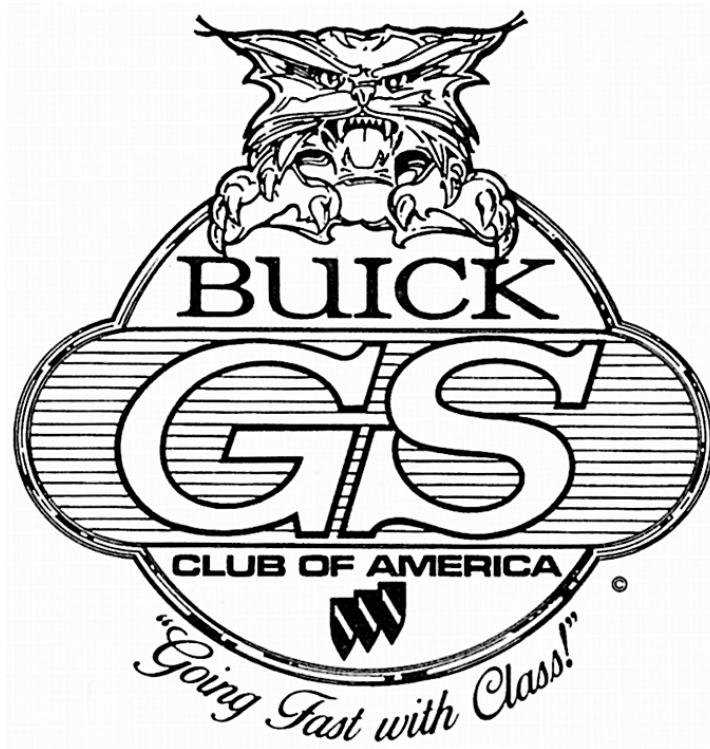


**BUICK GRAN SPORT
CLUB OF AMERICA**

JUDGING HANDBOOK



1999 EDITION

Buick Gran Sport Club of America Judging Handbook

1st Edition

If a Buick Gran Sport Club of America (GSCA) National or Regional meet or car show is a judged event, the current GSCA National Judging Forms must be used. All National Meets will use the 400 point judging form for the Concours class and the GSCA peer form for the popular vote classes. Although judging and awards at national meets are directed toward recognition of excellence of original and restored Buicks, all members are welcome and invited to participate and to display their Buicks, whether modified or unrestored, at any GSCA event. The GSCA local club sponsoring the event may, at its option, provide a separate display area for non-judged Buicks, and may offer awards recognizing such participation, which are not GSCA national awards and are not awarded by GSCA judging teams. There is no class separation within the "display only" category of vehicles. GSCA peer and 400 point judging form masters, along with support and scoring form masters, will be available from the GSCA and should be copied for use at GSCA events.

Introduction

All judging information contained herein can be adapted to regional and local meets, with the exception of Senior Class awards. Senior status can only be awarded at a National Meet.

This handbook is produced for the guidance of both the restorer and the critic of Buick automobiles. It is doubted that such a handbook could ever be complete. Legitimate exceptions or improvements will be found to the policies and guidelines as stated herein.

It is hoped that succeeding editions will become more complete, more definitive and more authoritative with additions and corrections discovered by student restorer and new research. This is not an end, but a beginning.

Philosophy

GSCA National and Regional Concours Class Awards are based on how well the vehicle compares to the original factory product as judged under the GSCA 400 point system. The three key items to be considered in evaluating the vehicle for these awards are authenticity, condition, and workmanship.

The Gold, Silver, and Bronze awards honor those vehicles that meet the minimum point requirements as described in the GSCA Judging Handbook. Here condition and workmanship are of prime importance.

The Senior Award honors those Buicks that most nearly represent the vehicle as it left the factory. For this award, authenticity together with condition and workmanship are of prime importance. To assure consistency for this award, within classes, between classes and between meets, twelve specific items, that are considered most significant regarding authenticity, have been selected. A vehicle must be correct in these twelve items to meet the requirements for the Senior award. In addition, the vehicle must attain a minimum of 390 points.

By using this system the GSCA provides recognition of a Senior Award for those members who restore a vehicle to factory condition. It also provides for those members who choose to restore and/or maintain a vehicle at a level where the car can be driven regularly.

History

The 400 point judging system that will be first implemented at the 1999 GS Nationals for the GSCA Concours Class is an updated version of the BCA rules that is a better fit for cars of the 1960-1990 vintage. Permission was given by both the President of the BCA and the President of the GSCA to create these rules. The idea was to make a set of rules for the GSCA that would mesh with the BCA rules and therefore create a system that will assure consistency and fairness between both clubs.

General Judging Policies

The most general guideline is that all Buicks are to be presented and evaluated impartially, consistently, courteously, knowledgeably and fairly. This critical evaluation should be an educational process for both the restorer/owner and the judging team. A free flow of information is encouraged for the improvement of both judge and judged. **It shall be the owner's responsibility to document the authenticity or correctness of any feature of his/her vehicle to the satisfaction of the judging team.** In the event of a dispute, the Head Judge is empowered to arbitrate a resolution. In the event that an authenticity dispute arises over a matter as printed in this handbook, the owner's documentation shall be provided to the Head Judge of the meet. The Head Judge will subsequently present the documentation for possible modification of this handbook to the Chief Judge of the GSCA if warranted by the evidence. Acceptance (or denial) of the evidence for purposes of the meet shall not prejudice the review of such evidence by the GSCA, or its ultimate inclusion of this handbook.

Guidelines for Fairness and Consistency in Judging

A judging team should consist of a Team Captain, at least one other judge and apprentices (optimum size for team is four). The combined experience and knowledge of the judging team should cover extensively all the cars in that particular class.

Each judging team should look over the entire class before starting on that class.

Judges should not touch an entry. It is imperative that the owner or a representative be with the vehicle during the judging process. If the owner is not present, the team moves to the next vehicle, unless a notation is made on the windshield card that the owner is a judge, specifying which class the owner is judging, and specifically authorizing the Team Captain to open whatever accesses would be required to facilitate judging. In this case, as an accommodation to a fellow judge, if a major authenticity point deduction is mandated, the owner can be consulted. If an absent owner is located before the judging is completed in that class, then his/her vehicle should be judged; otherwise, it shall not be judged.

Keep in mind that the vehicles you will be judging are production vehicles that came off an assembly line. The judging standard in any particular area should rate how this vehicle compares to the **original factory product.** If any judged item is as good as original it should receive no deductions in that category. Of course, if a better quality of workmanship is found and the vehicle has not been modified in any way from original, Then it still receives no deductions. All parts should be as original, factory replacement or dealer option equipment as defined elsewhere in this judging handbook. As an

example, painted items should be painted only in correct colors and only originally plated items should be plated and with the correct type of plating.

Every judge should keep in mind that he or she is judging each vehicle individually on its own merit. A vehicle starts out with the maximum number of points allowed in each category. Points are then deducted according to the severity of the defect. If a vehicle meets all standard requirements for factory new condition, then the judge should not deduct points just because the last vehicle judged had a million dollar paint job and this one has a factory issue paint job. Both vehicles have met or exceeded the original quality requirements for full points. **Do not deduct fractional points.**

Duties of the Owner/Exhibitor

To enter your vehicle and present it for judging at a GSCA National or Regional Meet, you will have a number of obligations to which you must adhere in order to qualify for entry and to be judged fairly. These requirements and suggestions are listed below. It is also recommended that you familiarize yourself with the judging rules and guidelines, which will be used by the judging system in the evaluation of your car. This will avoid misunderstandings and disappointment with the result. Owners are encouraged/invited to participate in the judging process by being a judge to learn first-hand how your car will be evaluated when it is entered for judging.

