

**NATIONAL ASSOCIATION OF AUTOMOBILE CLUBS
OF CANADA
NATIONAL JUDGING GUIDELINES
Revised Ninth Edition 2015**

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NAACC JUDGING SCORE SHEETS

SECTION 1 NAACC HISTORY

The National Association of Automobile Clubs of Canada Corporation (NAACC), formerly known as the Canadian Historic Automobile Federation has been in operation since 1969. The NAACC became a Corporation on August 30, 1976. It is comprised of many groups of Antique and Special Interest, Performance and Hot Rod clubs across Canada dedicated to preserving the collector vehicle hobby Canada-wide.

The organizations primary objective includes working with Federal and Provincial governments to ensure that the hobby prospers and continues to grow.

With the implementation of Safety Guidelines, Collector Vehicle Judging Standards, and various Federal lobbies, the National Association plays a vital role as a communication link from the east coast to the west coast of Canada. **The NAACC changed its name in 2008 to the National Association of Automobile Clubs of Canada Corporation. It is now referred to as the NAACC.**

The Association is comprised of representatives from every Province in Canada. A dues fee from each club is sent to the National Association each year so that airfares, mailouts, major lobbies and project work may continue. **The Association offers a complete club insurance liability package to any NAACC member club.** This offering is done through Pat Anderson Insurance Group and is insured by Lloyds of London. This policy is offered Canada wide.

The Association is a federally registered non-profit corporation.

For clubs or individuals interested in supporting the NAACC please view our website at www.naacc.ca or write to:

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SECTION 2 – PREFACE

The National Association of Automobile Clubs of Canada Corporation recommends these Judging Guidelines to all collector vehicle clubs.

These Guidelines were initiated in 1984. They have been continually developed since then so that automobile hobbyists may restore and present their vehicles for judging and scoring and to ensure that the emphasis of that scoring and judging be done in the best interests of the hobby. *The NAACC has a strict code of ethics.*

The National Association feels it is imperative that each and every participant be given recognition whenever possible. In order to ensure that this takes place a system has been developed that allows many more owners to participate in the process of receiving recognition in an unbiased format.

It is clearly understood that there are many fine judging systems and that there are many situations that require a special approach to specific differences in automobile research. National Guidelines have also been established for specific marque/ models such as the Early Ford V/8 Club of America and the Model A Ford Club of America, both of which have very specific rules for judging their vehicles. However, even with established guidelines the point allocation proposed in this guideline may still be easily implemented. The emphasis and thrust of these guidelines is based on the concept that high standards and precise judging techniques are of the utmost importance. A uniform standard will bring many owners onto a common meeting ground.

It is hoped that by weighing the benefits to the hobby against the work involved, auto clubs North America wide will become more uniform in their approach to judging, scoring and presentation of awards. Although this proposal may look like others in existence **you may be assured that these guidelines contain major differences that set it apart from most other scoring formats.**

These guidelines place emphasis on scoring and the allocation of presentations so that the **most number of people possible** may share in the **honor, prestige, and excitement** of receiving an award while still maintaining a high set of judging standards.

Authenticity and correctness is emphasized for stock vehicles. Design and attention to detail coupled with safety is emphasized for modified vehicles.

SECTION 3 - THE VEHICLE

The first premise that must be addressed is that the car be judged on its own merits. It should make absolutely no difference, where, how, or who restored or constructed the vehicle. The vehicle must stand entirely alone, separate from its owner or restorer. The vehicle must be viewed as an object aside from personalities, cash outlay, or professional vs. amateur restoration.

- **Hobbyists have tired of the political maneuvering and one-up-manship that sometimes creeps into the judging arena. It seems hardly fair that a car is a second place vehicle because it scores a half point less than its competition, especially when its competition has received a perfect score. Obviously, there will be some controversy at this point, but please examine the category point allocations and consider this new approach.**

SECTION 4 - SCORING AND AWARDS PRESENTATIONS

It is suggested that every vehicle involved in a show receive something as a souvenir of that event.

It is further suggested that a participation ribbon of a particular color be given to each entrant who has their vehicle on display for exhibition **or** judging.

All vehicles that are to be judged will be given awards based on the following categories and point allocations:

Best of Show highest score of 900 - 1000 points, **chosen from all vehicle 'class winners'**

Best of Class highest of 900 --1000 in each class (**Must score 940 or above or it does not move to the Senior Class**)

1st Place between 900---1000 points (presented to every vehicle including Best of Show)

2nd Place between 825---899 points (presented to every 2nd Pl. vehicle)

3rd Place between 750 ---824 points (presented to every 3rd Pl. vehicle)

Senior: All Best of Class Vehicles scoring 940 or more (moved to a separate **Senior** class)

Best Senior: Highest of Senior Vehicles (receives a first Place Award and is moved to the Preservation Class)

Preservation: All previous 'Best Senior' Vehicles Must score between 900 -- 1000 points to receive an award.

1. **Best of Show:** The Best of Show award will be awarded to the vehicle that obtains the highest number of points in the show. **In case of a tie both vehicles will receive the same award.**

Any vehicle that is awarded a 'Best of Show' must have accumulated between 900 - 1000 points. **It must be a first place vehicle. Special Award categories are not eligible for Best of Show unless they have also been class judged.**

The Best of Show must come from the Best of Class winners.

A very desirable option is to award TWO Best of Shows- the highest scoring Pre World War II (pre 1942) and the highest scoring Post War (1945 - 25 years old).

2. Best of Class

The Best of Class award will be given to the vehicle that receives the highest number of points between 900 - 1000 within the class providing it has scored 940 or above.

At this time, this vehicle will receive a NUMBERED 'SENIOR' VEHICLE BADGE. This will mean that the vehicle cannot enter the same classification again as a junior vehicle, but **must now compete in the 'Senior Vehicle' Class at subsequent meets. This will ensure that new winners are always eligible each year for the Best of Class Award, and at the same time, encourage older restorations to come out for judging.**

3. 1st Place

A first place is awarded to any vehicle that has scored 900 or more points. EVERY vehicle that receives 900 or more points will receive a first place award i.e. **a blue and white ribbon rosette**, or trophy, or certificate of recognition.

The awards may simply indicate that the vehicle has received a "Concourse Award" because there will be no way of knowing how many 1st, 2nd or 3rd place winners there will be, the presentation of undesignated awards is very cost efficient.

The recommendation is that the 1st, 2nd, and 3rd place awards look different from each other. i. e. different colors.

They might have a removable short center ribbon that has the year and name of event. Each year the unused Rosettes can be reused by simply removing the small center ribbon and changing the wording.

4. **2nd Place**

Second place will be awarded to all vehicles that score 825 - 899 points. They shall receive a **red and white ribbon rosette**, trophy, or certificate.

5. **3rd Place**

Third place will be awarded to all vehicles that score 750-825 points. They shall receive a **green and white ribbon rosette**, trophy or certificate.

6. **Senior**

Any vehicle that scores 900 to 1000 points **AND is Best of Class (scoring 940 or above)** will become a Senior Vehicle. A numbered Senior badge will be awarded to each Senior Vehicle at the time it becomes Best of Class.

All vehicles scoring 900 points or more will also receive a 1st place award such as a colored ribbon rosette.

7. **Best Senior**

Only Senior Vehicles (Best of Class Winners) are eligible for this category. A Senior Vehicle that scores 900 to 1000 points and is the highest scoring Senior Vehicle at the meet will be awarded a **Best Senior Trophy** and will be **moved into the Preservation Class** for all subsequent judging.

