awards

### 1. VCCA Judge Award:

Five times served as any type of judge.

- Must attend one Judging School “Judging 101” class prior to Judging for fifth time at National Meet.
- Volunteer to judge at five Nationally Sanctioned Meets.

### 2. William C. Durant Award:

Ten times served as judge.

- Cumulatively acquire one additional Judging School credit after Judging 101.
- Volunteer to judge at ten Nationally Sanctioned Meets.

### 3. Alfred P. Sloan Award:

Fifteen times served as judge.

- Cumulatively acquire two additional Judging School credits after Judging 101.
- Volunteer to judge at fifteen Nationally Sanctioned Meets.

### 4. Louis Chevrolet Award:

Twenty times served as judge.

- Cumulatively acquire three additional Judging School credits after Judging 101.
- Volunteer to judge at twenty Nationally Sanctioned Meets.

In addition to the award pin, the Louis Chevrolet Award winner will receive a special Certificate of Recognition from the National Board. All Louis Chevrolet Awards will be announced at the next Anniversary Meet. (Need not be present).

All awards will be sent at a later date, due to the fact that there will be no way to predict when the member will be able to receive the award. The pin and/or certificate will be mailed to the member from the National Judging Committee.

It is estimated that there will be an initial grandfathering of a number of members. The member will receive the appropriate pin for each award they

apply for. However, two things must happen before the member being grand-fathered receives the awards. One is that he or she must judge at one meet after applying for grandfathering and must receive one Judging School credit. Some members have received Judging School credits already at the Anniversary Meet or at previous Judging Schools, which have already occurred.

The VCCA feels this will be a great way to say thanks to our members for all of their help and this will encourage members to volunteer for VCCA functions.

## H. The Judging Form and It's Implementation

In 1999 a new Judging Form was created out of a need that was directed by the general membership of the VCCA. It is hoped that the new form will mature and grow into a document that will set the standard for judging Chevrolet vehicles in the future. Along with the form, the VCCA has provided this manual, which follows each section of the new form.

Judging is primarily conducted using common sense and consistency. It also requires knowledge of the vehicles being judged. Use of the Judging Form will not occur properly without flexibility and knowledge. It is the policy of the VCCA that judges provide a mandatory abbreviation and comment after point deductions so that the owner of the judged vehicle knows where deductions occurred and why. It also provides an opportunity to learn what areas to improve on to restore and preserve vintage Chevrolets. If you have any questions regarding correctness of a particular item, do not hesitate to confer with your Team Captain, Deputies, or the Chief Judge at the particular meet.

The Judging Committee realizes that the form will need to be modified and improved as the need arises. In fact, the form will be reviewed each year to see how it can be improved. The Judging Committee looks forward to any input from our membership and will consider each suggestion as it is raised.

## The Field Entrance Check

The team should be the first to react to an incomplete form. They may need some direction on what to do if the engine numbers are hard to read or milled off. All owners must have the VCCA Judging Form filled out completely and signed before they can pass the Field Entrance Check. If the owner does not have the form



### Headlights/High/Low Beam

Have a team member watch up front as the owner turns on the headlights; check high beam and low beam. Make sure recorder has confirmed the results.

### Brake Lights

Have a team member check rear brake lights. Make sure recorder has confirmed the results.

### Park Lights/Taillights/Back-up Lights

Have a team member check rear taillights. Make sure recorder has confirmed the results. Have the owner place the vehicle in reverse. While it's in reverse, you should check the back-up lights, if applicable. Vehicles after 1966 had standard back-up lights. Check with the owner if their back-up lights are optional. (Example: '64 Bel Air or Biscayne).

### Turn Signals/Flashers/License Lamp/Side Markers

Have the owner turn the lights to the "on" position. Check license lamp and side marker lights, if appropriate. Check taillights, both headlights, and any side marker lights. Have the owner turn on the left and right turn signal, as well as the emergency flasher to be sure they are working correctly.

### Dome/Courtesy Lights

Check the dome lights by having the owner operate them. Any cargo lights or courtesy lights should also be checked.

### Horn

Have the horn sounded by the owner. Check for sound and engagement.

### Radio

If the vehicle is equipped with a radio option, the entrant will be requested to turn the radio on and tune it to a station to demonstrate that it works. Aftermarket radios or replacement FM radios in early vehicles are unacceptable.

### Heater and Air Conditioning

Have the owner quickly turn on the blower motor of the ventilation system. You should hear the difference between heat and air conditioning if air conditioning is present. The air conditioner compressor should engage.

## Clock

Make sure clock is working and keeping correct time. If the vehicle is out on Judging Field with the battery disconnected, then clocks will be stopped. Let's check clocks at the time of the Field Entrance Check for correctness and functionality.

## Driver/Passenger Front Windows operable/ Convertible Top operable/Emergency Brake

Have the owner roll the driver side window up and down. If power window equipped, have owner activate window up and down. Also, have convertible tops lift up at least one foot above the top of the windshield. Have the owner engage the emergency brake and release it while the vehicle is in Park or Neutral. Do not have vehicle in drive gear.

## Wiper/Washer

The owner should quickly operate the wiper system. This can be a problem during very hot days. The washers are not checked for operation, but the washer system should be inspected for completeness.

## Judge #1-Chassis Undercarriage

This area is the most forgotten area of the vehicle when it comes to restoration and preservation. Many points have been lost because a well-restored vehicle up top was not restored below. No one really loves to crawl under vehicles for any length of time, but what a difference attention to detail can make. Remember that the vehicle should be as the factory issued it to the public, allowing for assembly plant variations.

## Detail and Cleanliness

Check the entire area underneath the vehicle. Look for how well the owner put detail into all of the parts, including the small items such as clips, rubber parts, hangers, screws, lines, bolts and nuts. Is everything clean and painted?

## Tires

This area is your most important. Remember to also check the spare tire, no matter where it is. This varies greatly with the year and model of vehicle. Find out where the spare is ahead of time so that you can get to it quickly.

Check for condition of rubber. Check the tread and the brightness of the white wall or letters. Radial tires

became standard on most 1974 models (optional on full size, Chevelle, Camaro, Nova, and Vega) and on all 1975 models. The spare tire and rim should match the four mounted tires. In 1968 GM began to use the inflatable spare tires with self-contained air pressure tanks. GM also produced the "Temp-a-Spare," which is the small tire that just bolts on to the vehicle. There is a mandatory 20-pt. deduction for incorrect radial tires (4 pts. each). Other deductions will be taken for tires with correct composition but the wrong size. For aftermarket performance tires, low profile or racing tires, a deduction of 8 pts. per tire is taken. Other point deductions should occur for wrong size whitewalls or for tires in poor condition.

### Wheels/Wheel Covers/Caps

Wheels should be painted correctly, or have correct trimming. Wheels and covers must be correct for that year of vehicle. All bright work of the cover should be checked for condition and dents. Check for emblems or spinners and color clarity of them. Rally, spoked and disc wheels must be correct for the year of vehicle.