1. The car (or cars) to be judged must be owned by a **current** National member of the Gran Sport Club of America.
2. Entry must be made prior to the stated deadline and to the designated individual or address.

3. You **must** have complied with instructions of the Head Judge regarding participation in programs such as prejudging qualification checks (if necessary), directions as to times, places and procedures. You should read all instructions carefully.
4. Your vehicle **must** be on the field and in its designated class by the designated time on the day of the meet.
5. You **must** have all of the proper registration materials and they must be properly presented. The windshield card must be in place and filled out for use of the judging team.
6. You **must** have an operational UL approved fire extinguisher in your vehicle located where it is readily accessible. **The vehicle will automatically be disqualified for judging if this requirement is not met.**
7. Your car **must** stay on the judging field until the official end of the meet, or until told specifically by the Head Judge that you may leave. You may not remove your vehicle once the judging team passes you. However you may leave your vehicle unattended, if you wish, once the "Judged" label has been affixed to your windshield card.
8. You or your designated representative must be in attendance at your vehicle while it is being judged. Judges in other classes may designate the Team Captain to be their representative. You will be asked to provide access to the judging team and **must** do this in response to their request. You or your designated representative **must** also be present to answer questions of the Team Captain and to provide

authenticity documentation regarding your car.

9. It is your duty to be sure your car is placed in the proper class. If other cars with which you are lined up are not of a similar year or model, chances are good that you have been misplaced. If this is the case, immediately contact a member of the judging staff.
10. **You should not speak** with members of the judging team while they are carrying out their duties. Officially, only the Team Captain should enter into discussions with you. He/she will discuss with you only matters pertaining to access proper classification of your car, your completion of the top portion of the judging form and matters related to authenticity. No judge is authorized to discuss with you the point scoring of your car, but may tell you of certain major defects, which have affected your score. Please do not request scoring information on the field.
11. **You may and should,** request a copy of your judging form from the National Office of the GCSA following the meet. To do so, you **must** include a self-addressed stamped envelope and tell the office the year, model and class in which the car was shown. The Office Manager asks that you allow 6 to 8 weeks from the date of request for receipt of the copy. These copies will be made available until December 31st of the year the judged meet was held. After December 31st, a \$5.00 fee will be charged for each copy requested. Please remember that **the decisions of the field judges are final** and cannot be changed after the meet. If you take exception to the decision of the judges on a particular matter, it is advisable to take documentation on the matter to the next meet and/or forward your documentation to the attention of the National Chief Judge.
12. It is your duty to authenticate the car and restoration. You should take with you, and make available to the Team Captain upon request, such information in support of the vehicle, materials, or work, as may be required.
13. As this is a Buick club, we are prepared to judge only Buick vehicles. Custom bodies of recognized contemporary manufacturers on Buick chassis and Buick powered custom bodied documented race cars are welcomed; however, all such vehicles must be fully documented by the exhibitor or deductions in judging must be taken for all non-Buick components.
14. You should not assume that because an item came with your car when you bought it that it is authentic even if you bought the car new from the dealer. Each item, and particularly accessories, should be authenticated for your year and model.
15. When on the judging field, it is recommended that you critically evaluate your competition. Look for differences between cars. Discuss these differences with the owners in a friendly fashion.
16. You should consider becoming a GSCA judge. It is a friendly and informative process, and the information gained is nearly essential if you plan to be a serious contender for trophies.
17. You must also adhere to the **Special Requirements for the Judging of Entries.**

Criteria to be a GSCA Judge

To qualify to be a GSCA national judge the following requirements must be met:

1. Candidate must be a **current** National member of the GSCA.
2. Candidate must be committed to being unbiased, honest and open minded.
3. Candidate must exhibit a desire to learn and critically evaluate new evidence as exhibited or presented.
4. Candidate must demonstrate willingness and effort to become expert and knowledgeable in the area to be judged.
5. Candidate must be courteous and considerate of owners and team members, even if provoked.
6. Candidates will find it particularly helpful to have personally restored a vehicle prior to judging others, though this is not a requirement. There is no superior means for the development of empathy, consideration and respect, as well as a keen eye for detail.
7. Candidate should attend judging school to become more skillful, knowledgeable and be willing to accept instruction from and give it to others.
8. Candidate must recognize that to the owner, being judged is a serious business. The owner expects and should receive no less than honest, candid and knowledgeable criticism, courteously and diplomatically communicated.

Procedure to Become a Judge

If a candidate feels qualified to be a national judge, he or she should contact the Head Judge not later than 30 days prior to the meet.

Information to be presented in this application should include:

1. Past judging experience, including the number of times he/she has judged at national events, number of times he/she has judged at GSCA or BCA National Meets, number of judging schools attended and a phone number for contact by the head judge if needed.
2. Judging class requested, with alternate choice.
3. Class, if any, in which the car of the candidate, his family or another whose car the candidate would find difficult to judge impartially has been entered for judging.
4. Area or classes of particular expertise.

Candidates who have not previously judged at a National Meet may be assigned apprentice responsibilities.

Organization of National Meet Judges

1. Duties and Responsibilities of the Team Judge

The team judge must observe everything in the category of his or her responsibility, evaluate the observation against the standard of factory authenticity, workmanship and maintenance and faithfully and impartially report any discrepancies found. It is of utmost importance that each judge's task be performed correctly and knowledgeably, as both the reputation and validity of GSCA judging and the standards set by successful vehicles and the support of owner registrant members, are at stake. The epithet "tough but fair" should be applied to the team judge.

Team judges must:

- a. Arrive at your predetermined location on the judging field promptly at the designated time and place.

- b. Receive your category assignment and Individual Category Worksheet from the Team Captain.
- c. Receive your instructions for the day from the Team Captain.
- d. Judge quietly and in the utmost businesslike manner.
- e. Direct any and all questions to the Team Captain. Do not engage in conversation with the owner of the car being judged.
- f. Deliver the results of your judging to the Team Captain for entry on the judging form **before moving to the next car**. Be sure this transfer of point totals, comments and discussion takes place out of earshot of the owner or other interested spectators.
- g. Correctly and completely fill out your Individual Category Worksheet and present it to the Team Captain at the completion of judging.

2. Duties and Responsibilities of the Team Captain

The Team Captain is responsible for on-field conduct of GSCA judging policy. The Team Captain is also responsible for the preservation and augmentation of good relations between GSCA judging and the GSCA member-owners. This position is therefore one of importance to the success of the judging process. The Team Captain is the leader of the judging team and serves as liaison between that team and both the owner of each car judged and the judging system as represented by the GSCA, the Judging Officials and this manual. He/she is responsible for ensuring that all judging activities are carried out in a fair, courteous and impartial fashion and is to lead and guide the members of the team to that end result.

The Team Captain will arrive on the field prior to the designated time.

Initially inventory all vehicles in your class to see that they are correctly placed on the field. Check all cars against the roster.

