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Antique Automobile Club of America  
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Hershey, Pennsylvania 17033  
(717) 534-1910  
www.aaca.org
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DISCLAIMER

These Judging Guidelines are intended to provide information to assist Antique Automobile Club of America (AACA) National Judges in evaluating antique vehicles at AACA National Meets. The information contained in these Judging Guidelines is subject to changes, additions and corrections and AACA reserves the right to change, amend and revise these guidelines at any time and from time to time. The Antique Automobile Club of America makes no warranties, representations or covenants, express or implied, with respect to the contents of these Judging Guidelines including, but not limited to, warranties, representations or covenants as to the accuracy of the information stated herein.
A. PREFACE

These guidelines have been prepared for the use of all AACA judges, both regional and national. Their purpose is to assist all judges in the pursuit of their tasks and to set forth the policies and procedures as now implemented at all AACA National Meets. Every AACA judge should study these guidelines and follow them as set forth.

B. HISTORY

The Antique Automobile Club of America was founded in 1935 by a small group of people with a common interest, the love of old cars. Their initial purpose was to gather together and plan outings and driving contests. These contests were based on driving skill rather than races, and the winners were awarded useful items, such as a quart of oil or a gallon of gasoline. Soon some of the members began restoring their vehicles, attempting to win the favor and attract the largest crowds at their gatherings. As years passed, the driving contests gave way to contests of skill and workmanship in the restoration of their vehicles.

In Pottstown, Pennsylvania, at a National Spring Meet in 1952, AACA judging began. From that day forward, the AACA judging system has evolved through constant improvement and change. These guidelines bring together all of the information and policies formulated to date.

C. GENERAL POLICY

The objective of AACA judging is to evaluate an antique vehicle which has been restored to the same state as when the dealer received the vehicle from the factory. Any feature, option, or accessory shown in the original factory catalog, sales literature or company directives for the model year of the vehicle, will be accepted for judging. The end result of the accurate and honest evaluation of a vehicle by a judging team will be the proper determination of the deserved award for the owner’s efforts.

The following specific statements of policy shall govern AACA judging.
1. All vehicles legitimately registered in a competition class and displayed on the show field will be “point” judged or evaluated, unless the owner requests that the vehicle not be judged.

2. There shall be no penalty or premium for over-restoration. Over-restoration and non-authentic restoration are not the same. Paint with a finer finish and higher gloss than original paint would be considered over-restoration. Chrome plating or varnishing a part which was originally painted would be considered non-authentic restoration, and the vehicle would receive the appropriate point deduction on the judging form.

3. Original vehicles not entered in the “Historical Preservation of Original Features” (HPOF) class or the “Driver Participation Class (DPC) will be point judged in the same manner as restored vehicles. Vehicles in the HPOF class will not be point judged but will be authenticated to confirm significant original features. Vehicles entered in the Driver Participation Class will not be point judged but will be certified as a “Driver” with accepted upgrades.

4. No score will be disclosed to an owner or his/her representative for any reason.

5. Only the team captain may engage in conversation with an owner.

6. Items of major deduction on a vehicle will be discussed with an owner by the team captain.

7. Judges will always display the utmost respect for every vehicle and extend common courtesy to the owner at all times.

8. No judge or team of judges are allowed to enter a vehicle unless it is a bus, motorhome or large commercial vehicle. All interior judging will be done through open doors.

D. AUTHENTICITY AND CONDITION

AACA judging of a vehicle is based on two major components: AUTHENTICITY and CONDITION. It is CRITICAL that the vehicle be 100% authentic in reference to the conditions listed in the AACA GENERAL POLICY above. Then, and only then, is the condition of the vehicle considered. CONDITION is based on two items: first, the WORKMANSHIP of the original condition OR the restoration to that condition and second, the MAINTENANCE of a vehicle.
A. QUALIFICATIONS OF AN AACA NATIONAL JUDGE

To qualify as an AACA national judge, the following requirements must be met.

1. Must be a member of AACA or the spouse of a joint or life member. Children of members must be a member in their own name - with a unique number - to take part in judging.
2. Must possess, have possessed or be eligible to possess a valid driver's license.
3. Must have the ability to be fair, honest, understanding and reasonable when judging a vehicle.

Ownership and/or participation in the restoration of an antique vehicle are not requirements to become an AACA judge. National Judging Schools will provide information to assist judges in sound practices of vehicle judging.

B. PROCEDURE FOR BECOMING AN AACA NATIONAL JUDGE

Every AACA member is invited to join the judging ranks. First timers should:

1. Determine if an AACA National Judging School will be held at the next National Meet he/she plans to attend. If a school is to be held, attend it and advise the Meet Chief Judge that you wish to become a judge.
2. A new judge's first “on-the-field” assignment will be as a member of an apprentice team. As such, he/she will be instructed in judging principles and procedure, as well as participating in practice judging of vehicles.
3. If a member cannot attend a school, or if a school will not be held, the Chief Judge should be contacted prior to the judges breakfast and advised of the member’s desire to become a judge. He/she will then be placed on the apprentice team at that meet. Both Judging school and apprentice team must be attended prior to becoming a field judge or administrator.
4. Judging Administration Team members will follow the same procedures, as detailed in Section 2 of these guidelines, for becoming an AACA National Judge.
C. JUDGING ELIGIBILITY

Each AACA judge must maintain his/her eligibility to judge by attending a judging school within the year of the meet at which he/she plans to judge, prior to judging. The Chairman of Judges' Records will provide a roster of eligible judges and approved team captains to the Chief Judge of each national AACA meet.

D. JUDGES HONOR SOCIETY

The Judges Honor Society team will include, but will not necessarily be limited to, judges who value the camaraderie of judging and wish to continue in the judging program, but are limited in their ability to complete field judging assignments due to various disabilities such as mobility, vision, writing, etc. Eligible candidates shall be nominated for membership in the AACA Judges Honor Society by the Vice Presidents of Class Judging and Judging Administration and by their fellow judges. Field judges, team captains, national awards team members, special team members and administration members shall be eligible for consideration. Membership in the society shall be voluntary and each selected candidate shall acknowledge his or her acceptance of the honor in writing.

In order to be eligible for nomination to the Society, a candidate shall:

1. Be a member in good standing of AACA.
2. Have at least ten (10) years experience as an active judge and a minimum of fifty (50) judging credits. No minimum or maximum age shall be required for Society membership.
3. Be nominated to the Society by the submission of a completed Honor Society Nomination Form delivered to the Chairman of the AACA Honor Society Committee at the address printed on the form.

E. JUDGING SCHOOL

A National Judging School is held each year at the Annual Meeting in Philadelphia. In addition, schools may be held during the year that are not in conjunction with a National Meet. All AACA members are invited to attend the schools, but those who do not plan to continue judging
are asked not to fill out the Judging School Participation Card. Judges are encouraged to attend as many schools as possible during the year even though only one credit is given per calendar year.

Information regarding Judging Schools may be obtained by contacting the VicePresident-Class Judging (the name and contact information available in the Antique Automobile magazine on page 5) or the Chairman-Judges Training.

F. CONTINUING JUDGES EDUCATION

The CJE program was designed to further and maintain the consistency level among AACA National Judges.

1. **Mandatory CJE Credit**: All AACA National Judges are required to participate in at least one CJE seminar upon reaching each Judging Award level, i.e., 10, 25, 50, 75, 100, 125, etc. Each AACA National Judge will receive one CJE credit and one CJE chip for each mandatory seminar attended.

2. **Voluntary CJE Credit**: As an incentive to all AACA Judges participating in CJE seminars is the awarding of one additional CJE credit and one CJE chip. A maximum of one CJE credit will be awarded each calendar year for voluntary attendance.

As a courtesy to owners, judges are discouraged from attending CJE seminars that relate directly to the vehicles they will be judging that day (i.e. if you are judging in the Model A class, do not attend the Model A seminar).

Judges are invited and encouraged to attend as many voluntary CJE seminars as they can to further their education. A participation card must be filled out for each CJE seminar attended.

G. THE JUDGE NEWSLETTER

Every person who attends a National Judging School and judges on the apprentice team at an AACA National Meet and fills out a Participation Card will be entered in the records of AACA judges. That person will in turn (for as long as that person remains an active judge) receive the
AACA *The Judge* newsletter, which is published up to four times per year.

Individual issues of *The Judge* newsletter will contain:

1. Notice of the National Meets and Judging Schools, with registration information, including location, time and deadline for registration.
2. Specific details and/or clarification of judging rules, any and all new rules of judging, vehicle classification changes, specifics on scoring, field conduct and etiquette and any other information which will contribute to the overall improvement of AACA judging.
3. A listing of judges who have earned the required credits from National Meet and School participation to achieve specific judging awards.
4. Additional items of interest in judging proficiency.

**H. JUDGES AWARDS**

Each time a member has judged at a National Meet, he/she will receive one judging credit and one participation chip. One judging credit and one participation chip per calendar year will be awarded for attending a judging school (see E. Judging School - p. 4). No judging awards can be earned by attending judging schools only. One judging credit and one participation chip per calendar year will be awarded for attending a Voluntary CJE seminar (see F. Continuing Judges Education - p. 5). One judging credit and one participation chip per calendar year will be awarded for attending a Mandatory CJE seminar upon reaching an award level i.e. 10, 25, 50, 75, etc. (see F. Continuing Judges Education - p. 5). No judging awards can be earned by attending CJE seminars only.

Judges can accumulate additional judging credits. There are four instances in which a judge can receive a judging participation chip:

1. **Judging School Instructor** - An instructor will receive a maximum of one (1) credit per calendar year after instructing a minimum of three (3) Judging Schools.
2. **Continuing Judges Education Instructor** - An instructor will receive a maximum of one (1) credit per calendar year after instructing a minimum of three (3) CJE classes.
3. **Banquet Administration** - A judging administration staff member will receive a maximum of one (1) credit per calendar year after working a minimum of three (3) banquets. The banquet will be on the same day that the staff member worked in Judging Administration.

4. **Race Car Certification** - A certifier will receive a maximum of one (1) credit per calendar year at the end of the calendar year in which the certifier is identified by the Vice President of Class Judging or a designated responsible person.

If a judge is interested in participating in any of the above activities, he/she must notify the Vice President of Class Judging in writing of his/her interest. No judge will receive more than one (1) credit per calendar year based on the above; the credits are subject to the approval of the appropriate Vice President or Chairman.

After ten chips have been presented, the judge will receive a judging plaque/board which will hold 25 chips. In order to receive judging awards, a judge must field judge at least one time per year. Field judging includes serving as an individual category judge, team captain or administrator.

The award structure for AACA judges is as follows:

<table>
<thead>
<tr>
<th>TIMES JUDGED</th>
<th>TITLE</th>
<th>AWARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 times</td>
<td>Senior Judge</td>
<td>Certificate</td>
</tr>
<tr>
<td>10 times</td>
<td>Master Judge</td>
<td>Master pin, board and certificate.</td>
</tr>
<tr>
<td>25 times</td>
<td>Senior Master Judge</td>
<td>Senior Master pin, new board and certificate.</td>
</tr>
<tr>
<td>50 times</td>
<td>Senior Master Judge</td>
<td>New board, certificate and red pin.</td>
</tr>
<tr>
<td>75 times</td>
<td>Senior Master Judge</td>
<td>New board, certificate and yellow pin.</td>
</tr>
<tr>
<td>100 times</td>
<td>Senior Master Judge</td>
<td>New board, certificate, green pin, and “100” chip.</td>
</tr>
<tr>
<td>125 times</td>
<td>Senior Master Judge</td>
<td>New board, certificate, black pin, and “125” chip.</td>
</tr>
</tbody>
</table>
150 times Senior Master Judge New board, certificate, blue pin, and “150” chip.

175 times Senior Master Judge New board, certificate, orange pin, and “175” chip.

200 times Senior Master Judge New board, certificate, dark blue, red and yellow pin, and “200” chip.

225 times Senior Master Judge New board, certificate, black and red pin, and “225” chip.

250 times Senior Master Judge New board, certificate, lavender pin, and “250” chip.

275 times Senior Master Judge New board, certificate, light blue, red and dark blue pin, and “275” chip.

300 times Senior Master Judge New board, certificate, medium green pin and “300” chip.

325 times Senior Master Judge New board, certificate, black and grey pin, and “325” chip.

350 times Senior Master Judge New board, certificate, navy blue and white pin, and “350” chip.

375 times Senior Master Judge New board, certificate, light and dark pin, and “375” chip.

400 times Senior Master Judge New board, certificate, two-toned blue pin, and “400” chip.

425 times Senior Master Judge New board, certificate, pin and “425” chip.

All boards, pins and special chips for awards 10 and above will be presented at the judges breakfast the day of the meet when the award is achieved. Certificates for the 5 times award as well as certificates for 10 and above times will be mailed.

Three National awards are presented by the AACA Judging Committee and the National Awards Committee:
1. The Samuel E. Baily Award – Awarded at the Annual Meeting to an AACA member “In recognition of an outstanding contribution to the improvement of performance in the AACA judging system.” Presented to AACA in 1968 by Mrs. Samuel E. Baily in memory of Samuel E. Baily, who was the pioneer in complete restorations and prepared the basis for our present-day judging system.

2. The Thomas J. Wells Memorial Award – Awarded at the Annual Meeting to an AACA field judge whose continued performance has contributed to the success of the judging program. Tom Wells set high standards for judging and this award is made to those who give their time and knowledge to support the AACA judging system.

3. The Senior Master Judging Award – Awarded at the annual meeting to an AACA Field Judge with less than 100 credits who exemplifies high standards on the judging field. Presented to AACA in 2004 by Sandy Neidigh in memory of her husband Glen, an AACA Field Judge.

I. JUDGES RESPONSIBILITIES

1. Duties
Judging team members are the heart of the judging system. The duty they perform in the judging of vehicles results in the final determination of winners of all awards at an AACA National Meet. The entire integrity of the AACA judging system is dependent on the individual judge performing his/her task in an honest, accurate, businesslike manner. It is of utmost importance that his/her work be correct, as no one may alter the final results as turned in by a team member, with the exception of mathematical errors discovered in the administration office. The responsibilities of a field judge are as follows:

a. MUST ATTEND the judges breakfast the day of the meet at the time designated by the Chief Judge.

b. Arrive at a predetermined location on the judging field promptly at 11:00 a.m. unless an alternate time has been announced by the Chief Judge.

c. Receive a category assignment and Individual Category Worksheet along with the instructions for the day from the team captain.
Eastern National Fall Meet / Hershey PA / October 5-8 2005  Deadline September 19, 2005

AACA NO. _____________________________

Name _____________________________________________________________________________________________________________________

LAST                                                                                     FIRST                                                                                                                       M.I.

Address ____________________________________________________________________________________________________________________

City_____________________________________________State___________Zip________________Phone No.______________________________

I wish to judge class_______________ Second Choice_____________ Third Choice______________ Fourth Choice___________________

Neither I nor anyone in my family will have a vehicle registered in either class, but I plan to register a vehicle in class _____________________________________________________________________________________________

My total judging credits for judging at National Meets and attending Judging Training Schools and CJE conducted by National AACA are______________________

YOU MUST ATTEND JUDGES’ BRUNCH located at The Giant Center Arena, Corner of Hershey Park Dr. & Hershey Blvd., Hershey, PA on Saturday, October 8, 2005 at 7:00 AM.

I (will) (will not) attend a Judges School at The Music Box Theatre Wednesday or Thursday from 2:00 to 4:00 PM or Friday evening at the AACA Museum beginning at 7:00 PM.

I (have) (have not) previously served as a Team Captain.

Do you wish to serve as a team captain? (yes)  (no)  

Please enclose $7.00 Registration Fee with this application, Make check payable to the AACA Hershey Region and mail to:

Chief Judge Jim Judge, 1212 Market St., Hometown, PA 12345  Phone# 717-555-5555
d. The team captain will open hoods in absence of the owner. The interior judge will open and close doors very carefully. Do not enter a vehicle and sit when judging interiors. Lean in and observe the interior from each side of the vehicle. Removal of “on location” documentation items is the only exception to “hands-off” judging. Chassis judges must not crawl completely under a vehicle. Kneel down and look under the vehicle. With experience, you will learn to do this, not only with good results, but with dignity.

e. Perform judging quietly and in the utmost businesslike manner. Direct any and all questions to the team captain. **Never engage in conversation with the owner of the vehicle being judged.**

f. No smoking, eating or drinking during the judging of a vehicle. Cell phones should be turned off and stored in a manner that will not touch or harm a vehicle.

g. Record all deductions on the individual category worksheet. Be certain that vehicle identification is clearly shown at the top of each column. Any and all deductions in the “other” category must be properly described. Sign and print your name on the worksheet.

h. Deliver the results of your judging to the team captain for entry on the judging form. Be sure this transfer of point totals takes place out of earshot of the owner or other interested spectators.

i. Correctly and completely fill out the Judges Participation Card and present it to the team captain at the completion of judging.

j. **Never divulge a score to anyone for any reason.** Any judge found to have divulged a score will be removed from future judging at AACA National Meets.

k. Register for each meet and pay the fee by the registration deadline.

2. **Judges Meet Registration**

   a. A Judge may register for a meet in two ways: 1-through the AACA.org website or 2-through The Judge newsletter. Judges are strongly encouraged to register on-line since it gives the chief judge immediate information about judges registering for that meet.

   1. A judge can go to www.aaca.org,
on Meets, Meet Registration, log in, and then judges pre-registration. After the registration form is completed, the judge can either (1) print out a copy and mail it and the registration fee to the chief judge for that meet or (2) pay by credit card on the secure aaca website.

2. A judge can also register for a meet by completing the registration form included in each issue of The Judge newsletter and mailing that form and the registration fee to the chief judge for that meet (see page 10).

b. A judge will be placed on a judging team based on the information submitted on the registration form. Every attempt will be made to place a judge in the class he or she requested. However, there is no guarantee that this can occur.

c. Any judge that has registered to judge at a National Meet and is unable to attend must notify the Chief Judge immediately. Failure to do so will result in the loss of one judging credit.