### Rear Suspension/Rear Axle/Springs/Shocks

Check shocks, leaf or coil springs, differential, brake hoses and backing plates for correctness and condition. Nuts and bolts should be clean. This includes the shaft and rear end "pumpkin" on rear wheel drive vehicles. Vehicles with front wheel drive have a rear axle area. Check for cleanliness and condition. Area should be free of dirt and grease.

### Frame/Sub-Frame

The frame or sub-frame should be clean and painted. Painting the frame is not necessary, but the cleanliness is important. Check for body bolts, crossmembers, braces, emergency brake cables and springs. Check the frame for overall condition. Check for any area rusted away or damaged. Frame paint probably will be black.

### Front Suspension/Shocks/Springs

Check here for A-arms, tie rods, drag links, idler arms, bushings, nuts and bolts, springs, spindles, and shocks.

### Floor Pans/Braces/Rockers

Check for rust and condition in these areas. Most vehicles have slight overspray of either primer or body paint along the rocker area. Most floors had some type of finish. GM produced vehicles that were undercoated.

Undercoating is accepted provided it is not so heavy that you can't see other items on the undercarriage. If undercoating is clean and evenly distributed, then the VCCA accepts it as part of the undercarriage.

### Exhaust System/Components/Routing

Check the entire exhaust system for condition and correctness, including; hangers, mufflers, resonators, brackets and extensions for correct year. Aluminized or stainless exhaust is accepted. Determine whether dual or single exhaust is correct. Are the pipes routed correctly? Are they cut off and exiting at the correct location on the body?

### Transmission/Transaxle/Bellhousing

The correct transmission should be in the vehicle. Look at the condition of the levers, speedometer cable, and linkages. Look for leaks at seals and pans. Outside casing should be clean. It is difficult, sometimes, to correctly identify correct transmissions, especially from 1964 to present with aluminum transmission casings. Powerglides were cast iron from 1950 to 1962. The 1960 Corvair was the first vehicle with a transaxle. Chevrolet's first front wheel drive vehicle was in 1980 with the introduction of the Citation. Trucks with 4x4 drive will have front transfer cases. There is a mandatory deduction of 50 pts. for an incorrect transmission. (Ex: Turbo-Hydramatic 350 in a 1959 Impala)

### Fuel System/Tanks/Lines

Check the gas tank straps for condition and paint. Fuel lines, hoses and sending unit should be clean and in good appearance. Most gas tanks are unpainted or had some undercoating.

### Drive Shaft/CV Joints

Check for cleanliness and condition, clean universal joints and clips; look for dripping on torque tubes, seals, etc. CV joints should be clean and the rubber boots should be in good condition, free of grease and dirt.

### Engine Oil Pan/Condition

The Undercarriage Judge covers this part of the engine because it is easier for this judge to see this area of the vehicle. It should be free of drips and clean. Check bolts for cleanliness. Look for any visible dents. Help out Engine Judge with any oil filters, which can usually be seen from under the vehicle.

## Wheel Wells/ Front/Rear

Check this area for rust, mud or road dirt, and lack of paint. Undercoating or paint is acceptable. Look for any damage or cut areas that are not correct. Also check to see that dust shields are in place.

## Brake System (Under Car)

This includes everything under the vehicle. Do not confuse this with the master cylinder, power booster, etc. Specifically, this includes the brake lines and hoses, backing plates, drums, calipers, wheel cylinders, emergency brake cables and bleeder valves. Look for clean brake lines and painted backing plates. Other parts can be clear or painted a chassis black without deduction. Clean is the key word here. Rust and dirt must not be present.

## Judge #2-Engine Compartment

\*There will be 100-point mandatory deductions taken for the following non-authentic components:

### \*Incorrect Engine

This is when the Judging Team identifies a vehicle that does not have the correct engine displacement and model application for that year of manufacture. We are going to ask that owners record their vehicle engine ID number from the stamped pad. This is in addition to including the cubic inch displacement on the Judging Form. This means that the vehicle must have the correct engine for that year. For example: a 1948 Passenger car must have a 216 six cylinder with a three-speed manual transmission. If it has a 1956 235 with a Powerglide, then it is incorrect. If a 1956 V-8 Bel Air has a 327 or a 350, that is incorrect. It must have a 265. If a 1919 490 has a six cylinder, that is incorrect. If it is an SS 396 and it has a 283, that is incorrect. The engine should be visibly correct to the judge.

This is to make an effort to preserve and maintain the authenticity of our vintage Chevrolets. We are not having any tech checks or matching numbers checks. However, if there is a question about the correct engine, then the Engine Compartment Judging Team member should contact the Team Captain to make them aware of the question. The Team Captain will contact the Chief Judge and the Chief Judge will in turn contact the owner of the vehicle to meet to discuss the

discrepancy. It is the owner's responsibility to provide documentation on the question of authenticity. We simply want Judging Team members, Captains and Chief Judges to be more aware of what is correct for the vehicle. There is one stipulation upon the decision to deduct the mandatory 100 points. Since this deduction will not allow a vehicle to advance in the class judging system, we are requiring the Chief Judge and the owner of the vehicle to confer about the deduction. Both must initial the Judging Form to verify that the deduction has taken place.

The mandatory engine deduction is not to be used if the various components are incorrect but the block is a correct block. For example, an incorrect air cleaner would be deducted from the 15-point Air Cleaner category, and an incorrect aftermarket intake manifold would result in a 10-point category deduction. Do not deduct incorrect engine points for an aftermarket intake manifold. That does not constitute an incorrect engine, but just a non-authentic intake, which should be marked with the abbreviation "A" and the comment "aftermarket intake" in the area provided on the Judging Form.

Note: In all 100-point mandatory deduction situations, the Judging Team member who has a question regarding deductions for non-authentic components must notify their Team Captain. The Team Captain must in turn notify the Chief Judge to make sure that the verification of the deducted item is correct. If the owner cannot verify the authenticity of the item in question, then the mandatory deduction is taken. Judging Team Captains and Judging Team members are to continue to judge the vehicle to completion regardless of whether a mandatory 100-point deduction has occurred or not. This is necessary to provide a complete evaluation for the owner of the vehicle.

#### **\*Correct Engine Displacement/Wrong Year of Manufacture**

If a judging team has determined that a vehicle has the correct displacement but wrong year of manufacture. For example, a 1952 with a 1955 235 6 cyl. A vehicle with the correct displacement but wrong year will receive a mandatory 30 point deduction.