The Team Captain shall obtain from the owner the completed Windshield Card, check the correctness, completeness and legibility of the information provided and make additions and corrections as required. He will then:

- a. Assign each team member to a responsibility in one of the four categories of judging; exterior, interior, chassis or engine.
- b. Give assistance to any team member as required or requested.
- c. Be the only member of the team to converse with the vehicle owner.
- d. Assign a team member to place "Judged" stickers on the windshield card at completion of judging.
- e. Assign a team member to check for operational fire extinguishers on all vehicles. **Non-conforming vehicles are not eligible for judging.**
- f. Give special attention to new judges. Provide leadership and instruction. Provide guidance to any team member who is unfairly critical or too lax.
- g. Insure that only team members are present when judging discussions are held. All reporting of individual judges must be done as privately as possible.
- h. Initial any changes, which have been entered on the form.
- i. Receive and discuss evidence of authenticity with the owner.
- j. Refer evidence in conflict with the judging manual to the Head Judge for consideration of merit.
- k. Critically evaluate the evidence and render a decision, which shall be reflected on the judging sheet.

- l. If the evidence is unsatisfactory, and the owner requests arbitration, the Team Captain shall call upon the Head Judge to arbitrate the decision.
 - m. Enter on the judging form all items of deduction, make notations in the comment column, total each column, enter the Summary column of the form, total the score, determine the placement (in order of descending score), confirm the reasonableness of the placement and sign the judging form under "Team Captain". Double check all entries on the judging form.
 - n. Complete each judging form entirely before moving to the next car to be judged. Verify that point deduction is being taken for the correct entry.
 - o. If they are to be judged, begin with the Senior vehicles in your class.
 - p. Continue judging with evaluation of all non-Senior vehicles.
 - q. At the conclusion of judging, complete the Team Captain Reporting Form, complete the Formal Judging Forms for each vehicle in the class, fill out the Class Tally Sheet and collect the individual category Judges Worksheets.
 - r. Once all the sheets are turned in and are double-checked for completeness, release the team.
 - s. Turn in all completed forms to the Head Judge.
- vehicles at a GSCA National Meet. He/she shall:
 - a. Receive all judges' registration forms.
 - b. Make sure all vehicles are in their proper class.
 - c. Have the power to reclassify any car in case of any dispute regarding correct classes.
 - d. Establish the Judging Teams.
 - e. Administer the judging of vehicles at the Meet.
 - f. Make sure that the judging teams have all the materials needed to fulfill their obligations.
 - g. Collect all forms from the Team Captains, check them for completeness, and forward copies of the Class Tally Sheets and the Winners Record Sheets (if needed) to the Show Officials for use at the awards ceremony.
 - h. If requested, be responsible for the announcement of awards winners at the awards ceremony.
 - i. Immediately following the Meet forward copies of the, Team Captain Reporting Form (with each judges individual Category Worksheet attached), the Class Tally Sheets, and the Winners Record Sheets to the GSCA Office.
 - j. Following the Meet collect all evidence which supports or challenges statements of authenticity made in this manual or any other official GSCA support document and transmit it to the GSCA Chief Judge. If copies are not available, the name, address, and phone number of the individual providing the documentation, the title of the publication, page number and nature of the correction should be stated, or it will not be included in any official GSCA support document.

Responsibilities and Duties of the Head Judge

The Head Judge is responsible for all matters pertaining to the judging of

Special Requirements for the Judging of Entries

1. The judging forms are designed to ensure a uniform system for scoring and judging all eligible GSCA member owned vehicles. They serve as a checklist to prevent duplication of deductions and to insure that the deductions are scored consistently with the standards prescribed by the GSCA and its national judging guidelines.
2. Each vehicle should be judged for authenticity, workmanship and condition; however, points should not be deducted for subsequent addition of safety features such as;
 - a. Auxiliary assist devices for handicapped drivers.
 - b. Battery shut off switches,
 - c. Fire safety apparatus, including the mandatory extinguisher.
 - d. CB radio.These items, if present, must be installed with good workmanship and be in good working order.
3. All vehicles to be judged at National and Regional Meets must be owned by current members of the National GSCA.
4. All vehicles to be judged must have a UL approved fire extinguisher in an easily accessible place in the vehicle.
5. **Judges are instructed not to touch the vehicles.** The owner, or authorized representative, must be present when the vehicle is being judged. The owner/representative will provide all access to the vehicle as required by the judging team.
6. Vehicles to be judged **must** have all four wheels on the ground at all times. Jacked up vehicles will be immediately disqualified.
7. All closed vehicles must be shown with all windows up and the hood, trunk, doors, and any other compartments closed.
8. All open vehicles must be shown with the top and windows up and the hood, trunk, doors, and any other compartments closed. The top boot need not be installed but must be available for viewing.
9. The owner is responsible for demonstrating that the features of the vehicle being judged are authentic. In the event of uncertainties, the Head Judge of the meet will make the final determination of any point deductions.
10. Literature should be used for documentation purposes only. Literature is defined as factory or dealer material. Magazine ads, articles, etc., while interesting, do not constitute acceptable documentation.
11. No points should be deducted for damage that occurred enroute to the meet.
12. Quantities of accessories should not be used to weight point scores. The main criteria should be the condition of the accessories and whether they appear to be in good working order.
13. All vehicles that have been trailered to the meet must be unloaded off the show field proper and must be driven under their own power onto the show field. Vehicle trailers are not allowed on the show field.
14. The Head Judge may schedule and staff such other participant events, such as Pre-Judging Qualification Checks, as he/she determines necessary. These must not interfere with the judging program contained in this manual.

Basic Guidelines for the use of the GSCA Formal Judging Form and Award of Trophies

A system of using a minimum Number of points for Gold, Silver and Bronze is necessary for fairness between cars, classes and meets. These minimums are Gold 385, Silver 370, and Bronze 355. The minimum point system assures the same high quality of Buick cars in all classes and at all meets from year to year.

The deduction method is used for the scoring system. It has the advantage of simplicity in that it is easier to count defects, tally them and subtract from the assigned perfect value than to count and add all the good points of a particular vehicle. A score of 400 is a perfect score.

Awards Class Judging

Awards in class judging for all meets, be they Regional or National, utilizing the 400 point system, must be limited to three placings; Gold, Silver and Bronze. Duplicate awards are required in the event of ties. Conversely, awards need not be made in all placings if not warranted by the scoring and award rules. Other awards may be given at the discretion of the host chapter, such as Long Distance, Hard Luck, Best of Show, etc. At National Meets utilizing the 400 point judging form, minimum point scores are required to qualify for awards of each placing status. The point score ranges for each category are:

Gold 385-400 Points

Silver 370-384 Points

Bronze 355-369 Points

A winner scoring 390 or above in class judging, **with no mandatory authenticity deductions**, shall be designated by the GSCA as a **Senior** car

and shall be judged as a Senior car in future meets, where it may qualify to receive the GSCA Senior Preservation Award.

Senior Class Competition

The Senior Award is presented by the GSCA and is designated to honor those vehicles that have proven themselves to be the finest Buicks in their class. In order to qualify for the Senior Award, a vehicle must be judged at a GSCA National Meet at which the 400 point judging form is utilized. The vehicle must attain a minimum of 390 points with no mandatory deductions (ref. GSCA Judging Form). Once a vehicle has been designated a Senior, it is ineligible to be judged in class for Senior or placement awards at subsequent National meets. However, upon conforming to the following guidelines a Senior vehicle may be judged and qualify for the GSCA Preservation Award. Senior cars are to be judged by their class team under the 400 point judging system. A vehicle must attain at least 370 points and have no mandatory deductions to receive the GSCA Senior Preservation Award. If any Senior vehicle being judged at a National Meet does not achieve a score of 370 points or receives a mandatory deduction, it may be judged for a GSCA Senior Preservation award at future National meets.