3. Judges Records

AACA maintains a record by the Chairman-Judges Records of all the judges who have judged since 1965. (Accrual of judging credits under the current system began with participation in the 1965 Milwaukee Fall Meet.) Judges’ names are kept in the “Active File” until such time as it is determined that they have not served as a field judge (an individual category judge, administrator or team captain) in the last two calendar years. At that time, the names of those judges will be placed in the “Inactive File.”

J. JUDGING FORMS AND PARTICIPATION CARDS

1. National Judging School Participation Card (Attachment 1). (see page 13) Every judge who attends and completes a National Judging School will be required to complete a Judging School Participation Card in order to receive credit for the school. The
ATTACHMENT 1

JUDGES’ PARTICIPATION FORMS

AACA JUDGES PARTICIPATION CARD
FOR AACA MEMBERS ONLY

AACA Membership No. [DO NOT WRITE]

Last Name _______________ First Name _______________ MI _______________

Complete Mailing Address with ZIP CODE

Today is the ______ time I have judged at AACA National Meets or attended AACA Judging Schools.

Class Judged _______________ _______________

Today’s Date _______________ Place of Meet _______________

---

FOR JUDGES SCHOOL ONLY
AACA JUDGES REGISTRATION CARD
FOR AACA MEMBERS ONLY

AACA Membership No. [DO NOT WRITE]

Last Name _______________ First Name _______________ MI _______________

Street or Box Address _______________

City _______________ State _______________ Zip Code _______________

Today is the ______ time I have attended AACA Judging Schools (1 school credit per year) or judged at AACA National Meets.

Today’s Date _______________ Place of School _______________

---

AACA TEAM CAPTAIN PARTICIPATION CARD

AACA Membership No. [DO NOT WRITE]

Last Name _______________ First Name _______________ MI _______________

Complete Mailing Address with ZIP CODE

Today is the ______ time I have judged at AACA National Meets or attended AACA Judging Schools (1 school credit per year).

Class Judged _______________

Today’s Date _______________ Place of Meet _______________
<table>
<thead>
<tr>
<th>EXTERIOR</th>
<th>MAX</th>
<th>DED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antenna</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Beading / Welting</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Body: Door</td>
<td>5 ea</td>
<td></td>
</tr>
<tr>
<td>Fender</td>
<td>5 ea</td>
<td></td>
</tr>
<tr>
<td>Hood</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Roof / Top (hard)</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Trim / Stripping / Moldings / Decal</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Trunk</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Color</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Non-Authentic</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>Dirt - Excessive</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Door Handle</td>
<td>2 ea</td>
<td></td>
</tr>
<tr>
<td>Acetylene Gen / Tank</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Grille</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Hood Ornament</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Light: Driving / Fog</td>
<td>3 ea</td>
<td></td>
</tr>
<tr>
<td>Halogen (if incorrect)</td>
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<tr>
<td>Head</td>
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<tr>
<td>Sealed Beam</td>
<td>10</td>
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<td>Side / Parking</td>
<td>3 ea</td>
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<td>Tail / Lens</td>
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<td>(Non-Auth. Body Comp.)</td>
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<tr>
<td>Mirror</td>
<td>3 ea</td>
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<tr>
<td>Running Boards</td>
<td>5 ea</td>
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<tr>
<td>Splash Apron</td>
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<td>Window Frames (Exterior)</td>
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<tr>
<td>Windshield Frame / Gasket</td>
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<td>Windshield Wiper</td>
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<tr>
<td>Other - Identify</td>
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**Total Deduction**

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**LEGEND**
- * Times Component to max of 10 points
- ** Times Component to max of 120 points
- UNDERLINED items apply MOSTLY to "Pre-War" vehicles.
- CIRCLED NUMBERS which must match deductions taken.
card must be completely and accurately filled out and turned in at the completion of the school. Each Judge will, in turn, receive a Judging School Participation Chip.

2. **Judges Participation Cards (Attachment 1).** (see page 13) Every judge will receive a Judges’ Participation Card at the judges breakfast. This is the record of a judge’s attendance at the Meet, and will be forwarded to the Chairman-Judges Records. The card must be completely and accurately filled out. At the end of the day’s tasks, the Judges’ Participation Cards are handed to the team captain who, in turn, will inspect the participation cards for completeness and legibility and then deliver them to the Chairman of Judges Records and receive the Judging Participation Chips, which will be given to each judge.

3. **Individual Category Worksheets (Attachment 2).** (see page 14) These worksheets are to be used by the individual team member in listing the deductions in his/her category. There are four worksheets: Exterior, Interior, Chassis, Engine. The left column of the worksheet is identical to the same column on the judging form. Make certain to identify each vehicle at the top of the column and completely describe any deduction made in the “OTHER” category at the bottom of the column. When a team member has completed the judging of a vehicle, he/she will consult the team captain and read off the point deductions. The team captain will enter the same deductions on the judging form. There is room on the worksheet for approximately 16 vehicles. Judges should sign and print their name on the worksheet which must be turned in to the judging administration office by the team captain at the completion of judging.
## K. SPECIFIC JUDGING GUIDELINES

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SPECIFIC GUIDELINES
Any additions or corrections to items in this section must be submitted to the Vice President-Class Judging, accompanied by factory documentation.

Any exceptions to these specific guidelines will be allowed only with factory documentation provided by the vehicle owner.

The ONLY type of documentation accepted by AACA without question is written documentation from the factory/manufacturer. Factory documentation is defined as those items issued by the manufacturer of the vehicle and can include items such as parts books, assembly manuals, accessories brochures, owner’s manuals and shop manuals.

General:

1. All vehicles must be driven on the judging field under their own power, except those vehicles entered in Classes 5a through 5h, and Class 24a, 24b and 24c. Motorcycles and race vehicles may be driven onto the judging field if they can be operated safely by the owner. Otherwise, these vehicles may be pushed to their positions on the judging field, but will be checked for operability, under the direction of the Chief Judge, at a predetermined time and location off the show field. Owners will provide push vehicles for race vehicles. Race vehicles must demonstrate the ability to be driven under their own power.

2. Engines will not be started for judging.

3. Lights, power equipment, and horn will not be checked for operability.

4. FAILURE TO HAVE AN APPROVED FIRE EXTINGUISHER RESULTS IN DISQUALIFICATION. The fire extinguisher must be UL approved or equivalent and fully charged. The extinguisher need not be permanently mounted, but must be clearly visible and readily available.

5. DOCUMENTATION. Judges will accept factory written proof of authenticity without question. Verbal opinion of the owner may be accepted or rejected at the team captain's discretion.

6. Turn signals and battery shut-off switches
are accepted as safety items, so long as the installation is done in a workmanlike manner in keeping with the design and era of the vehicle, using authentic wiring, and in good taste.

7. There will be no deduction for the use of aluminum paint or stainless steel to simulate cadmium plating as long as the final finish actually simulates the appearance of cadmium plating.

8. First use of Phillips head (cross head) screws.

9. Chrome Plating on Oldsmobile; 1928 on most other makes.

10. Plating must be of the authentic type for the vehicle being judged. Chrome plating prior to 1928 is incorrect unless authenticity can be documented by the owner. Hard Nickel is acceptable. Deduct 1 point for each item with non-authentic plating with a maximum deduction of 10 points. Ask for documentation on questionable plating.

11. Every vehicle entered in a National Meet must be insured for liability.

12. No deductions will be made for damage sustained while enroute to any National Meet.

13. Do not use fractional points (1/4, 1/2, etc.).

14. Do not remove components to inspect other components, i.e.: remove a seat to inspect a battery. Exception: The owner is to remove 1-piece hoods on early brass cars.

15. Judging the finish of any component should be based on items such as component alignment, depth of finish, runs, orange peel, rust, dents, scratches, cracks, lack of paint, lack of plating.

16. There will be no deduction for the installation of an electric fuel pump on pre-1946 vehicles, provided that the installation has been done in a workmanlike manner and the pump is not in plain view.

17. Batteries, headlights, belts, tires, hoses and clamps may be of modern manufacture, but must be visually of the era of the vehicle and of the type specified by the vehicle manufacturer. Specific brand is not important.

18. All modifications made to a vehicle that accommodate a disabled person are acceptable as long as the installation is done in a workmanlike manner in keeping with the design and era of the vehicle.
ALL EXCEPTIONS ARE SUBJECT TO FACTORY DOCUMENTATION.

Exterior

1. First use of metallic paint – November 1, 1927.
2. A vehicle may be painted any authentic color available for the model year of that vehicle. Any type finish (lacquer, enamel, acrylics, etc.) may be used if the final finish simulates the original finish.
3. Repairs which incorporate the use of lead, plastic, or other substances for surface repairs, will be judged on workmanship only. No testing will take place to determine the type of repair. Items such as “Pop-Rivets,” if evident, will be considered non-authentic unless authenticity can be proven.
4. BADGE DISPLAY
   a. Badges and license plate frames with club names other than AACA will NOT be subject to a deduction for authenticity, if they are appropriate to the vehicle and displayed in good taste. They will be judged for condition.
   b. Excessive display of club badges will result in a total deduction of not more than two points.
   c. Advertising badges are not acceptable, regardless of the number or manner in which they are displayed.
5. NON-AUTHENTIC BODIES
   a. Vehicles with bodies that have been altered or newly manufactured that differ in style and appearance from the original body fitted on the chassis at the time it was purchased new by the original owner will be considered NON-AUTHENTIC. Vehicles fitted with such bodies will be subject to a 40 point mandatory deduction.
   b. Exceptions:
      1. Precise identical duplication of a complete body or any part of the vehicle’s original body, as fitted to the chassis of the original vehicle when purchased new by the original owner is acceptable provided such duplication is reasonably required by the absence, destruction, or deterioration beyond repair. This would also include the duplication of a “First” body, supplied by a recognized outside source to
a vehicle that was originally offered as "Chassis only." Such an example would be the Commercial and Station Wagon bodies mounted on the Ford Model T Chassis.

2. A vehicle rebodied by a recognized body builder during the era contemporary with the period that the vehicle was originally manufactured. (Example: Classic cars rebodied during the Classic era by a recognized body builder.)

3. Transfer of an original body from the chassis of one vehicle to the chassis of another vehicle of the same make, model, and year of manufacture. This also includes parts of authentic bodies that are transferred. For example: wire wheels for wood wheels, side mount fenders for non-side mount fenders, etc.

4. Vehicles that have reached Senior or Preservation status prior to January 1, 1982, will be exempted from the non-authentic rule. However, upon sale or transfer of ownership, the vehicle will be subject to the non-authentic rule as defined above.

c. The burden of proof as to the accurate representation of a vehicle is the sole responsibility of the owner.

d. Misrepresentation of vehicles: The Class Judging Committee and National Technical Committee reserve the right to remove from the AACA list of First Prize winners, any vehicle judged after January 1, 1982, that is found to have been falsely represented at a National Meet.

6. Non-authentic components including but not limited to fiberglass are subject to the maximum deduction as shown on the judging form, up to a maximum deduction of 120 points. The exception is any vehicle originally constructed of fiberglass, ex. - Corvette. Non-authentic components may be discovered in any way which is not damaging to the vehicle or its finish.

7. Missing body components such as a missing fender will be subject to the same point deduction as a non-authentic body component (40 points per item up to 120 points maximum).

8. Lettering on commercial vehicles must be consistent with the age of the vehicle.

9. Outside rear view mirrors are accepted if
they are of the correct vintage.

10. Trippe and Pilot Ray driving lights are accepted on classic cars and certain pre-WWII production vehicles.

11. 1940 First use of sealed beam headlight lamps and foglight bulbs.

12. 1947 First use of sealed beam lamps in spotlights and driving lamps.

13. Adjusting tips on sealed beam headlight lamps on cars and trucks will receive no point deduction. Note that motorcycle sealed beam headlamps do not have adjusting tips.

14. Headlights should be of the period and matching. Non-matching, but period correct, headlights will receive a 1 point deduction per headlight. Specific brand (i.e. Guide T-3, Westinghouse, GE, etc.) is unimportant.

15. Generally, wood bed floors in pickup trucks along with associated steel skid strips and hardware should either be painted flat black or body color. Generally, metal bed floors will be painted body color. Any deviation from these general guidelines would warrant factory documentation from the owner.

Interior

1. Nylon carpet is an acceptable replacement for wool, if its pile is the same style and color as the original (cut pile).

2. Good quality vinyl, if grain matches original, will be an acceptable replacement for “leatherette” or “pantasote”.

3. Touring/Roadster/Convertible tops must be in the up position for material to be judged, or the full deduction for the top will be made. Rear windows must be of the correct type or the full deduction will be taken. Side curtains must be available and/or displayed for viewing by the judges, but do not have to be in place. The curtains must be displayed with all applicable irons, brackets and fasteners.

4. 1949 First use of nylon as convertible top material.

5. 1948 First use of nylon as an interior fabric material.

6. 1949 through 1952 First use of large plastic rear windows on convertibles. Ask for documentation if doubt exists.

7. 1951 First use of power steering.
8. 1951 First use of vinyl interiors on Chryslers.
9. 1952 First use of vinyl interiors on Fords.
10. 1953 First use of vinyl interiors on G.M.
11. 1954 First use of vinyl convertible tops.
12. Seat covers on any vehicle will be accepted if properly documented.
13. All trunk interiors will be viewed and judged, including rack trunks (add on). It will not be necessary for the owner to authenticate an add on trunk as being from the factory of vehicle manufacture, but it must be of the correct size and construction, and be aesthetically proper and in keeping with the rest of the vehicle.
14. Auxiliary assist devices for handicapped drivers will be accepted.
15. Seat belts and child restraints will be accepted if neatly installed.
16. Safety glass will be accepted.

Chassis

1. 1953 First use of hydraulic power brakes.
2. Copper brake lines are correct for Chrysler products of the early 1930's. These lines were painted black. Polished copper brake lines on these vehicles would receive deductions for incorrect finish.
3. Unpolished stainless steel brake and fuel lines are acceptable in place of steel.
4. 1946 First use of strength marks (stress marks) on bolt heads. Earlier years could have had letter or number markings on heads.
5. Painted exhaust systems will receive no deduction nor will slight surface rust on unfinished steel systems. Unpolished stainless steel systems are acceptable.
6. 1920 First use of Alemite pin-type, bayonet lock grease fittings.
7. 1923 First use of zerk push-type grease fittings.
8. 1933 First use of ball end grease fittings.
9. Prior to 1915, tires must be matched in pairs (front and rear), but spares need not match anything on the vehicle except each other. (If there's more than one size spare, they will naturally differ.)
10. The following items are accepted for judging without penalty under the “Grandfather Clause,” due to their initial acceptance in the beginning of the judging program.
   a. Whitewall tires. Must be proper size designation and proper style.
b. 1941 Last use of double whitewall tires.

11. Tires on all vehicles must be as specified by manufacturer. Specific brand is unimportant. They must be nearest the correct size if the correct size is not available. Tubeless tires with a tube will be allowed without removing the wording “tubeless” on vehicles that did not come with tubeless tires. Tubeless tires were introduced in 1955 for cars and light trucks and in 1956 for heavy trucks.

12. The following identifies the first year of tire sizing for the various designations.

Tire documentation
Owners not able to find a correct replacement tire should send a letter to the VP-Technical Matters indicating the specific size of the correct tire and that at least two tire manufacturers have been contacted and the correct tire is not available. A letter from the VP-Technical Matters is the ONLY AACA ACCEPTED documentation regarding a vehicle’s substitute tires. Any letter issued by the VP-Technical Matters should be shown to the team captain at the time of vehicle judging.

IT IS IMPERATIVE THAT THE TEAM ASK FOR DOCUMENTATION FOR ANY TIRE THAT IS QUESTIONED BY THE CHASSIS JUDGE OR DOES NOT MEET THE FIRST YEAR OF MANUFACTURE GUIDELINES LISTED BELOW. Some manufacturers offered a radial tire - for specific vehicle(s) - as a factory authorized option to the standard issue ply tire. The use of red line radials on a vehicle should be accompanied with documentation. It is advisable to seek documentation from the vehicle owner when a tire size or type is in question. This is especially so in cases of limited production, specialty vehicles, and foreign made vehicles.

a. Letter Size Tires, ie G78-15, GR78-14, etc 1967

b. Metric Size Radials, ie 185R14, 175R13, etc. Domestic Cars. (Factory documentation is required for any vehicle with radial tires prior to the years listed below.) Some domestic manufacturers offered these tires as early as 1967, such as Buick and Oldsmobile. It is possible that others may have offered them as well.
BEFORE taking any deductions, ask the owner for documentation (Note: European built vehicles can be much earlier) (Japanese vehicles 1967, possibly earlier).


*Also refer to above note when judging foreign made vehicles.

13. Valve stems must be metal prior to 1930 and must be the same as originally supplied on the vehicle. Documentation may be required. Fords will have metal valve stems through 1934. Rubber valve stems may be used on any vehicle, prior to 1935, that was originally equipped with metal stems, if completely covered with authentic valve cover, atop a retainer nut fastened to the rim. In all cases, it must appear as original equipment.

14. Plastic valve caps will receive a one point each deduction if used on any vehicle prior to 1951. “Red Crown” valve caps are not accepted on any vehicle. Red plastic valve caps (not “Red Crown”) will be accepted on Whizzer motorbikes.

15. Wheel weights will be considered a safety item; therefore there will be no deduction for wheel weights if installed in a workmanlike manner. They may be painted.

16. Effective January 1, 2002 the Columbia Rear End will no longer be acceptable in the early Fords. Vehicles having received their first junior award prior to 2002 will be considered grandfathered and no deduction will be taken.

17. Undercoating will be accepted if factory authorized.

**Engine**

1. All radiator and hose clamps must be as provided by the manufacturer.

2. Modern radiator core material used in lieu of honeycomb or early type core material is non-authentic and will receive the maximum deduction, as shown on the judging form.