8. **Preservation**

All vehicles that have received a Best Senior Trophy automatically becomes eligible for the Preservation category. The vehicle must score 900 to 1000 points to receive a Preservation Award. **The vehicle will remain in this class forever.** It will be given a preservation board / plaque at its first showing in the Preservation class and will be awarded a preservation medallion that may be affixed to the plaque at each subsequent event providing it scores 900 pts or more. It is suggested that the medallions be dated. The vehicle will also receive a 1st place ribbon rosette each time it is shown providing it scores 900 pts or more. Note: It will also be given a medallion to be affixed to the presentation board each time it is shown. This encourages a high standard of continued involvement. It will not receive a second or third place award.

9. **Exhibition only**

Exhibition vehicles will receive a ribbon, or certificate. It is advised that this recognition be given out when the vehicle is placed on display. The judging team can do this.

10. **Best of Show -----Era Awards**

For exceptionally large events (400 Vehicles or more) where great varieties of vehicles attend and range from "Full Classics" through the brass era, plus a wide range of production vehicles, awarding **Best of Show by Era is a distinct and welcomed option.** The winning vehicles must all be point judged and obtain a score of 900 or more points to be eligible. There could be a Best of Show award in every Era or grouping of Eras providing there is a significant showing in each Era.

It is recommended if Era awards are presented that the following guidelines be considered:
1800's thru 1915---Brass Era and are further divided by the number of cylinders & or HP
1916 -- 1941

1942 -- 1964

1965 – 1994—1994 to 30 years old

Best Classic as defined by the CCCA may be part of an Era

Best Foreign Pre War **and** Best Foreign Post War

Or Best of Show Pre War and Best of Show Post War

A suggestion that has worked many times is a Best of Show pre 1931 and a Best of Show Post 1931 and a Best of Show for all Foreign Cars. Obviously vehicle numbers will determine the format.

- These are suggested areas that certainly can be used or changed to suit the appropriate function.

11. Special Judging Classes

It is further suggested that Early Ford V/8's and Model A's and Model T's be judged by themselves in separate groups and the use of their National Guidelines be implemented. However, they should also fit into an Era and use the same 1000 point total and be given multiple awards. For example Model A Fords (1928—1931) would be judged separately but would fit into the 1916 to 1941 class of vehicles.

Objectives for Awards

The primary objective of this type of scoring procedure is to present the most recognition possible to as many people as possible. *By no means should this be interpreted as a lowering of standards since each vehicle must be point judged separately and each vehicle must rank in a point category to be eligible for presentation. Rewarding a high caliber, authentic restoration must always be the prime objective.* The outcome will be determined because each car is individually point judged.

SECTION 5 – Description of Awards

1. Best of Show / Best of Show Era Awards

It is suggested that a special trophy or plaque be awarded for Best of Show or Best of Show in each Era. Since this is a prestigious award the trophy or plaque should reflect it's importance. Simply put: It needs to be nicer than the rest of the awards.

2. Best of Class

Under this system there can only be one Best of Class in each class, the award presented should reflect its importance, but not overshadow the Best of Show award and a numbered medallion will be issued to the vehicle. This medallion should be affixed to the car by the owner for future showings.

3. 1st, 2nd, 3rd Place (saving costs)

Because the number of 1st, 2nd and 3rd places will not be known it is suggested that a 1st pl 2nd pl & 3rd place ribbon rosettes be awarded that bear the name of the event and says "Concours Award". If a trophy or plaque is given it is recommended that a nameplate with the 1st 2nd or 3rd place designation, be sent out after the event, to be affixed to the award by the recipient. Any leftover rosettes may then be reused by simply changing one small portion of the ribbon rosette to reflect a different year or different

show. This is a very cost effective way making presentations year after year. Every vehicle that is Best of Class automatically will become a "Senior Vehicle". It will receive a special badge that indicates its new 'Senior' status. From this time forward it will compete with other Senior vehicles for "Best Senior". There will be multiple 1st places only in this category and no point scores will be released to the public. All vehicles must score 900 pts to receive an award. The Best Senior vehicle in this class will move on to the Preservation class.

4. **Badges** are to be numbered and permanent records kept as to which vehicles were the recipients of the award. The Senior Vehicle Badge should be displayed on the vehicle at all times when the vehicle is being presented for judging. It is suggested that the badge be affixed to the vehicle in a suitable location for easy recognition.

5. **Best Senior Vehicle Badge**

The highest scoring 'Senior' vehicle will be awarded a Best Senior Vehicle oval badge. This badge will be affixed to the vehicle. The vehicle must score 900 to 1000 points. Upon receipt of this award the vehicle will be placed in a new category called 'PRESERVATION'.

6. **Preservation Award**

Only 'Best Senior' Vehicles are eligible for this award. At the first judge meet after becoming the Best Senior Vehicle and where the vehicle scores 900 points or more, it will be awarded a PRESERVATION AWARD PLAQUE. The plaque size might be 9" X 12" in size. Only one plaque may be awarded in this category per show as there will be only one Best Senior car per show. This plaque is a wooden board upon which is mounted a Preservation Award medallion embossed with the club logo. It is a name plate engraved with the name and year of vehicle, and the owner's name. It will also have one small oval badge titled Preservation and showing the year of the award,. At subsequent meets Best Senior vehicles that have won the Preservation Award Plaque and are now considered Preservation cars and who score 900 points or more will be awarded an additional OVAL BADGE with that year engraved on the oval. The badge is to be affixed to the Preservation Award Plaque which is designed to accommodate up to 15 badges or more. It is quite conceivable that every car in the Preservation class will receive an oval medallion as well as a first place ribbon. The Preservation Award is a fabulous way to display the accomplishments of the vehicle. As long as the vehicle is well maintained and scores 900 points or more it can win in the Preservation class. It is also recommended that each recipient also receive a first place blue and white rosette ribbon each time the vehicle is shown in the preservation class providing it scores 900 points or more.

Note: The Vintage Car Club of Canada and all of its 24 Chapters have been using this format successfully since 1995.

7. **Judge's Participation Award**

Each judge will receive a metal judge's participation pin or plaque or certificate when they turn their score sheets into the administration at the end of the meet **or better yet, be recognized with a presentation at the awards banquet**. It is recommended that each judge's name be called and all judges approach the presentation stand and be awarded a certificate of thanks. It should be noted it takes just 3 minutes or less to present 100 certificates .

Additional Awards

In addition to the Best of Show, Best of Class, 1st place, 2nd place, 3rd place awards, **Senior, Best Senior, and Preservation**, there should also be awards developed by each individual club.

These awards might include:

A **Long Distance Trophy** to be awarded to the participant who has driven their vehicle the furthest distance to the event. The distance traveled would be taken to be the shortest route between the owners' residence and the site of the event.

Vehicles should receive a handicap related to the age of the vehicle.

A **Hard Luck Trophy** - this trophy needs no explanation.

If an event becomes an annual affair then a trophy recognizing the “Best First Time Judged Vehicle” might also be appropriate. It is suggested that perpetual trophies be developed and that only keeper awards go home with the winner. Perpetual awards maybe photographed etc. but should remain at the event when the day is over for safe keeping.

SECTION 6 - JUDGING PERSONNEL

1. APPOINTMENT OF JUDGING COMMITTEE

A Judging committee will be appointed by the Club or Show Board of Directors. Once the Chief Judge has been appointed it will be their responsibility to insure the judge teams are maintained. **The best option is to have the Chief Judge appoint the teams of judges.**

By having the Chief Judge do this the teams will be selected for their expertise rather than their political involvement and the Chief Judge will be in control and also be responsible for any short comings . This is a very positive aspect as the Chief Judge will also oversee the classes to insure that the correct vehicles are placed in the proper class. By selecting his / her judges they will be in a better position to ensure the classes have the proper personnel looking after them.

