

## CCCA Judging Rules

### For National Judging Meets

The objective of the Judging Rules is to provide the most uniform judging possible. While not all possible contingencies can be covered here, the most frequently encountered judging situations are discussed. The Team Leader must consider the number of cars in a given Class and allocate equal time for each car. The CCCA system uses four independent judges, called a Judging Team, headed by a Team Leader, to judge each CCCA Classic. Four judges are used to eliminate as far as possible individual preferences for particular Full Classics. To further assure judging uniformity, the highest and the lowest judging scores are eliminated during the tabulating procedures and the Classic's final score is determined by averaging the remaining two judging scores. Each judge is requested and is expected to judge independently, speaking to no one about the score he/she should give any item or category. Judges are not allowed to discuss judging questions among themselves, exhibitor or anyone else. Note: Exhibitor herein means owner and/or their representative. There are some exceptions. Judges need to communicate the results of the operation of the Lights, Wipers, Horns, Instruments, Brakes, plus Wiring under the dash, but the point amount to be deducted is never to be discussed. Exhibitors are to be present when their cars are being judged and operate the engine, horns, lights, etc., but Judges are to refrain from discussions with them. Under no circumstances should Judges compare scores or reveal scoring to any person, or allow anyone to see the Judging forms. Judges must make an entry in every Category and authenticity deductions must be made from Personal knowledge.

Authenticity items must be discussed with the Team Leader (only), who must discuss the item with the exhibitor. A specific question on an individual item may be asked of the exhibitor showing the car through the Team Leader only. If the Team Leader cannot solve a problem, then he/she should refer it to the Area Head Judge for solution. If the Area Head Judge cannot solve the problem he/she should contact the National Head Judge immediately by telephone, if necessary, for resolution.

In judging, keep in mind that these cars were built to be used and the mere fact of usage should not in itself cause hardship to the owner in judging, provided this usage does not adversely affect the conditions or appearance of the car. Two examples are: 1. Tires with 50% of their tread used still retain enough tread to be perfectly safe. If these tires have been well cared for, have no cracking, and appear as good as new tires, other than tread wear, there should be no point loss merely due to tread wear. 2. A porcelainized exhaust manifold that has only a couple of very minor cracks should score as high as a newly porcelainized one. One that has a number of cracks should score lower.

Trunks and glove compartments are not to be opened. These areas of the car are for storage of personal items and will not be judged. Rumble seats, however, are to be opened and judged.

Some concessions have been made in regard to items which

cannot be replaced by original equipment, where replacement items are available that perform as well as or better than the original and do not detract from the appearance of the car. Examples of this are mufflers, oil filters, and multiple-ply windshield wiper blades. In the interest of safety, all cars are required to have safety glass in all windows and wind wings (see exception under Category # 26). Seat belts are allowed without point deduction; also battery cut-off switches if done in a neat, workmanlike manner.

There are six items, any of which automatically makes a car ineligible to compete in any CCCA Nationally or Regionally-sponsored judging competition. The six items are:

1. No Underwriters'-Laboratories-approved Fire Extinguisher
2. Non-safety Glass (See exception under Category #26.)
3. Non-authentic Braking System\*
4. Non-authentic Automatic Transmission
5. Non-authentic Engine
6. Replica Body

\*Non-authentic Braking System - Exceptions. The conversion of a Full Classic from two to four-wheel brakes is allowed if the added brakes are of the same type and system as the original equipment. Addition of a brake booster is an authenticity deduction.

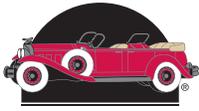
Before judging each Full Classic, the Team Leader should go through the list of six automatic disqualification items with the car exhibitor to determine if the car is eligible for judging.

The first 14 Categories on the Judging Form may require the engine to be running while checking including the instruments.

The individual Categories on the Judging Form will now be discussed in sequence as they appear on the Form.

Note: Plating of exterior parts is checked and deducted under Categories #31-33. Plating of interior items is checked and deducted in the individual Category.

The Judging Manual provided to Area Head Judges provides guidelines for judging and more detail than printed herein. It is available for all members on line for free.



## Judging Information

(These items are listed as they appear on the Judging Form).

Deduction for missing Senior Oval Badge, Senior Winner Ring or Premier Badge (if applicable), 5 points

1. Engine, start, idle, noise, smoke & leaks, etc. The engine should start readily and idle smoothly. Be sure the engine is off "fast idle" prior to judging. The installation of a supplemental electric fuel pump on a Full Classic is considered acceptable provided:

- a. It is installed in an inconspicuous and workmanlike manner;
- b. It is not used during judging;
- c. It is not used in place of the original fuel system.

2. Windshield wiper. Wipers are checked while the engine is idling. If a car has two wipers, both must operate. No deductions will be made due to use of the modern multiple-ply blades. Remember that wipers do not operate as quickly on dry windshields as they do on wet ones.

