A large, faint watermark of the StumbleUpon logo is centered on the page. The logo is circular with a double border. The top arc contains the text "SINCE 1962". The bottom arc contains "DRIVERS CLUB INC.". In the center, the word "StumbleUpon" is written in a stylized font, with a registered trademark symbol (®) to its right. The background of the logo is a light gray color.

SDC Judging Manual

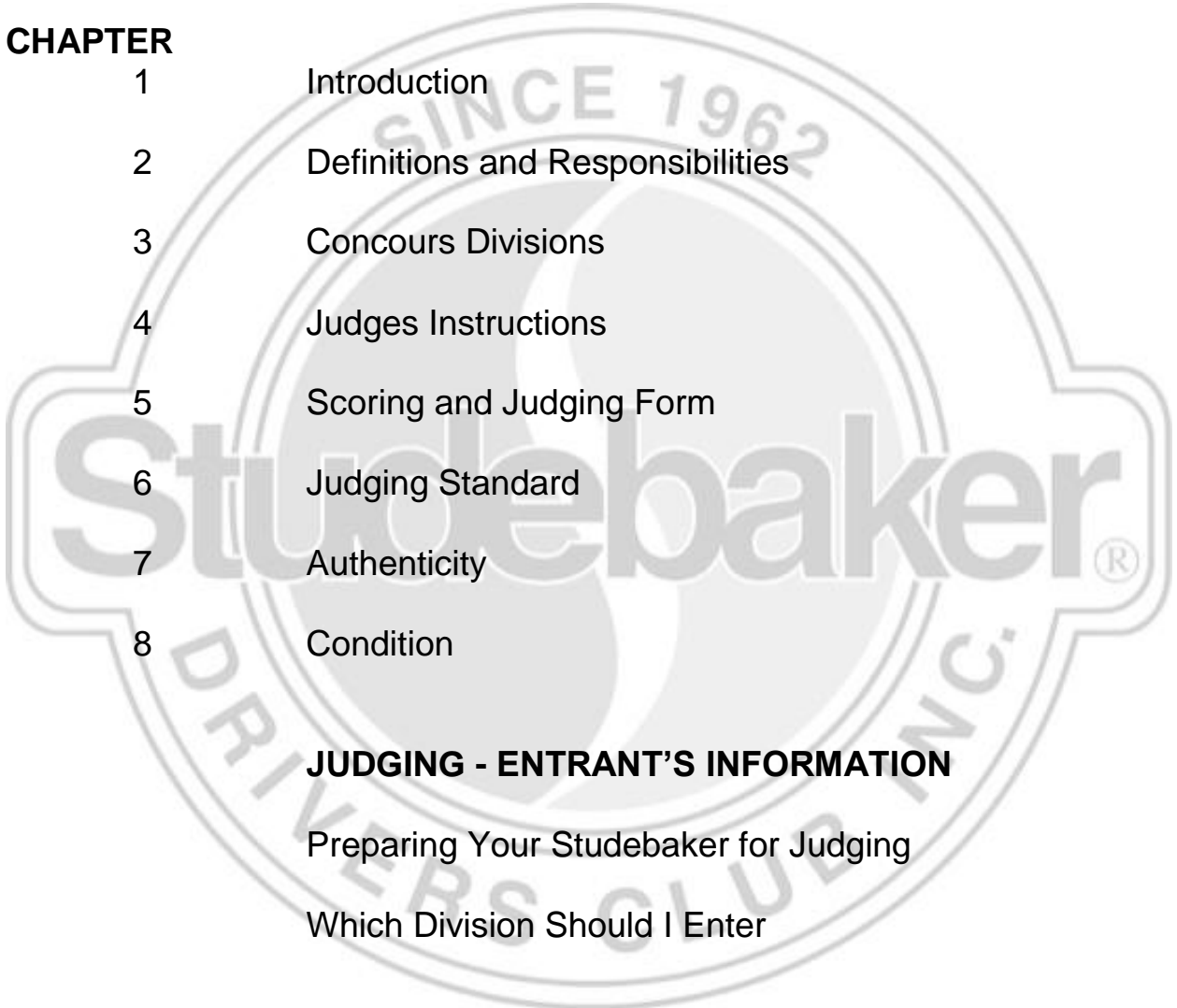
2019 Revision

SDC Judging Manual

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SDC Judging Policies

SDC Judging Policies are used as a standard at all SDC events and are intended to give all SDC members an understanding of the judging procedure. This Policy Manual is a working document reflecting SDC's current Judging Policy and, as changes occur, the Judging Standing Committee will assess the need for revision.

In 2002, the Judging Standards Committee, chaired by Carl Thomason, reviewed all previously published Judging Policy documents. Their efforts resulted in the Judging Policy printed in the April and May 2003 Turning Wheels. In 2007, Carl Thoms, Chief Judge, with contributions from many others, refined the Policy and created a comprehensive and detailed Judging Manual.

In this current version, we are updating the 2007 Manual with changes that have occurred since that time. We have also removed the information that applies mainly to Entrants rather than Judges into a separate section.

One significant change is establishing Drive-Through Judging and Electronic Scoring as the standard for International Meets. For Zone Meets this is optional and standing judging and judging forms may be used. The SDC Board of Directors has also stipulated, effective 1/1/2017, that a fire extinguisher is required for each car, displayed or judged, at all SDC sanctioned Meets.

Thank you to the members of this Judging Standards Committee for their dedication and commitment of time, hard work and valuable input for this revision: Peter Bishop, Jim Pepper, Denny Foust, Bob Henning and Tom Curtis.

SDC Judging Standards Committee
Carl Thomason, Chairman
2019 Revision

Chapter 1

Introduction

Drive-Through Judging and Electronic Scoring is used at all International Meets. Zone Meets or other SDC sanctioned Meets may use drive through or standing judging and paper sheet scoring.

A fire extinguisher is required for each car, judged or displayed, at any SDC sanctioned Meet. The fire extinguisher must be placed beside the front tire on the driver's side. For Drive through Judging, the fire extinguisher must be visible on the front seat on the passenger side.

