

Lincoln and Continental Owners Club

NATIONAL MEET CONCOURS RULES

DIVISION I TOURING/ORIGINAL CLASSES	DIVISION III SENIOR CLASSES
<p>(101) 1921 -1940 Lincoln, L., KB, KA, and K 1936 - 1948 Lincoln & Lincoln Zephyr</p> <p>(102) 1939 - 1948 Lincoln Continental</p> <p>(103) 1949 - 1960 Lincoln & Lincoln Continental</p> <p>(104) 1956 - 1957 Continental Mark II</p> <p>(105) 1969 - 1971 Continental Mark III</p> <p>(106) 1961 - 1969 Lincoln Continental Convertible, Coupe, and Sedan</p> <p>(107) 1970 - 1979 Lincoln, Lincoln Continental, Continental Mark IV, Mark V, Town Car, Town Coupe 1977 - 1980 Versailles</p> <p>(108) 1980 Lincoln Continental 1981 - 1989 Lincoln Town Car 1981 Lincoln Town Coupe 1980 - 1983 Continental Mark VI 1984 - 1985 Continental Mark VII 1986 - 1992 Lincoln Mark VII 1993 - 1998 Lincoln Mark VIII **</p> <p>(109) 1990 - or Newer Lincoln ** Lincoln Town Car ** Navigator, Aviator, Blackwood, Lincoln LS ** 1988 - 2002 Lincoln Continental **</p> <p>**Subject to eligibility requirements</p>	<p>(301) 1921 -1940 Lincoln, L., KB, KA, and K 1936 - 1948 Lincoln & Lincoln Zephyr</p> <p>(302) 1939 - 1948 Lincoln Continental</p> <p>(303) 1949 - 1960 Lincoln & Lincoln Continental</p> <p>(304) 1956 - 1957 Continental Mark II</p> <p>(305) 1969 - 1971 Continental Mark III</p> <p>(306) 1961 - 1969 Lincoln Continental Convertible, Coupe, and Sedan</p> <p>(307) 1970 - 1979 Lincoln, Lincoln Continental, Continental Mark IV, Mark V, Town Car, Town Coupe 1977 - 1980 Versailles</p> <p>(308) 1980 Lincoln Continental 1981 - 1989 Lincoln Town Car 1981 Lincoln Town Coupe 1980 - 1983 Continental Mark VI 1984 - 1985 Continental Mark VII 1986 - 1992 Lincoln Mark VII 1993 - 1998 Lincoln Mark VIII **</p> <p>(309) 1990 - or Newer Lincoln ** Lincoln Town Car ** Navigator, Aviator, Blackwood, Lincoln LS ** 1988 - 2002 Lincoln Continental **</p> <p>**Subject to eligibility requirements</p>
DIVISION II PRIMARY CLASSES	DIVISION V EMERITUS
<p>(201) Modified Custom</p> <p>(202) Professional Vehicles</p> <p>(203) 1921 - 1931 Lincoln L</p> <p>(204) 1932 - 1940 Lincoln KB, KA, K</p> <p>(205) 1936 - 1939 Lincoln Zephyr</p> <p>(206) 1940 - 1942 Lincoln Zephyr & Custom</p> <p>(207) 1946 - 1948 Lincoln</p> <p>(208) 1939 - 1942 Lincoln Continental Cabriolet</p> <p>(209) 1940 - 1942 Lincoln Continental Coupe</p> <p>(210) 1946 - 1948 Lincoln Continental Cabriolet</p> <p>(211) 1946 - 1948 Lincoln Continental Coupe</p> <p>(212) 1949 - 1951 Lincoln & Lincoln Cosmopolitan</p> <p>(213) 1952 - 1955 Lincoln</p> <p>(214) 1956 - 1957 Lincoln</p> <p>(215) 1956 - 1957 Continental Mark II</p> <p>(216) 1958 - 1960 Lincoln & Continental Mark III, IV, & V</p> <p>(217) 1961 - 1963 Lincoln Continental Convertible</p> <p>(218) 1961 - 1963 Lincoln Continental Sedan</p> <p>(219) 1964 - 1965 Lincoln Continental Convertible</p> <p>(220) 1964 - 1965 Lincoln Continental Sedan</p> <p>(221) 1966 - 1967 Lincoln Continental Convertible</p> <p>(222) 1966 - 1969 Lincoln Continental Sedan & Coupe</p> <p>(223) 1969 - 1971 Continental Mark III</p> <p>(224) 1970 - 1974 Lincoln Continental</p> <p>(225) 1975 - 1979 Lincoln Continental</p> <p>(226) 1972 - 1976 Continental Mark IV</p> <p>(227) 1977 - 1979 Continental Mark V</p> <p>(228) 1977 - 1980 Versailles</p> <p>(229) 1980 - 1983 Continental Mark VI</p> <p>(230) 1980 Lincoln Continental 1981 - 1989 Lincoln Town Coupe and Town Car</p> <p>(231) 1982 - 1987 Continental</p> <p>(232) 1984 - 1992 Mark VII</p> <p>(233) 1988 - 2002 Lincoln Continental **</p> <p>(234) 1990 or Newer Lincoln ** Lincoln Town Car ** Navigator, Aviator, Blackwood, Lincoln LS **</p> <p>(235) 1993 - 1998 Lincoln Mark VIII **</p> <p>**Subject to eligibility requirements</p>	<p>(500) 1921 or Newer Elliston H. Bell and Senior Major Trophy winners **</p> <p>**Subject to eligibility requirements)</p>
	DIVISION VI PRESERVATION
	<p>(600) 1921 or Newer Senior Major Trophy and President's Trophy winners **</p> <p>**Subject to eligibility requirements)</p>

Lincoln and Continental Owners Club

VOLUNTEER JUDGING:

We always need members to serve as judges for our National Meets. Members, spouses or friends who are registered to attend the meet are encouraged to volunteer. If you are a novice you will be teamed with an experienced group who have judged before.