3. Added on fuel pumps (electric or mechanical) which replace or supplement the original type pump or fuel supply device on 1946 and later vehicles are considered
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<th>Description</th>
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<td>1</td>
<td>Vehicle Registration @ $30.00 each, one per vehicle per card</td>
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<td></td>
<td>Flea Market (15’ x 30’) @ $25.00 per space</td>
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<td></td>
<td>Car Corral @ $25.00 per vehicle</td>
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<td>RV Parking (No hookups, next to show grounds) @ $25.00 for 1, 2, or 3 days</td>
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<td>2</td>
<td>Friday Evening Buffet Dinner, Band &amp; Dance @ $19.00</td>
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<td>2</td>
<td>Saturday Evening Awards Banquet @ $29.00</td>
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<td></td>
<td>Saturday’s Children’s Dinner Age 12 &amp; Under @ $15.00</td>
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Please Choose: 2 Prime Rib ___________ Chicken Roulades, ___________ TOTAL ENCLOSED $126

Please make *checks payable to the AACA Region and return with this card to Registration Chairman, Address. Enclosed SASE if you desire registration confirmation.

*Credit Cards not accepted

REGISTRATION DEADLINE: Date, Year
In signing this registration form to enter a vehicle in a National Meet, I acknowledge that its completed judging form will be the sole official record upon which the vehicle will receive any award. I further acknowledge, as stated on the official judging form, that the information on the completed form or copies of the same are not available to me as a vehicle owner.

I affirm that this vehicle has current liability insurance in accordance with all applicable state and local laws.

I also acknowledge in signing this registration form that the body and engine are authentic and of the same style as that originally fitted to this chassis at the time of the vehicle's original manufacture, as required by the official judging rules.

Owner's Signature
__________________________________________

Owner's Email
______________________________________________

IMPORTANT: All vehicles judged must have a fully charged, clearly visible, UL approved fire extinguisher.

CLICK ON MEETS TAB, INFO IN JUDGING GUIDELINES

CLASS INFORMATION AT www.aaca.org

CLICK ON MEETS TAB, INFO IN JUDGING GUIDELINES

FOR ABOVE NAMED ACTIVE MEMBER ONLY—NOT TRANSFERABLE
To register additional vehicles, write to AACA, P.O. Box 417, Hershey, PA 17033 or go to www.aaca.org or phone (717) 534-1910 for additional forms.
non-authentic and will receive the maximum deduction. Added on fuel pumps on pre-1946 vehicles should be located out of view and installed in a workmanlike manner.

4. Electric starters are accepted for early Brass era vehicles up to 1915.

5. Non-factory air conditioning, power steering, power brakes, or hydraulic brakes added to vehicles not so equipped at the factory by the manufacturer are non-authentic and require the maximum deduction, as shown on the judging form.


7. Batteries may be of modern manufacture, but they must be visually of the era of vehicle manufacture. Specific brand is unimportant.

SECTION 3

A. HOW TO REGISTER A VEHICLE FOR A NATIONAL MEET

1. The reverse side of the mailing cover of Antique Automobile magazine contains the registration request for upcoming National Meets. You must complete and return this form to National Headquarters (or register online and/or download a registration form from www.aaca.org) to request registration materials for the Meet or Meets you are interested in attending. NOTE: You must request one registration card for each vehicle you plan to enter. Upon receiving this request form, AACA Headquarters will send you the information brochure, registration card, and AACA Exhibitors Brochure that applies to the Meet of interest to you. You will note that each Meet is hosted by a Region or Chapter of AACA. (See Attachment 3 p. 25)

2. The registration card must be completed and returned to the host region or chapter, along with your check for car registrations, luncheons, ladies’ tours, banquets, and flea market spaces. You may attend as many events as you wish. Please note that each brochure gives a deadline date for registration.
3. **The host region or chapter does not confirm your registration unless you include a SASE.** They will have a packet ready for you with your tickets when you arrive at the Meet. Keep your Meet brochure, which always gives the time schedules, accommodation information, and the names and telephone numbers of the Meet officials.

4. **Trophy Pick-up:** If not attending the banquet, an owner may designate a person to pick up his/her award when the owner's name is called. Otherwise, the award will be mailed to the owner at a later date from headquarters at the owner's expense.

**B. THE ANTIQUE AUTOMOBILE CLUB OF AMERICA, INC. OFFICIAL VEHICLE CLASSIFICATION** (Adopted December 1951, Revised 2012)

By definition, “Vehicle” means ANY highway motor vehicle including race type vehicles and “Year” means MODEL year.

**HPOF (Historic Preservation of Original Features) Class (k)**
**DPC (Driver Participation Class) (m)**

Class Description (a)

1a. 3-wheelers, Orient Buckboards, and cycle cars ........ Through 1941

1b. 3 wheelers ............... 1942 - 1987

1c. Auto Red Bugs, Smith Flyers, Briggs and Stratton Flyers, and similar vehicles .............. Through 1987

2. High wheel (solid tire) buggy-type vehicles .............. Through 1919

3a. Electric vehicles ...... Through 1905

3b. Electric vehicles ...... 1906 - 1987

4a. Small vehicles, specifically named ...... Through 1941

4b. Small vehicles, specifically named ...... 1942 - 1987

5a. Motorcycles ............. Through 1919

5b. Motorcycles ............. 1920 - 1945

5c. Motorcycles ............. 1946 - 1959

5d. All motorized bicycles and mopeds including Whizzer, Sportsman and Ambassador models ...... Through 1987

5e. Cushman Eagles ...... Through 1965

5f. All motor scooters and other 2 or 3-
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<td>All motor scooters and other 2 or 3-wheeled vehicles with small diameter wheels (ex.- Mustang cycles)</td>
<td>Through 1960 - 1987</td>
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<td>Motorcycles</td>
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<td>Through 1905</td>
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<td>7</td>
<td>Steam vehicles</td>
<td>1906 - 1914</td>
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<td>8</td>
<td>Steam vehicles</td>
<td>1915 - 1929</td>
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<td>9a</td>
<td>Gas vehicles, 1 cyl</td>
<td>Through 1912</td>
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<tr>
<td>9b</td>
<td>Gas vehicles, 2 and 3 cyl</td>
<td>Through 1913</td>
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<tr>
<td>10a</td>
<td>Ford “T,” brass radiator</td>
<td>1909 - 1912</td>
</tr>
<tr>
<td>10b</td>
<td>Ford “T,” brass radiator</td>
<td>1913 - 1916</td>
</tr>
<tr>
<td>11</td>
<td>Ford “T,” steel shell radiator</td>
<td>1917 - 1927</td>
</tr>
<tr>
<td>12</td>
<td>Gas vehicles, not previously classified</td>
<td>Through 1905</td>
</tr>
<tr>
<td>13a</td>
<td>Gas vehicles, 4 cyl</td>
<td>1906 - 1909</td>
</tr>
<tr>
<td>13b</td>
<td>Gas vehicles, 4 cyl</td>
<td>1910 - 1912</td>
</tr>
<tr>
<td>14</td>
<td>Gas vehicles, more than 4 cyl</td>
<td>1906 - 1912</td>
</tr>
<tr>
<td>15</td>
<td>Gas vehicles, 4 cyl</td>
<td>1913 - 1919</td>
</tr>
<tr>
<td>16</td>
<td>Gas vehicles, more than 4 cyl</td>
<td>1913 - Through 1919</td>
</tr>
<tr>
<td>17a</td>
<td>Gas vehicles, 2-wheel brakes, 4 cyl</td>
<td>1920 - 1929</td>
</tr>
<tr>
<td>17b</td>
<td>Gas vehicles, 2-wheel brakes, more than 4 and less than 8 cyl.</td>
<td>1920 - 1929</td>
</tr>
<tr>
<td>17c</td>
<td>Gas vehicles, 2-wheel brakes, 8 cyl. or more</td>
<td>1920 - 1929</td>
</tr>
<tr>
<td>18a</td>
<td>Gas vehicles, 4-wheel brakes, 4 cyl. (b)</td>
<td>1920 - 1929</td>
</tr>
<tr>
<td>18b</td>
<td>Gas vehicles, 4-wheel brakes, more than 4 and less than 8 cyl. (b)</td>
<td>1920 - 1929</td>
</tr>
<tr>
<td>18c</td>
<td>Gas vehicles, 4-wheel brakes, 8 cyl. and more (b)</td>
<td>1920 - 1929</td>
</tr>
<tr>
<td></td>
<td>(See page 40 for vehicles in classes 18d- 19e)</td>
<td></td>
</tr>
<tr>
<td>18d</td>
<td>Classic vehicles, specifically named</td>
<td>1925 - 1927</td>
</tr>
<tr>
<td>18e</td>
<td>Classic vehicles, specifically named</td>
<td>1928 - 1929</td>
</tr>
<tr>
<td>19a</td>
<td>Classic vehicles, specifically named</td>
<td>1930 - 1931</td>
</tr>
<tr>
<td>19b</td>
<td>Classic vehicles, specifically named</td>
<td>1932 - 1933</td>
</tr>
<tr>
<td>19c</td>
<td>Classic vehicles, specifically named</td>
<td></td>
</tr>
</tbody>
</table>
19d. Classic vehicles, specifically named ... 1934 - 1936
19e. Classic vehicles, specifically named ... 1937 - 1939
(including Lincoln Continental through 1948)
20a. Production vehicles (excluding Ford) ... 1930 - 1931
20b. Production vehicles (excluding Ford) ... 1932 - 1933
20c. Production vehicles (excluding Ford) ... 1934 - 1935
20d. Production vehicles (excluding Ford) ... 1936 - 1937
20e. Production vehicles (excluding Ford) ... 1938 - 1939
20f. Production vehicles (excluding Ford) ... 1940 - 1945
21a. Ford 'A', open vehicles (c) ... 1928 - 1929
21b. Ford 'A', closed vehicles (c) ... 1928 - 1929
21c. Ford 'A', open vehicles (c) ... 1930 - 1931
21d. Ford 'A', closed vehicles (c) ... 1930 - 1931
22a. Commercial vehicles, load capacity under 1 ton (d) ... Through 1927
22b. Commercial vehicles, load capacity under 1 ton (d) ... 1928 - 1942
22c. Commercial vehicles, load capacity under 1 ton (d) ... 1943 - 1966
22d. Commercial vehicles load capacity 1 ton and over (d) ... Through 1927
22e. Commercial vehicles load capacity 1 ton and over (d) ... 1928 - 1942
22f. Commercial vehicles load capacity 1 ton and over (d) ... 1943 - 1966
22g. Commercial vehicles, load capacity under 1 ton (d) ... 1967 - 1987
22h. Commercial vehicles, load capacity 1 ton and over (d) ... 1967 - 1987
22i. Military vehicles ... Through 1987
23. Fire vehicles (e) ... Through 1987
24a. Competition (documented racing vehicles-oval, circular or straight course) (f) (i) (j) ... Through 1987
24b. Competition (documented racing vehicles-road, hill climb or gymkhana course) (g) (i) (j) ... Through 1987
24c. Competition (documented racing Motorcycles-all courses) (h) (j) ... ... Through 1987
25a. Sports vehicles ... Through 1960
25c. Sports vehicles - Closed. (q) .

............................................. 1961-1969
25e. Sports vehicles - Closed. (q) .

............................................. 1970-1987
26a. Production vehicles (excluding Ford)

............................................. 1946 - 1947
26b. Production vehicles (excluding 1948
Ford) ..................................... 1948 - 1949
26c. Production vehicles . . . . . 1950 - 1951
26d. Production vehicles . . . . . 1952 - 1953
27a. Production vehicles (excluding 1955
Chevrolet) ................................ 1954 - 1955
27b. Production vehicles (excluding Chev-
rolet) ..................................... 1956 - 1957
27c. Production vehicles (excluding 1958
Chevrolet) ................................ 1958 - 1959
27d. Production vehicles . . . . . 1960 - 1961
27e. Production vehicles . . . . . 1962 - 1963
27f. Production vehicles . . . . . 1964 - 1965
27g. Production vehicles . . . . . 1966 - 1967
27h. Production vehicles . . . . . 1968 - 1969
27i. Production vehicles . . . . . 1970 - 1971
27j. Production vehicles . . . . . 1972 - 1973
27k. Production vehicles . . . . . 1974 - 1975
27l. Production vehicles . . . . . 1976 - 1977
27m. Production Vehicles . . . . . 1978 - 1979
27o. Production vehicles . . . . . 1982 - 1983
27q. Production vehicles . . . . . 1986 - 1987
28a. 4 cyl. and V-8 Ford vehicles

............................................. 1932 - 1934
28b. V-8 Ford vehicles . . . . . 1935 - 1937
28c. V-8 Ford vehicles . . . . . 1938 - 1940
28d. Ford vehicles 6 cyl. and V-8

............................................. 1941 - 1948
29. Prestige vehicles, specifically named .

............................................. 1946 - 1987
(See page 40.)
30a. Chevrolet Corvette . . . . . 1953 - 1962
30b. Chevrolet Corvette . . . . . 1963 - 1967
30c. Chevrolet Corvette . . . . . 1968 - 1987
31. Ford Thunderbird . . . . . 1955 - 1957
32. Chevrolet (excluding Corvette) .

............................................. 1955 - 1956
33. Chevrolet (excluding Corvette) .

............................................. 1957 - 1958
34a. Ford Mustang . . . . . 1965 - 1966
34b. Ford Mustang . . . . . 1967 - 1970
34c. Ford Mustang (including Mustang II) .

............................................. 1971 - 1987
35a. Designated Limited Production,
Prototype & Experimental vehicles through 1987 (See page 41).

35b. Designated Limited Production, Prototype & Experimental vehicles through 1987 which do not meet criteria for 35a. (See page 41).

35c. Second Generation Collector Vehicles (SGCV) (o) through 1987 (See page 41).

36a. Factory High Performance, Buick and Pontiac (l) .............1957 - 1969
36b. Factory High Performance, Chevrolet and Oldsmobile (l) ........1957 - 1969
36c. Factory High Performance, Chrysler Products (l) ............1955 - 1969
36d. Factory High Performance, Ford Products (l) .............1957 - 1969
36e. Factory High Performance, American Motors Corp (l) ........1960 - 1969
36g. Factory High Performance, Chevrolet and Oldsmobile (l) ........1970 - 1980
36h. Factory High Performance, Chrysler (l) .......................1970 - 1980
36k. Factory High Performance, Trucks(l) ...... ....................1966 - 1979

37a. Professional vehicles (n) Through 1942
37b. Professional vehicles (n) . . 1943 - 1987
38. Sport Utility Vehicles (p) . . . 1966 - 1987

Explanatory Notes:

(a) The following instructions will apply in all cases:

(1) Commercial vehicles must be entered in Classes 22a through h.

(2) Fire engines must be entered in Class 23.

(3) Documented competition vehicles must be entered in Class 24a or 24b.

(4) Documented competition motorcycles must be entered in Class 24c.

(5) All sports vehicles must be entered in Classes 25 a. through e.

(6) All military vehicles must be entered in Class 22i.

(b) All vehicles originally produced with 2-wheel brakes, such as Rolls-Royce Silver Ghosts, and to which factory front wheel brakes were later added, are
included in their original 2-wheel brake class.

(c) Any Ford “A” with a fixed, rigid top not removable, such as a station wagon, will be classified as a “closed vehicle”.

(d) “Commercial vehicles” are basically trucks and buses of any kind, but not station wagons, which are classed as passenger vehicles.

(e) Self-propelled vehicles used for fighting fires. This includes pumpers, chemical wagons, hose trucks, ladder trucks, and deluge wagons. Personnel carriers are included in a previously applicable class.

(f) Class 24a is for any 3 or 4 wheel self-propelled vehicle, excluding competition motorcycles, which was actually operated in a recognized or documented contest of speed or acceleration (other than a reliability run) on an oval, circular or straight course. The contest may or may not have involved other vehicles.

(g) Class 24b is for any 3 or 4 wheel self-propelled vehicle, excluding competition motorcycles, which was actually operated in a recognized or documented contest of speed or acceleration (other than a reliability run) on a road, hill climb or gymkhana course. The contest may or may not have involved other vehicles.

(h) Class 24c is for any 2 or 3 wheel motorcycle, which was actually operated in a recognized or documented contest of speed or acceleration (other than a reliability run) on any type of course. The contest may or may not have involved other motorcycles.

(i) Regardless of the contest documented, the Vice President Class Judging shall have the discretion to assign the vehicle to either Class 24a or Class 24b if the vehicle is of a type that customarily ran on the courses relevant to each class.

(j) First time entrants must apply to the National Headquarters to receive an application for certification. Upon acceptance of certification and visual inspection of the vehicle at the next meet the vehicle is registered, a numbered certification badge will be issued. It must be attached to the vehicle. Subsequent
registrations for National Meets must include a certification number. National First Prize Winners prior to 1986 in Class 24a (including competition motorcycles) and Class 24b will be considered to have been certified. A numbered certification badge will be issued upon request to the Vice President-Class Judging. All motorcycles certified in Class 24a prior to 1986 or during the period 1986 through 1994 will be considered to have been certified in Class 24c. When a vehicle certified in either Class 24a or 24b prior to 1989 changes hands by sale or transfer, it must be recertified to be eligible for judging.

(k) (HPOF) Non-competitive class of vehicles 25 years of age and older with significant original features. All National first Prize winners are excluded from this class.