Host chapters may use their own discretion to determine if GSCA Senior cars may be judged for placement awards at regional and local meets.

Guidelines for judges: How to Judge a Vehicle

General Considerations

All GSCA members should be familiar with the GSCA Judging Handbook and judging forms to better understand and prepare for judged competition. Reference to this material during the restoration process can provide guidance as well. All judges should review this material frequently. A judge who waits until the morning of the show to review the judging guidelines does a disservice to fellow club members.

A judge must, above all else, strive to be fair and unbiased. A judge is a representative of the GSCA and is viewed and trusted by those judged to be a knowledgeable expert who will judge vehicles impartially, carefully and with consideration. Judges are expected to recognize that **all cars are to be compared to factory original and to be consistent in deductions for all cars in the class. Each category should be judged against factory original condition during the judging process. Points are to be deducted proportionately to the degree of the defect when the judged area is less than factory original condition.** Judges should also adhere to the following: When a mandatory deduction is found by the judging team, the Team Captain shall notify the owner so that he can agree that the mandatory deduction is appropriate or that he has documentation to show that the item in question is in fact correct. **Also, judges should take no longer than 5-10 minutes to observe and judge a vehicle.**

Note; the vehicle identification number (VIN) and the Body Date Code will be checked only to determine that the vehicle is of the correct type and built within the correct time period. The

engine and other drivetrain components will be checked for correct type for year and model only, they will not be checked to determine if they match the VIN and are “numbers matching”. For example; if the model being judged is a 1970 GS 350 Coupe (A-body) and it has a 455 engine, then points will be deducted, as this is not the type engine installed at the factory. If, the same vehicle had a replacement 350 engine installed that was correct in appearance for year and model, then no points should be deducted as this is the same type engine installed at the factory.

Fire extinguisher

The car should not be judged if an operational UL approved fire extinguisher is not displayed.

Judges Comments

This area of the form is intended to permit judges to note items and reasons for significant deductions in order to support the premise that judging is a learning experience. It is neither intended, desired nor required that commentary be placed on each and every line to support point deductions. On minor deductions, judges must note whether points were deducted for authenticity (A), workmanship (W), or condition (C) by placing the appropriate letter in the A W C column.

Judging the Chassis

The judge should not crawl under the car when judging the chassis. Inspection or the undercarriage may be accomplished by kneeling at front, rear, and at strategic points along the sides of the car to perform the necessary observations. Flashlights and other aids are not to be used in the GSCA judging process.

a. Bumpers / Guards

Check the condition of chrome, authenticity, finish and trim. Bumpers should show painted accents where required. No points should be deducted for year and model factory authorized bumperettes.

b. Suspension / Steering

Check for correctness of steering gear and column, style of grease fittings installed, excessive amount of lube and cleanliness, Springs and shocks must be of the authentic type, and no helper springs or air bags may be installed. No points are to be deducted for original factory authorized towing packages if available in year of manufacture.

c. Transmission / Driveline

Check for excess oil and grease, leaks and finish of driveline parts. Check grease fittings for proper type and excess lube.

d. Non-Authentic Transmission / Driveline (Mandatory Deduction)

Non-authentic type transmission or rear axle is a mandatory 4 point deduction. It must be correct for year and model.

e. Frame

Check for non-authentic modifications, condition and correct paint color. Although not encouraged, no points will be deducted for appropriate type undercoating applied to frame, floorpans and sheetmetal in a workmanlike fashion on cars of the proper era. Check for poor workmanship hidden by undercoating.

f. Fuel Tank

Check for correct size, style, appearance of finish, placement, and absence of severe dents.

g. Brakes / Cables / Lines

Check for correct style brakes, drums, master cylinder, power booster, proportioning valves, and or cables and rods. Check for correct lines and routing, and for correct style hoses and clamps

on lines. No points should be deducted for stainless steel brake lines.

h. Exhaust system

Check for correct size, style of muffler, resonators, exhaust pipes, manifolds, heat risers, catalytic converters, and tail pipes. Points should be deducted for condition, non-authentic cutouts and end tips. Points should not be deducted for stainless steel exhaust systems unless they are polished, as they would not look factory correct.

i. Tires- Type

(Mandatory Deduction)

A mandatory 5 points will be deducted for non-authentic type (radial / bias-ply) and obviously incorrect whitewall width, unless tire was a factory authorized option for model and year.

j. Tires-Size

Check tires for correct or comparable size for year and model.

k. Tires-Condition

Check tire tread pattern; tires should match in pairs. Spare tire may not match any pair of tires on the car. No points should be deducted for space saver spare tires if correct for model and year.

l. Spare Tire Cover and Hardware

Check for correct mounting hardware, cover and accessories for spare tires. This includes all hardware and accessories for space saver spare tires if the vehicle is so equipped.

m. Tire Valve Stems / Hubcaps / Wheelcovers

Valve stems and hubcaps or wheelcovers must match and be correct for year or model. Also points should be deducted for incorrect or painted tire weights.

n. Non-Authentic Wheels (Mandatory Deduction)

Check for correct wheels and or rims for year or model. On newer cars sport wheels may be on the car, but spare may

be an original steel rim. Incorrect wheels result in a mandatory 10 point deduction.

o. Wheels / Trim

Check condition of wheels. Points should be deducted for pits in the metal and for excessive paint chips. Beauty rings, center caps, lug nuts, etc., should be checked for condition and correctness for year and model.

Judging the Engine

Have the owner open the hood for you. Inspect all components for cleanliness and finish. Look for gasoline stains, deteriorated finish, excess oil, grime, extra holes, water leaks, and condition of belts. Maximum point deductions should be made only when a component is missing.

a. Block / Heads / Crank Case

Check that block, heads, oil pans, and valve covers are the correct types for model and year only. Engine components **will not** be checked to determine if they are “Numbers Matching”. You must also check for condition, cleanliness, and overall appearance.

b. Manifolds

Check that manifolds are correct for model and year and for condition, cleanliness and overall appearance. No point deduction should be made for heat discolored manifolds. Exhaust systems were not originally painted. Surface rust or painted finish will not receive a point deduction, however, deteriorated or pitted systems did not come that way from the factory and point deductions will be made.

**c. Non-authentic Engine
(Mandatory Deduction)**

A full 10 point deduction will be made if the engine is non-authentic for year and model. Engine components **will not** be

checked to determine if they are “Numbers Matching”.

d. Non-Authentic Color (Mandatory Deduction) Ref: Appendix 1

A full 5 point deduction will be made if color is non-authentic for year and model. No point deductions should be made for variation in shade of color or for engines made the year of a color change if the color used was on the previous or following year’s color.

e. Tags and Decals

Check that tags and decals are present, legible, properly mounted and correct for year, model and/or accessories.

f. Starter

Check that starter is correct for year and model and is painted the correct color.