Having one's vehicle judged and receiving an award are a major part of the festivities for many who attend but the awards should not be the prime reason for attending a Car Show. One of the main reasons for judging is to inspire us to maintain our cars and trucks in 'as like new' condition. It should also serve to maintain historical reference of new, as produced Studebaker vehicles. Studebaker International Meets and Zone Meets are where we can show them off to the general public and other members.

The judging system used by the Studebaker Drivers Club is a 400 point deduction system as originated by the Sports Car Club of America. The SCCA judging system works on the premise that a vehicle starts out perfect then points are deducted for imperfections.

Original/Restored vehicles are judged in **Divisions 1 to 7 (excepting Classes 6B and 6C (Avanti), which were not Studebaker-produced)**. For purposes of judging, we will call all modified, customized, and altered vehicles *Non-Stock*. **Non-Stock, Studebaker Powered vehicles** (those with a Studebaker engine installed) are judged in **Division 8**. **Non-Stock, Non-Studebaker Powered vehicles** (those with any other make of engine installed) are judged in **Division 9**.

There are four major judging categories: **1) Exterior, 2) Interior, 3) Engine and Trunk Compartments, and 4) Equipment and Operation**. Each major category is then broken down to numerous line items. Such as, paint, upholstery, wiring and chassis, etc.

The **CONDITION** categories add up to 400 possible point deductions. This is the 400-point system. Two point **AUTHENTICITY** deductions are in addition to the 400 point Condition deductions and are unlimited.

Members are always concerned about how to prepare their vehicle for show. The main thing is **CLEAN** and **POLISH**. If you are seeking an award, this means you will need to clean **EVERYTHING**: ashtrays, tires, engine, behind the bumpers, trunks, chassis, etc., everything that you can see with the naked eye. If you are restoring a vehicle in Stock

Divisions 1-7 (Original/Restored), your goal should be to restore your vehicle as close to Showroom Condition as possible. This includes, paint colors, upholstery, tire size and white walls width, engine colors, accessories, etc.

Vehicles in Classes 6B and 6C (Avanti) and Non-Stock Divisions 8 & 9 (Custom/Modified), are **NOT** judged by the same standards as Stock Divisions 1 to 7 but to a higher level. Paint should be level and run free. Original paint could have orange peel, runs, etc. Custom/Modified vehicles should have flat panels, even seams and perfectly matched panels. An Original body may have had some waves and uneven seams. Custom/Modified chrome should be Show chrome, where Original/Restored chrome does not have to be as brilliantly polished as Show chrome. Of course that also means Original/Restored vehicles will not be losing points for "flaws" that existed on the Showroom floor.

Judges are tasked with finding imperfections, flaws, and condition/authenticity items. When they check minor details, it is their job to inspect each vehicle fairly and diligently. Because it is subjective, it may vary slightly from show to show.

Finally, let us encourage you to step back a little and recall the main reason you find yourself in the old car hobby -- a shared interest with good companions. Prepare your vehicle, as best you can, and then attend a Car Show with the attitude that, award or not, you are going to have a good time.

Be proud. Drive your Studebaker!

Chapter 2

Definitions & Responsibilities

Concours Chairman (selected by host chapter):

The Concours Chairman is responsible for the Concours field layout, location for Drive-through Judging, signs, food vendors, waste cans, restrooms and clean up. The Concours Chairman is also responsible for working with the Chief Judge and assigning a person to assist the Chief Judge during the SDC International Meet.

Chief Judge (International):

The Chief Judge will interface with the Concours Chairman and is responsible for the overall Judging process. He may assign a Captain for each Division Judging Team. He coordinates the processing of the judging scores, gives out the awards at the Concours and resolves disputes. He facilitates a question and answer seminar, open to the membership, during the Meet. He also conducts a Judges' Meeting.

Captains:

Captains may be assigned to each Judging Team with responsibilities assigned at that time.

Division Judges:

It is the responsibility of Division Judges to familiarize themselves with the Judging Form (including the electronic version) and what is to be considered in each Condition Category as well as the Authenticity for their respective Divisions. Each Judge will judge the Condition and Authenticity of each vehicle except in Division 8 and 9 (Custom/Modified) where Condition only is judged. Judges are required to attend the Judges' Meeting.

Division Scribe:

A Division Scribe is responsible for entering the deductions and reason for each deduction as told to them by each of the Division Judges. When the Judging Team is ready to judge the vehicle, the Scribe will ask the Entrant if there is anything unique that the Judges should know before judging the vehicle. They are also responsible for keeping the Judging Form/Format from being viewed by anyone except by the Division Judge for that Division and the Chief Judge. Scores are totaled automatically in electronic judging.

A Scribe, if recording scores electronically, must assure that all categories for scoring an individual vehicle are properly completed. Anything less may result in an incomplete score for the vehicle being judged.

Entrant:

An Entrant is defined as the owner, driver, or person who registers the vehicle to be judged. The Entrant must be a member of SDC, AOAI, ASC, or the Packard Clubs to

register for the SDC International Meet. The Entrant must pay for the General Registration fee and the Judging fee to have their vehicle judged. For the purposes of this Judging Manual, the term “Entrant” is used throughout.

It is the responsibility of the Entrant to bring their vehicle to the designated Drive-through Judging location at the appropriate time. Entrants must stay with their vehicle while it is judged. The Entrant can have another person represent them for judging of their vehicle. Proper identification of the car being judged, in the form of the meet-specific windshield card, properly complete with Registration #, owner’s name and address, and vehicle description, must be placed on the passenger side of the windshield under the wiper blade.

For Zone Meets and Car Shows using standing judging and paper forms:

Judging Forms should be provided to the Registration Chairman for inclusion in the Entrant’s registration packet so they can be completed before the Judges arrive at the vehicle.

Each vehicle is required to have a fire extinguisher at all SDC sanctioned car shows, required placement to be on driver’s side of car, beside the front tire.

