

Sports Car Club of America (SCCA) was founded in 1944 and now has membership in excess of 55,000. SCCA's San Francisco Region (SFR) followed in 1947, boasts about 3,400 members, and encompasses the geographic area north of Fresno to the Oregon border. Although SCCA's focus has always been on racing, sanctioning road races throughout the country, SFR has also sanctioned Concours d'Elegance - gatherings of elegance - since 1952. Concours are exhibits of collector automobiles judged on their quality of restoration to original and authentic condition, as well as their condition and preparation. All judges are volunteers and deemed expert on specific marques (manufacturers). All judged automobiles should be, essentially, as they appeared on the showroom floor. Each auto is judged beginning with 100 points. Points are then deducted for deviations from original, imperfections, poor preparation, etc. The highest three point-finishers in each class are awarded trophies. But, in order for an automobile to win its class, it must score at least 80 points; second place requires at least 70 points; third place at least 60 points. Originating in 2008, SFR-SCCA has been granting the *Championship Award*. Points are awarded for attending each SFR-SCCA sanctioned Concours, for receiving a class trophy and for being judged Best-of-Show. The automobile that accumulates the greatest number of points at the end of the Concours season wins the award. The Championship Award is given at the season's final show, the Niello Concours at Serrano, held on the first weekend in October. SFR-SCCA is actively seeking new judges, field crew workers and scoring assistants.



JUDGING WORK SHEET

TWO PERSON JUDGING TEAM

(PAGE 1 OF 2)

CLASS _____ DATE _____ CONCOURS _____ JUDGE _____

EXTERIOR AND INTERIOR	1	2	3	4	5	6	7	8	9	10	11	12
CAR NUMBER												
DOORS FIT AND OPERATION												
FLOORBOARDS AND COVERING												
TOP CONDITION												
PAINT AND POLISH												
FIRE EXTINGUISHER – 5 POINTS												
UPHOLSTERY CONDITION												
INSTRUMENT PANEL APPEARANCE												
INSTRUMENT PANEL OPERATION												
INTERIOR TRIM												
AUTHENTICITY OF INTERIOR												
AUTHENTICITY OF EXTERIOR												
PLATING												
GLASS												
BODY AND BUMPERS												
TOTAL SCORE PAGE 1 (EXTERIOR & INTERIOR)												

JUDGES COMMENTS _____



JUDGING WORK SHEET

TWO PERSON JUDGING TEAM

(PAGE 2 OF 2)

CLASS _____ DATE _____ CONCOURS _____ JUDGE _____

ENGINE AND CHASSIS	1	2	3	4	5	6	7	8	9	10	11	12
CAR NUMBER												
EXTERNAL CONDITION OF ENGINE												
NEATNESS OF OIL AND WATER LINES												
NEATNESS OF ELECTRICAL SYSTEM												
CONDITION OF BELTS												
CONDITION OF LINKAGES & STEERING												
AUTHENTICITY OF ENGINE												
SMOOTHNESS OF ENGINE												
EXHAUST SYSTEM												
CHASSIS UNDER FENDERS AND FRAME												
WHEELS AND TIRES												
TRUNK AND TOOLS												
OPERATION OF ALL LIGHTS												
CONDITION OF BATTERY												
HOOD FIT AND OPERATION												
SCORE PAGE 2 (ENGINE AND CHASSIS)												
SCORE PAGE 1 (EXTERIOR & INTERIOR)												
TOTAL SCORE												

JUDGES COMMENTS _____



JUDGING WORK SHEET

THREE PERSON JUDGING TEAM

(PAGE 3 OF 3)

CLASS _____ DATE _____ CONOURS _____ JUDGE _____

ENGINE AND CHASSIS	1	2	3	4	5	6	7	8	9	10	11	12
CAR NUMBER												
EXTERNAL CONDITION OF ENGINE												
NEATNESS OF OIL AND WATER LINES												
NEATNESS OF ELECTRICAL SYSTEM												
CONDITION OF BATTERY												
CONDITION OF BELTS												
CONDITION OF LINKAGES & STEERING												
AUTHENTICITY OF ENGINE												
SMOOTHNESS OF ENGINE												
EXHAUST SYSTEM												
OIL AND WATER LEAKS												
CHASSIS UNDER FENDERS AND FRAME												
WHEELS AND TIRES												
SCORE PAGE 3 (ENGINE AND CHASSIS)												

JUDGE'S COMMENTS: _____

Described below is a summary of things to look for:

EXTERIOR:

Paint – Correct color, appearance, crazing of paint, stone chips.

Body- Originality of body panels (no fiberglass); misalignment of body panels, rust, dents, and if the design has been altered.

Top, Tonneau, Side Curtains - Originality of material, tears, glass, and cleanliness.

Chrome – Plating prior to 1929 is rare, SCCA will not accept authentic, chrome plating prior to 1927 unless its authenticity is proven to the satisfaction of the judges. Look for flaws such as pits, corrosion, and if replated, loss of definition.