Please consider joining us in this very important process at the
 Western Meet Mid-America Meet Eastern Meet

Member Name _____

YEARS MOST FAMILIAR WITH	PARTICULAR MODEL	FAMILIAR	SOMEWHAT	NOVICE
1921 through 1929 models				
1930 through 1939 models				
1940 through 1948 model Lincoln				
1940 through 1948 model Continental				
1949 through 1951 models				
1952 through 1957 models				
1956 to 1957 Mark II				
1958 through 1960 models				
1961 through 1963 models				
1964 through 1969 models				
1969 through 1971 Mark III				
1970 through 1979 Continental and Versailles				
1972 through 1979 Mark IV and V				
1980 through 1989 models				
1990 and newer models				

I will help with Mechanical Judging on Friday Saturday Both Days

I will assist as a runner on Saturday Yes No

Spouse/friend _____

YEARS MOST FAMILIAR WITH	PARTICULAR MODEL	FAMILIAR	SOMEWHAT	NOVICE
1921 through 1929 models				
1930 through 1939 models				
1940 through 1948 model Lincoln				
1940 through 1948 model Continental				
1949 through 1951 models				
1952 through 1957 models				
1956 to 1957 Mark II				
1958 through 1960 models				
1961 through 1963 models				
1964 through 1969 models				
1969 through 1971 Mark III				
1970 through 1979 Continental and Versailles				
1972 through 1979 Mark IV and V				
1980 through 1989 models				
1990 and newer models				

I will help with Mechanical Judging on Friday Saturday Both Days

I will assist as a runner on Saturday Yes No

LINCOLN AND CONTINENTAL OWNERS CLUB

NATIONAL MEET JUDGING FORM MECHANICAL - OPERATION

EASTERN ENTRY # _____

MID-AMERICA 20 _____ CLASS _____

WESTERN FINAL SCORE _____

YEAR _____ MODEL _____ Color _____

VIN# _____ BODY STYLE _____

LICENSE# _____ STATE _____

- TOURING/ORIGINAL PRIMARY SENIOR
 CONTEMPORARY PRESERVATION EMERITUS



National Chief Judge, LCOC
9 Mildred Rd.
Danvers, MA 01923

PLACE
STAMP
HERE

FIRST CLASS MAIL

OWNER NAME

STREET ADDRESS

CITY STATE ZIP

SECTION NO. 1 - MECHANICAL - OPERATION

ITEMS TO BE CHECKED		YES	NO	N/A
1	FIRE EXTINGUISHER			
MANDATORY				
2	WIRING SAFE (No bare or loose wires)			
3	BATTERY SECURE			
4	UNDERHOOD LIGHT			
5	NO FLUID LEAKS – Cooling system, fuel, brake, power steering, Auto. Trans.			
6	ENGINE START (Unaided)			
7	ENGINE IDLES (Smooth)			
8	COOLING FAN			
9	EXHAUST SYSTEM TIGHT			
10	PARKING AND TAIL LIGHTS (all bulbs)			
11	FOG & SPOT LIGHTS - COACH LAMPS			
12	HEADLIGHTS, low beam			
13	HEADLIGHTS, high beam			
14	BRAKE LIGHTS, includes third brake light.			
15	SERVICE BRAKE (Pedal movement, no illuminated brake warning light)			
16	EMERGENCY BRAKE (Hold and release)			
17	BACK UP LIGHTS			
18	BACK UP SENSORS			
19	TURN SIGNALS, front and rear, cornering lights (With headlights on)			
20	EMERGENCY FLASHERS			
21	LICENSE PLATE LIGHT			
22	JACK - LUG WRENCH - TOOLS			
23	TRUNK LIGHT			
24	TIRES 3/32 tread including spare			
25	WINDSHIELD WIPERS (including delay)			
26	WINDSHIELD WASHERS (must operate)			
27	HORN (All must sound)			
28	GAUGES or DIGITAL DASH (All must work).			
29	COMPUTER ANALYSIS (Mechanical function review/mpg/trip, etc)			
30	WINDOWS ALL UP & DOWN - REAR AUTO UP/DOWN FUNCTION - VENTS MUST OPEN			
31	DOOR LOCKS MANUAL or POWER (Trunk & remote if equipped)			
32	POWER ANTENNA (Must move up and down 2")			
33	RADIO(s) (Must receive a local station)			
34	8-TRACK, CASSETTE, CD, CB, VCR, GPS and DVD.			
35	POWER SEAT - ADJUSTABLE PEDALS			
36	POWER MIRRORS			
37	INTERIOR CONVENIENCE LIGHTING DOME - DOOR - MIRROR -UNDERDASH LIGHTS			
38	AIR CONDITIONER COMPRESSOR (Touch to feel cold) - FAN MOVES AIR			
39	AIR CONDITIONER FAN MOTOR (Blows cold)			
40	HEATER (Must move air in heat & defrost position) Cold air at A/C outlets.			
41	CLOCK(S) (Must operate for 15 seconds)			
42	CONVERTIBLE TOP (Must cycle 6" above header) - SUNROOF (2 way if equipped)			
43	CIGAR LIGHTERS (At least one element must heat)			
44	OWNERS MANUAL			
45	GLOVE BOX LIGHT			

TOTAL NUMBER OF DEFICIENCIES _____

COMMENTS: _____

OWNERS SIGNATURE _____

I agree that the inoperative items checked "No" did not work when the vehicle was judged for operation.