2. CHIEF JUDGE

The Chief Judge will be appointed by the Club Board of Directors or Show Chairman. **The Chief Judge has the final authority on matters related to judging and shall have the final decision on all matters concerning judging.** The appointment will be for a one year period or at the discretion of the Board. During the judging process where there is a concern, Senior Judges should consult directly with the Chief Judge. The Chief Judge may dispense with any items or combination of items relative to judging if he / she deem it is necessary or convenient for the benefit of the meet.

The Chief Judge will be responsible to see that enough judges have been chosen and are well versed in their role prior to judging. Presentation of the trophies will be made by the Chief Judge or their designate. Compensation for traveling and out of pocket expenses and accommodation should be allotted to the Chief Judge upon declaration of receipts. The Chief Judge has the responsibility to ensure that the judging process runs smoothly.

3. ASSISTANT CHIEF JUDGE

The Assistant Chief Judge will be appointed by the Chief Judge for a one year term. It is intended that the person will have served in the capacity of Senior Judge prior to this appointment. However, any member of the Club or Show committee would be eligible at the discretion of the Chief Judge. The duties will be:

a) To administer the policies and procedures in all matters concerned with judging after consulting with the Chief Judge.

b) To act in the place of the Chief Judge. Compensation will be given for out of pocket expenses at the discretion of the show committee or club.

4. JUDGING COMMITTEE

This is a standing committee chaired by the Chief Judge consisting of the Assistant Chief Judge, the Senior Judges of the vehicle classes and any consultants or judges deemed appropriate by the Chief Judge. Application to become a member of this committee is to be made in writing to the Chief Judge.

The Chief Judge may elect not to have a standing committee or Assistant Chief Judge.

The duties of the Committee and Chief Judge will be:

- a) To review the judging procedures for the current year and if necessary, make recommendations to the club or show executive for any changes prior to the next judge meet.
- b) Develop and keep the Judging Guidelines manual up to date.
- c) To ensure that all the trophies are accounted for and that engraving is kept up to date. In the case of the Vintage Car Club of Canada this is done by the Chapter hosting the annual National May Tour judgemeet each year.

5. SENIOR JUDGE

Individuals may notify the committee or Chief Judge if they wish to become a Senior Judge. The Senior Judge will head a team of at least two judges in each vehicle class. It is expected that a Senior Judge has previous experience and is reasonably knowledgeable in the types of vehicles involved. The Senior Judge would normally have the final say in matters relating to the class being judged, but in cases of serious disputes, would defer to the Chief Judge for a final decision.

The Senior Judge is responsible for ensuring that a team of judges are available for his / her vehicle classification. The Senior Judge is responsible for the collection, verification, and submission of the judging worksheets.

6. JUDGES

Individuals may apply to the Chief Judge to become judges. Judges are appointed by the Chief Judge for vehicle classification categories.

TIMETABLE FOR THE JUDGING COMMITTEE

In order for the Judging Meet to be successful, it is imperative that the Judges have read the 'Judging Guidelines' well in advance of the meet, and thoroughly understand them. Any questions, possible problem areas, etc., should be sorted out by the Judging Committee, months prior to the meet. Taking care of details in advance will reduce problems during the meet.

Here is a sample of a working plan for a judging event taking place in May

1) Club or Show Chairman appoints the Chief Judge

SEPTEMBER / OCTOBER of the preceding year.

- Form the judging committee
- Have a NOVEMBER Planning Meeting
- Have all plaques and trophies reviewed and select classes
- Have all badges and ribbons inventoried
- Judging Committee meets to review previous events
- Set up the judging format, score sheets, code of ethics

JANUARY

- Print judging rules for general Membership or show participants
- Show Chairman & Chief Judge to meet re physical requirements, i.e. show field layout, etc.

FEBRUARY

- Check trophies, badges, ribbons. There will be on going changes

MARCH

- Letters to be sent to clubs and phone prospective judges
- Judging committee meets as required. **All classes are confirmed**
***The ideal.* No more than 8 vehicles per class to be judged by any one team.**
Cut off acceptance for judging of vehicles one month prior to the event so that class awards and judge teams maybe finalized.

MAY Judge Meet

On the morning of the judging, an 'Official' judges meeting' is called by the Chief Judge to explain the layout & procedures, hand out score sheets. This could be a 'hosted' breakfast meeting.

The Show is over!

JUNE

Thank you letters should be sent to all Senior Judges, who in turn should thank their judges. A personal thank you note could persuade that person to volunteer their services again next year. This is always appreciated.

It is suggested that the vehicle results and the judges names both be published as soon as possible after the meet.

SECTION 7 - VEHICLE CATEGORIES FOR JUDGING

GENERAL CATEGORIES

The following are suggested classes of vehicles for judging:

- 1 Antique pre 1916, may be broken down further by HP and number of cylinders**
- 2 Model T Ford 1916 - 27**
- 3 Model A Ford 1928 - 31**
- 4 Early Ford V8 1932 - 53 U.S.--1932 -54 Can.**
- 5 Vintage 1916 - 27**
- 6 Pre War Domestic 1928 - 41**
- 7 Forties 1942 - 49**
- 8 Fifties 1950 - 59**
- 9 a Modern Domestic 1960 –1973**
- 9 b Modern Domestic 1974—25 years**
- 10 Classics As Defined by CCCA, Classic Car Club of America**
- 11a Commercial-Light Under 1 Ton, pre 1942**
- 11b Commercial-Light Under 1 Ton, 1942 - 1960**
- 11c Commercial-Light Under 1 Ton, 1961-25 years**
- 12a Commercial-Heavy 1 Ton or over, pre 1942**
- 12b Commercial-Heavy 1 Ton or over, 1942 - 25 years**
- 13a Motorcycle pre 1942**
- 13b Motorcycle 1942 – 1955**
- 13c Motorcycle 1956—25 years**
- 14 Foreign 1916 - 1941**
- 15a Foreign 1942 – 1960**
- 15b Foreign 1961—25 years**
- 16 Original as described**
- 17 Senior --Previous Best of Class Winners**
- 18 Best Senior as described**
- 19 Preservation as described**
- 20 Racing vehicles Pre- 1985 (documented)**
- 21 Racing vehicles Pre- 1985 (undocumented)**
- 22 Racing Vehicles 1985—25 years (documented)**
- 23 Flower Vehicles---Hearse, Procession vehicles to 25 years**

SPECIALTY VEHICLE CATEGORIES

The foregoing general judging guidelines cover all vehicles being judged with the exception of specialty categories of vehicles. Specialty categories have their own specific judging requirements for authenticity. Where these specific judging guidelines have been issued by the Senior Judge for that category, they will replace the general guidelines wherever any conflict occurs.

The specialty vehicle categories will be:

- Model T Model T Ford Club of America (MTFCA)
- Model A Ford Club of America (MAFCA)
- Early Ford V8 Club of America
- Classic Car Club of America (CCCA)
- Original as issued by the Senior Judge
- Antique-- Horseless Carriage Club of America (HCCA)
- Motorcycle as issued by the Senior Judge
- Racing Vehicles as issued by the Chief Judge

Note: ***At the Chief Judges discretion*** racing category vehicles maybe required be started and that vehicle equipment be turned on or off. All other rules for specific vehicle categories will be in effect. All other vehicles will be driven on to the Concours field. At the discretion of the Chief Judge this requirement maybe waved for Racing Vehicles. Safety is the primary concern for this waver. **At pure 'Concours' events it is suggested that racing vehicles be started and inspected.**

ORIGINAL 'Preservation' VEHICLES

The Original Class differs from all the other categories as it is intended to encourage the preservation of vehicles in their original condition. Because the rules covering this class are unique, participants are asked to check them carefully before entering their vehicles for judging in this category. If you have any question as to the eligibility of your vehicle, you should contact the Chief Judge in advance of the meet for clarification in order to avoid disqualification at the judging site.

