

New England Corvette Judging Council

Judging Guidelines (Judges)

General Guidelines:

- Be *consistent*!
- Be **consistent** in the amount of points you deduct for an infraction. If you deduct 1 point for squished bug on one car, deduct the same 1 point for a squished bug on another car.
- Be **consistent** at how you judge. If you are lifting back the seats to look for dirt in one car, make sure you do the same for every other car in the class.
- Be **consistent** in the amount of time you spend on each car. If you spend 20 minutes on the first car, spend close to that amount of time on all the cars in the class. Budget your time. Don't rush through the last cars judged.
- Be **consistent** in how you deal with the owners of each car. Do not show favoritism to any individual. Judge the car, not the owner. Avoid any personality clashes.
- Find all cars in the class being judged to confirm they are present and their score sheets correspond to their cars. Take this time to look over each car to assess the caliber of the cars being judged and to budget your judging time.
- Ask yourself "How well did the owner prepare *this* car to be judged for *this* event?" Look for things easily corrected (smudges, streaks, wax buildup, etc.). How much effort did the owner put into cleaning and preparing the car?
- Always consider cleanliness more than condition. Cleanliness – 60% ; Condition – 40%.
- Judging is on cleanliness and condition (60/40 ratio), not correctness. However, **completeness** is condition in a sense. If car is missing radio knob, lug nut, glove box, etc., something should be deducted for condition.
- Indicate points **deducted** on the score sheet, not points awarded.
- Be sure to sign judging sheet. There may be questions later on.
- Perform **visible** inspection only when judging. Do **not** feel for dirt. Only touch a part of the car in order to gain visible access to an area to be judged, such as turning down a sunvisor, leaning a seatback forward, etc.
- No 3-foot rule. Judge Street exterior same as Super Street and Show exteriors.
- Step off to the side to discuss and figure point deductions, away from owner's ears.
- Tie breakers will be decided the day of the show – possible tie breakers are: Insides of Compartments, Inner Headlight Area, Gas Filler Area, Inside Exhaust Tips (2 inches in), Wheel Well Lips. Hands-on judging (i.e. feeling for dirt) is OK for tie-breakers, especially for exhaust tips and wheel well lips.
- Seat covers, floor mats and front masks must be removed by owners. Deduct points if not removed.
- Any removable add-on items (center console covers, sill covers, etc.) must be removed prior to judging. Any fixed add-ons may remain, and will get judged with the area to which they are a part.
- Ensure owners do not touch their cars once judging begins.

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Exterior:

- Is the body clean, free of dirt, smudges, or streaks?
- What's the body condition? Are there signs of repair or damage? Look down the length of the body for signs of this.
- How does the body fit? Look for how the body panels fit, such as doors, hood, trunk, etc. Is the gap between body parts symmetrical?
- Paint Luster. Does the paint finish have a deep luster that catches your eye? Is there wax build up in the areas around the taillights, door handles or body panels?
- Tops. Do the T-tops fit well? How's the alignment? If it's a roadster, is the canvas top yellow, faded or wrinkled?
- Is the glass free of streaks and smudges? Is there window sealer around the edges?
- Is the exterior bright work polished to a high luster and free of wax build up?
- Are the body emblems free of wax build up and in good condition?
- Are the tire treads and sidewalls clean and in good condition?
- Are the rims and hubcaps clean and undamaged?
- Visibly inspect wheel wells only. Do not feel behind lip. (possible tie breaker only)

Interior:

- Visibly check the crevices of the seats for dirt. Is the piping worn? Is the seat upholstery clean? Are the seatbelts and mechanisms clean? Visibly inspect belts only. Do not pull belts out to judge.
- Has the carpeting been cleaned thoroughly? Is it faded or worn? Have the floor mats been removed?
- Is the dash clean? What's the condition of the instrument panel? Are all the nooks and crannies clean? Don't forget the console. Is it clean and polished?
- With the doors open, check the weather stripping, door jam and hinge area. This is an area that sometimes gets overlooked.
- Have the door panels been cleaned, and if they have carpeting on the lower sections, has it been cleaned thoroughly?
- Check the condition and cleanliness of the headliner. If it's a roadster, check the frame of the top and the canvas for tears.
- Turn down the visors for inspection. Check visor mirrors if present.
- Is the trunk area free of dirt and items not allowed? Is the luggage area lint free, faded, or worn?

Engine Compartment/Undercarriage:

- Check the engine block and valve covers. Are they clean and free of grease and road dirt? Have the valve covers been cleaned? If painted, is the paint chipped, peeling, or burned?
- Is the air cleaner/plenum clean and the paint in good condition? If chrome, is it smudge free?
- Look under the air cleaner (Do not remove lid). Is the carburetor clean, or is there fuel residue around it?
- Is the intake manifold clean and in good condition? Look at all the nooks and crannies.
- Is the chrome under the hood, such as shielding, clean, polished and smudge free?
- Are the inner fenders and firewall clean and are all parts fastened properly? Is wiring in good condition and neatly arranged?

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- Check underside of hood for paint condition and cleanliness. Also check weather stripping and latches.
- Is the radiator and fan free of leaves and bugs?
- Are the hoses and belts clean and in good condition?
- Check all accessories: A/C unit, alternator, steering box, master cylinder, etc.

Remember – Be fair and consistent, and most of all **have fun!**