(l) “Factory High Performance Classes” Vehicules currently eligible are:

**Class 36a 1957 to 1969 Buick & Pontiac:** BUICK 1964-69 WILDCAT 2dr. 4V with 425cid or larger (including 2-4V) includes 1966 Wildcat G/S with Y-84 option, 1964-69 RIVIERA G/S with 425cid or larger (includes 2-4V), 1965-66 SKYLARK G/S 4V with 401cid, 1967-69 GRAN SPORT 4V with 400cid (includes Stage 1); PONTIAC 1957-58 BONNEVILLE 2dr. w/fuel injection (315 hp & higher); 1958 BONNEVILLE & all "CHIEF" models 2dr. 3-2V w/370 cid (330 hp); 1959-62 CATALINA/VENTURA 2dr. 4-V or 3-2V w/389cid (345hp & higher); 1962-66 CATALINA 2dr. 4V & 3-2V with 421cid includes 1963 Super-Duty and 1966 2+2, 1967 CATALINA 2+2 4V and 428cid, 1964-66 GTO/LEMANS 2dr. 4V with 389cid (includes 3-2V), 1967-69 GTO/LEMANS 2dr. 4V with 400cid (includes H.O. & ram air), 1967-69 FIREBIRD 4V with 400cid (includes H.O. & ram air), 1968-69 FIREBIRD 4V with 350cid H.O. (320hp), 1969 FIREBIRD Trans Am 4V with 400cid (includes H.O. & ram air), 1962-66 GRAND PRIX 4V with 421cid (includes 3-2V), 1967-69 GRAND PRIX 4V with 428cid (includes H.O.).

**Class 36b 1957 to 1969 Chevrolet & Oldsmobile:** CHEVROLET 1961
BISCAYNE, BEL AIR & IMPALA 2dr. 3-2V w/348cid (350hp), 1961-65
BISCAYNE, BEL AIR & IMPALA 2dr. 4V or 2-4V w/409cid includes '63 models with 427cid Z-11 option, 1966-69
BISCAYNE, BEL AIR & IMPALA 2-dr. 4V or 3-2V w/427cid, 1964-68 CHEVELLE/MALIBU 2dr. 4V with Hi Perf. 327cid (300hp), 1966-69 CHEVELLE/MALIBU 2dr. 4V with 396cid (includes SS), 1969 CHEVELLE & CAMARO COPO 4V with 427cid, 1967-69 CAMARO Yenko 4V with 427cid, 1969 CHEVELLE & NOVA Yenko 4V with 427cid, 1969 NOVA Yenko Deuce 4V with 350cid, 1967-68 CAMARO 4V with Hi Po 327cid (275hp) and all 1967-69 Z/28 models, 1967-69 CAMARO 4V with 396cid (includes SS), 1969 CAMARO 4V with 350cid (300hp), 1965-67 CHEVY II/NOVA 2dr. 4V with Hi Po 327cid (275hp and higher), 1968-69 NOVA 2dr. 4V with 350cid (295hp and higher), 1968-69 NOVA 2dr. 4V with 396cid (includes SS); OLDSMOBILE 1964 442 CUTLASS 4V with 330cid (310hp), 1965-69 442 CUTLASS/F-85 2dr. 4V with 400cid (includes W-30), 1965-69 442 CUTLASS 4V with 400cid (includes W-30), 1966 442 & CUTLASS 3-2V (L69 option) with 400cid, 1966-68 HURST/OLDS 4V with 455cid, 1968-69 CUTLASS/F-85 2dr. 4V with (W-31) 350cid Hi Po (325hp) Class 36c 1955 to 1969 Chrysler, Desoto, Dodge & Plymouth; CHRYSLER 1955-65 all "300" LETTER SERIES 2dr. 4V models inc. factory optional 2-4V or 3-2V; DESOTO 1956 Adventurer 2dr. 2-4V models with 341 cid Hemi, 1957 Adventurer 2dr. 2-4V models with 345 cid Hemi, 1958 Adventurer 2dr. 2-4V models with 361 cid, 1959-60 Adventurer 2dr. 2-4V models with 383 cid; DODGE 1960-61 C-Body 2dr. 4V or 2-4V with Hi Po 383cid includes Custom, Royal & Coronet, 1962-69 C-body 2dr. 4V, 2-4V or 3-2V w/413cid or larger includes 880, Monaco and '65-69 Polara, 1960-69 B-body 2dr. 4V, 2-4V or 3-2V w/383cid or larger includes Royal, Charger and early (to '64) Polara, 1966 Dart GT/D 2dr. 4V with Hi Po 273cid (275hp), 1967-69 A-body 2dr. 4V or 3-2V with
383cid or larger, 1968-69 A-body 2dr. 4V or 3-2V with 340cid inc. Dart GT Dart Swinger & GT Sport; PLYMOUTH 1960-69 C-body 2dr. 4V, 2-4V or 3-2V with Hi Po 383cid or larger includes Fury, Sport Fury & VIP (and Belvedere to 1964), 1965-69 B-body 2dr. 4V, 2-4V or 3-2V w/383cid or larger includes Satellite, Belvedere, Road Runner & GTX, 1967-69 A-body 2dr. 4V or 3-2V with 383cid or larger, 1968-69 A-body 2dr. 4V with 340cid includes Valiant, Barracuda & Formula S.

Class 36d 1957 to 1969 Ford & Mercury: FORD 1960-61 GALAXIE 2dr. 4V or 3-2V with Hi Po 390cid (375 or 401hp), 1962-64 GALAXIE 2dr. 4V, 2-4V or 3-2V with 406cid or larger includes 1963 Galaxie Lightweight with 427cid, 1965-69 GALAXIE 500 & XL 2dr. 4V or 2-4V with 427cid or larger, 1963-66 FAIRLANE 2dr. 4V with K-code 289cid, 1964 FAIRLANE THUNDERBOLT with 427cid engine, 1966-69 FAIRLANE 2dr. 4V w/390cid or larger inc. GT, XL, 500 and Street Machine, 1968-69 TORINO & TORINO GT 2dr. 4V with 390cid or larger, 1969 TORINO TALLADEGA with 428cid, 1969 TORINO COBRA with 428cid engine, 1965-69 4V MUSTANG with K-code 289cid or larger inc. BOSS 302, 390, 428, & 429, 1965-69 SHELBY MUSTANG all models of GT350 & GT500; SHELBY 1962-68 SHELBY COBRA all models; MERCURY 1958-59 MONTEREY 2dr. 3-2V w/430 cid (390 hp or higher); 1963-67 MONTEREY/ PARKLANE 2dr. 4V or 2-4V with 427 or 428cid includes S-55 sport series 2dr, 1964-66 CYCLONE & COMET 2dr. 4V with K-code 289cid, 1966 COMET CYCLONE GT 2dr., 390cid, 1966-69 CYCLONE & MONTEGO 2dr. 4V with 390cid or larger includes MX and GT models with 427 and 428cid, 1969 CYCLONE SPOILER II with 428cid CJ, 1968-69 COUGAR & XR-7 4V with BOSS 302cid or larger, 1969 COUGAR ELIMINATOR 4V with BOSS 302cid or larger.

Class 36e 1960 to 1969 AMC 1967-69 RAMBLER ROGUE 4V with 343cid or larger, 1967-69 REBEL & SST 2dr. 4V with 343cid or larger, 1968-69 JAVELIN & SST 4V with 343cid or larger, 1968-

**Class 36f 1970 to 1980 Buick & Pontiac:**
- **BUICK**
  - 1970 WILDCAT G/S 4V with 455cid (includes Stage 1), 1970-72 SKYLARK G/S 4V with 455cid (includes GSX & Stage 1), 1970-73 RIVIERA G/S 4V with 455cid (includes Stage 1), 1973-74 CENTURY G/S 4V with 455cid (includes Stage 1); **PONTIAC**
  - 1970-76 FIREBIRD 4V with 400cid or larger (includes H.O. & S.D.), 1970-79 TRANS AM 4V with 400cid or larger (includes H.O. & S.D.), 1970-76 GRAND PRIX Hurst/SSJ/SJ/LJ models 4V with 455cid, 1970 LEMANS 2dr. 4V with 400cid H.O. or ram-air, 1970-76 LEMANS/T-37 2-dr. 4V with 455cid (includes H.O. & S.D.), 1970-72 GTO/JUDGE 4V with 400cid H.O. or ram-air, 1970-72 GTO & JUDGE 4V with 455cid (includes H.O.), 1973 GTO 4V with 400cid or larger (includes 455 Super Duty), 1977 CAN AM 4V with 400cid.

**Class 36g 1970 to 1980 Chevrolet & Oldsmobile:**
- **CHEVROLET**
  - 1970 CHEVELLE/MALIBU 2dr. 4V with 396 or 454cid (includes SS), 1971 CHEVELLE/ MALIBU 2dr. 4V with big-block 400 or 454cid, 1972 CHEVELLE/MALIBU 2dr. 4V with 402 or 454cid (includes SS), 1970-71 MONTE CARLO SS 4V with 454cid, 1970-74 CAMARO 4V with LT-1 350cid and all Z-28, 1970-72 NOVA 2dr. 4V with LT-1 350cid (includes SS), 1970-77 CAN AM 4V with 400cid.
- **OLDSMOBILE**

**Class 36h 1970 to 1980 Chrysler, Dodge & Plymouth:**
- **CHRYSLER**
  - 1970 300 SERIES 2dr. HURST special-edition 4V with 440cid; **DODGE**
  - 1970-72 C-body 2dr. 4V or 3-2V with Magnum 440cid includes Monaco & Polara, 1970-73 B-body 2dr. 4V, 2-4V or 3-2V with 383cid and larger includes
Coronet, Super Bee & Charger, 1970-74 A-body 2dr. 4V or 3-2V with 340cid and larger includes Dart, GTS, Swinger & Demon, 1970-74 E-body 4V, 2-4V or 3-2V with 340cid and larger includes Challenger, Challenger R/T, & T/A; PLYMOUTH 1970-72 C-body 2dr. 4V or 3-2V with Super Commando 440cid includes Fury, Sport Fury & Fury GT, 1970-73 B-body 2dr. 4V, 4-2V or 3-2V with 383cid and larger includes Satellite, Road Runner, Super Bird & GTX, 1970-74 A-body 2dr. 4V or 3-2V with 340cid and larger includes Valiant, Scamp & Duster, 1970-74 E-body 4V, 2-4V or 3-2V with 340cid and larger includes Barracuda, Hemi’Cuda & ’CUDA AAR.


Class 36k 1966 to 1979 Trucks: Chevrolet 1964-67 EL CAMINO 4-V
with 3.27 cid (275hp) or larger engine (includes SS models), 1966-72 EL CAMINO 4-V with 396 cid or larger engine (includes SS models), 1968 EL CAMINO 4-V with 327 cid (300hp) or larger (includes SS models), 1969-70 EL CAMINO 4-V with 350 cid (300 hp) or larger (includes SS Models); GMC 1971-72 SPRINT 4-V with 454 cid; Ford 1968-72 RANCHERO 4-V with 428 cid or larger engine (includes CJ models); Dodge 1978-79 LITTLE RED EXPRESS 4-V with 360 cid engine.

(m) (DPC) Class for driven vehicles 25 years or older. All national first prize winners are excluded from this class.

(n) Professional vehicles shall include all ambulances, funeral vehicles, taxis, police cars and other 4-wheel automobile based professional vehicles.

(o) (SGCV) Class for Second Generation Collector Vehicles 25 years of age or older that have been certified by the AACA SGCV Committee prior to registering for an AACA National Meet.

(p) Sport Utility Vehicles - includes Broncos, Blazers & other similar vehicles, etc.

(q) Targa &“T” tops are considered “closed cars.”

SPECIFIED SMALL VEHICLES
(Classes 4a & 4b)

Production vehicles built with a small frame and small engine: named vehicles only. The vehicles can attract a large audience due to their miniature size; placing them in other classes can cause them to be hidden from view. This class is still being developed and it is recognized that there are vehicles that can and will be added to the list of those named with the approval of the VP-Class Judging.

American Austin  DKW
American Bantam  Honda S500/S600
Austin Cooper  Isetta
Autobianchi  Iso Isetta
Bantam  King Midget
BMW Isetta  Metropolitan
Citroen 2CV  Nash Metropolitan
Crofton  Morris Mini Cooper
Crosley  Morris Minor
SPECIFIED CLASSIC VEHICLES
(Classes 18d, 18e, 19a-e)

| Alfa-Romeo | Lagonda |
| Alvis | Lancia |
| Auburn 8 and V-12 | LaSalle |
| Bentley | Lincoln (not Zephyr) |
| Bugatti | Lincoln Continental |
| Buick Limited (through 1948) | (Series 90, 1931-42) Marmon Sixteen |
| Cadillac | Marmon |
| Chrysler (1928 custom bodied Imperial, 1931-33) | (Model 88 & Big 8) Maybach |
| Models CG, CH, CL, CQ) and 1930-42 | Mercedes |
| Delahaye (1938-42) Packard Darrin 120 Series | Mercer |
| Cord Nash (1932 990 Series) | Nash (1940 Saknoffsky Cabriolet) |
| Cunningham Packard |
| Darracq (except models 110, 115c, 120 & Clipper) | |
| Delage Peerless 8 cylinder |
| Duesenberg Peerless V-16 |
| DuPont Pierce Arrow |
| Franklin Rolls-Royce |
| Hispano-Suiza Ruxton |
| Horch Rohr |
| Invicta Stutz |
| Isotta-Fraschini Talbot |

SPECIFIED PRESTIGE VEHICLES 1946-1986
(Class 29)

Post war vehicles built to appeal to the upscale buyer in style, material, and quality. The cost was usually well above the manufacturer’s standard production line and may have only had a small production run. The Prestige Class is a post war extension and continuation of many of the vehicles in the pre war Specified Classic Classes plus additional makes and models. A petition for acceptance into Class 29 must be submitted to the Vice President-Class Judging with supporting documentation and information.
Bentley                  Jaguar - Mark V
Buick Skylark          (Drophead Coupe)
               (1953-54)             Lincoln Continental
Cadillac                (Mark II)
               (Model 75, Eldorado (1953-60),
Saoutchik Body (1948),   Lincoln
Pininfarina Body (1954)  Lehmann Peterson
Chrysler                Limousine (1963-71)
               (Crown Imperial)
Daimler            Mercedes 300
               (Mark II Empress) (1951-58)
(all Hooper bodied)   Mercedes 600
Delahaye 135M         Oldsmobile
               (1948) (1953 Fiesta)
Dual GHIA               Packard
               (1957-58 Conv.) (Caribbean, Pan American
(all 1961-62 Hardtop) Patrician Limo Model 5426)
Hudson Italia          Rolls-Royce
Jaguar-Mark IV         Talbot-Lago
Triumph Renown Limousine (1954)

DESIGNATED LIMITED PRODUCTION,
PROTOTYPE AND EXPERIMENTAL VEHICLES
(Class 35a)

Vehicles having a minimum of four cylinders, 75 horsepower, and a wheelbase of 100 inches. All three requirements must be met or exceeded to be included in this class. All other vehicles not meeting this criteria will be placed in 35b.


(Class 35b)

Vehicles which do not meet or exceed all three requirements of 4 cylinder, 75 horsepower, and a wheelbase of 100 inches.

Competition models of specified Classic, Prestige or Limited Production, Prototype and Experimental vehicles will be entered in the proper competition class. Other makes of Classic, Prestige, or Limited Production, Prototype and Experimental vehicles may be accepted in these categories by individual model upon written application with adequate documentation submitted to the Vice President-Class Judging for review by the AACA Class Judging Committee. A recommendation for approval must be ratified by the AACA Board of Directors.

SECOND GENERATION COLLECTOR VEHICLES
Class 35c

The documentation that the owner provides to the SGCV committee and that the SGCV committee has approved shall accompany the vehicle on the show field for the judging team to verify the vehicle's acceptance and authenticity.

Examples of SGCV makes include, but are not limited to, Avanti (1986 and newer up to 25 years of age), Clenet, Duesenberg II, Excalibur, Pray Auburn, Pray Cord, Shay Model A, Shay Thunderbird and Zimmer. The owner must apply in writing for each specific vehicle to the AACA SGCV Committee for acceptance. Each specific vehicle must be accepted prior to being shown at an AACA national meet.

This competition class is for factory-assembled manufactured vehicles that replicate the look and style of a previous make and model. Vehicles must be 25 years of age or older to qualify. These vehicles have a newer, more modern driveline and chassis than the original vehicle on which the replication is based. The body may have fiberglass components and the interior may have modern accessories. A special team appointed by the VP-Class Judging will evaluate the written application for acceptance of the vehicle.

Vehicles will be accepted into this class after providing evidence of being factory assembled by either a copy of the manufacturer's Certificate of Origin (C of O) verifying it being a factory built vehicle or the manufacturer's "build sheet" or "production order" with the vehicle's serial number and production date.
documented along with a photo copy of the vehicle registration or title. Factory contact information, names and phone numbers should be included with the written application, if available. All applications must be accompanied by a "C of O" copy or build sheet information along with all other pertinent documentation and sent to the VP-Class Judging. Vehicle acceptance is on a case-by-case basis and at the sole discretion of the VP-Class Judging with approval from the Class Judging Committee. Meet registration will not be accepted for these vehicles until the VP-Class Judging has reviewed all the documentation and approved it for entry. Vehicle owners will be notified of the decision. The AACA does not accept "kit car" vehicles.

At the first AACA national meet at which the vehicle is shown, the judging team will evaluate compliance of the vehicle with the written application. Vehicles which comply will also be allowed in Class 35C.

**FACTORY HIGH PERFORMANCE VEHICLES**

(Class 36)

The Factory High Performance Class has been developed especially for performance oriented domestic vehicles, from their beginnings in the 1950's through their "heyday" of the late 60's/early 70's and on.

Eligibility for vehicles in this category is evaluated on a case by case basis, taking into consideration individual merits such as weight to horsepower ratio, the manufacturer's actual intent and the era in which the vehicle was built. These are just a few of the qualifying points of consideration.

This class is a work in progress, and will continue to develop over time. Applications for additional vehicles to be added to the existing list of accepted vehicles must be submitted in writing, along with any accompanying factory documentation, to the Vice President of Class Judging.

The name and address of the Vice President of Class Judging can be found in each issue of *Antique Automobile*. Always check AACA Headquarters for the most current listing of accepted vehicles in this class.
C. COMPETITION CATEGORIES

This section defines and explains the categories of competition within the AACA judging system at National Meets.

1. GENERAL STATEMENT

1. All vehicles that are 25 years old or older and were eligible for operation on public roadways except for classes 24a, 24b and 24c at the time of manufacture, are eligible for judging at AACA National Meets. A vehicle registered in the proper class is judged with other vehicles in the same class. All vehicles are given 400 points at the start of the judging. Judges deduct points according to accepted AACA standards.