Cont.

1. To be eligible the vehicle must have:

- a) Original type engine (must be era correct) and power train (maybe rebuilt)
 - b) Not more than 50% of the exterior repainted
 - c) Not more than 50% of the interior replaced
 - d) ***Must Have Safety glass in windshield***
 - e) Glass in all windows may be replaced with safety glass.
 - f) Not more than 50% of the bright work redone
- Or a combination of the above not exceeding 150%

EXAMPLE 1:

Vehicle has all new upholstery 100%

No new paint 0%

Half bright work chromed 50%

Total Vehicle is not eligible 150% because of the 50% rule for interiors

EXAMPLE 2:

Vehicle has all 4 fenders painted 50%

Seats only upholstered 50%

All chrome done 100%

Total Vehicle is not eligible 200% and because of the 50% rule for bright work

EXAMPLE 3:

Vehicle has 4 fenders painted 50%

Vehicle has seats only restored 50%

Vehicle has chrome redone 50%

Total Vehicle is 150% Vehicle is eligible for original class

The above three examples illustrate that any combination of maintenance designed to keep the vehicle on the road will not, in itself prevent the vehicle from being judged in this class.

Only compliance with the foregoing will allow the vehicle to be eligible for judging in this class. **Points may be deducted at the judge's discretion depending upon the amount of apparent restoration.**

2. All other items will be judged under the same conditions as apply to restored vehicles.

3. Points will not be deducted for the following items if they have been replaced or restored with 'New' appearing as original parts:

- a) the roof insert, if the vehicle is so equipped
- b) the top and pads on open cars
- c) water pump, fan belts, spark plugs, fuel pump, lights
- d) bulbs, tires, tubes, and battery (battery must be old style and correct in appearance)
- e) tires must be old style and correct in appearance but may be Radial design
- f) the exhaust system, providing it is of original likeness
- g) internal parts of the distributor, starter, and generator

4. Bonus points will be added to the final score to compensate for the age of the vehicle. Two points will be added for every year of age of the vehicle in excess of 25 years.

RACING VEHICLES:

Class 20 means any 2, 3, and 4 wheel self-propelled vehicles constructed to enter a contest of speed or acceleration, which was **actually operated in a recognized or documented contest** other than a reliability run. The contest may or may not have involved other vehicles. Documented vehicles prior to 1985 are eligible. "Documented" means proof that the vehicle actually has been raced **and** was made for the purpose of racing either by an automotive company or a private individual.

Documentation will vary with each vehicle.

Class 21 means any 2, 3, or 4 wheel self-propelled vehicle although not especially designed for a contest of speed or acceleration that was actually operated in a recognized or documented contest other than a reliability run. Undocumented vehicles prior to 1985 are eligible. Undocumented means that the vehicle was production vehicle that would be considered for normal street use. **Proof that the vehicle actually raced is required.**

First time racing vehicle entrants must apply to the Chief Judge to receive an application for certification. The Senior Judge for the Racing Classes and or the Chief Judge will approve all applications. Upon acceptance of certification a numbered certification badge or plaque or certificate will be issued which must be presented with the vehicle. Subsequent registration for meets must display the certification number that was issued.

The certification application should include the name, geographical location, and year of competition that the vehicle raced in.

SECTION 8 - RULES FOR ALL VEHICLES BEING JUDGED

1. ELIGIBILITY

Only vehicles which have pre registered for judging will be permitted within the Judging Area. ***To be eligible for judging a vehicle must be available at the appointed time, ready for examination, with the owner present.*** Vehicles without owners or accredited representatives present cannot be judged, in which case the judging team will place a notice on the vehicle, advising of their intention to return at a later time. If the owner is not present for the second attempt at judging the vehicle will be disqualified at the discretion of the Chief Judge.

Vehicles will not be eligible for judging:

- a) If they fail to have safety glass in the windshield
- b) If they have a non-authorized engine or non-authorized body. The word 'authorized' as used in this text, is defined as follows:
 - i) Authorized by original manufacturers' literature provided by the owner.
 - ii) Authorized by the Judging Policies of the Marque Club of the vehicle involved, e.g. Model A Ford Club Of America (modified class). Policy literature must be provided by the owner to substantiate any such claim.
- c) If they did not complete the qualifying run, assuming that a qualifying run was a requirement for eligibility into the meet.

2. DISPLAYING of VEHICLES

Automobiles may be displayed with the hoods up and tops up in the case of convertibles or other vehicles with folding tops. A mandatory 5 point deduction will apply if the top is not raised for judging. Rumble seats should be opened for inspection. Trunks should be left closed as these areas as well glove compartments are not to be judged.

Vehicles should be displayed with at least 10 feet between them if possible.

If the vehicles are displayed in a V formation this allows for easy movement of the judges around them. This arrangement also allows people to take pictures at a reasonable angle so they are not just photographing the front or back of the vehicles. It is also suggested that vehicles be parked facing south or southwest wherever possible, so that the sun will be behind the people taking photographs.

Wherever possible the pre-judging run (assuming this is a requirement) should be designed in such a way that the vehicles return to the hotel or motel parking lot which should be paved and near the main tour headquarters.

This makes the judging much easier, especially if there is inclement weather. Also, it does not 'trap' people in rural areas for lengthy periods of time while judging is in progress.

SECTION 9- PROCEDURAL INFORMATION FOR THE JUDGES

- 1) Judge teams will assemble at their class for judging.
- 2) The Senior (CCJ) Chief Class Judge will coordinate the team members, distribute score sheets and ensure that final tallies are correct.
- 3) The Senior Judge (CCJ) will count the number of vehicles to be judged in their class and allocate the amount of time necessary to judge each vehicle. **Ideally every effort should be made to complete the judging of a vehicle in 15 minutes or less.**
- 4) It is advisable to "scan the field" before judging to get a "feel" for the vehicles present.
- 5) However, if after judging any number of vehicles you realize you have made an error and have not judged the vehicles fairly, you are at liberty to go back and correct the mistake. Initial each change you make and notify the Chief Class Judge (CCJ) i.e. Team Leader
- 6) Do not use the vehicle as a desk when marking the judging form as it can damage the finish of the vehicle.
- 7. Be careful not to deduct points twice for the same fault, i.e. deducting points for a dented headlamp under the 'bright work' section and then again under the 'electrical equipment' section.
- 8. The owner must be present at the time of judging unless they have notified the judge team they will be absent.
- 9. **Judges will not raise any hoods, open glove compartments or trunks, disturb**

any setting of brakes, switches, etc., unless authorized by the owner.

Each judge is to work independently, speaking to no one about point scores.

However, consultation between judges on technical matters is permitted. Any problems or concerns should be directed to the Senior Judge. (CCJ)

10) Judges are to refrain from discussing point deductions with the owner. Under no circumstances should a judge be drawn into a position of justifying any part of their judging with anyone.

11) Under no circumstances should a judge reveal his scoring to another person or allow his judging sheet to be seen by anyone.

12) Some concessions should be made where replacement items are used in place of original equipment that is no longer available, but look and perform as well or better than original equipment. Examples: multi-ply windshield blades, oil filters, tires, etc. However, original type reproductions must be scored higher. No deduction for normal wear. Exceptions to this will be in Model A Ford and Early Ford V/8 classes as their judging guidelines will take precedence.