#### **\*Non-Authentic Air Conditioning System**

This is what we would term aftermarket air conditioning systems, such as Mark IV, Sears or

Vintage Air systems. The modifications to the vehicle to accommodate such systems result in permanent changes to the vehicle. This does not include period-correct dealer add-on GM units. These units are correct and are subject to condition deductions but not authenticity deductions. Remember that GM factory air conditioning was available in full sized cars starting in 1955. As in all cases, it is the owner's responsibility to document GM air conditioning components and systems. The Engine Judge and the Interior Judge need to work together on correct evaluations of air conditioning systems. There are many components involved with these systems. If there are any doubts about correctness, ask your Team Captain to further investigate any question you might have. If the air conditioning components are correct in either the interior or engine compartment, then there is only a 50-point deduction taken.

## Power System Components

It is important that the engine be checked to make sure that it is the correct engine for the vehicle. However this category of the judging form you check only the condition of block for paint and cleanliness. Take time to make sure that it is the correct block for the application. If the block displacement has been determined to be incorrect then it must receive a 100-point mandatory deduction.

### Engine assembly painted correct, cleanliness and condition

Check the engine color and shade to see if it is correct for that year. Look at the condition of the paint, noting those areas around the exhaust manifold(s), intake manifold and oil pan. Make sure that parts that are supposed to be unpainted, cad plated or black are not painted engine color. Some engines came equipped with aluminum intake manifolds. Remember that some engine parts had some overspray on them from the factory. Heads should be GM cast, and made of cast iron or aluminum. If painted, paint should be clean and correct. If aluminum, natural finish should be present.

### Valve Covers

There should not be any dents or chips on the valve covers. They should be painted or natural, or they may be aluminum or chrome plated. Some also had GM decals on them. No rust, dirt or oil should be present. Make sure they are original GM valve covers. Incorrect

aftermarket valve covers should receive point deductions. For engines without valve covers, the rocker arms and pushrods should be clean and free from dirt.

### Exhaust Manifolds/Heat Risers

Check to make sure the manifolds are clean, and are the correct type for that vehicle. Cast iron painting of manifolds should not result in point deductions unless the condition of the paint is poor or uneven. Look for any heat riser that should be present. It should be in good working order, free of leaking carbon and without any broken parts, or pieces broken off. Light scale is acceptable, but heavy scale or wear should not be present.

### Fuel System

#### Air Cleaner

The air cleaner is one of the most prominent parts of the engine compartment. It is usually the first item viewed by any spectator or judge. Most Chevrolet air cleaners were originally a satin black finish, not gloss black. Some might be natural and some are chrome plated. Most air cleaners had a stenciling or decal on them with descriptions of cleaning and care. Check to make sure that a clean, visible decal or stencil is placed on the air cleaner. (Location of decals can vary on air cleaners)

#### Intake Manifold

Look closely to see that all items are GM correct for that vehicle. Note any non-authentic castings on the manifold. Keep in mind that the manifold might be painted correctly, but it could be an aftermarket manifold. Some engines came with aluminum intake manifolds. Some overspray may be present on aluminum manifolds. Usually you can see casting numbers and GM markings.

### Fuel Lines/Pump/Filters/Emissions Components

Remember that this includes the fuel system in the engine compartment only. Fuel pumps should be clean, and fuel lines leading up to the intake area should be bent properly and running in the correct direction. Accessory fuel filters are sometimes hard to verify as original or OEM. Look for any aftermarket filters, etc., that might be overlooked. Check for Air Injection Reactor components such as pumps, pipes, hoses,

clamps and brackets. Also check charcoal canisters and lines for correctness and condition.

### Carburetor/Injectors/Throttle Body

Make sure the carburetor is correct for the vehicle. Make sure carburetor is not a performance or after-market carburetor. The same is true with fuel injection systems. If equipped, the fuel rail and throttle body should be clean and free of grease or stains. Try to determine if the vehicle was originally equipped with a one, two or four-barrel carburetor, or a fuel injection system. Some vehicles came with multiple carburetion from the factory. Was it a Tri-Power, Dual Quad, etc? Check linkages.

### Electrical System

#### Distributor Cap/Coil/Wires/Plugs

Look for Delco-Remy markings on most distributor caps. Spark plug wires should be GM. It is nice to have date-coded spark plug wires, however many judges have difficulty interpreting such dates. Spark plug wires should be appropriate for that year of vehicle. (Example: '48 plug wires did not have rubber boots at the end of the wire leading to the spark plug; they were the bootless type) Any other aftermarket brand of spark plug wires would warrant point deductions. Spark plug wires should be clean and loomed neatly and correctly. Spark plugs should be GM correct. Most likely, green AC spark plugs would be the correct type. Any other brand of plug would be worthy of point deductions. HEI ignition became standard on 1975 vehicles. HEI was optional on Corvettes from 1971 and on other models from 1974. Make sure the coil is mounted in the correct position and location.

#### Magneto/Generator/Alternator/Regulator

The most important step here is to identify that this part is correct for the vintage of vehicle. Magnetos existed up until 1920. By 1920 Autolite was the manufacturer of generators until 1923, when the Remy company began to produce them. Delco-Remy produced generators until 1963. These should be Delco-Remy models with correct metal plates. Delcotron alternators were available as an option. Most generators had indicator disks around the wire and post connections. The metal should be clean and painted correctly. All 1963 full size models incorporated the alternator. Most generators were painted GM satin black with cadmium

or natural end plates. Alternators came with a natural aluminum finish with black or cad plated pulleys and natural front bolts and nuts. Check for the bracket being original and painted correctly. Connections should be clean as well.

### Battery/Cables/Tray/Correctness/Condition

The battery should be clean and correct for the vintage of vehicle. Any aftermarket battery with a brand name other than GM issued is a mandatory 5-point deduction for vehicles after 1922. Vehicles before 1922 should have a black case battery. Be aware of products which “mask” the top of a generic battery to make it look like an original Delco. A later model Delco battery that is not correct for the vintage of vehicle is a 2-point deduction. The tray should be painted and clean without visible corrosion. Bolts should match the tray. Make sure battery is secured using a correct hold-down mechanism for the battery for that vintage of vehicle. The cables should be GM correct with the correct type of connecting end to the battery terminal. Top terminal batteries stopped in the 1970 model year. The side post design Delco Energizer was standard in 1971 models and was available as a heavy duty option in 1970. The Delco “Freedom Eye” battery became available in 1976 and beyond.

### Starter

The starter should be properly painted and clean. Look for correct GM manufacturer’s identification. All connection points should be clean and natural. Wires should be correctly routed in the engine compartment. Look for dirt, grease and chipped paint on the housing of the starter.

### Wiring/Harnesses/Horn

All wiring should have the original loom and insulation. The harnesses should be clipped into place by factory clips. The ends and connectors should be clean and free of paint and corrosion. The wires should be correct for the vintage of vehicle. Wires should not be going to different unknown destinations. Follow the harnesses and wires carefully to make sure they are factory correct. Any additional wires going to different destinations should receive deductions. Any components that are not GM factory are non-authentic and should result in point deductions. Horns and other components should be painted or natural where appropriate.

