

The following four pages are from the SFR-SCCA Concours d'Elegance Handbook for Class Judges. They are being provided as guidelines for entrants to better understand and prepare their vehicle for

SCCA Concours Judging.

To be eligible for judging, the car must be in position on the field at the appointed time, ready for examination with the entrant or representative present. Cars without the entrant or representative present cannot be judged. In such cases, the Team Lead will place a note on the car advising of their intention to return at a specified time to judge the car. If the entrant or representative is not present at that time, the car may be disqualified. No judge is permitted to touch or to start the entrant's car under

SCCA STANDARDIZED JUDGING PROCEDURES

The following are required procedures and are meant to show consistency and professionalism in the judging of vehicles entered in SCCA-SFR sanctioned Concours d'Elegance.

Prior to starting judging, the team will walk the class to determine that all the vehicles are in the proper class and any missing vehicles are noted on the Team Lead's **Class Summary Sheet** as a "no show" or are found (sometimes in the wrong class). At this time the Team Lead and Team Judges will enter the entry number of the cars to be judged on their **Judging Work Sheets**, column-by-column, in sequential order. If the class includes "open" vehicles, the entrant should be advised that the top must be up before judging begins. Side curtains, if appropriate, must be available with the vehicle.

When first approaching a judged vehicle, the Team Lead will greet the entrant, introduce himself / herself as the Team Lead, then have the other Team Judge(s) introduce themselves. Each judge will provide his / her name and judging responsibility (exterior, interior, engine / chassis). The Team Lead will inform the entrant of the procedure we'll be following.

Start the engine, check the lights. Judges should be positioned as follows to check vehicle operation and to signal to the Interior Judge (thumbs up or thumbs down) which lights are working or not. The Interior Judge marks the worksheet with a deduction for each light not working.

- **Engine / Chassis Judge:** Front of the vehicle. Upon engine start, confirm that all lights are working as they should (e.g., low / high beams, parking lights, turn signals, fog lights, and driving lights as appropriate), then horn.
- **Interior Judge:** From the driver's side of the vehicle, let the driver know to start the vehicle and to turn on the lights (in the following sequence: parking lights, low beam headlights, high beam headlights, fog lights if installed, driving lights if installed, license plate, left and right turn signals if installed, brake lights, and back-up lights if installed), then horn. While the engine is running, the interior judge will check the instruments for proper functioning, including the radio if installed, interior lights, and check the operation of power windows.
- **Exterior Judge:** From the back of the vehicle (but out of the path of the exhaust pipe!), check the operation of the tail lights, license plate lights, turn signals, brake lights, and backup lights. On a two-person team, the Interior / Exterior Judge stands at the back and calls out the sequence to the entrant.
- After completion of the lights, horn, and instruments check, the Interior Judge will advise the entrant to open the hood (bonnet) so that the Engine Chassis Judge can check engine smoothness of operation. Upon completion of the engine check and instruments check The Interior Judge will advise the entrant to turn off the lights and engine for the rest of the judging to occur.

The entrant will be asked to operate windows, open doors, and open the trunk for each judge to begin his / her individual judging tasks as defined in *Instructions for Judges* (this manual).

If a judge has a particular question in his / her area of judging he / she should respectfully address the issue with the entrant. REMEMBER: Do not touch the vehicle; do not sit in the vehicle; when a door or window needs to be opened or closed ask the entrant to do it.

The Team Lead and Team Judges then thank the entrant for bringing the vehicle to the Concours d'Elegance and meet away from the vehicle to discuss their scoring.

Described below is a summary of things to look for:

EXTERIOR:

Paint – Correct color, appearance, crazing of paint, stone chips.

Body – Originality of body panels (no fiberglass); misalignment of body panels, rust, dents, and if the design has been altered.

Top, Tonneau, Side Curtains - Originality of material, tears, glass, and cleanliness.

Chrome – Plating prior to 1929 is rare, SCCA will not accept chrome plating prior to 1927 unless its authenticity is proven to the satisfaction of the judges. Then it was either brass or nickel plating. Look for flaws such as pits, corrosion, and if replaced, loss of definition.

Glass – All cars must have safety glass unless the entrant can prove the impossibility of installation. Check for pits and scratches, discoloration (if applicable, the "Triples" design should be visible).

INTERIOR

Woodwork – Originality of authenticity of replacement parts, condition of the woodwork, cleanliness, scratches, and separation in laminated layers.

Leather – Correct color and design if replaced, color fading if original, scuff marks, tears, and cleanliness.

Hardware – Originality, cleanliness and condition of the chrome. If painted, it must be the proper color.

Instruments – Instruments must be of the proper era and manufacturer for the car; i.e., Lucas, Smith, Veglia, VDO, etc.

Steering Wheel – Correct wheel for model car; must be clean. If wood, wheel should have no separation of the laminated layers, if metal, look for chips and scratches, if plastic, look for cracks, separations, discoloring, and scratches.