13) Points are not to be deducted where modern safety glass has been used to replace original glass.

14) Any conversation with the owner should be directed through the Senior Judge.

15) Do not sit in the vehicle. Lean in and observe the interior of the vehicle from each side of the vehicle. Do not step on running boards or step plates.

16) No smoking during judging. **Turn off cell phones.**

17) When judging the chassis judges need not crawl completely under the vehicle. Lean down on one knee and look under the vehicle (a clip board is helpful for grass stains).

18) **Judges will not remove any part of the vehicle for inspection**, i.e. headlight lens or retainers etc.

19) Place a judged sticker or other indicator on the windshield card at the completion of judging each vehicle. Never place stickers on painted surfaces.

20) Judge all Senior and Preservation vehicles first before judging Junior vehicles. All Senior and Preservation vehicles will have a designation badge.

21) Complete tabulation of Senior and Preservation score sheets and circle the proper award. i.e. 1st, 2nd, 3rd. Submit to support staff for double checking.

22) Complete tabulation of Junior vehicle score sheets and circle the proper awards. Submit to support staff for double checking.

All judges will thank the owner for allowing them to inspect their vehicle. The Senior (CCJ) Judge should make a special effort to be courteous.

23) Every vehicle on the judging field will be point judged and given the same amount of time.

24) At the completion of judging the Senior (CCJ) Judge will collect all score sheets to be turned in to the judging administration office. Each judge will receive a metal judge's participation pin or plaque or certificate. The Awards Banquet is a nice place to present these types of recognition items.

25) Be accurate, businesslike and above all, be courteous to the owners.

Definition:

• **Workmanship:** The way the vehicle came from the factory is considered standard. Over restoration such as a smoother finish than original is not to be given any preference in judging. Anything better than the original is considered to be over restoration and a minor deduction shall be given.
***Any deductions for 'over' restoration should be discussed with the Chief Judge.**

• **Authenticity:** A truly authentic part or component is one which might actually have come from the vehicle when the vehicle was built originally. However, a reproduction part, *exact in every detail*, is accepted as authentic in a restored vehicle.

• **Original:** A totally original vehicle naturally cannot be penalized on the basis of either authenticity or workmanship. However, it is subject to deductions for deterioration, especially chassis dirt, mechanical details, and finish. Original vehicles will be given bonus points to allow them to compete.

• Restored and **partly restored vehicles** are subject to all areas of scrutiny.

• **Correct Procedure:** Inspect the vehicle first. When, in the opinion of the Judge, a defect is located with the vehicle find the offending component on the form and make the appropriate deduction.

• The vehicle is to be judged and scored component by component, i.e. Body, Paint, Engine Compartment, Upholstery, Glass, Bright Work, Electrical Equipment, Wheels, Undercarriage, etc. all aspects of a particular component are to be judged together.

26) Always give the benefit of the doubt to the vehicle. **Do not deduct points for authenticity unless you are absolutely certain the part is incorrect.**

27) Areas of questionable authenticity I.E. an unusual paint color or special upholstery fabric. This area must be documented by the vehicle owner in written form. Such documentation should be considered and accepted at face value. Any questionable areas of the vehicle which produce uncertainty on the part of the judges, should be brought to the attention of the vehicle owner by the Senior Judge. The owner's answers should be taken at face value.

SECTION 10 - GENERAL INFORMATION FOR JUDGES AND OWNERS

1. All vehicles must be driven onto the judging field under their own power, except those vehicles entered in classes 13a, 13b, 20 and 21. Motorcycles and race cars may be pushed to their positions on the judging field, but will be checked for operability under the direction of the Chief Judge or their designate.

2. Engines will be started for judging unless it is not the norm for that type of meet.

3. Lights, power equipment and horn will be checked for operability.

4. Failure to have a U.L. approved fire extinguisher may result in disqualification.

5. Tires must be matched in pair's front and rear, but spares need not match anything on the vehicle except each other. If there is more than one size spare they will naturally differ. Tires must be of the proper type and size (Bias VS Radial) A vehicle that was mfg with Bias tires should have them for Concours judging.

• **New style Radials that look 'exactly' the same as the original will be accepted. They must match original side wall and white wall design and width.**

6. Trunk interiors and glove compartments will not be judged but maybe be inspected. Rumble seats will be judged.

7. Add-on trunks must be of the correct size and construction and esthetically proper and in keeping with the rest of the vehicle. It will not be necessary for the owner to authenticate this item.
8. Batteries may be of modern manufacture however, fluid refill entry openings are required. Push on caps are acceptable. Batteries will be black on vehicles prior to 1954.(reproductions are available) Model A, Early Ford V/8 and NCRS rules will apply as well as period battery requirements for muscle cars. Modern cars will use modern batteries.
9. Good quality vinyl, if grain matches original, will be acceptable replacement for "leatherette" or "pantasote".
10. A vehicle may be painted any authentic color available for the model / year of that vehicle. Lacquer may be used in place of enamel and enamel may be used in place of lacquer if the final finish appears as it did originally. Any type of finish (lacquer, enamel, acrylics, basecoat clear and waterborne etc.) may be used if the final finish simulates the original finish.
11. The following items are accepted for judging without penalty:
 - a) Whitewall tires- must be proper size designation and proper style-***Double whites maybe required in some classes (Early Ford V/8)***
 - b) Trippe and Pilot Ray driving lights are accepted on 'Full Classic' cars and certain pre-WW II vehicles (be aware of Senior and Junior light styles)
12. Non-authentic fiberglass components are subject to the maximum deduction shown on the judging form. The exception is any vehicle originally constructed of fiberglass, i.e. Corvette, Jensen, etc.
13. Repairs which incorporate the use of lead, plastic, or other substances for surface repairs will be judged on workmanship only. No testing will take place to determine the type of repair. Items such as " rivets" if evident, will be considered non-authentic, unless authenticity can be proven.
14. Seat covers on any vehicle will be accepted if properly documented. Ask for removal ONLY if it is thought that they cover damaged or worn upholstery.
15. Modern radiator core material used in lieu of honeycomb or early type core material is non authentic and will receive a maximum deduction.
- 16) Add-on fuel pumps (electrical or mechanical) which replace or supplement original type pump or fuel supply device are considered non authentic, **but will receive no deduction provided they have been neatly installed out of plain view.**
17. Electric starters, non factory air conditioning, power steering, power brakes, or hydraulic brakes added to vehicles not so equipped at the factory by the manufacturer are non authentic and require the maximum deduction.
18. Turn signals and battery operated switches are accepted as safety items provided the installation is done in a manner in keeping with the design of the vehicle, using authentic wiring and in good taste. They must look period.
19. **Seatbelts will be accepted if neatly installed (includes child restraints).**
20. Outside rear view mirrors are accepted if of the correct vintage. (Safety item)
21. Touring/roadster/convertible tops must be in the up position or full deductions will be made. Rear windows must be of the correct type or full deduction will be taken. Side curtains must be available and / or displayed for viewing, but do not have to be in place. They must include irons, brackets and fasteners.
22. Auxiliary assist devices for handicapped drivers will be accepted.
23. First use of metallic paint November 1, 1927.

24. Valve stems must be metal prior to 1930 and must be the same as originally supplied on the vehicle. Documentation may be required. **Fords will have metal valve stems through 1934.** Rubber valve stems may be used on any vehicle prior to 1935 that was originally equipped with metal valve stems if completely covered with an authentic valve cover, a top, a retainer nut fastened to the rim. In all cases, it must appear as original equipment (**exception Model T and Model Fords AND Early Ford V/8 to 1934 must display original or 'perfect' reproduction metal stems- no 'no-go' gauges permitted.**)

25. Nylon carpet is an acceptable replacement for wool only if the pile is the same style and color as the original (cut pile). It must have the correct style and material of trim.