Generator / Alternator / Voltage Regulator / Distributor

Points should be deducted for improper size, style and color for model and year.

h. Wiring / Cables / Coils / Spark Plugs

Points should be deducted for incorrect wiring size, type, loom material, connectors, coverings and clips. Also for incorrect coil, battery connectors, and spark plugs.

i. Battery / Hold Down

Check for correct size, style and “Look” for year and model. A one point deduction should be made for incorrect battery manufacturer. Batteries supplied at the factory were of the liquid fill type. Optional maintenance free D89 batteries were available in 1973. Freedom II batteries were first used in 1977.

j. Fuel Pump / Lines and vacuum Tank

Points should be deducted for leaks, condition and authenticity. Point deductions should be made for electric fuel pump installation if found. The appearance of the fuel system should be correct and operational. Also check that the hoses and clamps are correct for year and model.

k. Carburetor

Check for correct size and type for model and year. On modern cars, deductions for incorrect aspiration / induction equipment should be made.

l. Water Pump

Check that water pump is visually as installed by manufacturer.

m. Hoses

Points will be deducted for condition and also for flex hoses if not original factory installed type for that year and model.

n. Hose Clamps

Up to a maximum of 5 points should be deducted for non-authentic style clamps. No points will be deducted for authentic style stainless clamps if correct type for model and year.

o. Belts and Fans

Check for original equipment for year and model. Point deductions should be made for missing clutch fan assembly if it was an original factory item.

p. Radiator Core / Top Cover / Fan Shroud
Point deductions should be made for condition, workmanship and correctness for model and year. Also up to a maximum of 3 points should be deducted for non-authentic fin pattern.

q. Radiator Cap

No points will be deducted unless cap is rusted, missing or the wrong type for year and model.

r. Firewall

Check for original color. Points should be deducted for extra holes, brackets and accessories unless they were a factory option for year of manufacture.

s. Hood Insulation

Points will be deducted for condition and authenticity of insulation on cars requiring hood insulation. Maximum point deductions should be made only for missing insulation if required for year and model.

t. Radiator Overflow Tank

For cars so equipped, check for correct type, condition and placement. Also check for correct routing of hoses.

u. Ducts and Tubing

INTERIOR

Description	Deduct	Judges' Comments	A	W	C
Headliner	5				
Rear Window Shelf / Well	3				
Door Panels/Side Panels	10				
Seat Cushions / Rests	10				
Non-Authentic Uph. Fabric	5 *				
Non-Authentic Uph. Color	5 *				
Uph. Fit/Cond./Application	5				
Carpet / Floor Mats	2				
Sill Plates / Seat Belts	2				
Window Frames (Interior)	8				
Steering Wheel	3				
Pedals/Handles/Knobs	6				
Dashboard / Console	6				
Instruments	8				
Inside Mirrors / Glass	4				
Trunk Interior/Jack/Tools	10				
Accessories	8				
Top, Soft					
Down or Missing	15 *				
Condition	5				
Non-Authentic Material	10 *				
Trim/Bindings/Fasteners	4				
Top Frame	4				
Top Boot	4				
Boot / Non-Auth./Missing	5 *				
Non-Auth. Back Window	4 *				
Column Subtotal					

Please write A, W or C in the box provided to indicate the reason for each deduction taken:
A=Authenticity W=Workmanship C=Condition

Validation	Team Captain	Other Judge	Final Tally
Re-Add Each Category & Enter Score / Initials (2 Sets Initials Required)	Chassis	Initials:	Total Possible 400
	Engine	Initials:	Less Deductions -
	Interior		Grand Total
	Exterior		Verified Score:
	Total		

Note: Literature is for Documentation

* = INDICATES MANDATORY DEDUCTION

EXTERIOR

Description	Deduct	Judges, Comments	A	W	C
Body (Fit,Quality,Paint)					
Doors	20				
Fenders / Quarter Panels	20				
Hood	5				
Trunk / Trunk Lid	5				
Cowl / Front Surround	5				
Rocker Panels	5				
Exterior Trim	6				
Striping	4				
Hard Top:Paint/Vinyl/Fabric	10				
Non-Authentic Color	10 *				
Paint Condition/Detailing	10				
Front End					
Radiator Core Support	5				
Grille / Trim	6				
Lights					
Head Lamps / Housings	7				
Side / Parking Lamps	5				
Tail Lamps	5				
Driving / Fog Lamps	5				
Windshield Wipers	5				
Window Frames/Moldings	5				
Window Glass	10				
Door Handles / Locks	4				
Mirrors	4				
Accessories	8				
Column Subtotal					



Award Scoring
Gold 385-400 points
Silver 370-384 points
Bronze 355-369 points

Entry# _____

Owner _____

Senior status requires minimum score of 390, no mandatory deductions and a Gold award in class to qualify.

THE JUDGES DECISIONS, AS REFLECTED ON THIS FORM, ARE FINAL



Gran Sport Club of America

Judges Worksheet

Class _____ Meet _____
 Year _____ Judge _____

Please write A, W or C in the box provided to indicate the reason for each deduction taken.
 A = Authenticity W = Workmanship C = Condition

CHASSIS

Description	Maximum Deduction	Entry No. _____			Entry No. _____			Entry No. _____			Entry No. _____			
		Deductions			Deductions			Deductions			Deductions			
		↓	A	W C	↓	A	W C	↓	A	W C	↓	A	W C	↓
		Comments			Comments			Comments			Comments			
Bumpers / Guards														
Front	5													
Rear	5													
Suspension / Steering														
Front	8													
Rear	4													
Transmission / Driveline	5													
Non-Auth Trans / Driveline	4 *													
			D			D			D			D		
Frame	4													
Fuel Tank	3													
Brakes / Cables / Lines	3													
Exhaust System	5													
Non-Authentic Tire Type	5 *													
Non-Authentic Tire Size	3													
Tire Condition	2													
Spare Tire Cover & Acc.	3													
Tire Stems / Wheel Covers	6													
Non-Authentic Wheels	10*													
Wheels / Trim	8													
Total Deduction														

Judging the Chassis

The judge should not crawl under the car when judging the chassis. Inspection of the undercarriage may be accomplished by kneeling at front, rear, and at strategic points along the sides of the car to perform the necessary observations. Flashlights and other aids are not to be used in the GSCA judging process.

a. Bumpers / Guards

Check the condition of chrome, authenticity, finish and trim. Bumpers should show painted accents where required. No points should be deducted for year and model factory authorized bumperettes.

b. Suspension / Steering

Check for correctness of steering gear and column, style of grease fittings installed, excessive amount of lube and cleanliness, Springs and shocks must be of the authentic type, and no helper springs or air bags may be installed. No points are to be deducted for original factory authorized towing packages if available in year of manufacture.

c. Transmission / Driveline

Check for excess oil and grease, leaks and finish of driveline parts. Check grease fittings for proper type and excess lube.

d. Non-Authentic Transmission / Driveline (Mandatory Deduction)

Non-authentic type transmission or rear axle is a mandatory 4 point deduction. It must be correct for year and model.

e. Frame

Check for non-authentic modifications, condition and correct paint color. Although not encouraged, no points will be deducted for appropriate type undercoating applied to frame, floorpans and sheetmetal in a workmanlike fashion on cars of the proper era. Check for poor workmanship hidden by undercoating.

f. Fuel Tank

Check for correct size, style, appearance of finish, placement, and absence of severe dents.