Headliner – Should be original or replaced with proper design and color for the particular car. Cleanliness is a must and the fit important.

Seats – If the seats are original, they should be clean, no tears, cracking of the leather, or fading. If the seats are redone, they should be of proper color, designed with the proper number of pleats, and should fit properly. The material must be of original type (cloth, vinyl or leather) for make and year of car.

INTERIOR continued

Carpeting – If carpets are original, they should look like new. If they are replaced, they should be of proper color, type of weave, should have correct heel pads, and should fit properly. They should be clean and have no marks on the heel pads.

Door Panels and Armrests – If replacement materials, they should be checked for authenticity of replacement materials, color and design, proper fastenings, cleanliness and fit.

Trunk and Tools – Check the condition and originality of the trunk; if painted check for overspray, proper color, proper fit of panels and mats, the spare tire, tool kit, condition of tools and owner's manual if available.

Availability of materials may be limited in some cases. Entrants must make every effort to make it look authentic, and is left to the discretion of the judges to determine if the replacement parts or materials meet SCCA standards.

ENGINE AND CHASSIS

After originality, condition and cleanliness are two important qualities to remember. Engine compartments, firewall, and frame must be prepared with utmost care so that there is no trace of oil leaks, water leaks, or caked-on grime.

Bright Metal – All metal must be cleaned and shined, make sure that only those parts that are supposed to be chromed are. Some exhibitors will over-chrome or bead-blast an engine, bolts, gas lines, valve covers, etc. The maximum penalty for non-authentic re-plating is 5 points.

Exhaust Manifold and Exhaust (down) Pipes – Porcelain will be inspected for originality, blisters, crazing and rust. Cast iron and steel will be inspected for rust. Stainless steel is rarely original.

Sheet Metal, Firewall, Radiator Shell, etc. – Look for general condition and cleanliness; the originality of color and paint and the authenticity of any replacement pieces that may be been used. Pay particular attention to the battery tray and fender valances, firewalls, air cleaner housing, radiator shell, fan shrouds, and splash pans.

Wiring – Check for originality of replacement wires. For a time it was difficult to obtain cotton-covered color coded wire comparable to original quality. Thus, vinyl-covered wiring has been accepted without penalty. Today with more readily available sources, replacement with original cotton-covered wire is to be encouraged. Fuse boxes should be inspected for wire condition. Wires should be color coded correctly, and installed properly. Spark plug wires should also be correct in color and material. Wire ends, fasteners, relays and junction boxes should be the correct ones for the cars. Again, look for cracks, peeling and cleanliness. _____ **Radiator Hoses** – Hoses should be clean with no cracks. Hose clamps must be authentic or if unavailable, must meet SCCA standards

ENGINE AND CHASSIS continued

Battery – Should be clean and without corrosion; if original replacement is not available, it must meet SCCA standards. Battery trays should be original type, fit properly, and not have corrosion.

Engine – Changing or converting the physical appearance, substitution of obviously inappropriate commercial engines in place of original equipment shall not be approved; non-authentic non-original parts shall be judged as non-existent. The engine block must be painted the correct color (if block should be painted). No oil leaks, discoloration of paint on the block or the spark plug holes are condoned. The paint on the head should be the original color. Cleanliness of the whole engine and head, along with the generator or alternator is important.

Wheels and Tires – Factory-style white-walls will be allowed. Look for all tires including the spare to be of the same brand, tread design, and era for that make car. If the spare is original, it does not have to match. If original-type tires are not available, the tires must meet SCCA standards. Wheels must be clean and if painted must be original color. If original wheels were chromed, they must meet the chrome standards described in the chrome section. Also, make sure that the actual number of spokes for that wheel is correct, when applicable.

MECHANICAL (FUNCTIONAL)

Wipers – Will be inspected for condition of blades and arms, but not tested.

Horn – Original horn must be in working order and may or may not be tested.

Operation of all Lights – All lights must be in working order and will be tested.

NOTICE

Parts which are non-authentic must conform to the general appearance of the car; otherwise, they will count as non-existent.

Short-lived parts such as spark plugs, batteries, fan belts, hoses, oil filters, tires, etc., will be considered authentic, if not original equipment, providing the judges decide the replacement parts meet SCCA standards.

Certain mechanical changes carried out to improve the performance and/or lengthen the life or the safety of the car, such as oil filters, seat belts, etc. are acceptable without penalty,

provided the judges decide the changes meet SCCA standards of workmanship, and are concealed to the greatest extent.

Changes, modifications, and updating made by the manufacturer of the cars are accepted. This includes special carburetion systems, exhaust systems, four-wheel disk brakes, etc. The burden of proof that such modifications were made by the manufacturer rests with the entrant.

We hope these guidelines are helpful and will contribute to a win at your next SCCA Concours.