## Cooling System

### Hoses/Belts/Clamps/Correctness

Check hoses for suppleness and correct style for that year of vehicle. Check all belts driving the various systems of the engine. Clamps should be correct for that year of vehicle. Pressure clamps such as those found on 1948 models were used until 1955 with the spring clamps. The spring clamps turned into "tower" clamps, and tower clamps turned into the familiar modern auger style clamp starting in 1978. Some vehicles have tower clamps on the radiator hoses and spring clips on the heater hoses. Find out which is correct for each vehicle class.

### Water Pump/Fan/ Pulleys/ Power Steering/Air Ducts/Air Conditioning Components

Check the correctness of the water pump, fan, harmonic balancer and pulleys. Everything should be clean and painted correctly. No leaking or corrosion should be present. Most harmonic balancers were engine color, while the fan pulleys were GM satin black. If the vehicle has factory or dealer-installed air conditioning, then you need to further look at this system.

If the air conditioning components are correct in either the interior or engine compartment, then there is only a 50 point deduction taken.

\*There is a mandatory 100 point deduction for any vehicle which has an aftermarket air conditioning system. Determining the correctness of air conditioning systems is the responsibility of the Engine Judge. If the air conditioning system is a correct GM factory or dealer-installed unit, then the normal deductions for condition would be made in this section.

### Radiator/Fan Shroud/Condenser/Radiator Cap/Overflow

Not all classes of vehicles will have fan shrouds. Shrouds were either painted or natural, metal or plastic. Condensers for vehicles with air conditioning should be in front of the radiator. Make sure radiators are GM. Dates on radiator, if present, should be same year as the vehicle. Make sure the core is of correct design. Most radiators are gloss black. Make sure any aftermarket radiator cap receives point deductions. Follow the radiator overflow system to be sure it is correct. Check for corrosion on the cap or radiator.

## Inner Fender/Radiator Support/Splash Pans

The inner fender is where too many hobbyists over-restore. Most inner fenders are steel and painted GM satin black, but some vehicles came with plastic inner fenders. Check with the vintage of the vehicle to determine whether bolts are natural or painted. Some bolts are natural, satin black, black phosphate, and some were cadmium plated.

## Other

### Firewall/Cowl/ Heater Box

Check for cleanliness. Make sure clamps and wires are routed correctly. Look for firewalls that are well painted and clean. Cowl tags should be visible. Some tags are painted and some are not. Some firewalls are painted body color and some are painted GM satin black. Very glossy black paint is considered an over-restoration of the firewall area. Look for electrical and mechanical components that are painted with overspray. Check the area of the engine compartment where the heater core, the blower motor and other parts of the heater are located. Look carefully for the application of correct paints. Heater boxes should be clean and well painted.

### Wiper Motors/Washers/Reservoir

Location of motors will vary with the age and type of vehicle, but primarily they have either vacuum or electric motors. Washer units, if equipped, should be correct and mounted safely. Check the reservoirs used to hold the washer fluid. Some vehicles use plastic bags, bottles or glass jars. Later models had the white plastic container mounted on the fender well area. Some vehicles use the spare "Optikleen" triangular glass bottle mounted on the fender well. Make sure washer hoses, if equipped, are in good condition and routed correctly.

### Master Cylinder/Brake Lines/Proportioning Valves/Power Booster

Master cylinders are located in different areas on Chevrolet vehicles. On earlier vehicles, the master cylinder and lines were located under the driver's floor, attached to the frame with an access hole in the floorboard. External master cylinders in later models were mounted on the firewall. The use of clear coats or cast iron paints to simulate a natural finish, or black paint on a visible master cylinder should not receive point deductions if correct, depending on the vintage of

vehicle. Deductions may be taken for paint that is carelessly applied. Factory production included both natural or black painted master cylinders.

Look at the cover of the master cylinder to be sure it is correct for the year of vehicle. Some covers can be natural or cad plated, depending on the application. Power boosters came plated or painted and should be clean. Paint or plating should be of the correct type. Proportioning valves, if equipped, should have the correct finish and have correctly routed fittings and lines.

### Decals/Stencils/Tags/Correctness

GM placed decals, stencils and tags on many areas of the vehicle. Some were applied at the factory and some upon delivery. Certain decals are necessary for correct judging. Radiator supports, air cleaners, oil caps, oil filters, valve covers and washer bottles are good examples of locations where decals and tags may be found on Chevrolet vehicles. If these are missing, then point deductions should be considered. Extra tags are a welcome addition to a detailed engine compartment, but they are not necessary to display. Examples of these would be instructions for the radiator, battery, and washer fluid. Only deduct once for decals.

### Hood Bottom/Insulation/Seals

Some hood bottoms were natural, some had undercoating, and some were painted GM satin black. All of these are acceptable. Certain vehicles had no insulation and on some the insulation was an option. Make sure that the insulation, if present, is of the correct material and fits well under the hood. It should not be dirty or torn, and correct fasteners should be in place. Weatherstripping should be soft, smooth and clean, and should fit well against the cowl or other locations.

### Hood Hinges/Springs/Latches

It is important to know how the hood springs and hood hinges are restored. This will depend on the year of the vehicle. For example, the 1956 hood spring should be gloss black and the hinges should be cad plated. If an aluminum or silver paint simulates cad plating, then no deduction should be made. The same goes for cad plated sheet metal bolts and screws. It is becoming difficult to use cad plating, so a simulated cad plating is acceptable. Latches should be clean and well plated. Some latches

were cad plated, some black and some natural. Look for black or body color overspray in these areas.

Vehicle hoods, when raised, should remain in the full “up” position. Weak springs and/or hinges will result in a hood not being able to remain open in the full “up” position.

### Steering Column/Steering Box

This is the portion of the steering column that comes through the firewall and connects to the box on the frame. Some columns are painted the interior color all the way to the end. Some were a standard brown or satin black. Steering boxes can be natural, cast iron, or black, according to model year. Some parts may be aluminum. If cast iron, the use of clear coat or paint to simulate a cast iron appearance is acceptable. All bolts, springs, washers and hardware should be clean and detailed.

### Judge #3- Exterior

The most important job of the Exterior Judge is to evaluate the condition of the metalwork and paint of the body. It is also important to determine if the paint color, and shade, of the vehicle are correct for that particular year of vehicle. The paint code on the cowl tag does not have to match the paint on the vehicle (though it is encouraged), but the paint does have to be from the selections of Dupont colors for that model year. For example: Mulanne Blue is correct for 1971, Ensign Blue for 1946. Another large responsibility is judging the exterior trim and brightwork. Brightwork means chrome, pot metal, plastic, or stainless, and includes any shiny metallic surfaces (except the bumpers), outside the vehicle, when the doors, hood, and trunk are closed. Exterior trim means any exterior moldings and emblems.

