



Judging- Making It Right--Part 3 by John Carlson, Chief Judge

Selecting the correct type of tires for your restoration is always a serious consideration.

Judges look for the correct type and size of tires in true Concours judging. Many owners that show and drive their cars have two sets of tires and wheels. One set are radial tires. If the car originally came with bias ply tires the owner is faced with decision; should I spend the extra money and have two sets of tires or will one set do. The number of miles the car is driven will often determine your choice. Radial tires are more forgiving and certainly provide a better ride. They also run cooler and do not get flat spots from sitting. Bias ply tires do flat spot from long time sitting. From a judging perspective always check the maximum deduction for displaying an incorrect tire.

The VCCC tire judging point deductions have been lowered for the use of radial tires providing they conform in size to the original components. The reasoning is that most VCCC members drive their cars longer distances to May Tours and therefore need to be safe and have a comfortable ride. There is only a two point deduction for each non authentic type of tire that is displayed including the spare. The VCCC judging format is out of 1000 points. In my opinion, losing ten points is nothing in the overall scheme of things. However, if you were to have your Corvette judged in NCRS judging the wrong tires would be a serious deduction. Always find out what the deductions are in the events you are participating in.

The appearance of the tire is very important. Clean and apply a flat tire UV finish to the rubber. *The proper valve stems and valve caps are very important.* If you were displaying a pre 1935 Ford you would need all metal valve stems and stem caps. All Model A Fords used metal valve stems and metal stem covers. In 1932 to 1934 the valve stems did not have a fully enclosed removable metal cover but all valve stems and caps were metal. Do your homework to see what your valve stems and stem caps were when they came from the factory. Usually the first things judges look at are wheels, tires, valve stems and valve stem caps. Costly deductions are easily avoided.

Setting up the tire when it is being mounted is also important and makes your vehicle stand out. This is especially important if you have side mounted or rear mounted spare tires.

Step one is to have the tire installer **center the lettering** of the tire directly over the valve stem. By doing this you can locate the hubcap so that the tire lettering, valve stem and hubcap are all on the same viewing plain.

Side mounted tires should be installed on the vehicle so that the valve stem is on the top facing down. This prevents the wheel rim from accepting water and the valve stem will not rust out. As an example, all Model A and 1932 to 1934 Fords with mounted spares are required to have their valve stems facing down. Also, if you had a flat tire your spare tire change would then conform to the information above. If you own a 1950's through 1970's vehicle I would still recommend mounting your tire lettering above the valve stem and mount the balancing weights on the back side of the rim if possible. Make sure your valve stem caps are era correct. Yes, I am aware that most tires do have a balancing spot. ☺ There are many manufactures that can supply the correct style and type of tires for your car. Coker Tire <https://www.cokertire.com> makes era correct tires but did you know that Diamond Back Tire <https://www.dbtires.com> will take the **tire brand of your choice** and insert any width of whitewall you want. Whitewall width and correct tire size is important. Tip: If you have a wheel size more than one inch over the original size ICBC deems that as a non authentic part if you have 'stock' collector plates.