3. Horn. All horns should be checked. If the car is equipped with two horns, a check should be made to be sure both operate. Deductions should be made if the horns are not loud enough to be safely audible. If the car is equipped with auxiliary horns, such as musical horns, these should also be in good operating order and be tested.

4, 5 & 6. Lights. Scoring under these Categories is concerned only with the proper operation of all lights on the car. All lights are to be checked for operation, including accessory lights, dome, reading, courtesy, instrument lights, etc. The addition of an opposite side tail/stop light when not originally installed may (for safety reasons) be affected without an authenticity deduction. If turn signals have been incorporated into existing lights on a car or into era accessory lights and the turn signal switch is mounted in an inconspicuous, workman like manner, there shall be no deduction. Operation of these turn signals is to be checked.

7. Brakes (pedal and hand). Brakes are to be operated only by the exhibitor or by the Team Leader, with permission of the exhibitor. The other judges may observe the pedal action. The engine should be running for those cars equipped with power brakes. At this time, the operation of the stoplight should be checked. The hand brake shall also be operated and the travel noted.

8. Instruments. Check the appearance and operation of all the instruments. (Obviously, operation of the speedometer cannot be checked, but ammeter, oil-pressure gauge, etc., can be checked.)

9 & 10. Clocks, radios, power antennas, heaters, intercom, accessories, etc. Operation and appearance. Be sure to check the operation, as well as the appearance of these items at this time.

11. Windows and convertible top – Operation only. All windows, including division and wind wings must be operational. Top operation must be demonstrated and judged in this section. (Only power tops need to be moved enough to verify that it is

operational.)

12. Cooling system (core, tanks, hoses, etc.). All judges should make a thorough inspection of the exterior of the cooling system, checking all hoses for cracks or dried-out portions as well as for leaks around the radiator and water pump. The cooling system is to be checked for evidence of overheating and/or rusty water. (Do NOT remove radiator cap.) Original style hose clamps of the era when the car was originally manufactured will be required. Modern worm gear stainless steel hose clamps are no longer acceptable. Air-cooled engine cooling system components shall be judged in this Category.

13. Exhaust system. Exhaust systems should be checked during engine operation. The system should be reasonably quiet, safe and contain no leaks. The use of flex tubing where not original equipment is an authenticity deduction.

14. Engine including manifolds. Check for leaks and for appearance. This includes the quality of the finish (plating included) on the various components. Leaks include manifold, oil and gas leaks. When judging exhaust manifolds, keep in mind that it is virtually impossible to reporcelainize a manifold without some cracking developing with use, and one that has only a couple of very minor cracks should score as high as a newly porcelainized one. One that has a number of cracks should score lower. Aluminum metalizing of manifolds will be acceptable only on those cars originally equipped with aluminum painted manifolds but not as a replacement for a porcelainized or uncoated manifold.

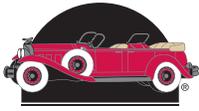
15. Engine room and splash pans. When scoring the engine room under this category, we are concerned with its appearance only, not how well or how poorly any item in the engine room functions. Cleanliness and general appearance are the factors to be judged.

16. Undercarriage. The undercarriage of all automobiles must be inspected. Every effort should be made to ascertain the general appearance and maintenance of the undercarriage as far as reasonably possible. Check for rust, oil, grease, and dirt. This Category does not include the wheels or the exhaust system.

17. Wiring – appearance and safety, etc. including under the dash. Check for safe installation, protection through holes in the metal, proper wire ends, bare wire and corrosion. Plastic covered wire is no longer acceptable. Braided cotton-covered, wire, with all ends properly terminated, is required; i.e., no plastic-insulated crimp-on connectors. A mandatory two-point deduction is suggested for plastic wire and/or plastic-insulated crimp-on connectors (deduct under authenticity). Black, rubber-insulated spark plug wires are acceptable. No deduction for a battery cut-off switch, if installed in a neat, workman like manner.

18. Dash, steering wheel and pedals. Includes the appearance of these items and any missing dashboard knobs, etc. Also includes condition of woodgraining and chrome trim.

19 & 20. Authenticity. Before any deductions for authenticity can be made, the questioning judge MUST inform the Team



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Leader of the authenticity issue. The Team Leader ONLY will then discuss the authenticity issue with the exhibitor, and then inform only the questioning judge of the exhibitor's response. The questioning judge may then deduct authenticity points if he/she is still convinced the deduction is appropriate. The presumption of authenticity is always in favor of the Full Classic and the exhibitor. All authenticity deductions must be explained by the judge in the space provided on the Judging Form, and must be initialed by the Team Leader. The four Authenticity Categories are an exception to the general rule of separation of the Categories in one regard; if a particular judge should feel strongly enough about several items which are not authentic, points can be deducted under any of the four Categories of Authenticity if the deductions in the proper Category exceeds five points. This subject is covered in greater detail during judging briefings and in the Judging manual.