JUDGES SIGNATURE _____

NAME PRINTED _____

LINCOLN AND CONTINENTAL OWNERS CLUB

NATIONAL MEET JUDGING FORM AUTHENTICITY - APPEARANCE

EASTERN ENTRY # _____

MID-AMERICA 20 _____ CLASS _____


WESTERN FINAL SCORE _____

YEAR _____ MODEL _____ Color _____

VIN# _____ BODY STYLE _____

LICENSE# _____ STATE _____

- TOURING/ORIGINAL PRIMARY SENIOR
 CONTEMPORARY PRESERVATION EMERITUS



National Chief Judge, LCOC
9 Mildred Rd.
Danvers, MA 01923

PLACE
STAMP
HERE

FIRST CLASS MAIL

OWNER NAME

STREET ADDRESS

CITY STATE ZIP

THE OWNER ACKNOWLEDGES READING AND UNDERSTANDING THE "RESPONSIBILITIES OF OWNERS"
AS PRINTED ON THE BACK OF THE WINDOW CARD

Signature _____

ALL VEHICLES MUST HAVE A FULLY CHARGED U/L APPROVED FIRE EXTINGUISHER POSITIONED BY THE LEFT FRONT TIRE, AT ALL TIMES WHILE THE VEHICLE IS ON THE SHOW FIELD.

SECTION NO. 2 - AUTHENTICITY

FIRE EXTINGUISHER IN PLACE

2-A

Class 201 (Modified Custom Receives a full 10 points.

Deductions are to be made for non-authentic **mechanical** parts such as wrong running gear, electric fuel pumps, generators, wires, batteries, hoses/clamps, tires, etc. Deductions are also to be made for wrong **appearance** items (Interior-exterior), such as upholstery, paint, tinted windows, added continental kits, modified body items, wheel covers, etc., but not limited to these examples.

**THE REASONS FOR ANY DEDUCTION
MUST BE NOTED AND DISCUSSED WITH THE OWNER BEFORE POINTS ARE AWARDED.**

If the owner refuses to acknowledge authenticity deficiencies, contact the Chief Judge or the Assistant Chief Judge.

Points awarded, Circle one box.

OWNERS INITIALS _____

0 | 1 | 2 | 3 | 4 | 5 | 6 | 6.5 | 7 | 7.5 | 8 | 8.5 | 9 | 9.5 | 10

SECTION NO. 3 - APPEARANCE

Legend of Scores: Unsatisfactory 0; Poor 1; Fair 2; Good 3, Very Good 4; Excellent 5.

3-A Engine Room

Note reason for any deduction.

Circle one box.

0 | 1 | 2 | 3 | 3.5 | 4 | 4.5 | 5

3-B Undercarriage

Note reason for any deduction.

Circle one box.

0 | 1 | 2 | 3 | 3.5 | 4 | 4.5 | 5

3-C Body

Note reason for any deduction.

Circle one box.

0 | 1 | 2 | 3 | 3.5 | 4 | 4.5 | 5

3-D Convertible Top or Vinyl Top (Painted Metal Top Receives Full 5 Points.)

Note reason for any deduction.

Circle one box.

0 | 1 | 2 | 3 | 3.5 | 4 | 4.5 | 5

3-E Paint (Deductions for wrong color paint, etc. are to be taken under authenticity.)

Note reason for any deduction.

Circle one box.

0 | 1 | 2 | 3 | 3.5 | 4 | 4.5 | 5

3-F Bright Metal - Chrome, Stainless

Note reason for any deduction.

Circle one box.

0 | 1 | 2 | 3 | 3.5 | 4 | 4.5 | 5

3-G Glass

Note reason for any deduction.

Circle one box.

0 | 1 | 2 | 3 | 3.5 | 4 | 4.5 | 5

3-H Upholstery, Headliner, Floor Covering, Weather Stripping, Trunk Liner

Note reason for any deduction.

Circle one box.

0 | 1 | 2 | 3 | 3.5 | 4 | 4.5 | 5

3-I Instruments, Dash, Interior Trim

Note reason for any deduction.

Circle one box.

0 | 1 | 2 | 3 | 3.5 | 4 | 4.5 | 5

Sections 2 & 3 Totals

IMPORTANT

All Section 2 and 3 deductions must be explained in the appropriate sub-section.

NO EXCEPTIONS

Time Started _____

Time Ended _____

Judges Name Printed _____

Judges Signature _____

Lincoln and Continental Owners Club

RESPONSIBILITIES OF OWNERS

1. Auto **must** be on judging field with mechanical judging completed and ready for appearance judging process by 10:00 AM on day of meet--no exceptions unless pre-approved by the Chief Judge.
2. Owner has the responsibility of verifying the information on front of the judging sheets is complete and correct.
3. Each vehicle must have a UL approved, fully charged, fire extinguisher, placed by the left front tire with the gauge visible--no exceptions.
4. Owner or their representative must be with the vehicle during the judging process.
5. Owner or their representative is responsible for the operational procedures of vehicle during the judging process.
6. Owner or their representative is responsible for discussing any authenticity discrepancies with the judging team captain during the process--once the judging sheets have been tabulated no changes will be considered.
7. All vehicles, regardless of whether they are being judged or exhibited, must remain in place on the judging field until the Chief Judge releases the field at the close of the process--No exceptions unless pre-approved by the Chief Judge.
8. All entrants should read and familiarize themselves with the club "Concours Rules" located in your meet directory and also located in the Directory.