g. Brakes / Cables / Lines

Check for correct style brakes, drums, master cylinder, power booster, proportioning valves, and or cables and rods. Check for correct lines and routing, and for correct style hoses and clamps on lines. No points should be deducted for stainless steel brake lines.

h. Exhaust System

Check for correct size, style of muffler, resonators, exhaust pipes, manifolds, heat risers, catalytic converters, and tail pipes. Points should be deducted for condition, non-authentic cutouts and end tips. Points should not be deducted for stainless steel exhaust systems unless they are polished, as they would not look factory correct.

i. Tires- Type

(Mandatory Deduction)

A mandatory 5 points will be deducted for non-authentic type (radial / bias-ply) and obviously incorrect whitewall width, unless tire was a factory authorized option for model and year.

j. Tires-Size

Check tires for correct or comparable size for year and model.

k. Tires-Condition

Check tire tread pattern; tires should match in pairs. Spare tire may not match any pair of tires on the car. No points should be deducted for space saver spare tires if correct for model and year.

l. Spare Tire Cover and Hardware

Check for correct mounting hardware, cover and accessories for spare tires. This includes all hardware and accessories for space saver spare tires if the vehicle is so equipped.

m. Tire Valve Stems / Hubcaps / Wheelcovers

Valve stems and hubcaps or wheelcovers must match and be correct for year or model. Also points should be deducted for incorrect or painted tire weights.

n. Non-Authentic Wheels

(Mandatory Deduction)

Check for correct wheels and or rims for year or model. On newer cars sport wheels may be on the car, but spare may be an original steel rim. Incorrect wheels result in a mandatory 10 point deduction.

o. Wheels / Trim

Check condition of wheels. Points should be deducted for pits in the metal and for excessive paint chips. Beauty rings, center caps, lug nuts, etc., should be checked for condition and correctness for year and model.



Gran Sport Club of America

Judges Worksheet

Class _____ Meet _____
 Year _____ Judge _____

Please write A, W or C in the box provided to indicate the reason for each deduction taken.
 A = Authenticity W = Workmanship C = Condition

ENGINE

Description	Maximum Deduction	Entry No. _____			Entry No. _____			Entry No. _____			Entry No. _____		
		Deductions			Deductions			Deductions			Deductions		
		↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓
		A	W	C	Comments	A	W	C	Comments	A	W	C	Comments
Block / Heads / Crank Case	4												
Manifolds	4												
Non-Authentic Engine	10*												
Non-Authentic Color	5 *												
Tags & Decals	4												
Starter	4												
Generator / Alternator	4												
Voltage Regulator	2												
Distributor	4												
Wiring/Cables/Coil/Plugs	6												
Battery / Hold Down	3		D				D					D	
Fuel Pump/Lines/Vacuum	4												
Carburetor	6												
Water Pump	2												
Hoses	5												
Hose Clamps	5												
Belts / Fan	4												
Radiator Core/Cover/Shroud	6												
Radiator Cap	2												
Firewall	4												
Hood Insulation	3												
Radiator Overflow Tank	4												
Ducts / Tubing	3												
Oil Filter / Air Cleaner	4												
Air Conditioning/Heater Sys	6												
Wiper / Washer Equipment	4												
Horn	2												
Total Deduction													

Judging the Engine

Have the owner open the hood for you. Inspect all components for cleanliness and finish. Look for gasoline stains, deteriorated finish, excess oil, grime, extra holes, water leaks, and condition of belts. Maximum point deductions should be made only when a component is missing.

a. Block / Heads / Crank Case

Check that block, heads, oil pans, and valve covers are the correct types for model and year only. Engine components **will not** be checked to determine if they are “Numbers Matching”. You must also check for condition, cleanliness, and overall appearance.

b. Manifolds

Check that manifolds are correct for model and year and for condition, cleanliness and overall appearance. No point deduction should be made for heat discolored manifolds. Exhaust systems were not originally painted. Surface rust or painted finish will not receive a point deduction, however, deteriorated or pitted systems did not come that way from the factory and point deductions will be made.

c. Non-authentic Engine

(Mandatory Deduction)

A full 10 point deduction will be made if the engine is non-authentic for year and model. Engine components **will not** be checked to determine if they are “Numbers Matching”.

d. Non-Authentic Color (Mandatory Deduction) Ref: Appendix 1

A full 5 point deduction will be made if color is non-authentic for year and model. No point deductions should be made for variation in shade of color or for engines made the year of a color change if the color used was on the previous or following year’s color.

e. Tags and Decals

Check that tags and decals are present, legible, properly mounted and correct for year, model and/or accessories.

f. Starter

Check that starter is correct for year and model and is painted the correct color.

g. Generator / Alternator / Voltage Regulator / Distributor

Points should be deducted for improper size, style and color for model and year.

h. Wiring / Cables / Coils / Spark Plugs

Points should be deducted for incorrect wiring size, type, loom material, connectors, coverings and clips. Also for incorrect coil, battery connectors, and spark plugs.

i. Battery / Hold Down

Check for correct size, style and “Look” for year and model. A one point deduction should be made for incorrect battery manufacturer. Batteries supplied at the factory were of the liquid fill type. Optional maintenance free D89 batteries were available in 1973. Freedom II batteries were first used in 1977.

j. Fuel Pump / Lines and Vacuum Tank

Points should be deducted for leaks, condition and authenticity. Point deductions should be made for electric fuel pump installation if found. The appearance of the fuel system should be correct and operational. Also check that the hoses and clamps are correct for year and model.

k. Carburetor

Check for correct size and type for model and year. On modern cars, deductions for incorrect aspiration / induction equipment should be made.

l. Water Pump

Check that water pump is visually as installed by manufacturer.

m. Hoses

Points will be deducted for condition and also for flex hoses if not original factory installed type for that year and model.

n. Hose Clamps

Up to a maximum of 5 points should be deducted for non-authentic style clamps. No points will be deducted for authentic style stainless clamps if correct type for model and year.

o. Belts and Fans

Check for original equipment for year and model. Point deductions should be made for missing clutch fan assembly if it was an original factory item.

p. Radiator Core / Top Cover / Fan Shroud

Point deductions should be made for condition, workmanship and correctness for model and year. Also up to a maximum of 3 points should be deducted for non-authentic fin pattern.

q. Radiator Cap

No points will be deducted unless cap is rusted, missing or the wrong type for year and model.

r. Firewall

Check for original color. Points should be deducted for extra holes, brackets and accessories unless they were a factory option for year of manufacture.

s. Hood Insulation

Points will be deducted for condition and authenticity of insulation on cars requiring hood insulation. Maximum point deductions should be made only for missing insulation if required for year and model.

t. Radiator Overflow Tank

For cars so equipped, check for correct type, condition and placement. Also check for correct routing of hoses.

u. Ducts and Tubing

Check for correct size, style, color and placement.

v. Oil Filter and Air Cleaner

Check that they are visually correct for model and year of manufacture. Points should be deducted for incorrect brand or missing filters, also for incorrect or missing decals or air cleaner foams, on cars so equipped. Point deductions should also be made for condition and workmanship.

w. Air Conditioning System / Heater / Wiper-Washer Equipment / Horn /Power Accessories

Check that all components, hoses, clamps, etc. are correct for model and year of manufacture. Also check for proper routing of wires, hoses, etc. On cars so equipped, check all power steering components for correct style, routing and “look”. Also check that the pulleys are correct for the accessories. Points should be deducted for any and all non-factory or dealer authorized options.



