



Council of Motor Clubs
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Judging Procedures

The judging of motor vehicles may seem very subjective to some, but if performed correctly it can be a very exacting and objective pastime.

There are two main subject areas: -

- A.** Appearance and presentation
- B.** Originality or authenticity

Car clubs or promoters may want their cars judged for either A. or B. or a combination of both. Cars are entered and pre-judged or scrutinised so that the best of the group is then displayed on the 'concourse'. The aim of concours judging, as it is called, is to find the 'best of the best', and can be broken into three types.

Concours d'Elegance – where both A. & B. are judged. This type is where fully restored cars are judged, where cars have been rebuilt from the ground up and every panel, component, nut & bolt is painstakingly refitted and every item is as close as possible to how it left the factory. This criteria is used for the Shannons Eastern Creek Classic Concours.

Concours d'Mode – where only A. is taken into account. This type suits modified cars, where factory authenticity is not important, but cars are still required to be near perfect in their presentation and appearance. This type of judging is also ideal for car club show 'n' shine days, with concessions given due to the fact that the vehicles are usually 'daily drivers'.

Concours d'Etat – where perfect paint and trim are not required but factory authenticity is paramount. Only area B. is judged here. Cars in original condition, no matter what their age, are in this group. For example a 1950s car, where the original coat of paint is quite faded & the interior trim is worn and tatty, can win here as long as the car retains its originality. Service items aside, the winning d'Etat vehicle will be virtually untouched from the day it was purchased new. Cars will have always had a few minor collision repairs over the years, so many clubs may rule for example, that a car many have no more than three external panels repaired or replaced to remain eligible.

Judging

A. Appearance & presentation.

Many car clubs display their member's cars on show 'n' shine days, where the owners prepare and polish their pride and joy to present them in their best light. Modified cars can also be included here because authenticity is not important in this type of judging, it's all about appearance. Judging is carried out by deducting points (or awarding them, depending on the system being used) for various aspects of the vehicle. The CMC system deducts points in four groups representing the four main areas of the car:

- 1.** Exterior
- 2.** Interior
- 3.** Underbonnet
- 4.** Underbody

The boot interior is not judged at CMC events, as many older vehicles have no actual boot or trunk, making it a 'level playing field'. It also makes the boot available for owners to securely stow their belongings on show days.

Each group is then broken down to into sub-groups, and then points deducted for deficiencies in each sub-group. Deduction points are 0 (zero) for perfect (rarely seen), up to a maximum of 5 points for very poor (or unacceptable).

For example the exterior is broken into three sub-groups: -

- a** Paintwork, colour etc.
- b** Bodywork, doors, guards etc.
- c** Lights, bumpers, plating, badges, mouldings etc.

Judging Procedures

-2-

Paintwork is judged according to the overall evenness of the finish and colour. Points would be deducted for orange peel, chips, fading, colour mis-match & other blemishes. In extreme cases, bad paint runs, poor repairs and excessive fading would lead to the maximum deduction of 5 points.

Bodywork is judged according to straightness of the bodywork. Accident damage, minor dents, uneven door gaps, general panel alignment are all taken into account. Once again, points are deducted for areas considered not up to standard. Most cars would struggle in this group with a few small dings, one or two bad door gaps and a mis-aligned panel gaining 4 or 5 demerit points with ease. This is where a judges' discretion comes into play. Obviously cars are judged more precisely in a full concours d'elegance show, versus a car club show 'n' shine.

In the 3rd exterior group particular attention is paid to the uniformity of the plating & lenses. With older cars where new car perfection is difficult to achieve, allowance is made for minor fading or crazing, as long as the finish is even throughout the car and the owner has achieved the best possible appearance given this concession.

The interior, underbonnet and underbody are also broken into sub-groups and judged similarly.

The CMC judging pool includes judges with professional experience in each of these areas, i.e. panelbeaters / spraypainters for paint and body, motor trimmers for interior and mechanics for underbonnet and underbody. Those who have built trophy-winning cars also make very good judges.

Originality & Authenticity

This is where marque experts come into their own. Knowledge of individual makes and models is very important when items of authenticity come into play. This area of judging is also broken into the same four groups.

1. Exterior
2. Interior
3. Underbonnet
4. Underbody

With the exterior, paint finish and colour must be typical of how the car left the factory when it was new. Incorrect colours (for model) or the use of a hi-gloss 2-pack paint finish on a mass-produced 1960 car would earn demerit points. Deductions would also be made for non-standard exterior chrome mouldings or auxiliary non-standard lights that may have been fitted.