Lincoln and Continental Owners Club

JUDGING STANDARDS AND INSTRUCTIONS

I. GENERAL POLICIES:

1. Each vehicle presented for judging is presumed before judging to be entitled to a perfect score of 100 points.
2. The primary purpose of judging is to evaluate the efforts of the owner of the vehicle with respect to restoration and/or preservation of that vehicle. An effort should be made to award maximum points if the restoration and/or preservation is authentic and correct.
3. All judging has as its basis, a determination of whether the vehicle is complete, original, and as authentic, as delivered to the original owner with only factory authorized accessories and equipment. In other words the standard is how each vehicle and its components compare to the original product as offered by the manufacturer.
4. It is the owner's responsibility to document the authenticity or correctness of any feature of his or her vehicle to the satisfaction of the judges. Judges, however, are encouraged to give every reasonable benefit of the doubt to the owner of the vehicle.
5. The purpose of judging is not to be overly critical of the vehicle. Judging of a vehicle Authenticity/Appearance should be completed within 10 minutes.
6. The administration of judging at all National Meets is a function of the National Club and subject to the direction of the Chief Judge and/or Assistant Chief Judge(s).
7. There is to be no deduction for reproduction parts used in the restoration and/or preservation of the vehicle if the reproduction parts are **indistinguishable** from original parts.
8. Over-restored vehicles are not to be given preference over other vehicles. All vehicles are to be scored against appearance and condition as it was when the vehicle left the factory.
9. No extra points are to be awarded for accessories. Approved accessories however, will be subject to deductions for completeness, condition and authenticity. Vehicles are subject to a reasonable deduction of points for accessories not approved for release by Lincoln at the time the vehicle would have been delivered to the first retail customer.

II. SAFETY EQUIPMENT:

1. Although each vehicle is to be judged for authenticity, originality, workmanship, and preservation, points are not to be deducted for the following safety equipment,

which may have been added to the vehicle, if the safety equipment has been installed in a workmanlike and unobtrusive manner:

- a. Turn signals
- b. Seat belts
- c. Battery safety disconnects (located at the battery)
- d. Safety glass
- e. Any safety or environmental modifications required by the State of registration of the vehicle
- f. An electric fuel pump on vehicles not originally having an electric fuel pump:
 - 1) If the installation is inconspicuous;
 - 2) If the electric fuel pump is a backup for an operable mechanical fuel pump;
 - 3) If the electrical fuel pump is not in use during the judging;
 - 4) If the intermittent switch controlling activation of the electric fuel pump is not outwardly visible, and
 - 5) If the electric fuel pump and wiring is not readily visible during the judging process.
(Section f was approved by the Board of Directors and became effective as of September 24, 1993.)

III. DUTIES OF OWNER:

1. It is recommended that the owner of a vehicle being judged familiarize himself or herself with the judging rules and guidelines that will be used in the judging of his or her vehicle. Moreover, it is recommended that the owner participate in the judging process by being a judge.
2. A vehicle to be judged must be owned by a current member of LCOC.
3. All vehicles entered for judging at a National Meet must be registered for judging at the National Meet not less than 18 days prior to the concours date unless extended by the President.
4. Each vehicle shall be submitted for mechanical judging as early as possible during the Meet. Vehicles that require mechanical judging on the Concours day shall locate the mechanical judges no later than 8:30 A.M. and request mechanical judging. Each vehicle must be on the concours field, with the mechanical judging complete, and in its assigned place by 10:00 A.M. on the morning of the Concours and remain on the field until released by the Chief Judge or the Assistant Chief Judge. An exception to these rules shall be approved, in advance, by the Chief Judge or Assistant Chief Judge.

Lincoln and Continental Owners Club

JUDGING STANDARDS AND INSTRUCTIONS

5. Each vehicle on the concours field must have all proper National Meet registration materials. The windshield card must be in place until the field is released, and the judging forms must be presented for use by the judging team with registration information completed.
 6. All vehicles entered for judging or exhibition at a National Meet, must at all times while on the concours field, **have a UL approved fully charged fire extinguisher, placed by the left front tire with the gage visible.**
 7. The owner of a vehicle or a representative of the owner must be in attendance at the vehicle while it is being judged. The owner or a representative of the owner will be asked to provide access to the vehicle for the judging team. The owner or a representative of the owner must also be present to answer questions of the team captain, and to provide authenticity documentation for the vehicle if requested. Owners, if they wish, may leave the vehicle unattended once the vehicle has been judged.
 8. The owner of a vehicle should not speak with members of the judging team while they are carrying out their duties. Only the team captain may enter into discussions with the vehicle owner. He or she may discuss with the owner only matters pertaining to access, proper classification of the car, completion of the top portion of the judging form and matters related to authenticity.
 9. No judge is permitted to discuss the point scoring of any vehicle except with judging team members, the Chief Judge, Assistant Chief Judge, or Meet Judge; but the team captain may tell the owner of certain major defects which have affected the score.
 10. Owners should not request scoring information from any judge. Copies of the judging forms, less the names and signatures of the judges, will be sent to the owners of judged vehicles after the Meet. Decisions of the field judges, however, are final and cannot be changed after the Meet.
 11. If an owner disagrees with the decision of the judges in a particular matter, it is advisable to take documentation on that matter to the next National Meet where the vehicle is to be judged.
 12. It is the owner's responsibility to authenticate the vehicle and its restoration. The owner should take with him or her, and make available to the team captain upon request, such authenticity information in support of the vehicle, materials, or workmanship, as may be requested.
 13. The owner of a vehicle should not assume that because a component or accessory came with a vehicle when purchased, it is authentic. Even if the vehicle was purchased new from a dealer, each item, particularly accessories, should be authenticated for year and model.
 14. It is the responsibility of the owner of a vehicle or a representative of the owner of a vehicle awarded a Major Award, including Lincoln Trophies, Presidents Trophies and all Revolving Trophies, to be available with the vehicle and trophy for photographs on the morning following the awards banquet or pictures will not appear in the Meet Issue. (No substitute pictures)
 15. Non-compliance with any Judging Standards and or Instructions or directions by the Chief Judge or Assistant Chief Judge will subject the entry to immediate disqualification from the meet for any awards and or recognition.
- #### IV. AUTHENTICITY MANUALS:
1. LCOC will endeavor to compile and promulgate authenticity manuals for all vehicles eligible for judging.
 2. Once compiled and promulgated, authenticity manuals will be updated and changed from time to time as determined by the Chief Judge.
 3. With respect to those vehicles for which LCOC has compiled and promulgated authenticity manuals, such vehicles shall be judged in conformity therewith unless otherwise directed by the Chief Judge or Assistant Chief Judge(s).
- #### V. CRITERIA FOR JUDGES:
- To qualify to be an LCOC team judge, individuals must meet the following requirements:
1. He or she must be a current member of LCOC.
 2. He or she must be committed to being unbiased, honest, open minded, fair and impartial.
 3. He or she must demonstrate a willingness to become expert and knowledgeable in all areas to be judged.
 4. He or she must be courteous and considerate to vehicle owners and team members even if provoked.
 5. He or she should be willing to attend judging seminars to become more skillful and knowledgeable.

