

AACA & CONCOURS JUDGING

THE RULES TO FOLLOW FOR A WINNING CAR

**ON THE CLUB WEBSITE, A PDF PRINTABLE FORMAT
OF THIS PRESENTATION WILL BE AVAILABLE.**

TIP: PAUSE THE VIDEO IF THE SLIDES ARE TO FAST 😊

It is our opinion that a large amount of the cars on the Crosley Club National show field would be contenders in AACA and Concours events. A few bold members have tried in the past and have had quite a bit of success.

It is our hope that this presentation will persuade more of you to try! Both of us (Deb and Dave Anspach) are AACA judges and have participated in numerous Concours events including Amelia Island, Concours of the US, Hilton Head, and Keeneland. While the two types of shows have many differences, they also have many similarities. We will present mostly from the AACA point of view, but note the Concours point of view where applicable.

First of all, both styles of judging start from the point of view that every car they look at is perfect, and deduct points from there. To be truthful, many, if not most, Concours judges got their training as AACA judges. Judging is a whole division within the AACA and many people participate in judging as their only AACA activity.

In the AACA every car starts with 400 points. Concours vary depending on the event and scoring system they are using, with many just coming down to what the judges like on a certain day. From there the judging team deducts points based on what they find wrong. In both systems the judges rarely are experts on your car but judge on period correctness, fit, and finish of the vehicle.

AACA Judging

- Teams consist of 5 people
 - 1 team captain and a judge for each of the 4 areas: engine, body, interior, and chassis
- Chances are the team has never seen your car before so it is a unique experience

Concours Judging

- Team can be from 3 to 5 people with varying responsibilities
- You will have submitted pictures of the car beforehand, so the team has had time to review, along with pictures they can find of similar cars in order to do accurate judging.
- In both styles it is a good idea to present a tidy personal appearance. Many times in Concours judging, period clothing is encouraged. Be friendly and cooperative, it will help.

In AACA judging, the team will approach your car and the team captain will introduce themselves. The captain will be the only person you talk to during judging. You will be asked to open the hood, doors and trunk. At this time you should be prepared with documentation about your car that features anything that is unusual or unique about it. This documentation should be from the factory, dealer or promotional material of the time. The captain will ask for it if the team questions that feature. An example in Crosley might be metallic paint that Crosley used in '47 (which is unusual for a low end car). Having a paint chip sheet may save you a point deduction from an unbelieving judge.

The team captain will then dispatch his team to judge your car. Each team member has a score sheet for the area he is judging. They will look at their area then step away from the car to fill out their sheet. They may return to an area of question to look a second time. After scoring, they will confer with the captain to pass on their point deductions. The captain will, in turn, discuss with you any areas of major deduction .

A sticker noting your car has been judged will be placed on your entry card and the process is complete! It should take no more than 10 minutes!!

In Concours judging , the process will vary depending on the event. Usually the team will spend time as a group talking to you before looking at your car. Often they are looking for what you know about what is unusual about your car, what part you played in its restoration, what you do with the car, etc. Depending on the show, you will need to start the car and show that the safety features work (horn, lights, turn signals etc.). Then they will judge your car. Any team member may ask you a question at any time during the process. After they are done they will confer briefly then return to you and thank you for bringing your vehicle. Your entry card will be marked as judged and they will move on.

So how do they score your car?

As I said before, both assume that every car is perfect to start with. In the case of a Concours, unless there are glaring problems, it may come down to what the judges like on any particular day. They may use some scoring sheet however, that will vary from show to show. In the AACA, the same sheet is used for every show with the judges all trained the same way. Every judge must attend at least 1 judging school every year and the team captains are required even more education and training.

Due to this, from here on, I will talk mostly about AACA point judging.

Concours events may be based on this, depending on the event and judging team and may allow for differences that the AACA may not.

NEXT ARE A SOME VIDEOS OF DEB'S HOTSHOT .

**LOOK AT IT WITH THE SCORE SHEET AND SEE WHAT
DEDUCTIONS YOU WOULD MAKE!**

SECTION 3 APPENDIX

3-5. Automobile Judging Form



JUNIOR CARS ONLY
ANTIQUÉ AUTOMOBILE CLUB OF AMERICA

*Scores are not divulged. Highlighted areas of deduction are available by writing to the VP of Class Judging. Self-addressed, stamped envelope required.