2. There are three categories of competition in the AACA award system. Vehciles are judged in the JUNIOR category at AACA National Meets until they win the FIRST JUNIOR award. Vehicles that have won the FIRST JUNIOR award are then known as SENIOR vehicles and will compete in the SENIOR category with other SENIOR vehicles. When the SENIOR award is won, the vehicle will compete in the PRESERVATION category with other PRESERVATION vehicles. The different categories are further explained in the following paragraphs.

2. JUNIOR CATEGORY

1. The highest scoring vehicle in a class, or above the 365 minimum, is a FIRST JUNIOR winner, together with all other vehicles scoring within 10 points thereof and at or above the 365 minimum. The vehicle whose score is 11 or more points below the top scoring First Junior winner and at or above 330 points is the SECOND JUNIOR winner, together with all others scoring within 10 points thereof and at or above the 330 minimum. The vehicle whose score is 11 or more points below the top scoring Second Junior winner and at or above 295 points is the THIRD JUNIOR winner.
together with all other vehicles scoring within 10 points and at or above the 295 minimum. Junior vehicles compete only with other Junior vehicles.

2. Upon winning a FIRST JUNIOR award, the vehicle receives a NATIONAL FIRST PRIZE badge which must be affixed to the vehicle. The badge indicates that the vehicle is a NATIONAL FIRST PRIZE WINNER and must be on the vehicle for it to be judged as eligible in the Senior category. The badge remains with the vehicle upon change of ownership.

3. SENIOR CATEGORY

1. AACA Senior vehicles are eligible to win only one Senior trophy, commonly called the Duryea trophy. The vehicle must have the highest score in the class with a minimum score of 375 to win this SENIOR award. Any other vehicle scoring within 10 points of the highest score and at or above 375 will also be awarded a SENIOR award. Senior vehicles compete only with other Senior vehicles.

2. In addition to the “Duryea,” the vehicle receives a SENIOR TAB which is designed to be affixed behind the NATIONAL FIRST PRIZE WINNER badge. This SENIOR TAB must be properly displayed at all subsequent National Meets to enable the vehicle to compete for the Preservation award. The Senior Tab may or may not be returned to National Headquarters upon change of ownership (See items 6 and 7 on page 47 & 50 for options).

4. PRESERVATION CATEGORY

1. The PRESERVATION award was inaugurated in 1979. The Senior Tab was introduced to identify those vehicles eligible to compete in the Preservation category. There has been a procedure established to enable Senior winners, prior to 1979, to obtain a Senior Tab. (See Retroactive Proof - Page 50.)

2. At the first National Meet where the vehicle scores 350 points or more, it
will be awarded the PRESERVATION award plaque. The plaque is a wooden board upon which is mounted a large, polished metal Preservation award medallion (embossed with the AACA logo); a name plate, engraved with the name and year of the vehicle; the owner's name and one wheel tab showing the year, division and season of the Meet (2004 Eastern Spring, 2006 Western Fall, etc.). At subsequent National Meets, Senior vehicles that have won the Preservation award plaque and score 3.50 or more, will be awarded an additional wheel tab. Each tab will be engraved as outlined above. The tab is to be affixed to the Preservation award board, which is designed to accommodate up to 20 tabs. The Preservation award is a great way to display, in one spot, the accomplishments of a vehicle. It allows a better opportunity for more vehicles to win the Senior award. The greatest advantage will be that, as long as a vehicle is maintained to score 350 or more, it can be driven, enjoyed, and still receive the wheel tab at National Meets.

3. Vehicles which have won an A.G.N.M. First Prize are still eligible to receive a Preservation award at any AACA National Meet if they score 350 or above.

4. POINT JUDGING
Members enter their vehicles to be point judged. All vehicles will be point judged in the normal manner with the following sole exception: At exceptionally large national meets, if the number of judges is not sufficient to point judge all registered vehicles, the VP - Class Judging may permit the "SIGHT" judging of the Preservation vehicles to confirm that they meet the required minimum score of 350 points. If in the opinion of the judging team, a particular Preservation vehicle might not make the 350 score, then that vehicle shall be point judged in the normal manner by that team. Any vehicle that has NOT been point or sight judged will be denied a Preservation award.
5. **SENIOR CAR PARTICIPATION AWARD**

1. The Senior Car Participation Award is given to Preservation vehicles for attendance at multiple AACA National Meets. The award is currently in the form of a pewter mug or pewter tray. The award is presented after participation at five (5) National Meets. When a vehicle wins a Preservation award at a National Meet, a participation card is included with the award. A Preservation Award must be won to be eligible for a Senior Car Participation Award.

When a vehicle accumulates five (5) participation cards, they are to be completed and mailed to the AACA Headquarters. The award will be confirmed and mailed from AACA Headquarters.

The participation cards from one vehicle may not be added to those of another vehicle to reach the total of five (5). Each vehicle's participation record is kept separately for the purposes of receiving the Senior Car Participation Award.

**Effective in 2006, the following awards - when applicable - will be presented with the meet Preservation award:**

2. A vehicle with ten (10) preservation awards will receive a Bronze Preservation Participation Award.

3. A vehicle with a total of fifteen (15) preservation awards and the Bronze Award will receive the Silver Preservation Participation Award.

4. A vehicle with a total of twenty (20) preservation awards and the Silver Award will receive the Gold Preservation Participation Award.

5. A vehicle with a total of twenty-five (25) preservation awards and the Gold Award will receive the Cloisonné Preservation Participation Award.

6. **CHANGE OF OWNERSHIP - OPTION 1**

When a SENIOR vehicle changes hands by sale or transfer, the vehicle reverts to the status of a First Junior award winner. The Senior Tab is returned to
This vehicle has an approved fire extinguisher

VEHICLE CONDITION
Rejected
Maintenance
Cleanliness
Workmanship

CIRCLE AWARD

HPOF Oval
AACA ORIGINAL
(Requires HPOF Oval)

HPOF Repeat
AACA ORIGINAL
Repeat

Judge INTERIOR Comments – Owner
☐ Seat panel _________________________________
☐ Back rest ________________________________
☐ Door panels, headliner ______________________
☐ Floor Covering, sills _______________________
☐ Console, shifter ___________________________
☐ Dash/instruments/AC/sound system __________
☐ Steering wheel, column, pedals ______________
☐ Handles, cranks, windows ____________________
☐ Trunk _________________________________
☐ Other ___________________________________

Judge ENGINE / DRIVE TRAIN Comments – Owner
☐ Heads, valve covers _______________________
☐ Block, manifolds, crankcase _________________
☐ Battery, starter ____________________________
☐ Wiring, ignition ____________________________
☐ Fuel system, carburetor, filters ______________
☐ Radiator/fan, horn __________________________
☐ Clamps, fasteners, hoses, belts ______________
☐ Gen/Alt, A/C, pumps ________________________
☐ Firewall, finish, __________________________
☐ Drive system, steering ______________________
☐ Wheels, rims, tires _________________________
☐ Suspension, chassis, exhaust _________________
☐ Other _____________________________________

Judge BODY / EXTERIOR Comments – Owner
☐ Hood, front fenders ________________________
☐ Trunk, rear fenders _________________________
☐ Doors _________________________________
☐ Roof, panels ______________________________
☐ Bumpers, grill, radiator shell ______________
☐ Trim, striping, molding ______________________
☐ Lights __________________________________
☐ Accessories ______________________________
☐ Missing / non-authentic parts ________________
☐ Other ____________________________________

COMPLIANCE TABLE

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<th>1931 to 1959</th>
<th>1960 &amp; Newer</th>
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<td>24-30</td>
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<td>26-30</td>
<td>27-30</td>
<td>28-30</td>
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</table>

COMPLIANCE TOTAL

________

OWNER'S SIGNATURE (Mandatory) DATE

Owner SHOULD place a check mark next to each component if it’s not original. If the owner is not ABSOLUTELY CERTAIN, please leave the box empty. There is no penalty for not marking a box.

I CERTIFY THAT THIS INFORMATION IS CORRECT
__________________________
 Owners Signature
(Mandatory)

Signatures:
Team Capt:

Asst. Capt:

Team Members:

Apprentice:

Owner notified of major non-compliant areas
Yes No

Recommended for:
☐ DPC
☐ Class Judging

HPOF-12
**NOTE: VEHICLE OWNERS PLEASE COMPLETE THE SHIPPED AREAS**

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<th>ACCEPTED UPGRADES INSTALLED</th>
<th>CONFORMS TO DPC STANDARDS</th>
<th>COMMENTS</th>
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</tbody>
</table>

This vehicle has an approved fire extinguisher

**SUMMARY**

- **FIRST CERTIFICATION**
- **REPEAT CERTIFICATION**
- **REJECTED**

(CIRCLE ONE)

**APPROVED**

TEAM CAPTAIN

TEAM MEMBER

OWNER NOTIFIED VEHICLE NOT CERTIFIED

The following are exceptions that will not disqualify the vehicle: seat belts, seat coverings, turn signals, stop lights, sealed beam/halogen headlights, radial tires, alloy wheels of the same era and/or same vehicle manufacture, electrical upgrades (bolt on), steering upgrades (bolt on), air conditioning, overdrive system and altered exhausts.

**OWNER’S CERTIFICATION: I CERTIFY THAT THE INFORMATION SUPPLIED IS TRUE TO THE BEST OF MY KNOWLEDGE.**

__________________________________________
Owner’s Signature
the National Headquarters by the seller or person transferring the vehicle. If the vehicle has received the A.G.N.M. FIRST PRIZE plaque, the plaque will be returned to AACA Headquarters. (This plaque may be returned to the previous owner, stamped “RETIRED” for a covering fee of $5.00.) If the vehicle is an Annual National Award winner and has received a National Award winner tab, the tab will remain the property of the seller and must be removed from the vehicle upon transfer of ownership.

7. CHANGE OF OWNERSHIP - OPTION 2

Effective 2006, it is permissible for an AACA class judging award winning vehicle to retain the awards it has previously won. In this case, the new owner can continue entering the vehicle in national meets and pursue the next eligible award. For example, if the highest award the vehicle has previously won is a Senior, then the vehicle can compete for the Annual Grand National Award. Please contact National Headquarters to advise us of your purchase and judging status of the vehicle.

8. ADDITIONAL COMMENTS

1. Judging forms are not returned to owners. The forms are used only to determine the award winners at a particular meet and are the OFFICIAL record of the awards. The Winner Records that are prepared for the awards ceremony are advisory only, and any question regarding any award will be resolved by referring to the judging form.

2. Team captains are instructed to advise owners (on the judging field) of any major items of deduction that may be preventing a vehicle from winning an award. Judges are also instructed not to reveal, at any time, the scores of the judged vehicles.

9. RETROACTIVE PROOF OF SENIOR AWARD

An owner of a Senior vehicle which has won a Senior trophy prior to 1979 may request that he/she be sent a Senior Tab in order to establish eligibility for the Preservation
award. Request for a “retroactive” Senior Tab should be directed to AACA Headquarters. The following information should accompany the request: the issue of the Antique Automobile in which the account of the Meet at which the vehicle won the Senior Award is carried, and identification of vehicle and class in which it was shown. The owner may, if he/she wishes, make a photocopy of the page in the Antique Automobile that carried this information and send it with his/her request.

10. RECYCLING OF VEHICLES FOR CLASS JUDGING

On the tenth anniversary of the date (or any time thereafter) that a vehicle was awarded the First Junior award, the owner has the option to restart the vehicle through the AACA judging awards system from the beginning (Junior level). The date on the NATIONAL FIRST PRIZE badge will establish if the ten-year period required has passed. The NATIONAL FIRST PRIZE badge must be returned to AACA Headquarters. If the vehicle has received a Senior Tab, it must be returned to the AACA Headquarters. Also, if the vehicle has received an A.G.N.M. FIRST PRIZE badge, it must be returned to AACA National Headquarters. Badges, at the request of the owner, may be returned to the owner, stamped “RETIRED,” for a covering charge of $5.00 per badge. The owner retains all other trophies and awards won by the vehicle.

11. REGISTERING A VEHICLE BETWEEN CLASSES

A vehicle that has won a First Junior Award cannot then enter the HPOF or DPC class. The only exception would be if it is after 10 years since it won the First Junior Award and elects to return any award badges (i.e., junior, senior, AGNM) to AACA and implement the Recycle option. A vehicle that has won a 2nd Junior or 3rd Junior award or no award competing in the Junior class can enter either the HPOF or DPC class.
A vehicle that has been HPOF Certified cannot then enter the Junior Class or DPC class. The only exceptions would apply:

1. If the owner decides to restore the vehicle, it can then be entered in the Junior class when AACA is so notified and the HPOF badge removed from the vehicle and returned to AACA.
2. If after 10 years from the original HPOF certification date, the owner elects to implement the Recycle option and returns the HPOF badge that had been on the vehicle.

A vehicle that has been DPC Certified cannot enter the Junior Class or the HPOF class. The following three exceptions apply:

1. If the vehicle becomes eligible for HPOF since the change to the 25 year old rule for HPOF and had not been eligible at the time of DPC certification, then the vehicle may then enter the HPOF class by advising AACA and returning the DPC badge from the vehicle.
2. If the owner decides to restore the vehicle it can then be entered in the Junior class when AACA is notified and the DPC badge has been removed from the vehicle and returned to AACA.
3. If after 10 years from the original DPC certification date the owner elects to implement the Recycle option and returns the DPC badge that had been on the vehicle.

D. EXHIBITION CLASSES

1. HISTORICAL PRESERVATION OF ORIGINAL FEATURES (HPOF) CLASS

Since its' founding, AACA has been dedicated to the preservation, restoration and maintenance of vehicles. In the furtherance of the “preservation” mission, the AACA Board of Directors in 1987 established a program to encourage the saving and display of collector vehicles in their original, as-manufactured condition. The Historical Preservation of Original Features program encourages owners of vehicles 25 years old and older, retaining significant original features to allow them to remain in this original condition, and to show them at National Meets. A vehicle
may be entirely “original” or it may have certain “original” features such as paint, chassis, upholstery, engine compartment, etc., that are essentially as delivered. These vehicles will not be point judged. A vehicle being evaluated for the first time, if certified, will receive an HPOF board, HPOF chip and HPOF badge. The badge should be visibly mounted on the vehicle. The badge will be engraved with the year awarded. A vehicle having achieved the HPOF certification award is now eligible for certification at a subsequent meet in order to achieve the AACA Original award. If certified, as an AACA Original, the owner will receive an AACA Original tab to be mounted behind the HPOF badge on the vehicle and an additional AACA Original tab and an AACA Original preservation chip for mounting on the board. If the vehicle does not certify at the AACA Original level, it will receive an HPOF chip provided it meets the certification standards. If a vehicle is not certified as an AACA Original, it can be re-considered for the award by the owner making a request to the Vice President - Class Judging. The VP will inform the owner whether the request has been granted or denied. If granted, the vehicle can be entered in a subsequent national meet to be evaluated again for the AACA Original award. The vehicle will either be certified at that time as an AACA Original or if it still does not meet the criteria, it may continue to be eligible for HPOF awards. If the re-consideration is denied, the vehicle maintains HPOF status and is eligible to be shown for HPOF repeat awards at all future AACA national meets. No previous National First Prize winners are accepted. An HPOF certified vehicle that is significantly restored will lose its' HPOF certification. HPOF certification remains with the vehicle even if there is a change of ownership. (See Attachment 5 HPOF Judging Form p. 48)

2. DRIVER PARTICIPATION CLASS (DPC)

The AACA Board of Directors in 2000 established DPC to promote the showing and driving of antique vehicles which are not intended by their owners to be show
ATTACHMENT 8
AUTOMOBILES

AACA VEHICLE JUDGING FORM

THIS VEHICLE HAS A U/L APPROVED FIRE EXTINGUISHER.

LEGEND:  * TIMES COMPONENT TO MAX OF 10 POINTS
          Mandatory deductions are CIRCLED NUMBERS which must match deductions taken.
          UNDERLINED items apply MOSTLY to “Pre-War” vehicles.

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<thead>
<tr>
<th>EXTERIOR</th>
<th>INTERIOR</th>
<th>CHASSIS</th>
<th>ENGINE</th>
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</thead>
<tbody>
<tr>
<td>Antenna</td>
<td>2</td>
<td>A/C under dash - if incorrect</td>
<td>5 ea</td>
</tr>
<tr>
<td>Beading / Welting</td>
<td>3</td>
<td>Carpet/Floor Material/Mats</td>
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<tr>
<td>Body: Door</td>
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<td>Clock</td>
<td>3 ea</td>
</tr>
<tr>
<td>Fender</td>
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<td>Console</td>
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<tr>
<td>Hood</td>
<td>5</td>
<td>Dashboards/Inst. Panel</td>
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<td>Roof: Top (hard)</td>
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<td>Trim / Striping / Moldings / Decal</td>
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<td>Door Handle</td>
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<tr>
<td>Trunk</td>
<td>5</td>
<td>Door Panel</td>
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<td>Headliner/Sail Panel</td>
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<td>Door Handle</td>
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<td>Interior Light</td>
<td>3 ea</td>
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<tr>
<td>Acetylene Gen / Tank</td>
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<td>Robe Rail Straps/Shaft</td>
<td>2 ea</td>
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<td>Grille</td>
<td>3</td>
<td>Radio / Sound System</td>
<td>10 ea</td>
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<td>Hood Ornament</td>
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<td>Light: Driving / Fog</td>
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<td>Rear Exhaust System</td>
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<td>Frame</td>
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<td>Sealed Beam (prior to 1940)</td>
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<td>Fuel / Vacuum Lines</td>
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<td>Side / Parking Panel</td>
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<td>Lug Nuts (if visible)</td>
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<td>Running Boards</td>
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<td>Rim / Wheel (include spare)</td>
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AWARD

1ST | 2ND | 3RD | MULTIPLE AWARD

TEAM CAPTAIN

Signiture

“Information on this form or a copy of the completed form is NOT available to vehicle owners.”