Entrants must stay with their vehicle until it is judged. If no one is at the vehicle when the Judging team approaches to judge the vehicle, it will not be judged. The Judging team will make attempts to come back later to see if the Entrant is at the vehicle. If the Entrant cannot be found, the vehicle will not be judged. Entrant is not permitted to confer with any member of the judging team while their car is being judged.

Chapter 3

Judging Divisions

There are nine Judging Divisions as well as a Division for Special Interest Vehicles. The Divisions are listed at the end of this chapter. We use a 400 point system where vehicles are judged against a Standard.

Division Awards:

1st through 3rd place awards are awarded in all Divisions. Only one award is given to a vehicle.

Point spread for awards are as follow:

1st PLACE is awarded for scores between 400 to 375 points.

2nd PLACE is awarded for scores between 374 to 340 points.

3rd PLACE is awarded for scores between 339 to 296 points.

One “**Best of Division**” is awarded in each Division. This award goes to the vehicle with the highest score above 374 points.

There is **NO** “Best of Show” award. Because all vehicles are judged against a Standard and not against each other, there is no way to determine a “Best of Show” vehicle.

There is no limit on how many 1st, 2nd and 3rd place awards are presented in each Division. Theoretically, a Division could have all 1st place awards. There is no set predetermined number of 1st, 2nd, or 3rd awards to be given.

Ties:

Ties will not be broken. If there is a tie for Best of Division, both vehicles will receive a Best of Division award.

Optional Award Categories are comprised of Display Vehicles only. This is at the discretion of the Host Chapter. It is not mandatory nor is it part of SDC Concours judging. Any Optional Category Awards are determined and funded by the Host Chapter. An example of this would be a People’s_Choice Award or Participant’s Award.

Division Changes:

No Division changes are allowed on the Concours field after the registration cutoff date. The Chief Judge has the authority to make an exception to this rule. It is the Entrants’ responsibility to enter their vehicle in the correct Division.

It should be noted, that, at an International Meet, the Registration #, definition of car, class chosen and vehicle owner name all flow to the electronic judging software. An error in choice of class can result in a possible charge against points scored as a penalty for being in the wrong class.

Division 1: Prewar

All Models including Erskine, Packard, & Pierce Arrow 1902-1946

Division 2: Early Postwar Sedans and Wagons

All Sedans and Wagons 1947-1958

Division 3: Lark-Types

Larks types, all models
including convertibles 1959-1966

Division 4: Coupes (C body) and Hardtops (K body)

Starliner, Starlight, Speedster, all Hawks 1953-1961,

Division 5: GT Hawks

GT Hawks 1962-1964

Division 6: Avanti's

- A) Avanti (Studebaker) 1963-1964
- B) Avanti II (Nate Altman) 1966-1982
- C) Avanti (Blake, Kelley, Cafaro, etc) 1983- 2006

Division 7: Trucks

Trucks, all models 1902-1964

Division 8: Non-Stock, Studebaker Powered

All Vehicles and Trucks (Custom/Modified) All years

Division 9: Non-Stock, Non-Studebaker Powered

All Vehicles and Trucks (Custom/Modified) All years

Division SI: Special Interest Vehicles (One award per class)

Class A: Non-Motorized - Wagons, Buggies, Carts, Wheelbarrows

Class B: Related Vehicles - Weasels, Racers, Excalibur

Class C: Toys - Goat Wagons, Larkettes, Pedal Vehicles

Note: SDC reserves the right to add or delete from all Divisions as needed

Chapter 4

Judges Instructions

Judges are SDC, AOAI, ASC, or Packard Club members who volunteer to judge. We encourage everyone to volunteer to be a Judge, as it is a valuable experience. The vehicles vary in condition and judging provides an opportunity to see the vehicles in detail

In **Original/Restored**, Divisions 1 to 6A and 7, Authenticity and Condition are judged. In **Avanti**, class 6B, and 6C, and **Custom/Modified**, Divisions 8 and 9, only Condition is judged.

The job of a Judge is to compare each vehicle against a Standard, not against other vehicles in that Division. Each Judge is expected to be familiar with the Division they are judging, including Authenticity. Judges do not have to be an expert in Authenticity, but are encouraged to question Authenticity items. If an item is questioned, the Entrant will be given an opportunity to discuss and validate the item questioned at that time.

The Judging Categories are:

- 1) Exterior
- 2) Interior
- 3) Engine and Trunk Compartments
- 4) Equipment and Operation

Be sure to wear your "SDC JUDGE" hat. This identifies you as a Judge. Please do not wear anything that could scratch the vehicle such as jackets with zippers, belt buckles, etc. This has happened in the past. SDC is responsible for any damage to the vehicle.

PRIOR TO JUDGING

Before judging starts, the Judging Team inventories the vehicle list for each Division. In electronic judging, vehicles to be judged will already be listed in the software. This information comes from the vehicle registration information at each Meet. If the vehicle is not on the list, and the Entrant feels a mistake has been made, the Entrant will be referred to the **Meet Registration Agent**. The Registration records determine the Division where the Entrant registered the vehicle at the time judging registration closed. If a mistake was made in the Registration records, and the Entrant did register the vehicle in the correct Division, the vehicle can then be judged in the correct Division with the Chief Judge's approval. If the Registration records are correct, and the Entrant made a mistake in entering in the wrong Division, the vehicle will be judged in the Division identified in the Registration record. The Entrant is responsible for registering their vehicle in the correct Division.

JUDGING THE VEHICLES

In electronic judging, there are two judges and one scribe for each drive through lane. The Chief Judge may select a Division Captain and Judging for the four major categories is assigned. Each Judging Team includes a Scribe who records the Judges' point deductions and reason for the deductions on the prescribed line in the judging software. **Every point deduction must have a comment written** in the proper location on the computer screen. Deducting for something the owner cannot find does not help them improve the vehicle.

When each vehicle comes through the Drive-Through Line, their information will already be loaded in the software.