#### \*100-point Mandatory Deductions for Non-Authentic Components

\*Incorrect Paint: There will be a mandatory 100-point deduction for any vehicle that has been determined to have the incorrect color of paint for that year of manufacture. For example, Hugger Orange for a 1942, or Corvette/Daytona Yellow for a 1932 Roadster. Once again this has to be very obvious to the Judging Team. If the paint color in question is similar to a color available for that year, but differs in shade or hue, then

deductions may be taken for shade or hue on the Judging Form. For example, Dusk Plum on a 1956 was offered. If the color is darker or lighter, or the metalflake is too heavy or larger than factory, then deductions are made for shade and hue. Remember that the application or condition of the paint is a separate category deduction, and should be evaluated separately. This would have to be a very obvious color that is markedly different from the factory paint chip for that year of manufacture. As in the case of the engine deduction, the Chief Judge and the owner of the vehicle must confer about this deduction and both must initial the form for the deduction to be official.

Note: For all of these mandatory deductions, the Judging Team member who has a question regarding non-authentic deductions must notify their Team Captain. The Team Captain must in turn notify the Chief Judge, who will verify that the deduction is correct. If the owner cannot verify the authenticity of the item in question, the mandatory deduction is taken. Judging Team Captains and Judging Team members are to continue to judge the vehicle to completion regardless of whether a mandatory 100-point deduction has occurred or not. This is necessary to provide a complete evaluation for the owner of the vehicle.

\*Incorrect Body and/or Body Panels: There will be a 100-point mandatory deduction made for a non-authentic body, and a 25-point deduction for each exterior body panel that is not authentic. For example, the Judging Team discovers a body that is supposed to have wood framing in it, (1934 for example) but has an all-steel body in its place. Another example would be a fiberglass body instead of the factory steel body assembled at the factory. These vehicles cannot advance in class judging. Also, the 25-point per panel deduction is used when the vehicle has the correct body but has aftermarket or incorrect panels. Exterior panels include items such as fenders, trunk lids, skirts, hoods, and doors. Running boards are still considered to be part of the Interior Judge's responsibility, and there is a 25-point allotment for each. Fender skirts (pair) are equivalent to one body panel deduction, or 25 points. If the vehicle has incorrect running boards and there is nothing else to deduct for jams, inside doors or sill plates, then the judge may deduct the full 20 points for the incorrect running boards. As in the case of the engine and paint mandatory deductions, the Chief Judge and the owner of the vehicle must confer about

this deduction and both must initial the form for the deduction to be official.

Note: For any of the mandatory deductions, the Judging Team member who has a question regarding a non-authentic deduction must notify their Team Captain. The Team Captain must in turn notify the Chief Judge, who will verify that the deduction is correct. If the owner cannot verify the authenticity of the component in question, then the mandatory deduction is taken. Judging Team Captains and Judging Team members are to continue to judge the vehicle to completion regardless of whether a mandatory 100 point deduction has occurred or not. This is to provide a complete evaluation for the owner of the vehicle.

### Paint correct (Shade/Hue)

Determine if the paint of the vehicle is correct for that particular year of vehicle. If there is metalflake in the paint, it should be as close to GM paint chips as possible.

### Paint Condition/Workmanship

Observe how well the paint was applied to the vehicle. Look for excessive orange peel, checking, chips, bubbles, depth, and shine. Look for any overspray in places where it should not be present, such as on weatherstripping and bolts. Some overspray of body paint did occur on the undercarriage. Excessive clear coat should result in a deduction as an over restoration of the finish.

### Body/Body Panels/Skirts-Correct Fit and Condition)

First and foremost, make sure the body is correct for the year. This is especially true for older models. There have been vehicles shown at meets where the year of vehicle stated by the owner did not match the body that was being presented on the chassis. (If it is presented as a '34 pickup, then make sure it is a '34 and not a '35). The body year is stamped on the ID tag from the factory. Check up and down the vehicle. This step should be the first thing you notice as you walk around the vehicle during your pre-check. Try to evaluate with only your vision and remember not to touch the vehicle. The panels should fit nicely. Absolute body fit was not a reality at GM, and the alignment of some panels was off a bit here and there. The closer and more even the panels fit, the better. It should be obvious that a panel is not fitted correctly before point deductions occur. The

panels should be straight, not wavy. Check fender skirts to be sure they are correct and in good condition.

## Exterior

### Chrome/Trim/Brightwork/Grille/Antennae

This area requires the judge to walk around the vehicle. This area refers to all of the brightwork that can be seen outside the vehicle with the doors closed except the bumpers. This includes pinstripes, side moldings, emblems, window frames, light frames and wheel well trim. Those are just a few of the items in this category. Look for straightness and alignment, dents, folds, scratches and shine. Vehicle grilles are quite unique to each year and design. Check grilles for dirt, insects, chips, paint etc. What is the correct finish for the grille? Should it be painted, or should it be chrome or stainless? Check the antennae for correctness for that year. (Example: teardrop for 1955, round for 1956, hidden windshield antennae in 1970)

### Bumpers/Guards

Check the bumpers. Look at the depth and craftsmanship put into the chrome. Look for bumps, bubbles, chips, rust, scratches and dullness. If there are accessory guards and/or extensions, they should be correct for that year of vehicle and be in the same condition as the bumpers. Check for alignment and straightness. The backs of the bumpers should be clean. If the car has a painted plastic nose or tail, examine the plastic panels for cracks, warping and fades. Paints used with flex agents will show a smooth appearance and will match the exterior body color.

### Glass/Wipers/Blades/Outside

#### Mirrors-Correctness and Condition

Check for original GM markings on the glass. Safety glass came on 1937 vehicles. No deductions will be made for vehicles using safety glass that are pre-1937 vehicles. Check the location of the glass markings for correctness. All of the factory date codes and markings should be able to be read from the left side of the car. The right side glass should be read from the inside. Check for general condition of the glass and mirrors. They should be clean and free of cracks, fogging, bubbles, and plate separation (in safety glass). Windows should be in the "up" position during judging. Be sure the mirrors are correct for that vehicle. Wiper blade rubber should be soft, and not torn or cracked. The arm mechanism should be clean and without scratches.

### Top/Vinyl/Convertible Top/T-Tops

Tops should be checked for symmetry and condition. Tops should not have faded paint or bubbling. Vinyl tops should have no cuts or bubbles. The luster of the vinyl should be rich but not overdone. Look for even seams and good alignment on vinyl roofs. The stainless trim around the vinyl should be straight and not dented, scratched or dull. The convertible top must be in the up position during judging. Check for correct material. Some years used canvas and some used nylon or vinyl. Check for stains, rips, tears, and general condition. The fit of the top is important as well. Lumps, folds or excessive wrinkles should result in point deductions. Reminder: Boots and the inside of the convertible top are judged by the Interior Judge of the team. T-Tops and removable rear windows should be snapped in place on the vehicle. Check the outside of the T-top for condition, along with its exterior trim. Do not judge the inside area, for that belongs to the Interior Judge to evaluate.