ATTACHMENT 8

JA/11 Tentative

TENTATIVE

 Was owner notified of any major deductions

ATTACHMENT 8

TEAM CAPTAIN

Signature
ATTACHMENT 9
TWO-WHEELED VEHICLES

AACA VEHICLE JUDGING FORM

TWO WHEELERS ONLY

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<td>Fender</td>
<td>10</td>
<td>5</td>
<td>Ignition Module</td>
</tr>
<tr>
<td>ACCESSORIES</td>
<td>10</td>
<td>5</td>
<td>Belt/Chain</td>
<td>10</td>
<td>5</td>
<td>Starter-Kick/Electric</td>
</tr>
<tr>
<td>CONTROLS</td>
<td>10</td>
<td>5</td>
<td>Carburetor</td>
<td>10</td>
<td>5</td>
<td>Spark Plug Wire</td>
</tr>
<tr>
<td>ENGINE</td>
<td>10</td>
<td>5</td>
<td>Carburetor</td>
<td>10</td>
<td>5</td>
<td>Spark Plug Wire</td>
</tr>
</tbody>
</table>

**TENTATIVE**

Entries in this area to be in ink.

**NOTE:** Two-Wheeled Vehicle classifications have been changed. Please use the above form for all Two-Wheeled Vehicles.
<table>
<thead>
<tr>
<th>EXTERIOR</th>
<th>INTERIOR</th>
<th>CHASSIS</th>
<th>ENGINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belly Pan</td>
<td>Accelerator</td>
<td>Axles:</td>
<td>Battery</td>
</tr>
<tr>
<td>Body: Attachment</td>
<td>Dash Panel</td>
<td>5</td>
<td>*</td>
</tr>
<tr>
<td>Coal</td>
<td>Dirt - Excessive</td>
<td>3 ea</td>
<td>*</td>
</tr>
<tr>
<td>Hood</td>
<td>Gauges</td>
<td>3 ea</td>
<td>*</td>
</tr>
<tr>
<td>Tail</td>
<td>Rear</td>
<td>10</td>
<td>*</td>
</tr>
<tr>
<td>Dirt - Excessive</td>
<td>Rods &amp; Lines</td>
<td>3</td>
<td>*</td>
</tr>
<tr>
<td>Incorrect</td>
<td>Brakes</td>
<td>5 ea</td>
<td>*</td>
</tr>
<tr>
<td>Body Section</td>
<td>Exhaust</td>
<td>3</td>
<td>*</td>
</tr>
<tr>
<td>Material</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Body Components</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Bolts/Rivets</td>
<td>Pedals</td>
<td>6</td>
<td>*</td>
</tr>
<tr>
<td>Gas Tank</td>
<td>Brake</td>
<td>5</td>
<td>*</td>
</tr>
<tr>
<td>Cap</td>
<td>Foot</td>
<td>5</td>
<td>*</td>
</tr>
<tr>
<td>Hood:</td>
<td>Clutch</td>
<td>5</td>
<td>*</td>
</tr>
<tr>
<td>Straps</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Latches</td>
<td>Windscreen</td>
<td>5</td>
<td>*</td>
</tr>
<tr>
<td>Lettering</td>
<td>Lube:</td>
<td>5</td>
<td>*</td>
</tr>
<tr>
<td>Mirror</td>
<td>Fasteners</td>
<td>5</td>
<td>*</td>
</tr>
<tr>
<td>Push Bar</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Push Bar Added</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Radiator:</td>
<td>Lube:</td>
<td>5</td>
<td>*</td>
</tr>
<tr>
<td>Cap</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Shell</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Grill</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Trim/Striping/Molding/Decal</td>
<td>Other - Identify:</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Other - Identify:</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DEDUCTIONS</th>
<th>EXTERIOR</th>
<th>INTERIOR</th>
<th>CHASSIS</th>
<th>ENGINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exterior</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interior</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chassis</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Engine</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TOTAL DEDUCTION</th>
<th>TOTAL DEDUCTION</th>
<th>TOTAL DEDUCTION</th>
<th>TOTAL DEDUCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perfect Score</td>
<td>400</td>
<td>REQUIRED MINIMUM POINTS</td>
<td>1ST - 365, 2ND - 330, 3RD - 295</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AWARD</th>
<th>1ST</th>
<th>2ND</th>
<th>3RD</th>
</tr>
</thead>
<tbody>
<tr>
<td>MULTIPLE AWARD</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Was owner notified of any major deductions?

TEAM CAPTAIN
Signature

Mandatory deductions are CIRCLED NUMBERS which must match deductions taken. UNDERLINED items apply MOSTLY to “Pre-War” vehicles.
**AACA Vehicle Judging Form**

**TRUCKS ONLY**

**Exterior**
- Antenna
- Body: Truck / Trailer
- Cab: Door
- Cowl / Grille
- Fender
- Hood
- Panel
- Roof / Top (hard)
- Trim / Striping / Moldings / Decal
- Body - Truck / Trailer
- Bed (condition)
- Floor (material / finish)
- Tailgate
- Side Kick Panel
- Hood Ornament
- Hood ornaments
- Lettering / Sign
- Light Head
- Driving / Fog
- Halogen (if incorrect)
- Sealed Beam
- Side / Parking / Running
- Tail / Lens
- Material **
- (Non-Auth. Body Comp.)
- Mirror
- Radiator: Shell
- Grill
- Ornament
- Running Boards
- Splash Apron
- Window Frames (Exterior)
- Windshield Wiper
- Other - Identify

**Interior**
- A/C under dash - if incorrect
- Carpet / Floor Material / Mats
- Clock
- Dashboard / Inst. Panel
- Dirt - Excessive
- Door Panel
- Door Sills / Step
- Foot Rest
- Headliner / Sail Panel
- Side Kick Panel
- Door Panel
- Mirror
- Pedal / Lever
- Radio / Sound System
- Interior Light
- Seat Cushion / Back
- Shifter
- Side / Parking / Running
- Side Kick Panel
- Steering Wheel

**Chassis**
- A/C under dash - if incorrect
- Air Cleaner / Carburetor
- Air Cond. Compressor
- Alternator / Generator
- Battery
- Belts
- Brake Lines / Rods / Cables
- Body Bolts
- Bumper: Front / Rear
- Guards / Defectors
- Differential / Columbia
- Dirt - Excessive
- Drive Shaft
- Exhaust System
- Frame: Truck
- Fuel / Vacuum Lines
- Gas Tank
- Hub Caps / Wheel Covers
- Lock Rings
- Lube: Fittings
- Mirror
- Overdrive (if incorrect)
- Pumps
- Rim / Wheel (include spare)
- Snubber / Shocks
- Spring Covers
- Springs
- Steering Assembly
- Tire Carrier / Cover
- Tires (including spare)
- Transmission Drive / Line
- Under Carriage
- Valve Stem
- Cap / Cover
- Shifter
- Wind / Pulley / Gables
- Windshield Wiper
- Other - Identify

**Engine**
- A/C under dash - if incorrect
- Air Cleaner / Carburetor
- Air Cond. Compressor
- Alternator / Generator
- Battery
- Belts
- Exhaust System
- Frame: Truck
- Fuel / Vacuum Lines
- Gas Tank
- Hub Caps / Wheel Covers
- Lock Rings
- Lube: Fittings
- Mirror
- Overdrive (if incorrect)
- Pumps
- Rim / Wheel (include spare)
- Snubber / Shocks
- Spring Covers
- Springs
- Steering Assembly
- Tire Carrier / Cover
- Tires (including spare)
- Transmission Drive / Line
- Under Carriage
- Valve Stem
- Cap / Cover
- Shifter
- Wind / Pulley / Gables
- Windshield Wiper
- Other - Identify

**Total Deduction**

**Recommended Minimum Points**

- 1ST: 365
- 2ND: 330
- 3RD: 295

**Multiple Award**

<table>
<thead>
<tr>
<th>Award</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1ST</td>
<td>365</td>
</tr>
<tr>
<td>2ND</td>
<td>330</td>
</tr>
<tr>
<td>3RD</td>
<td>295</td>
</tr>
</tbody>
</table>

**Perfect Score**

- 400

**Required Minimum Points**

- 1ST: 365
- 2ND: 330
- 3RD: 295

**Multiple Awards for scores within 10 points of highest scoring car in each class.**

**Team Captain**

- Signature

---

Entries in this area to be in ink

**Deductions**

- Exterior
- Interior
- Chassis
- Engine

**Score**

- Perfect Score
- From Above

**Net Score**

- Total Deductions

**This vehicle has a UL approved fire extinguisher.**

---

**Legend:**

- *: Times component to max of 10 points
- **: Times component to max of 120 points

**Mandatory deductions are CIRCLED NUMBERS which must match deductions taken. UNDERLINED items apply mostly to “Pre-War” vehicles.**
**First Junior**

1917 Pierce-Arrow

6 cyls 4 Passinger Touring

**AACA Member Name**

**Hometown, State**

<table>
<thead>
<tr>
<th>Vehicle #</th>
<th>Class Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>01234</td>
<td>16</td>
</tr>
</tbody>
</table>

Gas vehicles, more than 4 cyl: 1913-1919
vehicles and are described as "Drivers." This class is for vehicles 25 years of age or older that have not obtained a national first prize. (A vehicle with national awards is eligible for DPC only if the awards - other than 2nd or 3rd Junior - are turned into AACA Headquarters.) This is a non-competitive class and will not be point judged, but vehicles will be certified upon passing a visual inspection. The shaded areas of the DPC evaluation form must be completed by the vehicle owner and the owner must sign the evaluation form before the vehicle can be certified. The owner has the option to open or leave the vehicle’s trunk closed. Certification will be based on vehicle components that have the same appearance as when the vehicle was manufactured and the overall condition of the vehicle in general appears acceptable. The exterior/interior/engine/chassis components must appear period correct per the original manufacturer. The following are exceptions that will not disqualify the vehicle: seat belts, seat coverings, turn signals, stop lights, sealed beam/halogen headlights, radial tires, alloy wheels of the same era and/or same vehicle manufacturer, radio upgrades, electrical upgrades, brake upgrades (bolt on), steering upgrades (bolt on), air conditioning, overdrive system and altered exhausts. A DPC badge will be issued to each vehicle upon certification and a participation award will be given at certification and at each subsequent meet for attendance. After five participation awards are received, the accompanying participation cards should be completed and mailed to AACA Headquarters. A mounting board will be mailed from AACA Headquarters after confirmation of the five participation awards. No vehicle will be re-certified if it is not displaying the DPC badge. A DPC certified vehicle that is significantly modified will lose its’ DPC certification. DPC certification remains with the vehicle even if there is a change of ownership. (see Attachment 6 - DPC Evaluation Form - page 49).
E. AACA NATIONAL MEET DOCUMENTS

This section contains a complete description of all the documents used in conducting an AACA National Meet.

1. JUDGING FORMS: This document is the record of all deductions and contains the winner tabulations. Each vehicle to be judged will have a judging form, used by the judging team in the tabulating of scores, turned into the judging administration office, and kept by VP-Class Judging for two years. The following items pertain to the official judging form:

a. At the present time, seven separate evaluation/judging forms exist. They are:
   1. HPOF evaluation form (Attachment 5).
   2. DPC evaluation form (Attachment 6).
   3. Automobile judging form (Attachment 8).
   4. Two-wheeled vehicle judging form (Attachment 9).
   5. Racing vehicle judging form (Attachment 10).

b. The seven forms come in specific colors. The four forms used for point judging are identical except for minor changes to identify level of competition and minimum award criteria:
   1. White – Junior vehicles
   2. Pink – Senior vehicles
   3. Green – Preservation vehicles
   4. Yellow – HPOF & A.G.N.M. vehicles
   5. Purple – A.G.N.M. Senior vehicles
   6. Grey - DPC vehicles
   7. Blue - AACA Original

c. A judging form will be placed with every vehicle to be judged.

d. The team captain will be custodian of the judging form once judging has begun. All entries from the team members will be entered thereon by him/her.

e. The individual point deductions in each of the four columns (Exterior, Interior, Chassis, and Engine) will be entered on the judging form when presented by a team member. The individual columns may be filled out in pencil.

f. For point judged vehicles, the totals from each column will be entered
under the Summary section of the judging form, totaled, and subtracted from 400 points. This is the final score for that particular vehicle. This section must be filled out in **INK**.

g. When all vehicles in a class have been judged, the tabulation of winners is entered in the Award portion of the Summary section, circling the proper designations.

h. All entries on the judging form must be double checked by the team captain. Once this is done, the team captain signs each judging form in the proper location in **INK**.

i. **JUNIOR, SENIOR AND PRESERVATION** judging forms will be delivered to the judging administration office.

j. The information entered on the judging form by the team captain must be kept in total confidence. No score should ever be divulged to an owner.

k. All entries on the judging form should be done in a neat manner, completely legible, and without error. Every item will be verified by judging administration.

2. **Windshield Card (Attachment 12)**.

   a. This card is the sole means of identification of a vehicle as it enters the judging field. It contains the following information:
      1. Class description
      2. Year of vehicle
      3. Make of vehicle
      4. # of cylinders
      5. Model of vehicle
      6. Name of owner
      7. City/state of owner
      8. Vehicle #
      9. Class number

   b. Windshield cards will be found in nine colors. They signify the following:
      2. Pink – Senior vehicle. Judging form with vehicle must be pink.
      3. Green – Preservation vehicle. Judging form with the vehicle must be green.
      4. Orange – Do Not Judge. The Owner requests the vehicle not be judged.
      5. Yellow – Historical Preservation
6. Yellow – A.G.N.M. Judging form with the vehicle must be yellow. (Yellow HPOF forms will not be used at the AGNM)
c. The Windshield card should be visible on the windshield on entry to the judging field and at all times until contestants are dismissed.
d. “JUDGED” or “EVALUATED” stickers. A sticker will be attached to only the WINDSHIELD CARD of each vehicle when it has been judged or evaluated. The sticker should be visible from the front of the vehicle.

3. **Winner Record Sheets.** These pages are computer generated and all National Meet prize winners will be listed thereon. When completed, four sets of winners will be generated. The first set will be given to the Chief Judge to be used in reading the awards at the banquet. The second and third sets are used by the clerical staff for checking award winners at the banquet. At the conclusion of the award ceremony, the Chief Judge may keep one set of winners, and the other three sets are retained by the VP of Class Judging (1 set) and AACA National Headquarters (2 check-in table sets).

• • • • • SECTION 4 • • • • •

**JUDGING PERSONNEL AND RESPONSIBILITIES**

This section contains a description of the responsibilities of each official, team, and team member working in the judging system. The composition and function of the Judging Committee is also explained.

**A. POSITION DESCRIPTIONS OF AACA JUDGING SYSTEM OFFICIALS**

1. **AACA NATIONAL PRESIDENT**
The President shall preside at all meetings of the Board of Directors and the Annual
Meeting of the members. He/she shall appoint all committee chairpersons and such other committee members as he/she may deem appropriate. The President may appoint from the National Directors additional Vice Presidents for specific duties.

2. **VICE PRESIDENT-CLASS JUDGING**
   The Vice President-Class Judging is appointed by the AACA National President and is a National Director. He/she is Chairman of the Class Judging Committee, approves the selection of all Chief Judges at all National Meets, oversees in general the judges training program, is the final authority on matters in question involving judging, retains the completed Meet judging forms for the past two years, and replies to questions involving class judging. He/she also serves - through research - AACA members in matters of vehicle component authenticity. Requests from AACA members concerning vehicle placement in various classic, prestige, limited production and prototype classes are researched and recommended by the Vice President - Class Judging. Vehicle owners competing for but not receiving a First Junior, Senior, AGNM 1st, or AGNM Senior award may request, in writing, judging information from the VP – Class Judging that would indicate why the award was not given.

3. **VICE PRESIDENT-JUDGING ADMINISTRATION**
   The Vice President-Judging Administration is appointed by the AACA National President and is a National Director; He/she also serves as the Assistant Vice President-Class Judging, is a member of the Class Judging Committee and assists the Vice President-Class Judging as needed. He/she presides at meetings of the Class Judging Committee in the absence of the Vice President-Class Judging. The Vice President - Judging Administration coordinates with the Chief Judge and administrative personnel at each meet in establishing administrative procedure at that meet and insuring that there is continuity in meet administration at all meets.

4. **CHAIRMAN-JUDGES TRAINING**
   The Chairman-Judges Training is
appointed by the AACA National President and is not a member of the National Board of Directors. The Chairman serves on the Class Judging Committee and is responsible for the complete training program of AACA judges, conducts National Judging Schools or provides complete information to the person who will conduct the school in his/her absence, administers the staffing and conducting of the Apprentice Judges Training program at National Meets, and is responsible for developing and maintaining up-to-date judges training materials to include judging slides, training films, tapes, and CD-ROM/DVD.

5. ASSISTANT CHAIRMAN - JUDGES TRAINING
   The Assistant Chairman-Judges Training is appointed by the National President and is not a member of the National Board of Directors. This position is utilized as back-up for the Chairman-Judges Training, and in the absence of the Chairman, will act in his/her stead.

6. CHAIRMAN - JUDGES RECORDS
   The Chairman-Judges Records is appointed by the National President and is not a member of the National Board of Directors. The Chairman maintains an active and inactive file of the judging records of all AACA national judges, determines when the awards of judges are earned, arranges for the proper certificates for these awards to be completed and presented, and furnishes the Vice President-Class Judging with the information required for annual reports.

7. EDITOR - JUDGE NEWSLETTER
   The Editor of the Judges’ Newsletter is appointed by the National President and is not a member of the National Board of Directors. The editor sends up to four issues of the newsletter per year to announce all of the AACA national meets. The editor includes in the newsletter registration forms, judging news, major judges’ awards, and other information about judging proficiency. National Headquarters may be given this assignment as well.
8. **CHAIRMAN - HPOF**  
The Chairman-Historical Preservation of Original Features (HPOF) Class is appointed by the National President and is not a member of the National Board of Directors. This Chairman is responsible for the HPOF program. He/she will send a list of approved HPOF judges to the Chief Judge for each National Meet (except the AGNM). He/she will select the captain of the HPOF team at all National Meets that he/she cannot attend.