The Entrant will be asked to stay at the front of the vehicle until asked to operate something on the vehicle. Ask the Entrant to open the hood, trunk, or doors and to operate headlights, brake lights, turn signals, or anything else on the vehicle. Judges are not permitted to do this. **DO NOT TOUCH OR OPERATE ANYTHING ON THE VEHICLE.** Judges may touch the vehicle in order to support themselves when leaning in the vehicle such as to judge the dashboard. While leaning inside the vehicle to judge, please do not put your knee on the seat or sit on the seat. You may sit on the door sill if necessary.

Authenticity is judged first in Divisions 1 to 6A and 7 (Original/Restored). As Authenticity deductions are identified, each Judge advises the Scribe to record point deductions and reason for the deductions. When the Authenticity judging is completed, the Division Captain shows the electronic Judging Form to the Entrant with the Authenticity deductions noted. If no Authenticity deductions are taken, the Entrant is not shown the Judging Form.

The Entrant is asked to provide any written documentation to substantiate the Authenticity item(s) in question. The proof must be: 1) A copy of the original Studebaker sales invoice showing that the questioned item is listed; 2) A copy of the production order; 3) A copy of the Studebaker Chassis Parts Catalog or Studebaker Body Parts Catalog showing the item is authentic; 4) An original or a copy of the Studebaker Accessories Sale Catalog for that year. The Sales Catalogs are not necessarily the best way to prove items are authentic and appropriate for that year. Because many of the photographs in the Sales Catalog were airbrushed, they may have been published before the vehicles were manufactured, or the item may have been changed at the time of manufacture. They are not good documents to prove Authenticity.

Verbal statements, such as "That is the way the vehicle was when I bought it" are not sufficient to prove Authenticity. "The way the vehicle was when purchased by the current owner", may be different than the "As Delivered" by the factory. Many things could have been changed by previous owners before being purchased by the current owner.

If the Authenticity item is validated, the deduction is removed. If not validated, the

deduction remains. The Entrant then knows all the Authenticity deductions for their vehicle. There should be no surprises of Authenticity deductions at the time of the Awards Presentation.

By judging Authenticity first, the Entrant will not see any "Condition" scores because none will have been written down. While the Division Captain discusses any Authenticity deductions with the Entrant, the remaining Judges continue to judge "Condition." The Scribe moves away from the Division Captain and Entrant, so the Judges can advise the Scribe of Condition deductions without the Entrant hearing this information

After the Authenticity section of the Judging Screen is completed, no one except the Judging Team is allowed to see the Judging Screen. The Entrant is allowed to see only the Authenticity deductions.

The Judges are responsible for reviewing the Judging Screens and making sure all deductions have comments. Judging Forms having deductions without comments, will have that specific deduction removed. It is unfair to the person showing the vehicle to have a deduction without a comment. The word "condition," as a comment when judging "Condition" line items, is not acceptable. Judges must identify the actual imperfection, which results in the deduction.

When judging **Divisions 8 & 9 (Custom/Modified)**, Judges are asked to comment on the Engineering, Innovation, Fit, and Finish of the vehicle. Although no bonus points are awarded, we can acknowledge some of the unique things someone has done to their vehicle. Studebaker owners are very resourceful in the way they customize and modify their vehicles in some interesting and distinctive ways. They should be recognized for their effort.

Spend the same amount of time on each vehicle. Ten minutes maximum per vehicle is about right. Please do not spend 25 minutes on the first few vehicles and 5 minutes on the last, as it is not fair to everyone.

Each judge is responsible to be as consistent as possible. Do not pick one type of flaw and look for it in every other vehicle. Look at the overall vehicle.

Immediately refer any disputes or problems to the Chief Judge. **Do not argue with the Entrant.**

Upon completion of judging a vehicle, the Division Captain is to thank the Entrant for bringing their vehicle and entering it for judging.

COMPLETED JUDGING FORMS

The Division Captain reviews the completed Judging Forms and confirms that all categories of judging have been completed. If needed, the Judging team can review the vehicle and determine that any unusually high deductions are appropriate.

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In electronic judging, winners are determined automatically. At the Awards Presentation, the results are announced and trophies awarded. Paper copies of the Judging Forms are included with the Awards.

Those not receiving an award can pick up their Judging Form after the Awards Presentation - not in advance.

DISPUTES

No complaints will be heard by the Chief Judge after the Awards Presentation. All complaints and disputes must be submitted to the Chief Judge in writing (mail or electronic) within 30 days.

Thank you, and have fun judging these great Studebakers!

For Zone Meets and Car Shows using standing judging and paper forms:

Judging on the field is essentially the same as Drive-Through judging except the vehicles are judged in place using a paper judging form.

The Chief Judge provides each Judging Team with an "Official Judging List," identifying all vehicles registered to be judged in each Division so they can be located for judging. Judged vehicles will have a window placard "**JUDGED**" with the name of the Entrant, the Meet Registration Number, Division, Year, Model, and Engine portions completed. Display vehicles will have a window placard "**DISPLAY**" of a different color.

If the vehicle is not on the "Official Judging List for the Division being judged, it cannot be judged in that Division and must be judged in the Division in which it is registered. If the Entrant states a mistake has been made, refer the Entrant to the Chief Judge.

Each Judging Team is assigned a Scribe who is responsible for making sure the Entrant has filled out the Judging Form with the owner's name, vehicle year, model, Meet Registration Number and Division entered. The Scribe records the Judges' point deductions and reason for the deductions on the Judging Form. The Scribe must PRINT LEGIBLY. **Every point deduction must have a comment written.** As judging of a vehicle is completed, the Scribe checks them off the "Official Judging List" to ensure that all vehicles are judged.

The Scribe maintains the completed Judging Forms until the Chief Judge collects them. The Scribe does not tally the Judging Form. This is done by the Chief Judge's Scoring Staff. The point system will identify the best vehicles.

Chapter 5

Scoring & Judging Form

The SDC Judging Form has one Judging Form format for Divisions 1-6a and 7 (Original/Restored) and a slightly different format for Divisions 6b, 6c (Avanti) and 8 & 9 (Custom/Modified). The area on the Judging Form where Authenticity deductions are noted in Divisions 1- 6a and 7 (Original/Restored) is replaced with a section where outstanding Engineering, Innovation, Fit, and Finish can be acknowledged in Divisions 6b, 6c (Avanti) and 8 & 9 (Custom/Modified).