### Window Sealing System/Felts/Whiskers

This category includes the rubber seals, felting and whiskers that surround the pieces of glass outside the vehicle. Look for cracks in windshield gaskets, both front and rear, if present.

### Head Lights-Correctness/Condition

Look at the lenses of the headlights to determine that they are authentic GM headlights. Primarily, the lights should be marked GUIDE by Fisher. Triangular "T-3" lights were made from 1956 to 1970. GUIDE "Powerbeam" headlights have a circular pattern in the middle and were standard, starting with 1971 models and continuing to 1977. Look for cleanliness and clarity. Check for cracks and cloudiness. Rectangular headlights, available in 1977, should be marked GUIDE.

### Tail Lights-Correctness/Condition

Look at the lenses for cracks or dullness. Check to see if they are correct, either glass or plastic. Primarily, lenses were also marked with the letters spelling GUIDE. The year of vehicle may be found on the lens as well. Check for any after-market lens that is not GM correct, such as Glo-Brite.

## Turn Signal Lights/Parking Lights/Side Marker Lights

All lenses should be checked for GM issue. Primarily, the vehicle should have GUIDE lenses. Check for cracks, spots, or cloudiness. Side marker lights may indicate the year of vehicle until 1970. However, all vehicles had parts that didn't change. For example, side marker light lenses in Novas remained with 1970 issue dates.

## Gas Door and Cap

Check for condition of the paint, chrome trim, and stainless. Check for detail of such items as springs, bumpers and the cap itself. There should be no dust, grease, or stains in the area. Remember that the gas access area can be located in different areas of the vehicle. For example: On a 1948 Business Coupe, it is found behind the passenger door, while on the Sport Coupe it is on the right fender. In 1956, it is located in the left tail light housing, and on the 1971 Nova it is behind the license plate holder. Ask your Team Captain if you cannot find the gas door. Also, ask the Team Captain to open any gas door mechanisms.

## Judge #4-Interior

### Seats and Headliner

#### Front Seat Material-Authenticity/Condition

Check for the correct material and color. Also check for the correct design and patterns. Note areas such as the corners, beading and the bottom trim panels and brightwork. Check for general fit and proper padding. AS A COURTESY TO OWNERS, JUDGES SHOULD NOT SIT IN THE VEHICLE WHILE JUDGING ANY INTERIOR CATEGORY. JUDGING THE INTERIOR OF A VEHICLE SHOULD BE DONE FROM OUTSIDE THE VEHICLE.

#### Rear Seat/Rumble Seat/Station Wagon Rear Seat Areas-Authenticity/Condition

Check for the correct material and color. Check also for the correct design and patterns. Check for fit, taking note of areas such as corners, beading and the bottom trim panels and brightwork. Check for general fit and proper padding. On Station Wagon/Suburban type or rumble seat equipped vehicles, be sure to check any 3rd seat and rumble seat for condition and fit.

## Headliner/Sun Visors/Mirrors/Convertible Top/ Top Bows/Boot/T-Tops/Side Curtains/Weatherstripping

This is the entire top area of the interior of the vehicle. Check the rear view mirror for shine and reflection. Check the mirror frame for correct chrome or paint. Sun visors should be in proper alignment and in good condition. The material should have a good fit and be correctly trimmed. The headliner on closed vehicles should be well trimmed without holes, tears or stains. Check for condition of any chrome or painted trim, such as top bows on convertibles. Check the convertible top handles and latches for scratches. The owner of the vehicle should place the boot, if applicable, on the back seat or in the floor of the trunk so that the Interior Judge can see the condition of the boot. Most boots should match the color of the interior of the vehicle. Most boots also had a bag. There is no deduction for a missing bag if one was not factory issue. If proof exists that the bag was factory issue, then a deduction should be taken. If the boot is missing, notify your Team Captain, who will ask the owner of the vehicle to present the boot. Sometimes this is an oversight by the owner. If no boot exists, then point deductions would be made by the judge. T-Tops and removable rear windows should be snapped in place on the vehicle. Check the inside condition of the T-top (for condition) and seals along with the trim. Do not judge the outside area of the T-top, for that responsibility belongs to the Exterior Judge to evaluate. Side curtains on open vehicles must display one side of the top in the "up" position. The other side curtain should be displayed in the back seat or cargo area, depending on vehicle model. It is suggested that the passenger side curtain be the one selected to be in the up position. However, final decisions for this will be made by the Chief Judge of the meet.

Check the trimming around the windshield and back window of the vehicle, as well as any upholstery or trim between the doors and headliner, other than the weatherstripping around the door area. Look for evidence of leaks, and for worn or broken rubber seals around windows, especially the windshield and back window. Look at the condition of chrome, paint or wood graining around all window trim. How does it meet up with the dash and package shelf, for example?

## Seat Belts (1966 to Present Mandatory)

No point deduction is made for use of seat belts in pre-1966 vehicles. Front and rear seat belts, one per

seating position, became standard on all '66 and up models, and they should be the appropriate type for that vintage of vehicle. Shoulder harnesses, secured to the B-pillar or roof, were included as standard equipment in 1968. Inertia-style seat belts, which are connected with lap and shoulder belts as one unit, were standard in 1974 and up vehicles. Inertia style seat belts that are connected with lap and shoulder belts as one unit were standard in 1974 and up. The condition of the seat belts is still a judging item for any model year of vehicle. They should be in good operational condition. Frayed or worn belts should receive some point deduction, which is left up to the discretion of the judge.

### Package Shelf/Convertible Top Well/Wheel Well Covers (wagons)

On coupes and sedans, the package shelf should be present. Look for warping, stains, holes and incorrect speakers. In the case of a question on what speakers are correct, have the Team Captain ask the owner of the vehicle to reference the authenticity of the speaker system. Delco stereo systems were offered starting in 1965. On wagons, the wheel wells were covered with a vinyl type material. This material should be clean, without tears, scuffs or dullness. On trucks, the area behind the back of the seat should be clean.

### Dashboard

#### Dashboard/Bright Work on Dash/Rearview Mirror

Check the condition of the front of the dash. Chrome or plastic should be in good condition. Areas should not be worn, faded or scratched.

#### Top of Dash/Dash Pad/Panel/Glove Box/Lining/Owner's Manual

Check the dash panel itself. Are there any dents or scratches in the paint? Is the paint and dash pad, if equipped, in good condition and the correct color? Check to make sure the Owner's Manual is present on the front seat of the vehicle. If the Owner's Manual is not present, have your Team Captain ask the owner to produce it. Owners should also make sure that they clean out the glove compartment and remove any unnecessary items. When this isn't done, it is sometimes just a slight oversight on the owner's part. If no Owner's Manual is present, then a mandatory 5-point deduction should be taken on the Judging Form.