Lincoln and Continental Owners Club

JUDGING STANDARDS AND INSTRUCTIONS

VI. JUDGING SEMINARS:

The Chief Judge and Assistant Chief Judges will endeavor to hold judging seminars during National Meets. All judges and candidates for judges are encouraged to attend judging seminars on a continuing basis.

VII. JUDGES' BREAKFAST:

1. A judges' sitdown breakfast is to be scheduled for the morning of judging at each National Meet.
2. The purpose of the judges' breakfast is the assignment of judging responsibilities for the Concours and to provide any special instructions concerning the judging process.
3. All team judges must attend the judges' breakfast to receive their assignments.
4. The judges' breakfast should be located as near as is practical to the concours field.
5. The Chief Judge or Assistant Chief Judge shall preside over the judges' breakfast.

VIII. JUDGING ASSIGNMENTS AND RESPONSIBILITIES:

1. The Chief Judge or Assistant Chief Judge is responsible for judging assignments, and the presentation of all awards and trophies.
2. If at all possible, a judge who has preregistered for the Meet should be assigned to judge a class requested.
3. A judging team member should never judge a class where he or she, or a family member is the owner of a vehicle to be judged.
4. If at all possible, family members should not be placed on the same judging team.
5. There are to be a minimum of three (3) team judges including the team captain assigned to judge the Authenticity and Appearance of each vehicle entered for judging.
6. In the event of small classes, a judging team may be assigned to judge more than one class.
7. Large classes may be split with 2 judging teams being utilized; however this practice is to be avoided if possible. The Chief Judge or Assistant Chief Judge will review the Judging Forms of all vehicles within a class judged by more than one judging team to insure consistency.
8. All judging of vehicles shall be by impartial judges.

IX. DUTIES OF JUDGES:

1. Team Judges:

- a. It is of the utmost importance that each team judge's task be performed correctly and knowledgeably.
- b. Team judges are required to attend the judge's breakfast.
- c. Team judges are required to participate in the judging of all vehicles assigned to their team for judging unless directed otherwise by the Chief Judge or Assistant Chief Judge.
- d. Team judges are to direct all questions to the team captain and are discouraged from engaging in conversation with the owner of the vehicle being judged or to be judged.
- e. Team judges are to deliver their completed and signed judging forms to the team captain after each vehicle is judged.
- f. In judging a vehicle, team judges should keep in mind that the vehicle was built to be used. The mere fact of usage should not cause undue deduction of points, provided the usage does not adversely affect the condition or appearance of the vehicle. (For example, tires with 50% of the tread still retain enough tread to be perfectly safe. If the tires have been well cared for, have no cracks, and appear as good as new tires, other than tread wear, there should be no point loss.)
- g. Some concession must be made with regard to items that cannot be replaced by original equipment or authentic reproduction parts, (e.g. batteries, tires or mufflers) that perform as well or better than the original, and don't detract from the appearance of the vehicle.
- h. Each team judge should separately and independently judge all aspects of a vehicle the team is assigned to judge, independently of the other judges on the team.
- i. All judges in the judging team should complete the judging of each vehicle before the team moves to the next vehicle.
- j. Team judges are not to touch any vehicle they are judging. Observation of the interior of the vehicle is to be performed from outside of the vehicle. Hoods, doors, trunk lids etc., are to be opened only by the owner of the vehicle at the request of the team captain.
- k. Smoking by team judges is prohibited during judging of all vehicles.

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JUDGING STANDARDS AND INSTRUCTIONS

2. Team Captain:

- a. A team captain is to be designated for each judging team by the Chief Judge or Assistant Chief Judge.
- b. The team captain is responsible for the on-the-field conduct of the judging team with respect to the assigned vehicles.
- c. The team captain is the person responsible for the preservation of good relations between the judging team and the vehicle owner.
- d. The team captain is the leader of the judging team and serves as a liaison between the team and both the owner of the vehicle judged and the judging officials.
- e. The team captain is responsible to see that all judging activities are carried out in a fair, courteous and impartial manner.
- f. It is the team captain's responsibility to lead and guide members of the team.
- g. It is the team captain's responsibility to arrive on the judging field prior to the beginning of judging, to locate all vehicles assigned to the team before judging and to advise each vehicle owner of the order in which their vehicles are to be judged.
- h. The team captain, at the start of the judging of a vehicle, should obtain from the owner the judging forms (with the top part completed), check them for correctness and completeness and make additions or corrections as required.
- i. In judging assigned vehicles, the team captain should:
 - 1) Give assistance to any team member as required or requested.
 - 2) Be the only member of the judging team to converse with the vehicle owner.
 - 3) Insure that only team members are present when judging discussions are held. (All reporting and discussions between judges must be done as privately as possible.)
 - 4) Receive and discuss evidence of authenticity with the owner.
 - 5) If necessary, refer evidence in conflict with the authenticity manual to the Chief Judge or Assistant Chief Judge for consideration.
- 6) When all team members have completed and signed their judging forms, the team captain is responsible for delivery of the judging forms to the Chief Judge, Assistant Chief Judge or their designee.
- 7) It is the responsibility of the team captain to insure that the score arrived at by each team judge is not of such great variance as to be inconsistent with the judging results of the other team members. The team captain's completed judging form is to receive no greater weight, however, than that of the other team members.
- j. Upon completion of the judging of each vehicle the team captain should note on the windshield card that judging of the vehicle has been completed.
- k. If it can be done without undue interference with the order and timeliness of judging, the team captain is encouraged to permit the vehicle owner time to correct unanticipated minor problems with the vehicle discovered during judging (e.g. burned out light, disconnected wire, inability to start the vehicle).