HOW THE JUDGING FORM WORKS:

The Judging Form uses a 400-point system. The 400 points are the total of the maximum points that can be deducted on the **Condition** side. This applies to all nine Divisions. Divisions 1 thru 7 using factory built quality as the perfect standard. Divisions 8 and 9 use car show/hotrod excellence as the quality perfect standard. Divisions 1 thru 7 are also judged for authenticity. **Authenticity** deductions are two points for each incorrect item. Multiple items like tires, headlights, and seat belts are considered one item.

The major "Condition" categories on the Judging Form for all Divisions are as follows, along with the points that can be deducted in each category:	
Exterior	125
Interior	95
Engine & Trunk Compartments	100
Equipment & Operation	<u>80</u>
TOTAL POINTS	400

Chapter 6

Judging Standard

Authenticity and Condition are discussed in Chapters 7 and 8. This Chapter deals with the basic Judging Standard and exceptions that comprise our judging process. In our scoring process, we start out with a perfect 400 points and then deduct for imperfections.

JUDGING STANDARD FOR DIVISIONS 1 to 6A & 7: (Original/Restored)

The Judging Standard defines the condition in which the vehicle was manufactured at the factory and delivered by the Studebaker Dealer. The condition should be no better than nor any worse than Showroom condition. Studebaker Authorized Accessories can be added without penalty.

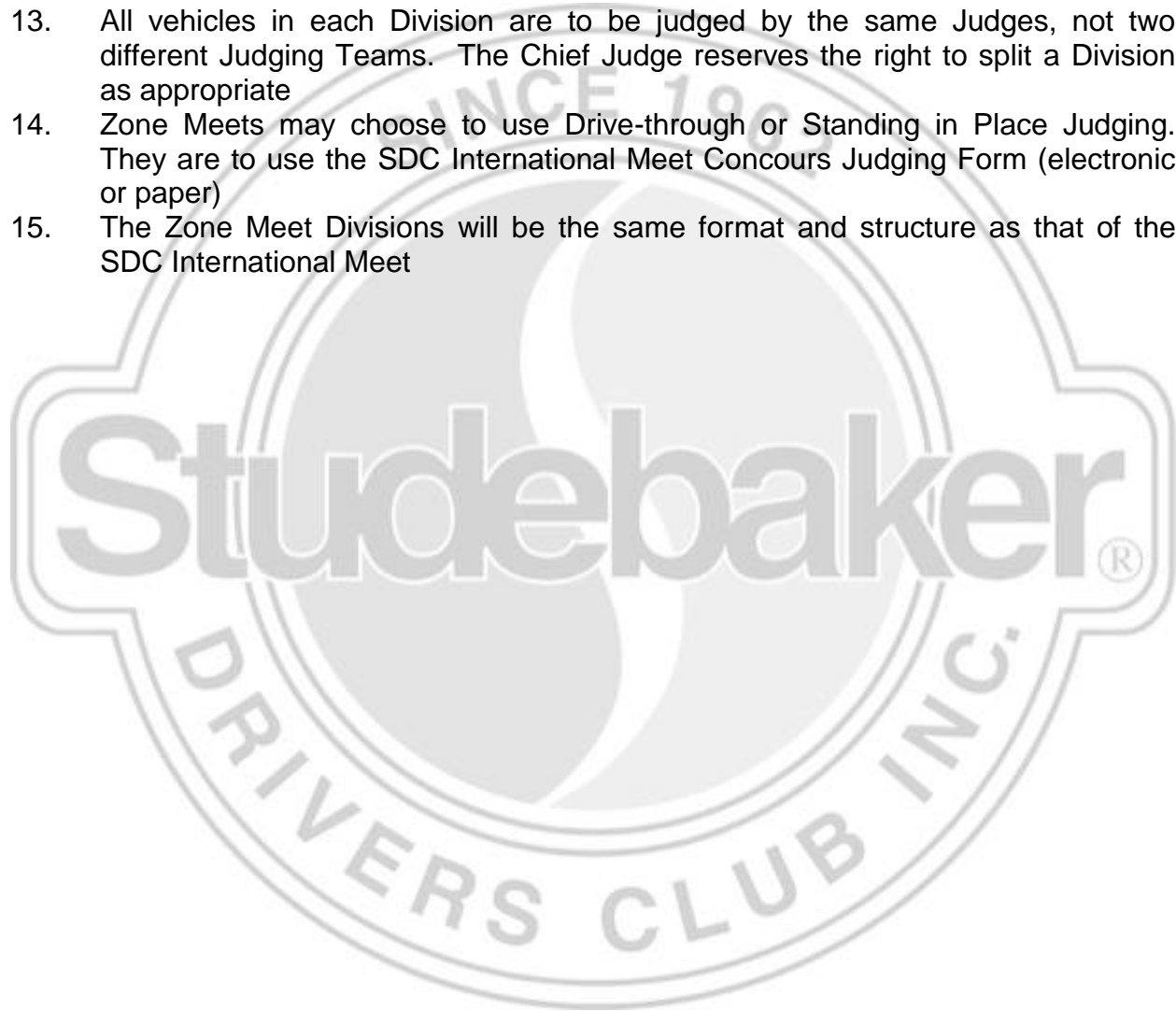
JUDGING STANDARD FOR DIVISIONS 6B & 6C (Avanti) and DIVISIONS 8 & 9: (Custom/Modified)

The Judging Standard defines Condition, Fit, and Finish on the vehicle. These Divisions are judged to a higher standard than Divisions 1 to 6a and 7 (Original/Restored) and are expected to be as perfect as a vehicle can be, better than Showroom condition. The Quality of Construction is what counts. This includes everything in and on the vehicle. Paint at the very least should be level and run free. The original body would have some waves, and uneven seams. Custom/Modified should have flat panels, even seams and perfectly matched panels. Custom/Modified should be show chrome.