JA/18

| EXTERIOR | M | P | INTERIOR | M | P | CHASSIS | M | P | ENGINE | M | P |
|------------------------------------|------|---|-------------------------------|------|---|---------------------------|------|---|------------------------------|------|---|
| Antenna | 2 | | A/C under dash - if incorrect | (10) | | Axles: Front | 5 ea | | Air Cleaner / Carburetor | 5 ea | |
| Beading / Welting | 3 | | Carpet/Floor Material/Mats | 5 | | Rear | 5 | | Air Cond. Compressor | 3 | |
| Body: Door | 5 ea | | Clock | 3 | | Brakes | 3 | | Condenser / Evaporator | 3 ea | |
| Fender | 5 ea | | Console | 3 | | Hydraulic (if incorrect) | (10) | | Non-Authentic | | |
| Hood | 5 | | Dashboard / Inst. Panel | 3 | | Brake Lines/Cables/Rods | 2 ea | | Battery | 5 | |
| Roof / Top (hard) | 5 | | Dirt - Excessive | 3 | | Body Bolts | 1* | | Belts | 2 ea | |
| Trim / Striping / Moldings / Decal | 10 | | Door Handle | 2 ea | | Bumper, Front | 5 ea | | Block / Crankcase | 15 | |
| Trunk | 5 | | Door Panel / Seals / Jams | 3 ea | | Rear | 5 ea | | Coil | 3 | |
| Color | (10) | | Door Sills | 3 ea | | Guards | 3 ea | | Dirt Excessive | 3 | |
| Non-Authentic | (40) | | Glass | 3 ea | | Differential / Columbia | | | Distributor / Magneto | 5 | |
| Cowl Vent / Seal | 3 ea | | Headliner / Sail Panel | 5 | | Rear End | 3 | | Emissions (After 1967) | 5 | |
| Dirt - Excessive | 3 | | Heater | 3 | | Dirt - Excessive | 3 | | Expansion Tank(cool reservr) | 3 | |
| Door Handle | 2 ea | | Instruments / Gauges | 3 ea | | Drive Shaft | 3 | | Fan Blade / Clutch / Shroud | 3 ea | |
| <u>Acetylene Gen / Tank</u> | 3 | | Interior Light | 3 ea | | Exhaust System | 5 | | Filters | 2 ea | |
| Grille | 5 | | Mirror | 3 | | Frame | 5 | | Firewall | 3 | |
| Hood Ornament | 3 | | Pedal / Lever | 2 ea | | Fuel / Vacuum Lines | 1* | | Fuel Supply / Lines | 5 | |
| Light: Head | 3 ea | | Radio / Sound System | 10 | | Gas Tank | 3 | | (Electric If Added Post war) | (10) | |
| Driving / Fog | 3 ea | | Rear Shelf | 3 | | Heater / Motor | 3 ea | | Generator / Alternator | 5 | |
| Sealed Beam (prior to 1940) | (10) | | Robe Rail Straps/Shades | 2 ea | | Hub Caps / Wheel Covers | 3 ea | | Heads / Valve Covers | 5 ea | |
| Side / Parking | 3 ea | | Seat Belts | 2 ea | | <u>Lock Rings</u> | 2 ea | | Heater Fan Motor | 3 | |
| Tail / Lens | 3 ea | | Seat Cushion / Back | 5 ea | | Lube: Excess Lube | 3 | | Hood Hinge/Catch/Insulation | 5 ea | |
| Material ** | (40) | | Shifter | 3 | | Fittings | 1* | | Horns | 3 ea | |
| (Non-Auth. Body Comp.) | | | Side Kick Panel | 3 ea | | Lug Nuts (if visible) | 1* | | Hose | 2 ea | |
| Mirror | 3 ea | | Steering Wheel | 3 | | Overdrive (incorrect) | (10) | | Clamps | 1* | |
| <u>Running Boards</u> | 5 ea | | <u>Tonneau Windshield</u> | 5 | | Rim/Wheel (include spare) | 2 ea | | Manifold: Exhaust / Intake | 5 ea | |
| Sidemount | 3 ea | | Top (soft): Condition | 10 | | <u>Snubber / Shocks</u> | 3 ea | | Non-Authentic | (10) | |
| <u>Splash Apron</u> | 5 | | Cover (Boot) | 3 | | <u>Spring Covers</u> | 2 ea | | Master Cylinder | 3 | |
| Spoiler | 5 | | Down / Missing | (10) | | Springs | 3 ea | | Power Assists: Brakes | 5 | |
| Step Plates | 2 ea | | Fasteners | 1* | | Steering Assembly | 5 | | Steering | 5 | |
| Window Frames (Exterior) | 3 ea | | Material (if incorrect) | (10) | | Tire Carrier / Cover | 3 | | (if incorrect) | (10) | |
| Windshield / Frame / Gasket | 3 ea | | Top Irons / Bows | 5 | | Tires (include spares) | 2 ea | | <u>Priming Cups</u> | 1* | |
| Windshield Wiper | 3 ea | | Trim (top) | 3 | | Transmission Drive | 5 | | Radiator Cap / Core / Tank | 5 ea | |
| Other - Identify | | | Conv't Back Window | 5 | | Cooling Lines | 3 ea | | Radiator Support | 3 | |
| | | | Non-Authentic | (10) | | Under Carriage | 5 | | Spark Plugs | 1* | |
| | | | <u>Side Curtains</u> | 3 | | Valve: Stem | 1 ea | | Spark Plug Wires | 1* | |
| | | | (Missing) | (10) | | Cap / Cover | 1 ea | | Splash Pans | 3 | |
| | | | Trim (Interior) | 3 | | Other - Identify | | | Starter | 5 | |
| | | | Trunk Interior | 5 | | | | | Tape / Tubing / Terminals | 1* | |
| | | | Upholstery (if incorrect) | (10) | | | | | Voltage Regulator | 3 | |
| | | | Vents | 2 ea | | | | | Water Pump | 5 | |
| | | | Visor | 3 ea | | | | | Windshield Washer | 3 | |
| | | | Window Crank | 2 ea | | | | | Wiper Motor | 3 | |
| | | | Window Frame (Interior) | 3 ea | | | | | Wiring | 1* | |
| | | | Other - Identify | | | | | | Other - Identify | | |
| Total Deduction | | | Total Deduction | | | Total Deduction | | | Total Deduction | | |