Gran Sport Club of America

Judges Worksheet

Class _____ Meet _____
 Year _____ Judge _____

Please write A, W or C in the box provided to indicate the reason for each deduction taken.
 A = Authenticity W = Workmanship C = Condition

INTERIOR

Description	Maximum Deduction	Entry No. _____			Entry No. _____			Entry No. _____			Entry No. _____		
		Deductions			Deductions			Deductions			Deductions		
		A	W	C	Comments	A	W	C	Comments	A	W	C	Comments
Headliner	5												
Rear Window Shelf / Well	3												
Door Panels/Side Panels	10												
Seat Cushions / Rests	10												
Non-Authentic Uph. Fabric	5 *												
Non-Authentic Uph. Color	5 *												
Uph. Fit/Cond./Application	5												
Carpet / Floor Mats	2												
Sill Plates / Seat Belts	2												
Window Frames (Interior)	8												
Steering Wheel	3		D			D				D			
Pedals/Handles/Knobs	6												
Dashboard / Console	6												
Instruments	8												
Inside Mirrors / Glass	4												
Trunk Interior/Jack/Tools	10												
Accessories	8												
Top, Soft													
Down or Missing	15*												
Condition	5												
Non-Authentic Material	10*												
Trim/Bindings/Fasteners	4												
Top Frame	4												
Top Boot	4												
Boot / Non-Auth./Missing	5 *												
Non-Auth. Back Window	4 *												
Total Deduction													

Judging the Interior

When judging the interior, the owner is to provide access, however the judge does not enter the vehicle, touch anything, and must refrain from smoking, eating or drinking while judging.

a. Headliner (Closed Cars Only)

Points should be deducted for incorrect color of upholstery and/or material and style for model and year. Also for fit, wrinkles and condition of edging materials. Visors and sail panels should also be checked.

b. Rear Window Shelf / Well

Up to 3 points should be deducted for worn, damaged or incorrect rear window shelf for closed cars and for worn, damaged or wrong material used in the rear window well in open cars. A maximum of 3 points will be deducted for missing rear window shelf or rear window well if required for year and model.

c. Door Panels / Side Panels and Seat Cushions / Rests

Points should be deducted for incorrect material, fit, pleating, welting, shaping, trim, piping, and condition. Check door and side panels for correct fit, stitching or heat-sealing designs, pockets, trim pieces, and kick panels.

d. Non-Authentic Upholstery Fabric (Mandatory Deduction)

A mandatory 5 point deduction will be made if upholstery material and pattern do not appear as original.

e. Non-authentic Upholstery Color (Mandatory Deduction)

A mandatory 5 point deduction will be made if upholstery color is not correct for exterior paint color or year and model of car.

f. Upholstery - Fit / Application / Condition

Check for look (pleats or mode of application), fit, condition or quality of workmanship.

g. Carpets / Sill Plates / Mats / Seat Belts

Points will be deducted for condition, finish and authenticity of sill plates and carpet style, material, binding, fit, and fasteners. Floor mats (Carpet Savers) and seat belts should be checked for condition and correctness of color, year and model. Note for most GM cars; carpet type changed from loop to cut pile for the 1973 model year.

h. Window Frames (Interior)

On vehicles so equipped, points will be deducted for finish, color and condition of garnish moldings or window surrounds.

i. Steering Wheel

Points should be deducted for cracks, color and condition. A maximum point deduction will be made for wrong or non-factory covered steering wheel.

j. Pedals / Levers / Handles / Knobs

Points should be deducted for bad plating or finish, incorrect type, color or finish for year and model. Also points should be deducted for incorrect or worn rubber, vinyl, or leather covers for gear shift or brake, clutch, and gas pedals.

k. Dashboard and/or Console

Points will be deducted for incorrect fit, finish, color, and accessories, also for exposed or incorrect wiring and poor workmanship.

l. Instruments

Points should be deducted for any non-factory installed instruments, missing gauges and fogged, scratched, cracked, or incorrect lenses.

m. Inside Mirrors / Glass

Points will be deducted for condition and incorrect type, finish, and/or style.

n. Trunk interior / Jack / Tools

Check trunk lining and mat for correct material and pattern. Points should be deducted for incorrect or missing trunk mats, paint, tool covers, holders and incorrect installation of hardware for tools and jacks. You should also deduct for weatherstripping condition and/or leaks.

o. Accessories

No points will be deducted for mounting a fire extinguisher if done in a workmanlike manner. (Also see exterior accessories.)

Top, Soft

No points should be deducted unless car being judged is a convertible. Check that top is correct for model and year.

p. Down or missing (Mandatory Deduction)

Owner must have top up or a mandatory 15 point deduction will be taken.

q. Condition

Points will be deducted for wear, wrinkles and sags in the top. Remember that original factory tops had "some" wrinkles and sags.

r. Non-Authentic Top Material (Mandatory Deduction)

The mandatory 10 point deduction should be made for all cars that have the wrong material or top color for model, body color and year.

s. Trim / Bindings / Fasteners

Check for correct type, finish, quantity and correct placement.

t. Top Frame

Points should be deducted for incorrect or bad plating and/or paint and for wear, tears or gaps in bow coverings and listing strips.

u. Top Boot

Check condition, fastener type and authenticity. Top boot need not be installed but must be available for viewing.

v. Non-Authentic Boots (Mandatory Deduction)

If the car being judged was originally equipped with a top boot, it must be available for inspection or a full 5 point mandatory deduction will be made. This deduction will also be made if it is not correct for model and year, if it does not match the upholstery material, or is not correct for the exterior color of the car.

w. Non-Authentic Back Window (Mandatory Deduction)

A mandatory 4 point deduction will be made for incorrect size, placement, bindings, material and style for model and year.

Judging the Exterior

First do a quick walk around the car. Check each of the components (fenders, doors, hood, etc.), the color scheme and presence of items which should not be there, as well as absence of things which should be there. Make a mental note of any discrepancies. If in doubt, discuss them with your Team Captain. If necessary the Team Captain should ask the owner for documentation while you are judging the details. Check for authenticity, condition, workmanship and maintenance.

a. Body (Fit and Quality of Metal Work) Doors-Fenders-Quarter Panels-Hood-Trunk-Trunk Lid-Cowl-Front Surround

Each of the body components should be judged in the following area. Judges should consider the degree to which a defect may be less than factory original when assigning point deductions. Check for even spacing and proper alignment around all doors, hood, windshield, trunk, and fenders. Striping, moldings and belt lines should all line up. Check closed cars for improper restoration or the rain gutters. Points should be deducted if dents or ripples are more noticeable than factory original. Use of non-authentic materials for repairs, such as body lead or plastic, is not encouraged. However, point deduction will be taken only if these repairs are observed without the use of testing methods to determine their composition.

b. Rocker Panels

Rocker panels may have points deducted for ripples, rust, dents, missing or incorrect trim, etc.

c. Exterior Trim and Striping

Look at chrome as well as stainless moldings, stone guards and splash guards. Plating should be of the proper type and should be applied to the proper areas only. Parts and trim should be properly finished and smoothed prior to plating. Check for pits, blisters, cracks and corrosion. On die cast parts check for removal of detail and correct painted accent areas if applicable. On stainless steel trim check for dents and surface polish. Points should be deducted for incorrect striping use, type or placement. However, you must take into consideration that on certain models variations of striping placement did exist. On newer cars no point deductions should be made for tape striping if offered for year and model by the manufacturer.

d. Hardtop / Paint – Fabric – Vinyl

Check for condition; excessive ripples, waves, or fabric wear and proper fit around windows and trim. On cars with vinyl or fabric tops, check the top material for material type and installation.

e. Non-Authentic Color (Mandatory Deduction)

A mandatory 10 point deduction must be made if paint color is not authentic for year and model. A slight variation of shade is acceptable and no point deduction should be made. If paint looks as original no point deduction should be made for the type of paint. Paint colors applied may be in any color combination and location available from the factory for that model and year and need not be the color originally applied to that particular car. Paint should be of the type originally applied or have the appearance of the original finish.

f. Paint / Detailing / Condition

Check for workmanship, condition and maintenance of the finish. Points should be deducted for excessive orange peel, over-spray, over rubbing, sanding scratches, difference in color between panels, fish eyes, cracks, crazing, blisters, dull finish, chalking, excessive chips, touch up areas and poor masking.