X. JUDGING FORM:

1. Judging shall be accomplished by utilization of a judging form approved by the Chief Judge for use at the National Meet.
2. All judging is to be done on the basis of a perfect car being awarded 100 points.
3. Team judges must specifically indicate a reason for all point deductions in appropriate spaces on the judging form.

XI. USE OF THE NATIONAL MEET JUDGING FORMS:

1. General Considerations:

- a. A team judge must above all else, strive to be fair and unbiased. A team judge is a representative of LCOC and is viewed and trusted by the owners of the vehicles judged, as a knowledgeable expert who will judge vehicles impartially, carefully, and with consideration.
- b. Team judges are expected to observe defects, know when something is incorrect, and be consistent in deductions for comparable deviations from the way the vehicle left the factory in the year of manufacture.

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JUDGING STANDARDS AND INSTRUCTIONS

- c. All vehicles are to be judged against a standard of factory condition and finish. Owners cannot be faulted for over-restoration, but such vehicles should not be granted extra consideration or higher scores than a vehicle restored to factory standards.
 - d. Vehicles should not be 'nit-picked' when being judged.
 - e. Deductions should be reasonable. (For example, a dirty engine should not receive a 3 point deduction out of a possible 5 points. After all, a vehicle with no engine would receive only a 5 point deduction.)
 - f. Prior to judging individual vehicles, team judges are encouraged to survey the field of all vehicles they are assigned to judge to determine their general condition relative to each other.
 - g. Each vehicle should be judged on an individual basis, fairly and impartially, and without discrimination of any type, either as to the vehicle or owner.
 - h. All vehicles must be judged in conformity with standards set forth in approved authenticity manuals. SECTION NO. 2: AUTHENTICITY on the National Judging Form is to be judged first. No point deductions are to be taken at this time. Judges are to list all non-authentic items, **both Appearance and Mechanical**, in SECTION NO. 2: AUTHENTICITY. The Team Captain will discuss the non-authentic items with the owner and ask the owner to initial SECTION NO. 2: AUTHENTICITY. Disputed items are referred to the Chief Judge. The Chief Judge will initial SECTION NO. 2: AUTHENTICITY if the owner refuses.
 - i. Deductions are to be made in increments of at least 1/2 point; fractional judging in increments of less than 1/2 point is not permitted.
 - j. Because it is the policy of LCOC to encourage that vehicles be driven to National Meets, no deduction should be taken for damage or deterioration to the vehicle obviously occurring while that vehicle was being driven to the National Meet at which it is being judged.
 - k. Remember an explanation must be given for all deduction under SECTION NO. 2: AUTHENTICITY and SECTION NO. 3: Appearance. A Comments line is provided under SECTION NO. 1: MECHANICAL-OPERATION.
- 2. SECTION NO. 1: MECHANICAL-OPERATION:**
- a. General:**
 - 1) The operations of a vehicle maybe conducted by one (1) judge. Before judging is started, the owner should be requested to open th hood by the mechanical judge.
 - 2) Operations are judged the day before the Concours. Late arrivals may be judged up to 10 AM the morning of the Concours.
 - 3) Vehicles need not be cleaned up for the judging of operations. Authenticity and Appearance will be judged on the Concours.
 - 4) FIRE EXTINGUISHER: Each vehicle must have a UL approved, fully charged, fire extinguisher or the vehicle will not be judged.
 - 5) ENGINE START: The engine must start unaided (without jumpers and with an original equipment fuel pump). Owners have the option to have the vehicle judged later or if the engine will start with assistance "Engine Start" will be judged as "NO" and the balance of the Mechical - Operation section can be judged.
 - 6) Judging of operations is straight forward, if the vehicle is equipped with the item being judged it must work. See Judging Form - SECTION 1: Operations page 34 for items being judged. Note the judging instructions in the brackets.
 - 7) The mechanical judge will discuss the operation deficiencies with the owner and ask the owner to sign the Operations Judging Form.
 - b. Engine start and idle.**
 - 1) Before the engine is started, the owner should be requested to open the hood by the mechanical judge.
 - 2) The owner should start the vehicle at the request of the mechanical judge. The engine should start readily and idle smoothly. Be sure the engine is off 'fast idle' prior to scoring. Listen for knocking, excessive tappet noise, misfiring cylinders, etc. (Exhaust, vacuum wipers, heater, air conditioner, dash instruments, and possibly other functions of the vehicle should be checked while the engine is running).