9. **CHAIRMAN - DPC**  
The Chairman - Driver Participation Class (DPC) is appointed by the National President and is not a member of the National Board of Directors. This Chairman is responsible for the DPC program. He/she will send a list of approved DPC judges to the Chief Judge for each National Meet (except the AGNM). He/she will select the Captain of the DPC team at all National Meets that he/she cannot attend.

10. **CHAIRMAN - SGCV**  
The Chairman - Second Generation Collector Vehicles (SGCV) Class is appointed by the National President and is not a member of the National Board of Directors. The Chairman is responsible for the SGCV program. He/she will send a list of SGCV committee members who will be attending each national meet to the Chief Judge for each National Meet. The Chief Judge will select the Captain of the SGCV team for the National Meet. If no SGCV committee members have registered to judge at the national meet, then the Chief Judge will contact the Vice President-Class Judging to select a Captain from the registered judges.

11. **CHAIRMAN - CJE**  
The Chairman of Continuing Judges’ Education (CJE) is appointed by the National President and is not a member of the National Board of Directors. The chairman maintains a roster of judge instructors to ensure adequate CJE seminars at every AACA national meet. At each national meet, the chairman ensures that the appropriate CJE participation cards and chips are available and makes announcements.
about CJE at the judging school and judges' breakfast. He or she also monitors and maintains quality assurance of CJE instructor's subject material consistent with our judging guidelines.

12. CHAIRMAN - RACE CAR CERTIFICATION
The Chairman - Race Car Certification is appointed by the National President and is not a member of the National Board of Directors. He/she chairs the Race Car Certification Committee and is responsible for reviewing, along with his/her committee, the applications for vehicles into Class 24.

13. VICE PRESIDENT-NATIONAL AWARDS
The Vice President-National Awards is appointed by the National President and is a National Director. He/she serves as chairman of the National Awards Committee. He/she sends a list of the approved National Awards judges to the Chief Judge of each National Meet. He/she selects the captain of the national awards team at all National Meets that he/she cannot attend, maintains a file on all vehicles under consideration for national awards, and ensures the National Awards Committee meets at the proper time to select the winners of the national awards for vehicles and the Charles E. Duryea, Samuel E. Baily, Thomas J. Wells, Fiala Old Faithful, George R. Norton, Winters Racing, Divisional Tour, Augustus Post, AACA Plaque, and Senior Master Judge awards for members. The Baily, Wells and Senior Master Judge awards are selected in concert with the Class Judging Committee.

14. VICE PRESIDENT-NATIONAL ACTIVITIES
The Vice President-National Activities is Chairman of the National Activities Committee, is appointed by the National President and is a National Director. Information requests regarding hosting of AACA National Meets and Tours are directed to him/her. He/she receives applications for Meets and Tours, presents the applications to the National Board for approval, advises those who apply of the status of their request and exercises general supervision to ensure that all Meets and Tours are conducted in accordance with AACA rules.
B. COMPOSITION AND FUNCTIONS OF THE CLASS JUDGING COMMITTEE

1. MEMBERSHIP OF THE CLASS JUDGING COMMITTEE

The Class Judging Committee is made up of the following AACA members:

a. Vice President-Class Judging
b. Vice President-Judging Administration (AVP-Class Judging)
c. Chairman-Judges Training
d. Assistant Chairman-Judges Training
e. Chairman - Judges Records
f. Chairman - HPOF
g. Chairman - DPC
h. Chairman - CJJE
i. Chairman - SGCV
j. Chairman - Race Car Certification
k. Any other contributing member at the discretion of the Vice President-Class Judging.

2. FUNCTIONS OF THE CLASS JUDGING COMMITTEE

The duties of the Class Judging Committee are:

a. Make a periodic review of vehicle classification and submit recommendations to the National Board of Directors for the revision or addition of classes.
b. Review applications for inclusion in the list of specified Classic, Prestige and Limited Production and Prototype vehicles and make recommendations for approval to the National Board of Directors.
c. Make recommendations for the improvement of the judging forms and other forms used in class judging.
d. Determine when items for deduction should be added or deleted on the judging forms and submit same to the National Board of Directors.
e. Maintain a continuing review of all aspects of class judging and make recommendations as needed.
f. Establish a Judges Proficiency Committee from members of the Class Judging Committee to review the conduct and proficiency of any member of the AACA judging system.
g. Update annually the AACA Official Judging Guidelines to include all appropriate revisions.

h. Review all applications for national meet chief judges prior to final approval by Vice President - Class Judging

C. ORGANIZATION OF NATIONAL MEET JUDGES / OFFICIALS

1. POSITION DESCRIPTION OF THE MEET CHAIRMAN
The Meet Chairman is responsible for all matters pertaining to the AACA National Meet being sponsored by her/his region or chapter. The Registration Chairman and the Chief Judge will report to the Meet Chairman in all matters pertaining to their areas of responsibility. The Meet Chairman will serve as liaison between the region/chapter and AACA and all reporting and other matters required by AACA will be monitored by the Meet Chairman. All tours, social events, the banquet, parking, security, and housing arrangements will be arranged under the close supervision of the Meet Chairman.

2. POSITION DESCRIPTION OF MEET REGISTRATION CHAIRMAN
The Meet Registration Chairman receives the official Meet registration forms submitted by owners and processes them using the AACA meet computer program. This Chairman works closely with the Meet Chairman regarding all Meet activities and also coordinates with the Meet Chief Judge regarding the vehicle information submitted on the AACA Meet Registration forms. Additional duties for this position are listed below.

Judging Forms will be mailed to the designated Registration Chairperson for the meet and they will be inserted into the participant meet packet. The remaining supplies will be sent to the Chief Judge

SPECIAL NOTE . . . The following item is standard procedure at every National Meet:

The Vehicle Roster of the Meet should identify all first-time Preservation vehicles with a “P1”, all
Repeat Preservation vehicles with a “P2” and all Senior vehicles with an “S.” This designation should appear at the beginning of the listing for the vehicle. All vehicles registered in the “DO NOT JUDGE” category should be identified with an “DNJ” designation, all Historical Preservation vehicles with an “HPOF” or “O2” designation.

3. POSITION DESCRIPTION OF MEET CHIEF JUDGE
The Meet Chief Judge is responsible for all matters pertaining to the judging of vehicles at an AACA National Meet. The name of the Chief Judge of all AACA National Meets must be submitted to the Vice President-Class Judging for approval.

NOMINATION / APPROVAL OF CHIEF JUDGE
1. The host region or chapter Meet Committee responsible for the AACA National Meet must submit the name and address of a proposed Chief Judge to the Vice President-Class Judging at least 24 months prior to the meet. Approval by the Vice President-Class Judging will be based on the experience and judging record of the proposed individual who should be at least a Master Judge with a minimum of 25 National Judging Credits and have judged in the last two years. For a Grand National Meet, the Chief Judge must also have been a Chief Judge at a prior National Meet. The proposed name will be reviewed by the Class Judging Committee and formal approval will be sent to the host region as soon as possible after that meeting.

2. The host Meet Committee will provide AACA Headquarters with the name of the Chief Judge no later than five months prior to the National Meet. AACA Headquarters will forward a copy of the Chief Judges Check Sheet and Information Sheet to the Chief Judge.

3. In the event that the Chief Judge of a Meet is unable to fulfill his/her duties, the Vice President-Class Judging shall immediately be informed and he/she shall appoint an individual to serve in that position.
4. The Chief Judge is required to attend at least one National Meet the prior year to serve as assistant Chief Judge. This will provide that individual with the opportunity to become acquainted with the Judging System and all revisions. If possible, the Chief Judge should plan to attend a Chief Judges School which is held in conjunction with the Annual Meeting in Philadelphia, PA.

CHIEF JUDGE - DUTIES

A. RESPONSIBILITIES

The Chief Judge is responsible for all matters pertaining to the judging of vehicles at a National Meet. His/her responsibilities include the following:

1. Provides details of time and location for the Judging School and Judges Breakfast to the editor - The Judge newsletter for inclusion in the registration form for the Meet printed in The Judge newsletter.

2. Receives all judges' registration forms.

3. Predetermines the number of judges who will be attending the Meet.

4. Selects an adequate location for the judges breakfast.

5. Works closely with the Registration Chairperson in verifying all vehicle registrations for proper class placement.

6. Assists in preparing the Vehicle Roster of all vehicles according to judging class, clearly indicating Junior, Senior, First Preservation and Repeat Preservation, etc. Every Team Captain and every member of the National Awards Team are to receive a copy of this Roster.

7. Establishes the judging teams using the meet program furnished by national headquarters (no exceptions). The administration team, HPOF team, DPC team, and National Awards team, and Apprentice Training individuals are pre-established. Consults with the VP-Class Judging in this regard. Field judges should be assigned to classes of their choice if possible with consideration for their experience. There should be no more than one inexperienced judge per team if possible.
8. Prepares a Judges' Roster according to team assignment, and has copies prepared for distribution at the judges' breakfast. The number of judging credits for each judge should be indicated. Prepares an alphabetical roster of judges showing team assignments (credits are not needed). Three copies should be placed at the check-in table and there should be additional copies for distribution to each judge.

9. Organizes the judges' breakfast with a head table, national awards table, administration team table, apprentice team table with additional seating for new judges signing up at the training school, and individual tables for each judging team. At larger meets, two teams can be seated at one table.

10. Prepares the team captain packets which will include: Individual Category Worksheets, a Team Captain Reminder List, “JUDGED/EVALUATED” stickers, a Vehicle Roster, a Team Captain Reporting Form, and any other necessary information pertaining to the Meet. Checks with the Chairman-Judges Training for any additional supplies that will be needed for the Apprentice Team.

11. Presides over the judges' breakfast.

12. Establishes the administration office and coordinates the procedures for the day with the Assistant VP of Class Judging/Vice President-Judging Administration.

13. Works with the Chairman-Judges Training in assuring an appropriate apprentice training program is available.

14. Procures all administration supplies as listed on page 89.

15. Administers the judging of vehicles at the Meet.

16. Assigns someone to verify that all vehicles have a “Judged” sticker prior to the vehicles' release from the field.

17. Presents awards at the awards ceremony.

18. Provides any needed assistance to all other National Meet Committees connected with the vehicles and judging field (Field Marshal and field layout, Registration Committee, Trophy Committee, Banquet Committee, etc.).
19. Completes all post Meet Duties as described on page 77.
20. Resolves any problems or disputes arising during judging when the judging team captain is unable to arrive at a satisfactory solution. Assistance from the Vice President - Class Judging or his/her designated representative should be sought when necessary.

B. CERTIFICATION OF TWO-WHEEL AND RACING VEHICLES - In order to be shown at a National and Grand National Meet, all Two-Wheel and Racing Vehicles must demonstrate the ability to be driven under their own power. The Chief Judge has the responsibility to certify that all such vehicles have complied. Therefore the Chief Judge or his/her designated representative ensures that the following items are completed prior to the vehicles' entrance onto the show field:
   1. Locate a suitable certification area with sufficient room to tow vehicles to start and run a reasonable distance.
   2. Take the necessary safety measures to prevent injury to drivers and crew by providing fire equipment and security if necessary.
   3. Notify all owners of the time and location of the certification.
   4. Date and sign, after the satisfactory completion of the evaluation to demonstrate operation of the vehicle, a sticker that is attached to the vehicle's judging form for viewing by the judging team.

C. TEAM CAPTAIN SELECTION PROCEDURE
   1. Team Captains are selected from a list of Team Captains/Certified Team Captains furnished by the Chairman of Judges Records. When "Certified Team Captains" are available, they must be used prior to assigning "Team Captains." Preference should be given to Certified Team Captains by the Chief Judge. No one should be assigned as a Team Captain if they are not on the Team Captain/Certified Team Captain list.
   2. All judging experience will be listed on the judges registration form and the Chief Judge will use this form as his/her guideline in making all assignments.
D. JUDGES ROSTER

1. From the information mailed to the Chief Judge by each individual judge, the Chief Judge will be responsible for assignments and the preparation of the Judges' Roster. The roster is a listing of each judge and the task assigned to them at that particular Meet. It shows every team and every official present at the Meet.

2. If possible, a judge who preregisters for the Meet should be assigned to the team requested. In some instances, this will not be possible, as more requests for a particular class are received than spots on the team. Second choices are then utilized in most cases with the same exception.

3. A team member shall never judge in a class where he/she, a family member or friend has a vehicle registered or for any reason feels his/her judgment could be biased. If a judge is assigned to a team where this rule applies, the judge should advise the Team Captain and request that the Chief Judge change the assignment during the judges breakfast.

4. Family members should not be placed on the same team. This includes spouses or parents and children. If family members are assigned to the same team, use the procedure identified above to request reassignment for one of the family members.

5. There should be at least four judges per team, plus the team captain. In the event of small classes, a team may be assigned to judge more than one class. No judging team should have fewer than three members, plus the team captain. In some instances, very large classes may be split utilizing two teams or more. One team can judge Senior and Preservation vehicles and the other team the Junior vehicles.

6. Sufficient copies of the Judges Roster should be prepared for distribution to each judge at the judges' breakfast. Additional copies will be required in the administration office.

7. The Chief Judge should prepare an
alphabetical roster of judges WITH THEIR TEAM ASSIGNMENTS for use in determining attendance at the breakfast.

E. JUDGES BREAKFAST

A judges breakfast should be planned for Saturday morning. This function serves as a gathering of all persons who will be associated with the judging of the Meet. The organization of the day’s tasks takes place during the judges’ breakfast.

1. A location near the judging field should be chosen.
2. The Chief Judge should select a suitable menu. The cost should not exceed $14.00 inclusive per person.
3. The judges either pay via online with credit card or the Chief Judge receives registration forms and the $7.00 fee. The Chief Judge will forward all fees collected along with the invoice for breakfast to AACA National Headquarters within two weeks following the meet. AACA will then reimburse the host Region/Chapter for the cost of the breakfast up to a maximum of $14.00 per registered judge (the total may be less than $14.00 per judge). The host Region/Chapter must pay any costs for the breakfast that exceeds this maximum limit.
4. The breakfast tables will be identified by Class and Team. Judges will find their respective assignments from the Judges Roster and find the proper table for their class.
5. The Chief Judge will preside at the breakfast and introduce all national officers in attendance. He/she will make any necessary announcements and answer any questions concerning the day’s activities.
6. All judges must attend the breakfast on the morning of the Meet at which they wish to judge. Exceptions may be granted only by the Chief Judge to individuals who have been previously briefed and have duties requiring that they miss the breakfast.
7. The Chairman of Judges Records will announce all judges present who have reached a new judging award level. The Vice President of Class Judging will present those awards.
F. JUDGING SUPPLIES

AACA Headquarters sends all the necessary supplies which will be utilized in judging at each National Meet. These supplies are furnished free of charge for all National Meets and include the following:

1. Judging Participation Chips
   NOTE: When the deadline for both vehicle and judges registration has passed, the Chief Judge should determine if his Meet supplies, forwarded from AACA Headquarters (judging forms, judges participation cards, participation chips, etc.) are adequate. If they are not, he should contact National Headquarters for additional supplies.

2. Regions sponsoring a National Meet may wish to provide a special judges participation chip in lieu of the standard chip. They must submit a design to the Vice President-Class Judging for approval. The special chips must be cloisonné or similar material. The chips will be delivered for distribution at the meet.

3. Judging Guidelines and Judging School Materials will be mailed to the chief judge who should deliver them to the judging school staff at least an hour prior to the judging school.

G. REGISTRATION FORMS

1. All vehicles entering an AACA National Meet must register on the official registration card received from AACA Headquarters via mail or on-line registration. If an owner registers more than one vehicle, EACH VEHICLE must be registered on an individual official registration card.

2. No changes in the registration card will be accepted after the deadline has passed. All vehicles will be listed in the official meet roster in order to be accepted for judging. The Chief Judge will have final authority in this matter.

3. Any change made in the windshield identification card must be approved by the Chief Judge and VP-Class Judging. Any unauthorized changes
shall be considered as grounds for disqualification from class judging competition.

H. LATE ARRIVALS / DEPARTURES

1. No vehicle will be allowed on the judging field without being preregistered.

2. The normal hour for commencement of judging is 11:00 a.m. All entrants arriving after the 11:00 a.m. deadline without just cause will be allowed to enter the field, but will be disqualified from judging. Occasionally, an extenuating circumstance will cause tardiness, and an exception will be allowed. This decision will be at the discretion of the Chief Judge. Team Captains should be informed of the status of all late arrivals.

3. If a vehicle is disqualified, the windshield card will be changed to ORANGE, which designates DO NOT JUDGE.

4. All vehicles entered in a National Meet will be required to remain on the show field until 3:00 p.m. unless announced otherwise by the Meet Chief Judge. Those vehicles leaving before release by the Chief Judge will be disqualified.

I. PRESENTATION OF AWARDS

1. The Chief Judge or designated representative will read the winners from the prepared lists at the awards ceremony. The usual procedure is to begin with the Third Junior winners, the Second Junior winners, the First Junior winners, the Senior winners, and finally the Preservation winners.

2. In all cases, the highest ranking National officer will make the awards presentation, assisted by the Trophy Chairman. Any additional ceremony is entirely a local decision. All special awards must be submitted to the VP-Class Judging for approval prior to the Meet.
J. POST-MEET DUTIES

1. By the Monday following the Meet, a Judges Roster and the Judges Participation Cards are to be forwarded to the Chairman-Judges Records. The Vice President or Assistant Vice President-Class Judging will assume this responsibility if present.

2. The Monday following the Meet, two copies of the Winner Record showing correct name and address, and a Judges Roster are to be forwarded to AACA Headquarters. The Vice President or Assistant Vice President-Class Judging will assume this responsibility if present.