THE JUDGING STANDARDS for all Division are:

1. Convertible tops must be up with all glass rolled up.
2. Safety Seat belts will be allowed on any year vehicle, as these are a safety item and required by most states. They must be Studebaker style, appropriate to the year of the vehicle and not brand "X", or the modern push button type. Divisions 6B & 6C (Avanti) and Division 8 & 9 (Custom/Modified) can have any brand or style of Safety Seat belts
3. All trunks are judged. Station wagons will have their storage compartments, where the spare tire is located, judged. All trunks and storage compartments must be emptied so the Judges can see the interior of the trunk or storage compartment. Trunks must contain a correct Studebaker jack, jack handle and base
4. Stainless steel exhaust systems are acceptable with no deduction.
5. Failure to have an approved Fire Extinguisher will disqualify a Club member to display or enter their car into SDC Judging at an official SDC sanctioned meet or show. The Fire Extinguisher must be UL listed or equivalent and fully charged. The minimum for all vehicles is a UL type 1-A:5 – B:C
6. All vehicles related to Studebakers, i.e. Packards, Pierce Arrow, Zip Vans, etc., will be judged with the equivalent Studebaker in regards to year and body style

7. Display Vehicles will share the same field as the vehicles to be judged. They will be displayed with their respective Division and will have a windshield card informing the Judges that it is a "Display Only" vehicle
8. Trailered and driven vehicles are to be judged together by the same standard
9. The SDC International Meet Concours uses the Drive-through procedure and electronic software for judging
10. Engines will be started by the driver. Engine function will be judged as part of the Equipment and Operation section
11. The Entrant must be present at the vehicle at the time of judging
12. No vehicle will receive more than one award for the Concours
13. All vehicles in each Division are to be judged by the same Judges, not two different Judging Teams. The Chief Judge reserves the right to split a Division as appropriate
14. Zone Meets may choose to use Drive-through or Standing in Place Judging. They are to use the SDC International Meet Concours Judging Form (electronic or paper)
15. The Zone Meet Divisions will be the same format and structure as that of the SDC International Meet



Chapter 7

Authenticity

Authenticity is defined as the way each Studebaker was manufactured at the factory. Authorized Studebaker Accessories that the dealer could have added, are acceptable. The Entrant will be given an opportunity during judging to authenticate any item that may be called into question for Authenticity. There are two questions to be answered when judging Authenticity items: Is it a Studebaker item and/or is it an appropriate item for that year and model of vehicle? Authenticity deductions are 2 points per item.

It is the Entrant's responsibility to provide the Authenticity documentation for items being questioned.

Authenticity deductions are a 2 point deduction per item. For example, having five tires that do not match is considered one item and a 2 point deduction. Another example is the seats are not upholstered in the original type fabric and the door panels have been reupholstered in a non-authentic material. This results in a 2 point deduction for the seats and 2 points for the door panels. A total deduction for those items on the Judging Form is 4 points.

Exterior

Paint: The paint should be the original color that was available the year the vehicle was manufactured. If your vehicle is repainted, the paint should be level, free of runs, drips, and orange peel, which are acceptable on original factory applied paint only. Since most cannot tell the difference between a Clear Coat paint and a non-Clear Coat paint, there will be no deduction for this.

Body: Body panels should be as they came from the factory without dents. The exterior of convertible tops is included in this category. Make sure the fabric on the convertible top matches what the vehicle came with originally.

Chrome: This category includes chrome, plated or non-plated, pot metal and stainless steel trim on the vehicle. It also includes emblems. All should be in original condition; bright and shiny, no pits, scratches, dents, or faded emblems.

These items should be what was originally put on the vehicle, NOS or reproduced replacement. Chrome items can be re-plated. Pot metal items were usually chromed by the factory and therefore should be in excellent original or re-chromed condition.

Glass: All the glass in the vehicle is safety glass and may be replaced. The manufacturer of the replacement glass can be different than the manufacturer of the other glass on the vehicle. Glass with tinted film applied receives a 2 point deduction.

Wheels: This category includes the wheels, tires, valve stems, hubcaps and/or wheel covers. The wheels must be the correct wheels as originally put on the vehicle. The

tires, including the spare, may be either bias-ply or radial. All five must match in size and whitewall width. In the case of radial tires, wide whitewall width must be the same width as originally on the vehicle. Example: Narrow one-inch wide whitewalls 2 point deduction on vehicles, which originally had wide whitewalls. Black wall tires are acceptable on all vehicles.

The valve stem should have either plain black or chrome valve stem caps as appropriate. The fancy ones currently available with an "S," or "Royal Crown" valve cover caps are not acceptable and therefore receive an Authenticity deduction of 2 points total - not 2 points per valve stem cap.

The vehicles originally were delivered with either hubcaps (the small ones that only covered the lug nuts and were held on by three hubcap brackets or nubs) or full wheel covers that covered the entire wheels. All four hubcaps or wheel covers must be the same style.

Interior

Upholstery: Seats must be covered with the original fabric style and in the same upholstery pattern as factory original. If the vehicle had vinyl upholstery from the factory, replacement vinyl must match in grain pattern. If the original was cloth, again it must match in fabric pattern.

Door panels: Door panels including hardware should be as originally built by the factory. Replacement panels should have heat-sealed seams. If the panels are replaced with stitching, a 2 point total penalty is assessed.

Carpet: The original carpeting in Studebakers is at least over 50 years old and probably not in show condition. Most vehicles have replacement carpet. If the replacement carpet is extremely close to the original weave and color, no deduction will be taken.

Headliner: Must match the original, cloth, mohair, cardboard, or vinyl. Some vinyl and cardboard headliners were perforated. A replacement headliner must match the original in material and pattern. Sun visors and windlace must also match the original.

Dashboards: Dashboards and steering wheels must match the originals. Steering wheel covers must be removed. All the knobs and switches must match the original. Gauges must be correct for the year.

Weatherstrip: Weatherstripping around the doors, windows, rocker panels, etc. should be the original style.