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- 3) In this category, only the starting and operation of the engine is being checked, not its appearance or authenticity, unless appearance and authenticity affect its operation.
- c. Exhaust System (manifolds, muffler, pipes, clamps):**
- 1) The exhaust system should be tight, reasonably quiet, and contain no leaks or unauthorized holes.
- d. Windshield Wipers and Horns:**
- 1) Vehicle owners are required to operate windshield wipers upon request of the mechanical judge. Wipers should make one sweep per second on a dry windshield. NOTE: It is acceptable for the owner to moisten the wind shield before operating the wipers.
 - 2) Scoring under this category is concerned only with the function of the wipers.
 - 3) Horns should be operated by the owner. Deductions are to be made if horns are not loud enough, or if less than all of the horns on the vehicle are working.
- e. Lights (headlights, tail, brake, turn, dome, dash):**
- 1) Scoring under this category is concerned only with the proper operation of all lights on the vehicle.
- f. Brake System (Main and Emergency):**
- 1) Brakes are to be operated only by the owner.
 - 2) Pedal action is to be observed.
 - 3) The engine should be running when brakes are checked on those vehicles equipped with power brakes.
 - 4) The owner should operate the emergency brake so that travel can be noted by the judges.
- g. Windows, Radio, Heater, Clock, Convertible Top, Air Conditioner, and Accessories:**
- 1) All power units should be checked for operation, including power windows, radio, power seats, power antenna, heater motors, air conditioning and other accessories.
- 2) Do not wait for the vehicle to warm up when checking heaters. If the engine is cold, check only to determine that the heater blowers are working at all speeds.
 - 3) Convertible tops are to be judged in their raised position; to determine its proper operation, the top should be raised no more than 1-2 feet. (Owner to operate)
- h. Tires:**
- 1) Deductions under this section are for tires with cracked or cut sidewalls, badly worn tread, cupping or uneven wear, and similar items dealing with the condition and safety of the tires.
 - 2) No deduction is to be made here or under authenticity for moderate tire wear.
 - 3) Deductions here are to be made under authenticity unless the defect affects condition and safety.
- ### 3. SECTION NO. 2: AUTHENTICITY
- a. General Conditions:**
- 1) FIRE EXTINGUISHER: Each vehicle must have a UL approved, fully charged, fire extinguisher, placed by the left front tire with the gauge visible or the vehicle **will not** be judged.
 - 2) Deductions in this section are to be made with the respect to authenticity of all parts on the vehicle.
 - 3) Remember an explanation must be given on the judging form for all deductions.
 - 4) The presumption of authenticity is always in favor of the owner of the vehicle. Owners may present documentary evidence of authenticity of questionable features.
 - 5) Modified Custom: Class 201 **will not** be judged for authenticity and will receive ten (10) points for SECTION NO. 2: AUTHENTICITY.
 - 6) Certified Custom Vehicles: (Limousines, Convertible etc.) Team Captains are to ask the owner for the Certification Documentation. The vehicle is judged as a production vehicle except for the alterations listed on the Certification Documentation. The Certification Documentation becomes the authenticity manual for the customized

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portion of the vehicle. Deductions **must be** taken for any alterations which differ from the Certification Documentation. Example: A "Mark Style" trunk lid may have been added to a Lincoln Continental after the vehicle was certified.

b. Engine Compartment:

- 1) This is the only place for deductions of points for non - authentic parts such as generator, air conditioning compressor, hoses, hose clamps, battery, spark plugs, spark plug wires coil, distributor, distributor cap, radiator cap, wiring, belts, oil filter etc.
- 2) The correct paint finish on radiators should be checked under this section.
- 3) The correct color of the engine, engine components & accessories should be checked under this section.

c. Exhaust System (manifolds, muffler, pipes, clamps):

- 1) Flex pipe, incorrect muffler or an incorrect tail pipe configuration are not acceptable.
- 2) Surface rust is acceptable on exhaust systems as are modern high temperature coatings which protect the system.
- 3) Non-authentic exhaust accessories such as end tips and cut outs are not acceptable.

d. Wiring:

- 1) The use of reproduction wiring and wiring looms is acceptable.

e. Wipers:

- 1) Check wiper blades and arms for authenticity.

f. Glass:

- 1) Check for correct manufacturer code (BUGS) etched in the glass.
- 2) Check for the correct tint.

g. Tires:

- 1) Deductions are to be made for difference in original appearance, sidewall design, and whitewalls with varying widths. (Deductions for wear are made under Mechanical - Operations)

- 2) SPARE TIRES: Spare tires are to be checked to determine that they match the road tires for size, manufacture, sidewall design and width of whitewall, subject to the following:

a) Vehicle owners are not required to remove factory spare tire covers. (cloth or metal)

b) No deduction is to be taken for a factory original spare tire.

4. Section 3: Appearance

a. Engine Room:

- 1) Judging of the physical condition of the engine room concerns appearance only, not how poorly or how well any particular item functions.
- 2) Cleanliness and general appearance are factors to be judged. Look for gasoline stains, deteriorated finish, cracked hoses, excess oil on pans and underside of hood and around valve covers.

b. Undercarriage:

- 1) The undercarriage on all vehicles must be inspected.
- 2) It is not necessary to crawl under the vehicle. Inspection of the undercarriage may be accomplished by kneeling in front, rear and at strategic points along the sides of the vehicle to perform the necessary observations.
- 3) The undercarriage should be free of excessive dirt, grime and grease, but should show evidence of required lubrication.
- 4) Every effort should be made to ascertain general appearance and maintenance as far as possible.
- 5) Driveline components should be inspected for excess oil and grease leaks.
- 6) The gas tank should be inspected for proper finish and absence of dents.
- 7) Fuel lines should be inspected for proper routing and condition.
- 8) Undercoating is permitted only in conformity with factory practice.