Front End

g. Radiator Core Support

Check for workmanship, condition, color, detail and correctness for year and model. Also check for rust and poor repairs at bottom mount areas.

h. Grille / Trim

Check for condition, color, detail and correctness for year and model. On die cast parts check for removal of detail and correct painted accent areas if applicable.

Lights

i. Head lamps / Housings / Side lamps and or Parking lamps / Tail lamps / Driving lamps and or Fog lamps

Check that lights are correct for year of manufacture or a factory authorized option. A 1 point (total) deduction should be made for incorrect sealed beam lights or halogens if not offered as original factory equipment. Points also should be deducted for non-authentic lights, cracked, improper or faded lenses or for headlight housings that are not the correct finish, lack the correct trim, and/or are in poor condition.

j. Windshield Wipers / Wiper Arms

Wiper arms and blades should be checked for correct type and style for model and year.

k. Window Frames / Moldings (Exterior)

Check for proper fit, finish and condition of plastic, stainless/rubber, and plastic window surrounds on cars so equipped.

l. Window Glass

Points will be deducted for non-authentic tint, cracked, fogged, discolored, delaminated, or missing glass.

m. Door Handles / Locks

Check escutcheon, rubber, proper fit, detailing and finish. Also check for correctness for year and model.

n. Mirrors

Check for condition and correctness of style for year and model.

o. Accessories

No points are to be deducted for GSCA or BCA decals, stickers, badges, and license plate frames. GSCA does not recommend, but will not deduct points for inspection stickers or other legally required identification, such as parking or military stickers. No points should be deducted for period stickers and emblems applicable to era. A point deduction should be made for commercial or non-auto-related stickers and/or decals. Points are never added for accessories, but deductions are taken for authenticity, workmanship and condition.



Gran Sport Club of America

Judges Worksheet

Class _____ Meet _____
 Year _____ Judge _____

Please write A, W or C in the box provided to indicate the reason for each deduction taken.
 A = Authenticity W = Workmanship C = Condition

EXTERIOR

Description	Maximum Deduction	Entry No. _____			Entry No. _____			Entry No. _____			Entry No. _____		
		Deductions			Deductions			Deductions			Deductions		
		A	W	C	Comments	A	W	C	Comments	A	W	C	Comments
Body (Fit,Quality,Paint)													
Doors	20												
Fenders / Quarter Panels	20												
Hood	5												
Trunk / Trunk Lid	5												
Cowl / Front Surround	5												
Rocker Panels	5												
Exterior Trim	6												
Striping	4												
Hard Top:Paint/Vinyl/Fabric	10												
Non-Authentic Color	10*		D			D			D			D	
Paint Condition/Detailing	10												
Front End													
Radiator Core Support	5												
Grille / Trim	6												
Lights													
Head Lamps / Housings	7												
Side / Parking Lamps	5												
Tail Lamps	5												
Driving / Fog Lamps	5												
Windshield Wipers	5												
Window Frames/Moldings	5												
Window Glass	10												
Door Handles / Locks	4												
Mirrors	4												
Accessories	8												
Total Deduction													

Gran Sport Club of America Team Captain Reporting Form

Meet Location

Today's Date

Class or Classes Judged: _____

(Years, Models): _____

Team Captain: _____ Phone # _____

The Following Persons Judged all Vehicles in the Categories Listed:

Chassis: _____ Phone # _____

Engine: _____ Phone # _____

Interior: _____ Phone # _____

Exterior: _____ Phone # _____

This form is to be completed by each Team Captain and turned in to the Head Judge with all the other completed forms for your team.

Duties and Responsibilities of the Team Captain

The Team Captain is responsible for on-field conduct of GSCA judging policy. The Team Captain is also responsible for the preservation and augmentation of good relations between GSCA judging and the GSCA member-owners. This position is therefore one of importance to the success of the judging process. The Team Captain is the leader of the judging team and serves as liaison between that team and both the owner of each car judged and the judging system as represented by the GSCA, the Judging Officials and this manual. He/she is responsible for ensuring that all judging activities are carried out in a fair, courteous and impartial fashion and is to lead and guide the members of the team to that end result.

The Team Captain will arrive on the field prior to the designated time. Initially inventory all vehicles in your class to see that they are correctly placed on the field. Check all cars against the roster.

The Team Captain shall obtain from the owner the completed Windshield Card, check the correctness, completeness and legibility of the information provided and make additions and corrections as required. He will then:

- a. Assign each team member to a responsibility in one of the four categories of judging; exterior, interior, chassis or engine.
- b. Give assistance to any team member as required or requested.
- c. Be the only member of the team to converse with the vehicle owner.
- d. Assign a team member to place "Judged" stickers on the windshield card at completion of judging.
- e. Assign a team member to check for operational fire extinguishers on all vehicles. **Non-conforming vehicles are not eligible for judging.**
- f. Give special attention to new judges. Provide leadership and instruction. Provide guidance to any team member who is unfairly critical or too lax.
- g. Insure that only team members are present when judging discussions are held. All reporting of individual judges must be done as privately as possible.
- h. Initial any changes, which have been entered on the form.
- i. Receive and discuss evidence of authenticity with the owner.
- j. Refer evidence in conflict with the judging manual to the Head Judge for consideration of merit.
- k. Critically evaluate the evidence and render a decision, which shall be reflected on the judging sheet.
- l. If the evidence is unsatisfactory, and the owner requests arbitration, the Team Captain shall call upon the Head Judge to arbitrate the decision.
- m. Enter on the judging form all items of deduction, make notations in the comment column, total each column, enter the Summary column of the form, total the score, determine the placement (in order of descending score), confirm the reasonableness of the placement and sign the judging form under "Team Captain". Double check all entries on the judging form.
- n. Complete each judging form entirely before moving to the next car to be judged. Verify that point deduction is being taken for the correct entry.
- o. If they are to be judged, begin with the Senior vehicles in your class.
- p. Continue judging with evaluation of all non-Senior vehicles.
- q. At the conclusion of judging, complete the Team Captain Reporting Form, complete the Formal Judging Forms for each vehicle in the class, fill out the Class Tally Sheet and collect the individual category Judges Worksheets.
- r. Once all the sheets are turned in and are double-checked for completeness, release the team.
- s. Turn in all completed forms to the Head Judge.