Glass - All cars must have safety glass unless the owner can prove the impossibility of installation. Check for pits and scratches, discoloration (if applicable, the “Triples” design should be visible).

INTERIOR

Woodwork – Originality of authenticity of replacement parts, condition of the woodwork, cleanliness, scratches, and separation in laminated layers.

Leather - Correct color and design if replaced, color fading if original, scuff marks, tears, and cleanliness.

Hardware – Originality, cleanliness and condition of the chrome. If painted, it must be the proper color.

Instruments - Instruments must be of the proper era and manufacturer for the car; i.e., Lucas, Smith, Vaglia, etc.

Steering Wheel – Correct wheel for model car; must be clean. If wood, wheel should have no separation of the laminated layers, if metal, look for chips and scratches

Headliner – Should be original or replaced with proper design and color for the particular car. Cleanliness is a must and the fit important.

Seats – If the seats are original, they should be clean, no tears or cracking of the leather or fading. If the seats are redone, they should be of proper color, designed with the proper number of pleats, and should fit properly. The material must be of original origin (cloth, vinyl or leather) for make and year of car.

Carpeting – If carpets are original, they should look like new. If they are replaced, they should be of proper color, should have correct heel pads, and should fit properly. They should be clean and have not marks on foot pads.

Door Panels and Armrests – If of replacement materials, they should be checked for authenticity of replacement materials, color and design, proper fastenings, cleanliness and fit.

Trunk and Tools – Check the condition and originality of the trunk; if painted check for overspray, proper color, proper fit of panels and mats, the spare tire, tool kit, condition of tools and owner's manual if available.

Availability of materials may be limited in some cases. Every effort must be made to make it look authentic, and is left to the discretion of the judges providing the replacement part or materials meet SCCA standards.

ENGINE AND CHASSIS

Cleanliness is one of the most important qualities to remember, Engine compartments, firewall, and frame must be prepared with utmost care so that there is no trace of oil, water leaks, or caked-on grime.

Bright Metal – All metal must be cleaned and shined, make sure that only those parts that are supposed to be chromed are. Some exhibitors will over-chrome an engine, bolts, gas lines, valve covers, etc. The maximum penalty for non-authentic re-plating is 5 points.

Exhaust Manifold and Exhaust (down) Pipes – Porcelain will be inspected for originality, blisters, crazing and rust.

Sheet Metal, Firewall, Radiator Shell, etc. – Look for general condition and cleanliness; the originality of color and paint and the authenticity of any replacement pieces that may be been used. Pay particular attention to the battery tray and fender valances, firewalls, air cleaner housing, radiator shell, fan shrouds, and splash pans.

Wiring - Check for originality of replacement wires. For a time it was difficult to obtain cotton-covered color coded wire comparable to original quality. Thus, vinyl-covered wiring has been accepted without penalty. Today with more readily available sources, replacement with original cotton-covered wire is to be encouraged; Fuse boxes should be inspected for wire condition. Wires should be color coded correctly, and installed properly. Spark plug wires should also be correct in color and material. Wire ends, fasteners, relays and junction boxes should be the correct ones for the cars. Again, look for cracks, peeling and cleanliness.

Radiator Hoses – Hoses should be clean with no cracks; hose clamps must be authentic or if unavailable, must meet SCCA standards.

Battery – Should be clean and without corrosion; if original replacement is not available, it must meet SCCA standards.

Engine – Changing or concerting the physical appearance, substitution of obviously inappropriate commercial engines in place of original equipment shall not be approved; non-authentic non-original parts shall be judged as non-existent. The engine block must be painted the correct color (if block should be painted). No oil leaks, discoloration of paint on the block or the spark plug holes are condoned. The paint on the head should be the original color. Cleanliness of the whole engine and head, along with the generator or alternator is important.

Wheels and Tires – Factory white-walls will be allowed; look for all four tires including the spare to be of the same brand, tread design, and era for that make car. If not available, they must meet SCCA standards. Wheels must be clean and if painted most be original color. If original wheels were chromed, they must meet the chrome standards described in the chrome section. Also, make sure that the actual number of spokes for that wheel is correct.

MECHANICAL (FUNCTIONAL)

Wipers – Will be inspected but not tested.

Horn – Original horn must be in working order.

Operation of all Lights – All lights must be in working order and will be checked.

NOTICE

Parts which are non-authentic must conform to the general appearance of the car; otherwise, they will count as non-existent.

Short –lived parts such as spark plugs, batteries, fan belts, hoses, oil filters, tires, etc., will be considered authentic, if not original equipment, providing the judges decide the replacement parts meet SCCA standards.

Certain mechanical changes carried out to improve the performance and/or lengthen the life or the safety of the car, such as oil filters, seat belts, ect. are acceptable without penalty, providing the judges decide the changes meet SCCA standards of workmanship, and are concealed to the greatest extent.

Changes, modifications, and updating made by the manufacturer of the cars are accepted. This includes special carburetion systems, exhaust systems, four-wheel disk brakes, etc. The burden of proof that such modifications were made by the manufacturer rests with the owner.