## Steering Wheel/Column/Shifter

Check for cracks and scratches on the steering wheel and column. If painted, the paint should be in good condition and correct for the vehicle. Check the horn ring or button for condition and detail. If the vehicle has an accessory wheel, make sure it is correct for that year of vehicle.

## Instrumentation/Clock/Gauges/ Radio/ Handles/Knobs

Check the condition of the gauges and the detailing. The glass or plastic should be clear and free of scratches or cracks. Look for any aftermarket gauges or incorrect handles or knobs that don't match the rest of the car. Handles and knobs should not be broken or pitted. Check for clocks to make sure that they are GM. Check to see that the radio is correct for the year of vehicle and that it is GM issue. Sound systems changed drastically when AM/FM and stereo systems were introduced. If your team has any doubts about whether the system is GM and/or correct, have the Team Captain ask the owner to produce a reference to verify the correctness. (Example: 4-way speaker system in '66 full size cars with AM/FM stereo)

## Floor

### Carpet/Rubber Mat/Kick Panels/Console/Firewall Pad/Floor Vents

GM issued some vehicle models that had rubber floor mats as standard equipment. Others came with carpeting as standard. Make sure the vehicle is supposed to have carpeting or rubber floor mats. Carpeting was also optional on some models, so be sure not to eliminate carpeting as a possible feature of the vehicle you are judging. Check for correct material and color. Check for wear, holes and tears, especially around the pedal area. Note how the material lies on the floor, especially in the tunnel area. Check the fit of the material around the kick panels. Kick panels and floor vents should be the correct color and not have scuffs, dirt, or scratches. Firewall pads or insulation, if issued, should be in good condition and not have broken edges. The firewall pad should trim up nicely with the carpet or rubber floor mat. Owners should remove any aftermarket floor mats prior to judging. Vehicles equipped with bucket seats and a console should be checked for condition and correctness. Also check gauges, shifters, sliding doors, boots, ashtrays and

levers. Look for faded or worn indicators and emblems. Make sure there are no aftermarket gauges or wires.

## Doors

### Door Panels/Arm Rests/Garnish Moldings

Check for the correct material and color. Check the general fit and finish of the panels, especially around the edges of the door. The fit should be trim and tight. Trim screws should be correct for the vintage of the vehicle. Check any stainless steel for straightness and polish. Check armrests for wear, dirt, cracks, or tears. The armrests should be correct for the vehicle. (Built-in models, attached, etc.) Check garnish moldings for condition of paint, woodgraining or chrome trim.

### Inside Doors/Door Jambs/Running Boards

Have the Team Captain open the doors of the vehicle to check this area closely. Door jambs should be clean and correctly painted. Running boards, if present, should be straight and should fit well to the rest of the body. Check for non-authentic running board material. Look for overspray on items such as rubber seals, bolts, screws, latches, and plates. Sill moldings should be GM correct. Not all vehicles had sill moldings. Running boards would be considered part of the exterior but it was felt that the flow of checking the door jambs and sills warranted the inclusion of the running boards in this category.

### Window Treatments/Weather Stripping/ Windlace

Check for condition of windlace fabric, rubber, felt and whiskers. Check the condition of any door weatherstripping. Open the door to check the condition of seals. Check especially the bottoms of the doors for condition of the metal. Make sure the weatherstripping is of the proper type and check the molded ends of any of the window treatment system. Check the windlacing from the floor up and around the door. How does it align with the headliner?

### Heater/Defroster/Air Conditioning/Pedal Pads

Check the visible area under the dash for the heater housing. It should be clean and painted. Usually, paint with a "hammered" look to it was used to paint the heater box. Check the pedal pads for wear and uneven appearance. The rubber should be supple and in good condition. Check the heater and/or air conditioning

system for genuine GM issue. Don't forget that some vehicles had under-seat heaters. Any GM air conditioning components should be checked for correctness and condition.

\*After market air conditioners receive a mandatory 100-point deduction from the Engine Compartment Judge only.

## Trunk

Trunk/Cargo Area/ Rumble Seat Area/  
Trunk Floor/Truck Bed and/or Spare Tire  
Well

Check the condition of the trunk floor, truck cargo bed area, rumble seat area, or the cargo area on wagons. Check for condition of the paint, the trunk paint and trunk mat. On wagons, check condition of the cargo floor. Is it linoleum? Is it supposed to be carpeted? Make sure the area is clean. Trunk mats can vary from model to model within the same year. Truck beds should be painted and/or treated as produced by the factory. Check for over-restoration of wooden areas in truck beds.

## Jack/Tools/Jacking Instructions

This is one of the areas that varies greatly with the year and model of vehicle. Remember that the spare tire is checked by the Undercarriage Judge, no matter where it is located. Tools were standard issue through 1948. Beginning in 1949, tools were an option or accessory. Do not deduct points for tools for vehicles 1949 and up. If the tools are displayed in the vehicle as an accessory, then they can be judged for authenticity, condition, and workmanship. Tools are located in different areas of the vehicle depending on the year and model. If you are not sure where they are supposed to be, ask your Team Captain. All vehicles were equipped with some sort of jack and wrench. In most cases, a "crow bar" style wrench came with the jack. Make sure the jack is in the correct position and secured properly. Find the jacking instructions (if issued) for the vehicle. The instructions came in many forms and were located in different areas. Most of these were either on a tag or on a label that was glued to an area of the trunk. Make sure the instructions are securely attached to the vehicle.

## Trunk Lid/Gate Underside

Check the underside of the trunk lid for condition and paint. Look at insulation, bolts and their condition.

## Inside Quarters/Seat Back/Hinges/Liftgates/ Tailgate/Latches

Check the outside walls of the trunk, bed, or cargo area. Make sure the insides of the quarter panels are clean and solid. Look up at the trunk seat back and make sure it is in place and not worn or full of holes and tears. If there is trunk cardboard present, check this area for straightness and condition. On wagons and trucks, check tailgates and liftgates for condition. Make sure that hinges, latches, chains and cables are clean, and that the panels fit properly and are in good condition.

## Wiring/Back Side of Tail Lights

This is all of the wiring that is visible in the trunk area. Look for correct harnesses with GM connectors. Make sure accessory lighting is GM and not aftermarket. Check sockets and housings on all taillight and back-up lights. There should not be extra wiring that doesn't belong in this area. The taillight housings should be clean and correct for that vintage of vehicle. Look for GM issue housings. Obviously, there is difficulty checking this category on trucks and wagons. Locate the wiring and the back sides of taillight housings by looking underneath the vehicle just behind the bumper area inside the rear quarter panels.