Engine and Trunk Compartment

Wiring: All electrical wiring should be identical to the original wiring harness. Modern vinyl coated wiring is a 2 point deduction when it replaces the original style cloth covered wiring harness. All wiring colors and wire gauges must match the original. If an accessory item is added to the vehicle, it also must match the original wiring. Be sure to

check any wiring that may be visible in the trunk compartment. Often the wiring to a license plate bracket or other item is visible. Check to make sure it matches the original.

Engine: The engine should be the correct engine for the vehicle and Division in which it is entered. Deductions will be made if you do not have the correct decals. Deductions for decals are 2 points per decal type. For example, there should be three small decals on the oil filter canister and there is only one. That is a 2 point deduction. If the windshield wiper motor does not have the correct decal, it is another 2 point deduction, totaling 4 points.

Batteries: Must be of the original size, color, and post orientation. Sealed (non-maintenance) batteries will receive a 2 point Authenticity deduction.

Firewall: The firewall should be painted body color. The original color usually matches the lower body paint color. All the items attached to the firewall should be clean and painted appropriately. The windshield wiper motor was usually cad plated or a plain aluminum casting.

Inner Fenders: The inner fenders should be painted the original color, usually the same as the lower body color and not black. Anything that is attached to the inner fenders, including the heater blower motor on some models, should also be the original paint and style.

Cooling: There is no deduction on hose clamps. The radiator hoses should be the molded type that was originally on vehicles and not the flex type Universal fit. The radiator including the radiator tanks, should be painted black. The fan shroud should be painted as the original, usually black.

Hood: The underside of the hood should be painted the same color as the upper body color. It may or may not have had an insulation pad on the underside of the hood. There is no deduction if the vehicle does not have an insulation pad.

Trunk: The trunk inside surface should be as the original. Many years had a type of sound deadening material applied. The trunk mat must match the original style. The trunk must contain a spare tire. The tire and wheel must match the tires on the vehicle in size and whitewall width, brand and type. This deduction for matching tires is annotated under wheels. The trunk weatherstripping must be the original configuration. All trunks must have a Studebaker jack, jack handle and base. Station wagons must have these items in the storage compartment containing the spare tire.

Equipment and Operation

Lights: All lights must be as on the original vehicle. Halogen headlights are an acceptable replacement for the original headlight. They must be the sealed beam type, not the bulb replacement type. They must all be of the same brand and type. Taillights and backup lights must be the original type.

Horns: The horns must be as original. They must be either 6 V or 12 V, as was originally installed in the vehicle. They must be painted black and installed in the proper location.

Wipers: Windshield wipers should match the original. The windshield wiper arms and the windshield wiper blade should be of the correct type. The windshield wipers are not operated for judging.



Chapter 8

Condition

In 2003, the Judging Standard Committee developed the following scale to guide Judges in the amount of points deducted as they find imperfections in each line item. Each line item on the Condition side shows the maximum amount of points that can be deducted. For example, under Interior, upholstery has a 35 point maximum deduction and carpet has a 20 point maximum deduction. The scale shows the point range to be deducted as imperfections are classified.

To help improve consistency the following judging point scale applies.

Maximum points that can be deducted	5	10	15	20	30	35
Minor	1	1-2	1-3	1-4	1-6	1-7
Moderate	2	3-4	4-6	5-8	7-12	8-14
Major	3	5-6	7-9	9-12	13-18	15-21
Severe	4	7-8	10-12	13-16	19-24	22-28
Extreme	5	9-10	13-15	17-20	25-30	29-35

Minor: Few imperfections in that line item.

Moderate: Larger number of imperfections in that line item.

Major: Greater quantity of imperfections, number, or extent, in that line item.

Severe: Serious problems in that line item.

Extreme: Exceedingly great or severe in that line item.

The goal of judging is to give the Entrant the information they need to improve their car. It is intended to be an accurate third party evaluation of condition and correctness as presented on the day of the event.

A large, faint watermark of the Stacked Paper logo is centered on the page. The logo is circular with a scalloped border. At the top, it says "SINCE 1962". In the center, it says "Stacked Paper" with a registered trademark symbol. At the bottom, it says "STIVERS CLUB".

Judging - Entrant's Information

Preparing Your Studebaker for Judging

Here are a few detailing suggestions to get your vehicle ready to be judged. It's a good idea to start out with a clean and detailed vehicle before going to the meet so when you arrive, you will only have minor cleaning and polishing to do.

Chassis

To start with, your vehicle's chassis must be clean. Dirt, dust, rust spots, and oil or fuel leaks will cost points. A good beginning to chassis detailing is to take your vehicle to a do-it-yourself vehicle wash and use the steam gun to get as much grime off its underside as possible. Do not spray under the hood because you could easily ruin electrical components, shoot steam down the carburetor or get dirty water into your vehicles interior.

Steam or pressure blasting will get rid of the loose stuff, but it will not budge caked-on grunge. For that you need to get under the vehicle with putty knives, stiff wire brushes, and a squirt can of lacquer thinner. Scrape the chassis as clean as possible with the putty knives and brushes. Shoot any stubborn spots with a little of the thinner, let it soak in for a few minutes, and then scrape it off.

Engine Compartment

Scrub the block and wash it down to get any grease residue off. Stubborn oily spots on the engine can be handled by wetting the area with dishwashing solution, and then shaking a little *Tide*® or other dry laundry detergent on the spot. Let this set for a few minutes to dissolve the grease. The parts should come clean with a little scrubbing. Clean the exterior of your vehicle's carburetor with a little lacquer thinner and a toothbrush, but do not get any thinner on your vehicle's finish.

Research and find out whether your accessories were gloss, semi-gloss, or flat black and paint them accordingly in the right color.

Rubber Hoses: Use a non-solvent based rubber, plastic and vinyl protectant. Solvent-based protectants can damage hoses and other surfaces.

Manifold: De-rust and clean the engine's exhaust manifolds and then paint them with engine paint as appropriate. Remove scaling and rust. You may want to keep a can of engine paint in your detailing kit for touch-up purposes.

Intake manifolds are a little more forgiving as far as temperature is concerned, although if you have trouble with the conventional paint burning off, coat them with silver, high-temperature paint first, then paint on the correct color. Never use primer under engine paint though, because it will cause it to flake off.