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- 9) No deduction should be taken if the undercarriage of a vehicle shows road dirt consistent with that accumulated during operation of the vehicle in traveling to the National Meet at which the vehicle is being judged.
- c. **Body:**
- 1) In judging the body under this section, the paint should be ignored; but the finish used to reflect the underlying body work.
 - 2) Each panel should be examined for ripples, dents, improper body work and alignment with other panels and with each other, where joined.
 - 3) The hood, doors and deck lid should be inspected for alignment. Margins should be uniform between each and its respective opening all around. Striping, moulding and belt lines should all line up.
 - 4) Components such as grill, running boards, trim, splash pans, aprons, and garnish mouldings should all fit as per factory specifications.
- d. **Convertible or Vinyl Top: (Painted metal top receives full 5 points)**
- 1) Convertible tops are to be in their up position for judging.
 - 2) Convertible tops must be clean and well fitting. Note door edges for opening and closing, as there should be no binding with windows up.
 - 3) Top boots must be displayed and are to be judged. (Although top boots need not be installed on the vehicle.)
 - 4) Vinyl tops are to be judged on sedans and coupes under this area.
 - 5) The top irons on vehicles with convertible tops should be checked for rubbing or chafing.
 - 6) The color and/or plating on convertible top bows and irons should be checked. If the irons or bows are painted an improper color or parts are plated that should not be plated (or visa versa) a deduction should be made under authenticity.
- e. **Paint:**
- 1) No deduction is to be made for type of paint used (i.e. lacquer vs. enamel) or method of application.
 - 2) No deduction is to be made for the owner's choice of color, provided that color was originally offered by the factory for the year and model of the vehicle. Vehicle owners must authenticate to the satisfaction of the judging team, factory special order colors.
 - 3) The underlying body work should be ignored when judging the paint. Application of the paint and its condition are to be checked.
 - 4) The workmanship, condition and maintenance of the finish should be observed. Look for runs, orange peel, overspray, overrubbing, sanding scratches, difference in color between panels, fish eyes, cracks, crazing, blisters, dull finish, ,chalking, chips, touchup areas, and poor masking.
 - 5) Check for proper cleaning, etching, excess wax residue, streaking, bugs and water spots. (If worthy of deductions, these things should be obvious and not be the result of an intensive search or microscopic examination.)
 - 6) Where appropriate, the vehicle, including the wheels, should be inspected for correct color striping.
 - 7) Where appropriate, paint should be checked for proper gloss. (e.g. gloss, satin or flat)
 - 8) No deduction should be made for efforts to preserve components of the vehicle that from the factory were unpainted. (e.g. high temperature paints on exhaust manifold, muffler and tail pipes, clear paint on plain steel hardware.)
- f. **Bright Metal, Chrome, Stainless:**
- 1) Plating should be of the proper type and should be applied in the proper areas only.
 - 2) Plating should be free of pits and scratches. It should reflect as glass and show no evidence of nickel blush. (thin chrome)
 - 3) Stainless trim should be inspected for absence of scratches and dents, and for surface polish.
 - 4) Replated die cast parts should be inspected for removal of detail and for replacement of painted accent areas.
 - 5) Hubcaps should be checked for correct size, type, style, and finish for the year and model.

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g. Glass:

- 1) All restored vehicles should have safety glass in all windows. Original vehicles may or may not have safety or tempered glass, depending upon the year. All replacement glass however, must be safety glass.
- 2) All windows should be checked for cracks, fogging and discoloration.
- 3) Window frames should fit properly and seal against the weather stripping.
- 4) Each window should be checked for the factory mark or 'bug'. If dated, the factory 'bug' should be consistent on all windows, but prior to the date of manufacture of the vehicle.
- 5) Mirrors should be judged under this section. They should be bright with no silvering defects or crazing.

h. Upholstery, Headliner, Floor Covering, Weather Stripping, Trunk Liner):

1) Upholstery:

- a) Upholstery should be of the proper pattern and color, and correct for the year and model.
- b) Upholstery covered by seat covers is to be judged as unsatisfactory.
- c) Upholstery should be inspected for proper pleating, welting, springs, shaping, trim, and piping.
- d) Door and side panels should be inspected for proper fit, stitching or heat-sealing, design, pockets, trim pieces and kick panels.

2) Headliner:

- a) Headlining should be of the proper type and color.
- b) Fit should be inspected for wrinkles and the visibility of installation nails by welting or lace.

3) Carpets:

- a) The use of rubber mats in place of carpets (or visa versa), should be deducted under authenticity.

b) Throw rugs or throw mats should be removed from the vehicle before judging so that underlying floor covering can be inspected.

c) Bindings on all rugs should be of the correct pattern and material, but unless the binding is missing in whole or in part, or deteriorated, any deduction should be under authenticity.

d) Carpet should be checked for proper fit and fasteners (if used).

4) Trunk:

a) Trunk lining and mat should be inspected to make sure they are of the correct material and patterns.

b) Paint finish should be checked in visible areas of the trunk.

c) Condition of the spare tire cover and mounting hardware should be inspected under this section.

d) Tools and jacks should be inspected under this section.

5) Improper Materials:

Deduction for improper materials used for upholstery, including substitution of leather for vinyl (and visa versa), nylon carpeting instead of wool, etc., should be made under Authenticity.

i. Instruments, Dash and Interior Trim:

1) This is the only section under physical appearance where the operation of some items are to be inspected in addition to their appearance.

2) All instruments whose operation or function is dependent upon the operation of the engine should be checked while the engine is running.

3) Operation of clocks and each lighter in the vehicle should be observed.

4) This category also includes the physical appearance of all interior trim such as door mouldings and step plates.

5) The dashboard should be inspected for authentic color, fogged and cracked lenses, and bad plating.

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- 6) The under dash area should be inspected for correct wiring maintained in a neat and workmanlike manner.
- 7) The steering wheel should be inspected for wear, cracks, color, and deterioration.
- 8) The interior rearview mirror, buttons, knobs, cranks and levers should be inspected for matching colors, correct type and condition.
- 9) Wood grain dashes should be inspected for correct pattern, color, and condition.
- 10) Weather stripping should be inspected for condition and evidence of leaks.

XII. EFFECTIVE DATE, MODIFICATION:

1. The above Judging Standards and Instructions have been approved, adopted, and ratified by Resolution of the Board of Directors of LCOC January 17, 2009, and are effective as of and applicable at all National Meets occurring on and after January 17, 2009.
2. Modification of and addition to these Judging Standards and Instructions shall be by Resolution of the Board of Directors of LCOC.
3. All modifications of and additions to these Judging Standards and Instructions shall state the date of the authorizing resolution and the effective date thereof.
4. All modifications of and additions to these Judging Standards and Instructions are to be forthwith published in Continental Comments.