## Trunk/Cargo Area/Rumble Seat Area/Weatherstripping

Look under the trunk or along the trunk lid for weatherstrip sealing. On wagons look also for stops, bumpers, cables, latches and hinges. Look at the condition of the area, and also for overspray on screws, bolts and latches and weatherstripping.

## Mandatory Deductions

It is the philosophy of the VCCA to encourage judges to use their knowledge and discretion when deducting points. However, there are certain point deductions that are mandatory in order to remain consistent and to promote authenticity.

### List of Mandatory Deductions

Pts. Item

- 100 Non-authentic body/panels
- 100 Incorrect engine displacement
- 100 Non-authentic paint color
- 100 Aftermarket air conditioner
- 50 Incorrect transmission

- 30 Failure to display registered Senior Oval and any awarded Preservation Tab on Preservation Class vehicle
- 30 Correct engine wrong year of manufacture
- 25 Non-authentic exterior body panels (per panel) Owner and Chief Judge initials required if total equals 100 points. Fender skirts (pair) equal one panel deduction.
- 8 Per tire. Performance aftermarket, racing or low profile touring tire
- 4 Per tire. Radial tire replacement or tire in poor condition
- 5 Incorrect battery
- 2 Incorrect Delco battery for year of vehicle
- 5 Missing Owner's Manual
- 5 Missing seat belts (front and rear-1966 and up, shoulder harness-1968 and up, inertia belt system-1974 and up)

### Categories Exempt from Point Deduction

Documented substitutions, exemptions or revisions from the VCCA Judging Process will be accepted if mandated by Federal or State laws and if copies of the applicable laws and/or official documents from a governmental agency are displayed with the vehicle. All exceptions must be submitted to and approved by the Judging Committee. Changes in status will be published in the G&D and become effective on publication date or other date as specified by the Judging Committee.)

The following categories have been standardized and would receive no point deductions:

- Safety glass on all pre-1937 vehicles
- Seat belts in pre-1966 vehicles. (condition and correct application for year will be checked.)
- Turn signals and lights on vehicles where GM did not offer them as standard equipment. Turn signals must be correct for the year of manufacture.
- Any driving mechanisms used by owners with disabilities will be exempt on a case by case basis.

## Mandatory Abbreviations/Comments

For each point deduction, place an abbreviation and comment in the column to explain why the deductions were made. This policy helps members in preserving and restoring their Vintage Chevrolets and can improve the fairness and consistency of the VCCA Judging Process. Use the four abbreviations listed below. If a point deduction is made, then a comment must be placed in the appropriate area on the Judging Form, adjacent to the abbreviation. Enter points for deductions only, not for points earned.

### Abbreviations for Which Comments are required

Mandatory abbreviations and comments are required to be used by judges. It is required that an abbreviation and associated comment must be placed on the Judging Form for every point deduction.

These are printed on the back of each tear-off section.

A= Authenticity

C= Condition/Cleanliness

M= Missing from vehicle

W= Workmanship

# I. Vintage Chevrolet Club of America - Official Vehicle Judging Classes

## Passenger Cars

### Forerunners

1910-12 . . . . .	Whiting
1915-18 . . . . .	Scripps Booth
1915-17 . . . . .	Monroe
Class A. . . . .	1912-1916 (Except 490 also Little & Amesbury)
Class B. . . . .	1916-1922 (Model 490)
Class C. . . . .	1917-1922 (Except 490)
Class D. . . . .	1923-1924
Class E. . . . .	1925-1926
Class F. . . . .	1927-1928
Class G. . . . .	1929-1930
Class H. . . . .	1931
Class I . . . . .	1932
Class J . . . . .	1933-1934
Class K. . . . .	1935-1936
Class L. . . . .	1937-1938
Class M . . . . .	1939-1940
Class N. . . . .	1941
Class O1 . . . . .	1942-1946
Class O2 . . . . .	1947-1948
Class P . . . . .	1949-1950
Class Q. . . . .	1951-1952
Class R. . . . .	1953-1954
Class S1 . . . . .	1955
Class S2 . . . . .	1956
Class S3 . . . . .	1957
Class S4 . . . . .	1958

### Full Size Passenger Cars

Class U. . . . .	1959-1960
Class V1 . . . . .	1961-1962
Class V2 . . . . .	1963-1964
Class W1 . . . . .	1965-1966
Class W2. . . . .	1967-1968
Class W3. . . . .	1969-1970
Class W4. . . . .	1971-1973
Class W5. . . . .	1974-1976
Class W6. . . . .	1977-1981

### Corvettes

Class X1 Corvette . . . . .	1953-1955
Class X2 Corvette . . . . .	1956-1957
Class X3 Corvette . . . . .	1958-1960
Class X4 Corvette . . . . .	1961-1962

Class X5 Corvette . . . . .	1963-1967
Class X6 Corvette . . . . .	1968-1973
Class X7 Corvette . . . . .	1974-1982
Corvairs	
Class Y1 Corvair . . . . .	1960-1964
Class Y2 Corvair . . . . .	1965-1969
Chevy II and Nova	
Class Z1 Chevy II, Nova . . .	1962-1965
Class Z2 Chevy II, Nova . . .	1966-1967
Class Z3 Nova . . . . .	1968-1972
Class Z4 Nova . . . . .	1973-1974
Class Z5 Nova . . . . .	1975-1979
Class Z6 Citation . . . . .	1980-1982
Chevelle	
Class AA1 Chevelle . . . . .	1964-1965
Class AA2 Chevelle . . . . .	1966-1967
Class AA3 Chevelle . . . . .	1968-1972
Class AA4 Chevelle . . . . .	1973-1977
Class AA5 Malibu, Celebrity .	1978-1982
Camaro	
Class BB1 Camaro . . . . .	1967-1969
Class BB2 Camaro . . . . .	1970-1973
Class BB3 Camaro . . . . .	1974-1981
Class BB4 Camaro . . . . .	1982
Vega, Monza, Chevette	
Class CC Vega, Monza, Chevette, Cavalier . . . . .	1971-1982
Monte Carlo	
Class DD1 Monte Carlo . . . .	1970-1972
Class DD2 Monte Carlo . . . .	1973-1975
Class DD3 Monte Carlo . . . .	1976-1982
Commercial	
Class TF1 Fire Truck . . . . .	1918-1928
Class TF2 Fire Truck . . . . .	1929-1955 (1st Series)
Class TF3 Fire Truck . . . . .	1955-1982
Class T1-T8 Includes all vehicles originally listed and sold in Chevrolet Commercial literature to Chevrolet Dealerships.	
Class T1 . . . . .	1918-1928
Class T2 . . . . .	1929-1936
Class T3 . . . . .	1937-1946
Class T4 . . . . .	1947-1955 (1st Series)
Class T5 . . . . .	1955-1959
Class T6 . . . . .	1960-1966
Class T7 . . . . .	1967-1972
Class T8 . . . . .	1973-1982

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National Judging Committee 2007

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