Likewise interior trim (seats, door trims or flooring) must be of the same type and style as was offered by the factory. This is also the case with any dash fittings; non-factory radios or auxiliary switchgear are good examples.

The underbonnet is an area where many cars lose points. A lot of knowledge and many hours of painstaking work are often required to recreate that perfect 'factory look' under the bonnet. Attention to detail is needed with correct hoses, hose clamps, wiring harness, harness clips and connectors, along with correct paint finish in the engine bay and firewall, as well as on the engine itself. Any metal plating must be of the correct colour and type, especially in the fuel pump and carburettor area.

Underbody, along with wheels and tyres are also treated with equal scrutiny. Original style exhaust pipes and fittings are a bonus as well as correct size, style and colour of shock absorbers and other suspension components. Non-standard suspension height (lowered or raised) will deduct points. Wheels of the factory type and paint finish, with OEM brand and sized tyres and perfectly polished authentic hubcaps can make all the difference with a trophy-winning car.

Another thing which helps improve scoring is the overall uniformity of the vehicle. There is no point having the world's best exterior paint job if the rest of the vehicle is of a much poorer standard. Remember the criteria, "the car must appear the same as it did the day it left the factory".

Exemptions for certain added 'safety' items are allowed without effecting authenticity under CMC rules. Cars are allowed seatbelts & directional indicators to be added without deduction. The quality of their fitting however could lead to demerits for presentation, if the fitting displayed poor workmanship. Other items in this group include the red coloured valve stem caps signifying the use of nitrogen gas in the tyres.

Judging Procedures

-3-

Shown below are samples of the judging sheets used by members of the CMC judging pool.

Age Groupings.

For the CMC Concourse d'Elegance at the Shannons Eastern Creek Classic, cars are grouped according to their age.

1. Veteran = Car built prior to 1st January 1919
2. Vintage = Cars from 1st January 1919 to 31st December 1930
3. 30s = Cars built 1st January 1931 to 31st December 1940
4. 40s = Cars built 1st January 1941 to 31st December 1950
5. 50s = Cars built 1st January 1951 to 31st December 1960
6. 60s = Cars built 1st January 1961 to 31st December 1970
7. 70s = Cars built 1st January 1971 to 31st December 1980
8. Modern = Cars built 1st January 1981 to 31st December 2002

COUNCIL OF MOTOR CLUBS Inc. (NSW)

Vehicle Make Year Model Rego No.		Entry No. Club Entrant's Name											
JUDGING SHEET													
APPEARANCE AND/OR CONDITION													
ITEM	Exc.	VG	Good	Fair	Poor	U/ac	AUTHENTICITY SCALE					REMARKS	
Paintwork-Colour-Linework (Not Wheels)	0	1	2	3	4	5	0	1	2	3	4	5	
Body-Mudguards-Doors-Running Boards	0	1	2	3	4	5	0	1	2	3	4	5	
Lamps-Plating-Bumpers-Badges-Mouldings	0	1	2	3	4	5	0	1	2	3	4	5	
Engine Compartment Paintwork	0	1	2	3	4	5	0	1	2	3	4	5	
Fuel System-Pump-Vacuum Tank-Carby-Filter-Pipes-Hoses-Fittings	0	1	2	3	4	5	0	1	2	3	4	5	
Electrical-Ignition-Wiring-Battery-Horn-Generator-Starter Motor	0	1	2	3	4	5	0	1	2	3	4	5	
Radiator-Fan-Water Pump-Hoses-Hose Clamps	0	1	2	3	4	5	0	1	2	3	4	5	
Hood-Sidecurtains (Tourers) Hoodlining-Windows (Sedans)	0	1	2	3	4	5	0	1	2	3	4	5	
Upholstery-Seats-Floor Coverings	0	1	2	3	4	5	0	1	2	3	4	5	
Dash-Instruments-Interior Fittings	0	1	2	3	4	5	0	1	2	3	4	5	
Chassis-Springs-Gaiters-Shock Absorbers-Undercarriage-Mufflers-Pipes	0	1	2	3	4	5	0	1	2	3	4	5	
Transmission-Brakes	0	1	2	3	4	5	0	1	2	3	4	5	
Front Axle/Suspension-Steering	0	1	2	3	4	5	0	1	2	3	4	5	
Wheels-Tyres-Rims-Wheel Trims-Alloys	0	1	2	3	4	5	0	1	2	3	4	5	
NOTE:- BOOTS TO BE CLOSED (NOT JUDGED)	APPEARANCE TOTAL					AUTHENTICITY TOTAL					GRAND TOTAL		