26. Painted exhaust systems will receive no deduction nor will surface rust on unfinished steel original style exhaust systems.

27. Only number size tires will be given full points for judging. Letter size tires are not full points. Metric tires are not acceptable, except on some European built vehicles. **Radial tires of the original size and style will be accepted.** If the radial tire displays a white wall it must be the same width as the original.

28. Lettering on commercial vehicles must be consistent with the age of the vehicle. Modern advertising will not be accepted.

29. All radiator hose clamps must match each other. All heater hose clamps must match each other. Radiator and heater hose clamps need not match each other. No attempt will be made to require use of any special type of hose clamp based on those used by a particular vehicle manufacture (exception, Lincoln Continental, Mark II) Full points should be given for original style clamps

30. Badge Display: Club badges will not be subject to a deduction if they are appropriate to the vehicle and displayed in good taste. Excessive club badges will result in a deduction of not more than 1 point.

31. **NON-AUTHENTIC BODIES**

a. Vehicles with bodies that have been altered or newly manufactured that differ in style and appearance from the original body fitted on the chassis at the time it was purchased new by the original owner, will be considered non-authentic. Vehicles fitted with such bodies will be subject to a mandatory 100 point deduction.

b. **Exceptions:**

I. Precise identical duplication of a complete body or any part of the vehicles original body. (This is for pre 1916 **wooden** vehicles only)

II. Classic Era--A vehicle re-bodied by a recognized coach builder during the era contemporary with the period that the vehicle was originally manufactured ("Full Classic" cars re-bodied during the Classic era are acceptable provided they were re-bodied within ten years of the original manufacture.

III. Transfer of an original body from the chassis of one vehicle to the chassis of another vehicle of the same make, same model and year of manufacture is acceptable. This also includes parts of authentic bodies that are transferred, i.e. wire wheels for wood wheels, side mount fenders for non-side mount fenders, etc. **The ten year rule applies.** Consult the Chief Judge prior to the meet for acceptance. Documentation is required.

32. Judging results are generally provided upon request at the end of the meet. It is intended that all participants who have had vehicles judged will pick up their judging results and use them to assist them with further restoration work if necessary. Any results not claimed within 30 days after the meet will be destroyed. A permanent record will be kept of all Best of Class vehicles.

The distribution of results may vary from show to show. Concours events may choose not to release the score sheets.

SECTION 11- HOW TO USE THE SCORE SHEET

1. Mark on the score sheet the points to be deducted. When the entire vehicle has been judged, add up the total number of deductions. Subtract that number from 1000 to get the final point score. Sign the score sheet. NOTE: SAFETY SCORE equals 50 pts, add deductions on the score sheet and then subtract from 1000.
2. Final vehicle scores should be out of 1000. Therefore, each team of three judges will add and average their scores. For example, for three judges with three score sheets, add the sheet totals and divide by 3.(if a single sheet differs from the others by 100 pts or more the Chief Judge should re evaluate the score sheets in the class.)
3. Using the score sheet provided ensure that all sections are tallied.
Total all scores to give a final score. Add safety scores if they are appropriate to the final tally and subtract from 1000 pts.
4. The mandatory deduction on the score sheet means you must take the full amount as the deduction.

5. All deductions indicated on the score sheet are maximum deductions for the area. It is advised that deductions should be an equitable percentage of the maximum.

SECTION 12 - BANQUET AND TROPHY PRESENTATIONS

1. THE BANQUET

The banquet will normally take place after the judging has been completed. This is primarily an Awards Banquet with the main function being the presentation of the various awards and trophies. It is suggested that minimal entertainment be provided as the awards will take up the balance of the evening after the dinner hour.(approximately one hour)

2. TROPHY PRESENTATIONS

The Chief Judge or his / her designate will make the trophy and ribbon presentations as follows:

Best of Class

These winners will receive a keeper trophy as well as have their name engraved on a perpetual trophy. **A numbered Senior Vehicle Badge will also be presented.** These badges will be numbered and a permanent record kept of the recipients and their vehicles. Best of Class winners must score 940 or higher to be eligible for Best of Class because they then they move to the Senior Category.

1st Place

The 1st place winners of each class will receive a rosette Blue & White ribbon,
for **scoring 900 - 1000 points**

2nd Place

The 2nd place winners of each class will receive a rosette Red & White ribbon,
for **scoring 825 - 899 points**

3rd Place

The 3rd place winners of each class will receive a rosette Green & White ribbon,
for **scoring 750 - 824 points**

Senior Class

These vehicles are former Best of Class winners and will receive award rosette ribbons for scoring 900 - 1000 points (typically they should all be first place awards.)

The winner that is chosen from Senior class vehicles will be awarded a Best Senior plaque (trophy) and a 1st place rosette ribbon for having the highest score between

900 - 1000 points. **The Best Senior Vehicle will move into the Preservation Class for all future meets.**

Preservation

These winners are previous Best Senior winners and will receive a Preservation Award plaque & oval medallion that can be affixed to the plaque (approximately 10" X 12 "). The following year the winner will receive a dated oval medallion that can be mounted on the plaque and a 1st place rosette ribbon, providing they score between 900 - 1000 points

SECTION 13 CONCOURS JUDGING: A possible option

A Different Approach---Modified French Style

In recent years there have been many requests to provide an outline for 'modified' Concours-style Judging. The following format complete with a score sheet is one approach. I have administered this type of judging format for several years and have found it to be very efficient, quick and trouble free. It saves considerable tabulation time. The teams can judge car groups of 10 vehicles easily and there is significantly less stress for all concerned. **This is not a suitable system for Marque judging or club judging.** Minor items of authenticity are also often overlooked.

The judges that are selected should have a significant background with ordinary judging procedures.

Modified French Style Judging Criteria

In the Concours events of the 1920s and 1930s elegance and style were the determining factors in selecting a winner. In those glorious times of the art deco period, vehicles were also accessorized in a variety of ways. Please do not get swept up by who currently owns the vehicle or by its overall net worth. **Judge the vehicle for what it is.** Judging teams will take the following areas into consideration in arriving at their decisions:

Design & Elegance- The vehicle will be considered in the following areas: proportions, unique details of interior, and exterior, and design elements. **6 points**

Quality of workmanship and authenticity- The vehicle will be inspected for significant signs of deterioration or inappropriate components that affect its authenticity both in its interior and in exterior. The vehicle will be inspected for proper body panel fit and quality of paint. All plating and glass will be inspected for authenticity and condition.

3 points (is it done well and is it correct—deduct accordingly)

Historical significance- Does the vehicle have a place in history?

Previous owners, national records, significant engineering features, custom body and coachwork, **1 point**

This is a display of 'Style & Elegance' in the 'Original' sense of the word. (This is a beauty contest) Select your choices based on Elegance and Authenticity.

Judges whose classes may have performance oriented racecars, hot rods, and muscle cars, please substitute the word 'Presence' in place of Elegance.

The judge team should be selected with great care. Every judge who is participating in this event needs to have extensive experience and must follow a very strict code of ethics.

The judge team will jointly discuss and make the final decision as to which vehicle in their class is placed 1st, 2nd and 3rd based on this criteria . Their Chief Class

Judge (CCJ) will turn in the results on the appropriate form.

Code of Ethics

This Concours style of judging prides itself on attention to originality and authenticity. Although there is a significant emphasis on elegance and presence, the end results will show that the vehicle presents itself as a beautiful display of rolling sculpture. It also may show that the vehicle has made a significant contribution to automotive history.