Exterior

Wash: When you have the chassis free of dirt and muck, it is time to wash it down. Washing your vehicle removes loose contaminants from your vehicle and is one of the best ways to maintain the appearance. You may prefer a wash product that will condition your paint and enhance gloss. Wax is the best protection against the elements.

Paint: Small mistakes may go unnoticed in other areas, but your vehicle's paint must be as near perfect as you can make it when you present it for judging. The key to making any paint surface look great is proper preparation. If the surface has contaminants or damage from oxidation or swirls, the color and shine will not look its best regardless of the wax protective coating.

To keep your vehicle looking like it has just been detailed, it is recommended using a spray on detailer as needed to remove light contaminants before they have a chance to bond and damage the paint surface. There are products with improved formulas that deliver clear, sharp reflections and natural carnauba protection. To eliminate fine scratches and swirl marks use a product that helps in removing these and then buff out the surface.

Wheels: To clean your chrome wheels, there are products that are specifically formulated to dissolve stubborn brake dust & road grime on chrome wheels. It is important to polish the chrome. Be sure to paint the emblems on your hubcaps or wheel covers as appropriate.

Tires: Tires, especially whitewalls, must be clean and unblemished. *Bleche-White®* is good for making yellowed, scuffed whitewalls truly white,

and *Aarmorall*® and *Meguiars*® products work well on the black areas. Using steel wool to clean your white walls actually removes the rubber.

Glass: Keeping your glass clean is not just a part of making your vehicle look great, but it also improves safety. Bugs, road tar, tree sap, and industrial fall-out can create a film on your windshield. It is important that your automotive glass cleaner is strong enough to remove these contaminants without streaking or smearing. For the ultimate in sparkle, give your vehicle's glass a coat of straight carnauba wax with no cleaners in it.

Rubber: There are many products that work well on rubber seals and gaskets, but a good treatment is saddle soap. It cleans rubber, protects it, and leaves it with the correct satin sheen. Be sure to do the rubber on your vehicle before doing the paint. Black silicone sealer is good for fixing small cracks in rubber, but use butyl caulking for sealing jobs.

Chrome: To care for your chrome trim, use a metal polish which cleans, shines and protects all metal surfaces.

Interior

Upholstery: Next to paint and chrome, your vehicle's upholstery will do more to help (or prevent) taking home an award than just about anything else. Factory correct materials, straight stitching, and the right color scheme are absolute musts. Beyond that, it must be clean and in good repair. Use a small, hand held vacuum cleaner and gently remove dust from your vehicle's upholstery. Dust is your interior's worst enemy.

For wool seats, brush the upholstery using a soft scrub brush, then vacuum in order to remove dust. Wool fabrics can be cleaned with a little *Woolite*® and lukewarm water, but don't get the upholstery soaking wet. If you do, stains, caused by dirt in the padding, will develop. As a final touch, take a large, soft scrub brush and brush the upholstery one more time before judging to get all the nap going in one direction.

Clean vinyl interiors with vinyl cleaner. Saddle soap will also work on vinyl. Just rub it on and polish it with a soft cloth.

Carpet & Cloth Care: To clean carpets and cloth interior surfaces, use a Carpet & Interior Cleaner. This will lift out dirt, stains and grime from carpets, floor mats and upholstered surfaces. It's a good idea to clean your carpets, cloth seats and floor mats as needed. Drive with a temporary floor

mat over the carpet to keep from damaging the carpets and remove it before judging.

Dashboard & Door Panel Care: To care for your dash and door panels, we recommend saddle soap on the vinyl parts which will clean and protect while leaving a high shine finish. Polish and wax all painted surfaces.

Instrument Panel Care: To remove light scratches and fogging from your instrument panel and other clear plastic surfaces, we recommend using a commercial brand of clear plastic cleaner & polish. To maintain all your clear plastic surfaces, use a clear plastic detailer and micro fiber towel. A quick interior detailer spray or wipes are an excellent choice for quick interior touch-ups.

Trunks: All trunks will be judged. Trunks need to be emptied so the Judges can view the interior and floor. Station Wagon storage compartments under the rear floor should be empty.

General

Be sure to check the operation of your lights and turn signals after you arrive at the meet. Even though they worked perfectly when you left home, they may not work now. Many people have been surprised when the Judge asks them to use a turn signal and it does not work. Double check your horns, make sure they are working. Loose connections can affect all electrical items while the vehicle is driven to the meet. Check everything out before the Judging team starts judging your vehicle.

Remember, cleanliness can win or lose an award.

Which Division Should I Enter?

Vehicles in Divisions 8 & 9 (Custom/Modified) are held to a greater than mass produced production standard. The Quality of Construction in paint, fit, bright work, wiring, symmetry, color coordination, and so on is what the Judges are expecting to be near perfect. Divisions 8 & 9 (Custom/Modified) vehicles are not constrained by how they were built at the factory. Every system and component is under scrutiny. For judging purposes, it is assumed that a vehicle entered in Divisions 8 & 9 (Custom/Modified) has been completely reworked. The owner is free to modify or construct whatever type of vehicle he or she desires. It is the Quality of Construction that counts! This is not the case with Original/Restored.

Should you enter your vehicle in Divisions 1 to 7 (Original/Restored) or a Non Stock Division? If you replaced the Studebaker engine with another manufacturer's engine, then you are required to enter Division 9. If your vehicle has a Studebaker engine, then you have a choice. This is where Authenticity point deductions come into play. Remember, it is your responsibility to be able to document any and all Authenticity questions. Judge your vehicle for Authenticity yourself. If your vehicle would lose 15 points in Authenticity, it would be better in a stock Division (Divisions 1 to 7) rather than possibly losing 30 points for Quality of Construction in Divisions 8.

We recommend entering a stock division when modifications are mild or few. If your vehicle has lots of minor things you customized, such as seats, radio, carpet, etc., then you should determine how many points you think you will lose for Authenticity versus the Condition deductions you could lose in Divisions 8 & 9 (Custom/Modified) to determine which Division to enter.

End