- Plating: waviness of substrate, finish quality (blisters, rust spots), scratches
- Hardware: condition of nuts and bolts, distortion in screw slots, proper cotter pin installation, visibly worn threads,
- Cleanliness and condition,
- Dirt, grease overflow near fittings, oil runs from engine and transmission; water leaks at pump, radiator, hose connections or engine block; discoloration due to oil or water leaks; corrosion around battery posts, cracks and chips on rubber, hard rubber or bakelite parts; spots or stains in upholstery fabric,
- Wear in upholstery fabrics, steering wheel, steering sector, pedals, dash panel around ignition, door latches, dip in driver's seat spring, hood bead by hood latches, crank hole in radiator shell, etc.

WORKING ORDER:
Horn, engine start & idle, carburetion, exhaust smoke, brakes, steering, lights (interior and exterior), charging rate of generator, windshield wiper, ignition switch, window mechanisms, door latches, shocks, etc.

After the factors above have been considered, a judge should allocate points available on a consistent basis.

SCORING

All judging based on these *Guidelines* shall use the 500 point scoring system. The sample scoring sheets are generally supplied by the national club.

Some judging areas are broad in scope, but include subsections that further divide the area. The casual restorer may overlook or ignore these details, but conscientious restorers will address each of them. To emphasize consistency, uniformity in scoring and to aid the restorer in identifying areas to improve upon, a supplemental detailed judging sheet may be used, allocating points within each area. If such sheets are used, the points awarded must be accurately recorded on the official judging sheet.

The judge's task is to first evaluate an item in relation to authenticity and then to consider the quality of the restoration of the item. The weight of each of these criteria should be equal. A well-restored original part should receive full credit assuming it is correct for the vehicle and properly installed. It is important to remember that each casting used in the assembly process was not perfect and may have had minor imperfections or partial flaws. A judge should try to award full points if possible rather than be overly critical. On the other hand, if an item is obviously a reproduction, it should automatically receive fewer points in the area of authenticity. These are items the conscientious restorer will correct after he reviews his scoring sheets. Reproduction materials may include fabrics, wood, rubber and other similar items which must appear authentic and completely accurate, but need not be original, to receive full credit.

In the interest of preservation, the following options are acceptable.

- *Any item which was unfinished and subject to rust may be painted with a transparent protective finish unless specified otherwise.*
- *Cadmium may be substituted for zinc plating.*
- *Plain cotter pins may be cadmium plated or stainless steel.*
- *High temperature paint on the exhaust manifold or muffler*

There is nothing inherently wrong in every vehicle receiving a first place award at a meet, or conversely, no vehicles qualifying for awards. The purpose of judging is simply to fairly measure the hobbyist's restoration effort against a common standard. Judges should try to award the maximum points the vehicle deserves and the owner should be given the benefit of any doubt.

The judge's responsibility is to evaluate the area compared to how the vehicle would have appeared driving off the assembly line. The granting of maximum points in any area means that the vehicle is just like the original. The important consideration is the consistency with which all vehicles are judged. The last vehicle should receive the same scrutiny and be judged exactly like the first vehicle.

Scoring should be done by deducting points from the area total. When two or more judges are selected to judge an area, the judge having the highest certification shall enter the judging points on the score sheets after a consensus has been reached. Point deductions that exceed 30% or more of the total for the area shall be explained in writing and initialed by the judge. Such deductions shall be reviewed by the Team Captain. If the judge fails to explain deductions over 30%, the judging sheet shall be returned to him for completion. In addition to using the suggested codes, a judge can make specific comments. By doing so he will provide the owner with information by which to improve the vehicle or produce another higher point restoration.

The Team Captain shall initial all completed judging sheets and turn them in to the Chief Judge who will