Every entrant has expended much time, money and effort to prepare and show their car. It is extremely important that each judged entry receive a fair and thorough evaluation, free of judging conflicts of interest. **Also, each entrant needs to feel they have been treated equally and objectively in terms of the time and attention paid to their car.**

In order to provide the judging teams required it is often necessary to utilize the services of those who are in some aspect of the automotive business. However, it is essential that any real or potential conflicts of interest be avoided to the maximum extent possible. A judge will not normally be assigned as a Chief Class Judge or Team Judge if he or she has been involved with any vehicle in the class under the following conditions:

1. Recent or direct active involvement in the restoration of the automobile on a paid or unpaid basis. This includes both actual work and extensive over the shoulder guidance.
2. Recent consultation relating to the automobile on a paid basis. Minimal casual advice and responses to questions on an unpaid basis will generally be acceptable.
3. Extensive provision of parts as a result of being in the business, this does not include the ordinary, incidental hobby sales and exchanges. It is meant to apply to the major provision of parts or services associated with an individual restoration.
4. Immediate, past, full or part ownership of the car or recent direct paid involvement in the sale or trade of the car to the current owner.

Judges who are assigned to a class where there is a potential conflict of interest should contact the Chief Judge to discuss this. The Chief Judge will make the final decision regarding this matter.

The reputation of this Concours rests largely on the **integrity** of the Judging Process. Every effort will be made in this regard.

Good Luck, John Carlson

Chief Judge, Arizona Concours, AZ

Chief Judge, Crescent Beach Concours, White Rock, BC Canada

Chief Judge, Hilton Head Concours, South Carolina, USA

Chief Judge, Cobble Beach Concours, Ontario, Canada

Chief Judge, Concours at French Lick, Indiana

Past Chief Judge, Louisville Concours, Churchill Downs, Kentucky USA

Past Chief Judge, Steamworks Concours, Vancouver BC Canada

Chief Class Judge, Pebble Beach Concours d'Elegance, California USA

Chief Class Judge, Concours of the Pacific Northwest (LeMay) WA. USA

Chief Judge, Vintage Car Club of Canada (VCCC) 1995 to present

Chief Judge, National Association of Automobile Clubs of Canada 1989 to present

SECTION 14 - ACKNOWLEDGEMENTS

A special thanks to the following organizations for their assistance and guidance in the development of these guidelines:

- -Antique and Classic Car Club of Canada (ACCCC)
- -Antique Automobile Club of America (AACA)
- -Classic Car Club of America (CCCA)
- -Early Ford V/8 Club of America, Regional group 120
- -Historical Automobile Society of Canada (HASC)
- -Model A Ford Club of America (MAFCA)
- -Vintage Car Club of Canada (VCCC)

Special thanks to:

Koko Carlson, Vintage Car Club of Canada, B.C.
Gordon Crawford, Historical Automobile Society of Canada, Ontario
David Forrest, Thunderbird Press, Vancouver, B.C. & VCCC
Doug Greer, Antique and Classic Car Club of Canada, Ontario
Doug Greer is the Author of the Safety Guidelines, ACCCC
Gary Russell, Vintage Car Club of Canada, BC
Alan Shannon, Model A Ford Club of America, Calgary Alberta
Written and compiled by John Carlson, Chief Judge, NAACC

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SECTION 15

ABOUT THE AUTHOR

John Carlson, National President, Chief Judge, NAACC

John has been involved in the collector car hobby for more than 45 years. His motorsport experiences are as varied as his passion for high performance vintage track racing and concours quality restorations. He is a hands-on restorer who does most of his own work. These areas have contributed to his extensive background and form the basis of his belief that research, hard work and attention to detail will allow anyone who has a dream to become part of the winner's circle.

John is a three-time International High Point Record Holder and National Class Champion to the International Show Car Association of North America (ISCA) and a five-time recipient of the Specialty Equipment Market Associations (SEMA) "Most Outstanding Detailed Vehicle Award". He was a "Best of Class" winner at the Model A Ford Club of America (MAFCA) National Meet in Reno, Nevada 1980 and was the first foreign participant to achieve this recognition. He has also been a Classic Car Club of America (CCCA) and Early Ford V/8 National 1st place winner many times.

John organized and served as chairman for the Vintage International Antique Auto Show. This event opened the automotive theme period for the 1986 Worlds Fair- EXPO 86. The show was a combination of nostalgic hot rods, muscle cars and concours quality restorations. It was the largest undercover collector vehicle show of its kind ever staged in North America.

John is a past National President to the Vintage Car Club of Canada (VCCC) and is the current President of the National Association of Automobile Clubs of Canada Corporation (NAACC). He has an extensive career in Vintage Automobile Judging and is a Certified Senior & Master Judge for a number of Organizations. **He is a Master Judge for the Classic Car Club of America (CCCA)**, He is the Chief Judge for Vintage Car Club of Canada (VCCC). and a panel judge for the Early Ford V/8 Club of America. He is a Senior Judge for Model A Ford Club of America. He is a *permanent* Chief Class Judge at the prestigious Pebble Beach Concours d'Elegance in California, USA. He is also a Chief Judge for the Hilton Head Island Concours in South Carolina, and Chief Judge for Cobble Beach Concours, French Lick Concours, Arizona Concours and Crescent Beach Concours. **He is an Advisory Board Member to the Classic Collectible, and Special Interest Car Appraisal Guide of the National Automobile Dealers Association (NADA).**

John serves as a Board Member on the Collector Car Club Council of British Columbia. He has written numerous articles about automotive restoration and judging and is a co-author for the initial Canadian Judging Standards for MAFCA. John is the author of the Canadian Judging Standards for the NAACC. He has been the Chief Judge for the NAACC since 1989 and has been the Chief Judge Chief Judge for the Vintage Car Club of Canada since 1995.

John's judging philosophy is **"there are no losers only different winners"**.

He believes that the vehicle speaks for itself and should be set aside from personalities, money and influence. He also believes that the NAACC has one of the finest and fairest Judging Standards 'world-wide'.

John's personal philosophy is "you will get as much out of this hobby as you are willing to put into it.

"The people in the hobby are what is 'really' important. We are only 'caretakers' for the vehicles we restore and hopefully they will be here long after we are gone."

On a personal note, John owns and operates Carlson Custom Consulting & Automobile Appraisals. He is married and has two sons, "JJ" and David.

His wife Koko and he have been married for 40 plus years.

They reside near Vancouver BC in the sea side community of Belcarra.

He is a journeyman master mechanic and a graduate of the University of British Columbia. He is retired after a 30-year career as a Technology Education, Industrial Education teacher.

He has been honored for his work in the collector car hobby by being inducted into the VCCC Hall of Fame in 1986 and the NAACC Hall of Fame in 2001. He and his wife Koko have been awarded Life Memberships in both the Vintage Car Club of Canada and the National Association of Automobile Clubs of Canada Corporation. John was inducted into the Greater Vancouver Motorsport Pioneer Society Hall of Fame in 2011.

Authors Credentials

- Advisory Board Member to N.A.D.A.- National Automobile Dealers Association, Classic, Collectible, and Special Interest Car, Appraisal Guide
- Harold LeMay ' America ' Museum, Tacoma Washington, Current Steering Committee Board member
- Heritage Village Museum Board Member, Burnaby BC (5 years)
- Kwantlen University College, Motor Sports Technology Board Member (04-05)
- Current National President & CEO, National Association of Automobile Clubs of Canada Corporation.
- Past National President, Vintage Car Club of Canada

Chief Advisory Judge to the National Association of Automobile Clubs of Canada Corporation --1989 to present.