21. Interior trim, hardware and window frames. This category includes the physical appearance of interior wood, metal, rubber, glass, and plastic. Be sure to inspect for handles, defaced, missing or unmatched; defaced or missing emblems; wood trim and graining, etc.

22. Floor covering and sill plates. If carpeting, check edge binding (if originally bound) and areas around pedals. Check sill plates for condition, including plating.

23. & 24. Upholstery. Includes headliners, seat coverings, door and side panels. Be sure to inspect all items of interior upholstery. Seat cushions covered by opaque seat covers should be rated unsatisfactory, a five point deduction. If the seat covers are clear and the seats underneath appear excellent, then a lesser deduction is in order. Installation of seat belts is acceptable with no deduction. 4/17/02 23

25. Weather stripping, welting, rubber, and running board "covering." This includes appearance and fit.

26. Glass and/or side curtains and top boot. All exterior window glass must be checked for safety glass. For judging purposes, a rear window or wind wings originally equipped with beveled glass need not be changed to safety glass wings. Note: A very original car in exhibition and "entered" for best original car consideration, may retain its original non-safety glass (any replacement glass must be safety glass)

Tinted glass is not normally considered authentic in a Full Classic car. Some exceptions are the small blue roof lights of certain custom bodies of the late 1930's, the green Solex heat-absorbing glass used in the Pierce Arrow, and the colored glass sunvisors used in many earlier Full Classics. Any amber or otherwise tinted glass will be considered in deteriorated condition, and be subject to point deductions. Side curtains of phaetons and roadsters, and top boots (if standard equipment) do not have to be in place, but must be available for inspection. If not available for inspection, they will be assumed to be unsatisfactory, and appropriate deductions will be made.

27. Roof - Metal/convertible top/soft top (beltline up). This section pertains to the outside roof area. Steel tops include metal and paint

condition. All convertible tops must be raised. In case the exhibitor does not elect to raise the top, this category will be automatically scored unsatisfactory (a five point deduction). Judges will check the soft top area on sedans and coupes. Town car driver's compartment top must be available for judging, but need not be in place. If not available, it will be assumed to be unsatisfactory, and an appropriate deduction will be made.

28 & 34. Paint. Under these sections the Judge is to be concerned with the condition, quality, and appearance of the paint itself, not the condition of the metal underneath (see Categories #29 & 35). There will be no deductions under this section or under authenticity for choice of color, including the use of metallic paint, if the metallic paint is used on a car manufactured after November of 1927. Note: This is not meant to encourage the use of wild and/or color schemes not in keeping with the cars as built.

29 & 35. Condition of the metal panels. These include the fenders, hood, doors, etc. The only area of confusion here might be a tendency to deduct points because of poor paint. However, judging of paint comes under

Categories #28 and 34. Under this section the judge should be concerned with the physical condition and appearance of the metal panels as distinct from whatever finish may be over it. Dents, pitting, and evidence of rust or corrosion are examples. Fit of the panels comes under Categories #30 and 36.

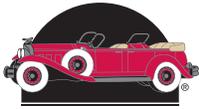
30 & 36. Fit of the fenders, hood, doors, etc. This includes fit and alignment.

31, 32 & 33. Plating. No deductions are to be made under this section for over-chroming if it is encountered; those deductions should be made under Authenticity. The Club views the substitution of chrome plating for nickel is acceptable. Thus no deductions will be made under this section or under Authenticity for chrome in place of nickel plating.

37. Wheels. Includes paint, striping, plating, hubcaps, etc., but not tires

38. Tires. Deductions under this section are for tires with cracked or cut sidewalls, badly worn tread, cupping or uneven wear, and similar items dealing with the condition of the tire. No deductions are to be made under this section or under Authenticity due merely to a moderate amount of tread wear. No deductions are permitted because a car has black walls rather than white. Deductions should be made for differences in tire brands, tire size, side wall design, white wall width and for radial or truck tires, but these deductions are to be made under Authenticity, not Tires. All exposed tires will be judged, including spares; however, spares that are covered or in trunks are not to be judged. Metal or rubber valve stems are acceptable with no deduction (but not a mixture of the two types).

39 & 40. Authenticity. The general instructions for this section are the same as for Authenticity Categories #19 & 20. Remember that if a judge feels strongly enough about several items which are not authentic, points can be deducted under any of the four Categories



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of Authenticity if the deductions in the proper Category exceeds five points. Judges must present all authenticity issues to their Team Leader, who must discuss the question with the car exhibitor and inform the judge of the exhibitor's comments. All authenticity deductions must be explained by the judge in the space provided on the Judging Form, and must be initialed by the Team Leader attesting that the proper procedure has been followed. This does not necessarily indicate agreement of the Team Leader.

Reminders: Judges do not add up their scores, that is the job of the Tabulators. Team Leaders must check the forms for completeness and then turn them over to the runners.

Remember – The actions of a courteous, conscientious judge will be respected by an exhibitor, regardless of the outcome in scoring.