THIS VEHICLE HAS A UL-APPROVED FIRE EXTINGUISHER.

SUMMARY

Entries in this area to be in ink

DEDUCTIONS

Exterior _____

Interior _____

Chassis _____

Engine _____

TOTAL _____

SCORE

Perfect Score **400**

TOTAL Deductions From Above

NET SCORE

REQUIRED MINIMUM POINTS

1ST - 365, 2ND - 330, 3RD - 295

Multiple Awards for scores within 10 points of highest scoring car in each class.

AWARD

1ST 2ND 3RD

MULTIPLE AWARD

Was owner notified of any major deductions

TEAM CAPTAIN
Signature

LEGEND * TIMES COMPONENT TO MAX OF 10 POINTS
 ** TIMES COMPONENT TO MAX OF 120 POINTS

Mandatory deductions are **CIRCLED NUMBERS** which must match deductions taken.
UNDERLINED items apply MOSTLY to "Pre-War" vehicles.

So now your car has been judged. In the AACA in your first show and until you achieve it, you will be competing for a junior award. That requires only deductions of 35 points or less. Many people achieve this their first time. Others must return for a subsequent show to achieve it. You will not get a copy of that score sheet, however, if you want you can request a summary of areas you lost points from the national VP of judging. This will allow you to fix things before your next show. It is my experience however, that most people know before judging where their car is weak and if they are interested in improving, they already know what to fix. .

After receiving your junior award, you are placed in the senior category in your next show. That requires that you have less than 25 points of deduction. After getting a senior, you are in preservation class from then on. In addition, once a year there is a Grand National show that is for senior cars only. These winners have even less deduction in order to win.

After your car has been judged in any show, there is a second team that comes around to look at the cars. Those yellow-shirted judges evaluate the cars for National awards every year in Philadelphia. These cars are literally the best of the best!!

Just as a wrap up, in Concours judging there will also be awards given, usually the best of each group of cars and a couple seconds.



If you have any questions on AACA judging, the Judges manual can be downloaded from the AACA website and should answer most questions!

Now that you have seen this presentation, I hope you are interested in entering your car in these shows. If you have any questions or want more details feel free to contact me by email or phone:

Dave Anspach

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A fun little aside here now that you have seen the presentation: when I was doing my Farm O Road, I was advised to do a base FOR. The reason being, with it, there is very little to have points deducted against. After seeing this, you now know why!!