Chief Judge for the Vintage Car Club of Canada (1995 years- Current)

Panel Judge to the Early Ford V8 Club of America

Certified Senior Judge to the Model A Ford Club of America (MAFCA 35 years)

Master Judge for the Classic Car Club of America (CCCA 30 plus years- Current)

Past Chief Judge, Steamworks Concours, Vancouver, BC

Chief Class Judge, Pebble Beach Concours d' Elegance, Monterey California, USA (awarded 20 pin in 2014)

Chief Judge 2005, 2009 & 2012 *Permanent Honorary Judge*, Hilton Head Concours, Hilton Head Island, South Carolina, USA (Current)

Past Chief Judge Louisville Kentucky Churchill Downs Concours (2009- 2013)

International Show Car Association of North America (ISCA), Three time National Class Champion and MAFCA National Class Winner

NHRA, Started the Jr. Dragster High School racing program in Canada, 1989

Charter member of the Specialty Vehicle Association of BC, 1979

Charter member of the BC Collector Car Club Council, 2001

Honorary 'Life Member' of the Vintage Car Club of Canada (VCCC)

Honorary 'Life Member' of the National Association of Automobile Clubs of Canada Corporation (NAACC)

Hall of Fame VCCC inducted 1986

Hall of Fame NAACC inducted 2001

Hall of Fame, Greater Vancouver Motorsport Pioneer Society, inducted 2011

Graduate, University of British Columbia, Double Major, Technology & Industrial Education, British Columbia, Department of Education

Member of the British Columbia College of Teachers (Current)

- International Collector Vehicle Appraiser & Facility Design Consultant
Areas of Appraisal Specialty include, CCCA Classics, Hot Rods, High Performance, Race Cars, Muscle, Vintage, Sports, Original and Restored Vehicles.

- Areas of Design Specialty include museum concepts, their form and function, and collector vehicle workshop and vehicle storage design.

APPENDIX I

NAACC SAFETY INSPECTION GUIDELINES: By Doug Greer, Ontario

1. Safety glass must be installed in all flat windows when replacement is required. Retroactive replacement is strongly recommended for safety reasons.

- **Windshields must be safety glass.**

2. Rearview mirror must be securely attached and not broken, cracked or unclear.

3. Windshield wipers must be operable by driver and blades in good condition.

4. Horn must be audible at a reasonable distance.

5. Headlights must work and be as bright as manufactured, all other lights must operate properly; turn signals must operate (if so equipped).

NOTE: Broken lenses and or missing parts must be replaced. When checking brake and signal lights, leave parking tail lights on so that any poor grounds will show up as a "Wig-Wag" effect in the light operation.

6. Fuel tank and lines must have no leaks. Check the rubber hose connection between the fuel line and gas tank (if so equipped)

Fuel lines should not be copper

7. Brake Function Test--- **Refer to note A below**

Pedal reserve should be 2 inches minimum clearance from floorboards.

Parking brake must operate.

Flex hoses must have no cracks or leakage.

Brake hydraulic lines must not be corroded.

NOTE "A": speed 20 mph (32) kph / stopping distance

Vehicles with four wheel brakes- 20 feet

Vehicles with two wheel brakes- 40' (12 m)

Motorcycles with two wheel brakes - 20'

Motorcycles with one wheel brake - 40' (12m)

8) Steering lash is checked by a back and forth movement of the steering wheel with the cars weight on the front wheels. Resistance to the movement will show up any looseness in the steering linkage and gearbox.

Refer Note " B "

NOTE "B": Allowable amount of free movement.

Steering wheel diameter Free Movement should meet the following specifications.

Steering wheel Less than 14"2" total movement

Steering wheel.....18" - 20"2.8"

Have a second person observe where any looseness may exist while the steering is being moved back and forth.

9. King pin/wheel bearing adjustment:

Jack up the vehicle so that the weight is removed from the wheels and move the tire in and out at top and bottom.

Note whether movement is in the kingpins or wheel bearings.

Normal passenger car maximum movement moving the tire sidewalls should be 1/8"--1/2". Wheel bearings should be adjusted so a small amount of play exists in the bearing between the hub and spindle. **See mechanics manual for proper specifications**

specifications

10. Check springs shackles and shocks for any looseness or defects. Shocks must not be leaking or be broken.

11. Inspect the exhaust system for leakage and cracks
12. Inspect tires for tread depth, splits, cuts or sidewall checking

Refer Note "C".

NOTE "C": Tires must be matched in size and type on each axle. Tread depth Minimum 1/8" - above wear bars, no baldness on adjacent treads is allowed.

13. Wiring must be in sound condition with no visible fraying of insulation or rotten insulation (Brittleness). Any unsafe routing of wires should be corrected.

NOTE: This guideline is for Club internal use. Check your Provincial safety requirements and specifications for further clarification on questions of safety that may arise as a result of any of the above items listed.

NOTE: A 2 lb fire extinguisher with A, B, & C ratings should be in the car when on tours or on display or any other club events.

NOTE: A battery disconnect switch is also highly recommended as a safety item from electrical shorts, which may result in a fire. It also isolates the battery from any parasitic loads which will deaden the battery while connected to the cars' electrical system.

The NAACC accepts no responsibility for implementation or use of these safety standards; however, it recommends that all vehicles should have a yearly mechanical inspection. It strongly recommends that all competition vehicles have all front-end steering components be magnafluxed for safety. Non destructive testing is a must for completion vehicles. It is further recommended that competition vehicles incorporate a fuel cell and external manual electrical disconnect and incorporate a fire protection system.

APPENDIX II below NAACC-1000 point Score sheet—revised 2014—print and add 4 more rows for classes of 8 cars or more

continued

<p><i>Evaluate each item for originality and authenticity.</i></p> <p><u>Deductions are normally 1 to 2 pts; maximum is 50 pts per category</u></p> <p><i>Mark category with a dash (-) if there is no deduction.</i></p> <p><i>Please place any notes on the backside of this form.</i></p>		YEAR				
		MAKE				
		MODEL				
		ENTRANT Registration #				
1	Engine Operation- Running Smoothness, Leaks					
2	Instrument Operation, Interior & Dash Lights, Wipers, Horn					
3	Operation of All Exterior Lights					
4	Cooling System- Radiator, Hoses, Pump, Fan					
5	Oil, Fuel, Water, All Lines, Belts,					
6	Fuel System-Carburetors, Injectors, Pumps, Linkage					
7	Correct Type Engine, Overall Engine Bay Condition					
8	Electrical System including Battery					
9	Upholstery, Interior Trim, Floor Covering, Headliner, Soft Top Well					
10	Dash, Instruments, Steering Wheel, Pedals, Shifter, Accessories					
11	Weather Stripping, Welting, Rubber, Running Board Material					
12	Bumpers, Lights, Exterior Trim, Emblems, Plating Rubber					
13	Door, Hood, Trunk Fit and Operation, Proper Soft Top					
14	Paint- Finish, Appropriate Period Color, Striping					
15	Coachwork- Body, Fenders, Adjacent Panels					
16	Glass, Side Curtains, Top Boot, Window Operation					
17	Wheels, Rims, Tires, Spare, Tools					
18	Undercarriage- Frame, Suspension, Brakes, Steering, Drivetrain					
19	Exhaust System- Manifolds, Mufflers, Pipes, Hangers, Tips					
20	Significant Over-Restoration (may deduct up to an additional 50 points)					
A	Safety deductions (50 points max for safety) mark zero if no deduction					
B	BASIC SCORE: (1000 Points Minus ALL Deductions)					
	FINAL SCORE:					