3. The Monday following the Meet, the Team Captain Reporting Form with each judge's Individual Category Worksheet attached; one copy of the Winner Record; a Judges Roster; and Vehicle Roster are to be forwarded to the Vice President-Class Judging. The Vice President or Assistant Vice President-Class Judging will assume this responsibility if present.

4. All unused judging supplies are to be given to the Meet Chairman to be returned to AACA Headquarters, along with all other unused materials.

5. All judges' registration fees, along with an invoice for the total cost of the judges breakfast, will be sent to AACA Headquarters within 15 days after the Meet.

6. All items should be sent via first class mail or United Parcel Service (U.P.S.).

K. SPECIAL INSTRUCTIONS

1. NON-AUTHENTIC BODIES . . . The Chief Judge will determine, prior to the judges breakfast, if any vehicles have been registered for the Meet that the owner has indicated have a NON-AUTHENTIC BODY. This information will be given to the team captain of the class in which the vehicle will be judged.

2. ERRORS AT THE AWARDS CEREMONY Errors might occur in transferring information from the judging sheets to the computer for
the Winner Record. All awards will be determined solely by the information compiled on the official judging form. Do not make any effort to correct the mistake at the awards ceremony. Do not present an award where a question exists. Advise the party involved that the proper award will be made when the record has been reviewed. The award will be sent at AACA expense.

3. **TROPHY/AWARD PICK-UP:**
   a. For those not attending the awards ceremony (i.e., those not purchasing banquet tickets), the owner may designate a person to pick up his/her trophy/award at the awards ceremony.
   b. At the awards ceremony, the person picking up for the owner will come forward at the time the owner’s name is announced by the Meet Chief Judge, check in at the appropriate table and receive the trophy/award.
   c. Individuals who win an award and do not pick up the award at the awards ceremony (or designate someone to pick it up) will be notified by AACA Headquarters that their trophy/award will be sent to them at their cost. The cost may vary and will be specified in the notification letter.

L. **JUDGING ADMINISTRATION SUPPORT**

The Administrative team needs access to the Administration office no later than Friday afternoon so the equipment can be set up and tested. The room used for Administration needs to be secure and locked to protect the equipment.

The region will need to supply the following items for the administration office:
- Tables and chairs for 12-15 people.
- Two additional tables and six chairs to be placed in the hallway outside the administration office for team captains to check in with judging results.
- One ream of plain copy paper (with holes).
- The room will need several electrical outlets.
- At least 8 copies of the most current Vehicle Roster printed from the AACA Meet software.
• At least 4 copies of the most current Judges Roster printed from the AACA Meet software.
• Refreshments; including cold drinks, water, and snacks. The administration team will work nonstop until all judging and meet scoring is completed (often until 4 or 5 pm). The supply of refreshments needs to be sufficient to last until the work is completed. The Vice President-Judging Administration will advise the Chief Judge of specific needs a minimum of one week prior to the meet.
• A golf cart reserved for the VP of Class Judging.

4. POSITION DESCRIPTION OF THE TEAM CAPTAIN
The team captain holds the most responsible position on the judging field. It is the team captain who coordinates the activities of the judging team on the field and directs the team in the actual judging of each assigned vehicle. The team captain must provide positive leadership, thus enabling the work of the team to be conducted in a fair and impartial manner.

A. TEAM CAPTAIN - DUTIES
The team captain is responsible for the entire work of the judging team. His/her duties include the following:

1. Judging Preparation
   a. Prior to the commencement of judging, the team captain will check over all classes assigned to him/her and verify all vehicles to be in their proper class. Review the Team Captain Reminder List prior to judging to ensure that all items of judging are understood. (See Team Captain Reminder List - Attachment 14 - page 84).

2. Team Members
   a. Assign a team member to serve as the Assistant Team Captain.
   b. Assign a team member to each of the four categories of judging. Distribute Individual Category Worksheets to each team
member. Set a time and location for the team to meet on the field.

c. Assign a team member to place “JUDGED” or “EVALUATED” stickers only on the windshield card at completion of judging. Assign a team member to check for fire extinguisher. Have the team remain together with each vehicle until it has been judged. Upon completion of one vehicle, place the “Judged” or “Evaluated” sticker on the windshield card (NOT on glass or painted surfaces) and then move to the next vehicle as a team.

d. Assist each team member if requested or required. Give special attention to new judges. Provide leadership.

e. Make all entries on the judging form as received from the team.
members. Ensure that only team members are present when judging discussions are held. All reporting of individual judges must be done as privately as possible.

f. Make every effort to complete the judging of a vehicle in 10 minutes or less. This amounts to a total of 40 minutes of judging, counting all four judges.

g. Distribute the Judging Participation Chips to each team member who turned in a Judges Participation Card and judged at the Meet. (See Reporting form - attachment 13 - page 80).

h. The team captain will be responsible for all work done by his/her team.

j. The team captain will notify the owner of major deductions.

3. Vehicle Owner

a. Introduce himself/herself to each vehicle owner if the owner is present, advise them that judging of the vehicle is starting, and thank the owner for bringing the vehicle once judging for that vehicle is completed.

b. The team captain is encouraged to discuss items of major point deduction or safety concerns with the owner of the vehicle.

c. Any vehicle on an AACA National Meet judging field will be disqualified for displaying a “FOR SALE” sign.

4. Judging Forms

a. Judge all vehicles in each class. Complete all tabulations on the vehicle judging forms, circle the proper awards. Turn all forms into judging administration as a complete class.

b. Compile scores and determine placement of winners. Double check all mathematics and all other entries.

c. Sign judging form in the specified location.

d. Initial any changes which have
been entered on the form and initial all mandatory deductions.

e. Make all entries in the summary column of the judging form in INK.

f. Each of the four columns on the judging form must show all of the point deductions for each incorrect item.

g. Circled items shown in each column are mandatory deductions and the full amount shown within the circle must be taken as the deduction. Any and all Mandatory Deductions must be confirmed and initialed by the Team Captain.

h. Items with an asterisk (*) following the point deduction signify a one-point deduction for each of these incorrect items found, up to a total maximum deduction of ten points.

i. Each column has an “OTHER” category at the bottom of the column. This is a place for a deduction that is not specifically listed in the upper portion of the column. Any deduction listed in the “OTHER” category should be properly described on both the Judging Form and the Individual Category Worksheet. Use of “OTHER” should only be used when none of the listed components could apply.

j. Each of the four columns must be totaled and double checked. The entries in the four columns may be written in pencil.

k. The point totals from each of the four columns must be transferred to the Summary column on the right-hand portion of the judging form. The four figures are then totaled and subtracted from 400, giving a final score for that vehicle. The Summary section must be completed in INK.

l. When all of the vehicles have been judged, the forms should be arranged with the highest point vehicle on top, down to the lowest point vehicle. The correct placement of winners can then
be determined using the scoring system as described on page 95. The award must then be circled. Check the Multiple Award category if it applies.

m. Double check all entries on the judging form as it is the official record for that vehicle, and also a factor in determining winners of national awards.

n. The team captain must sign the judging form and verify all entries.

o. Any mathematical errors should be corrected and initialed in ink by the team captain

5. Judging Administration

a. Deliver the completed and checked judging forms to the administration office.

b. Collect a Judge’s Participation Card and Individual Category Worksheet from each judge at the completion of judging and turn in at the administration office along with the Team Captain Reporting Form. The proper completion of this form is important, as it plays a vital part in the review of the judging process when a question arises. (See Team Captain Reporting Form - Attachment 13 - pg. 80). This is a listing of the category each team member participated in during judging. It is important to have this information on record in case of a dispute or other discrepancy which may require further inquiry. This form, also used by the Team Captain to offer any comments on an individual judge’s performance, must be turned in to Judging Administration.

B. PROCEDURE FOR BECOMING A TEAM CAPTAIN/“CERTIFIED” TEAM CAPTAIN
Volunteer MUST be a Senior Master Judge (25+ Judging Credits) to participate; exceptions may be made at the discretion of the VP Class Judging where a meet has an insufficient number of available eligible Captains.
1. A Judge must write to the VP Class Judging requesting participation in the Team Captains’ Program.
2. The Judge Newsletter will include a request form specific to participation in the Team Captains’ Program, “Do you wish to serve as a Team Captain”.
3. Once the request is received and reviewed, the individual’s name is entered on the Team Captain List. This list will be stored on the individual judging record in the Judges Database and identification of Team Captain interest will be available to the Chief Judge of each meet.

Team Captains now begin working toward becoming a “Certified” Team Captain. To become and retain eligibility as a “Certified” Team Captain, a Judge must:
1. Attend a Judging School each year
2. Complete the Team Captains’ CJE within the same year.
3. Have a positive feedback from team members and
4. Good evaluations from Judges’ Administration

Having served Five (5) successful times as Team Captain, a judge is “Certified” and is entered on the “Certified” Team Captains list. “Certified” Team Captains will be awarded a lapel pin reading “Certified Team Captain”.

Judging team members will have the opportunity to confidentially evaluate their Team Captain. Team Captains should encourage their team to fill out and turn in their evaluation form.

At the discretion of the VP Class Judging and with documented cause, a judge can be removed from either Captain’s list. The judge will be notified of this decision.

ATTACHMENT 14
TEAM CAPTAIN REMINDER LIST

AT JUDGES BREAKFAST

1. Introduce yourself to the Team and make Team assignments.
   a. Assign team members to the specific area of the vehicle to judge.
b. Assign a team member to check for fire extinguishers.
c. Assign a team member to place the "judged" or "evaluated" sticker onto the windshield card.
d. Assign a team member to check the scores and winner category prior to submitting to administration.
e. The Team Captain will assign an Assistant Team Captain. One of their responsibilities will be to complete (along with the other three team members) the team captain evaluation form and submit it to the Chairman of Judges Records at the conclusion of judging.

2. Advise team of meeting place and time on the judging field.

3. Sight Judging of Preservation and Repeat Preservation vehicles at large meets will be announced by the VP-Class Judging. Mark the judging form "Sight Judged."

ON THE JUDGING FIELD

1. Inventory the vehicles to make sure they are correct for your class.
   a. Make sure the windshield card is correct and unaltered for the award the vehicle is seeking. Notify the Chief Judge of any discrepancies.
   b. Check for the appropriate vehicle badges.
2. "FOR SALE" signs, protective stanchions, ropes, coverings, etc. are prohibited and disqualification from judging will result. You should inform the owner prior to judging to permit him/her to correct the situation.
3. Judge all vehicles in each class. Remember you are AACA’s representative - be professional. Introduce yourself to each vehicle owner if the owner is present, advise the owner that judging of the vehicle is starting, and thank the owner for bringing the vehicle once judging for that vehicle is completed. Put the owner at ease.
4. Make every effort to complete the judging of a vehicle within 5 to 10 minutes. Ensure that no judge is under or over scoring the category they are assigned.
5. Assist each team member if requested or required, giving special attention to newer judges - provide leadership to your team.

6. Should the "OTHER" category be used, indicate what it was for.

7. Ask for factory documentation when in doubt.

8. If you have any questions or are in need of assistance, contact the Chief Judge and/or the VP-Class Judging.

9. Ensure that the "judged" or "evaluated" sticker has been placed on the windshield card once judging of the vehicle has concluded.

AFTER JUDGING

1. Each judging form MUST have the fire extinguisher box checked, points totaled, award won (if applicable) and your signature. The summary and signatures must be in INK.

2. Check your math, initial all mandatory deductions and any changes - have your assistant double-check to ensure that they are accurate and complete.

3. Compete the Team Captain Reporting Form when the team has finished its work. A notation should be made of exceptional effort by a judge, or if a judge performed in less than a satisfactory manner.

4. Report to the judging administration office and submit all completed Judging Forms, Team Captain Reporting Form, Judges' Participation Cards and Individual Category Worksheets from each judge.

5. Turn in Judges Participation Cards to receive chips and give the chips to your team members. Thank them for their work and time.

5. POSITION DESCRIPTION OF THE JUDGING TEAM MEMBER
The judging team member is assigned to one of the four areas of responsibility by the team captain (Interior, Exterior, Chassis, Engine). The team member is responsible for that particular category to which he/she has been assigned. He/she
will conduct himself/herself in a business-like manner and refrain from discussions which can be overheard by others. He/she shall direct any and all questions through the team captain. He/she will judge his/her category, noting all deductions on the Individual Category Worksheet. He/she will submit his/her results to the team captain who will in turn enter the results on the vehicle judging form. He/she will be responsible to fill out his/her Judges Participation Card and submit it to the team captain at the completion of the day’s judging. At the completion of judging, he/she will sign and print his/her name on the individual category worksheet and give it to the Team Captain who will, in turn, submit it to the administration office. At the conclusion of judging, the team members should work together (with the absence of the Team Captain) to complete the Team Captain Evaluation form and ensure that it is turned in to the Chairman-Judges Records.

6. POSITION DESCRIPTION OF THE APPRENTICE JUDGE
An apprentice judge is a member who has not previously judged at a National Meet. It is required that an apprentice judge attend an AACA National Judging School prior to becoming a judge. The first “on-field assignment” will be as a member of an AACA apprentice judge team. An apprentice team will be formed at every AACA National Meet with the exception of the Annual Grand National Meet. The Apprentice Team instructor staffing is the responsibility of the Chairman-Judges Training. As a member of this team, an apprentice judge will receive information and instruction in the basic fundamentals and philosophy of AACA judging, including familiarization with the various forms and worksheets, discussion of objectives, judging procedures and actual judging (exterior only) of vehicles with permission of the owners. Scores of vehicles judged by apprentice teams will not be turned in or used to determine awards. Every AACA member who wishes to become an AACA field judge must serve on an apprentice team prior to becoming an accredited judge. Normally, apprentice
judges will serve in that position only at their first meet. At the discretion of the Chairman - Judges Training, members may be permitted to repeat this experience if it is deemed appropriate for them to get more experience and confidence before another team assignment.

7. **POSITION DESCRIPTION OF THE NATIONAL AWARDS TEAM**
The national awards team, under the supervision of the Vice President-National Awards, observes all of the vehicles judged at all National Meets and compiles a list of the most outstanding vehicles at each Meet. These vehicles will be considered for the various national awards by the National Awards Committee. The Chief Judge will assign to the national awards team only those members who indicate on their judges' registration form that they serve on the National Awards Committee and who are also on the approved judges list provided by the VP National Awards.

8. **POSITION DESCRIPTION OF THE ADMINISTRATION TEAM**
The administration team is responsible for accepting and properly recording the completed Meet judging forms. Individuals who serve in Administration must complete Judging School and Apprentice Training in addition to serving a minimum of three times on the field. It is important that all judges in administration be able to be physically mobile, add and subtract (basic math) and be familiar with basic computer entry.

**NATIONAL MEET JUDGING ADMINISTRATION**

1. **OFFICE RESPONSIBILITIES**
Experienced administrative help is required in the judging administration office. Procedures for the day will be established by the VP of Judging Administration. Generally, the responsibilities are as follows:
   a. As the forms are turned in by the team captains, each form will first be checked for the proper signatures. The Individual Category Worksheets will be collected from each judge
and submitted to the administration office along with the Team Captain Reporting Form. They will be stapled together and forwarded to the Vice President-Class Judging after the Meet.

b. The arithmetic and all tabulations on the judging form are checked for accuracy.
c. The Judging Forms are organized and information is verified.
d. After verification of information, the judging results will be correlated to determine Preservation winners, Senior winners, and First, Second, and Third Junior winners.
e. Both winners and non-winners will be filed by vehicle class in file boxes.
f. The completed judging forms, all verifications completed, and proper award marked, are passed to the typists, who in turn enter the appropriate information into the database.
g. When all classes have been turned in, processed and entered into the database, a final check is made. Every judging form is checked against the database printout to verify that no winner was accidentally omitted or received an improper award.
h. A minimum of four printed sets of Winner Records will be separated in numerical class sequence, and each set will be placed in a ring binder. One set will be given to the Chief Judge, and the other two remain with the V.P. of Class Judging both of whom will keep the results in total confidence until the awards ceremony.

2. RECOGNITION OF JUDGES
   a. The Chairman for Judges Records will distribute the Judges Participation Chips to the team captain, upon receiving the completed Judges’ Participation Cards.
   b. The team captain will distribute the chips to each team member after receiving them from the administration office.

3. JUDGING ADMINISTRATION OFFICE SUPPLIES
   The Administration Team will bring the following items:
• A minimum of one computer is required.
• Two printers and printer cartridges.
• Staplers and staples, tape, scissors, pens, pencils, rubber bands, paper clips.

9. POSITION DESCRIPTION OF HISTORICAL PRESERVATION OF ORIGINAL FEATURES (HPOF) CLASS CERTIFICATION TEAMS, DRIVER PARTICIPATION CLASS (DPC) CERTIFICATION TEAMS AND SECOND GENERATION COLLECTOR VEHICLES (SGCV) CLASS JUDGING TEAMS.

The members of the HPOF and DPC teams will be chosen by the respective Chairman of each class in discussion with the Vice President - Class Judging. At National Meets, the Chief Judge will check to see that all persons wishing to judge on the HPOF and DPC teams are, in fact, on the approved list for that team. The SGCV team captain will be selected by the Vice President - Class Judging from the list provided by the SGCV Committee Chairman of the SGCV committee members who will be judging at the meet.

A. HPOF TEAM
1. An AACA National HPOF certification team will be available at every National Meet with the exception of the Annual Grand National. The members of this team are experienced AACA judges appointed by the Vice President-Class Judging.
2. The duties of the HPOF certification team shall be to evaluate each vehicle entered in the HPOF class to ensure that the vehicle meets the qualifications of the HPOF class. The team will follow the same basic rules as used in class judging pertaining to conduct, good judgment, team effort, and common sense.

B. DPC TEAM
1. An AACA National DPC Certification Team will be available at every National Meet with the exception of the Annual
2. The owner of the vehicle entered in DPC must complete the shaded areas (CATEGORY - APPEARS ORIGINAL - ACCEPTED UPGRADES INSTALLED) on their evaluation form as well as signing the evaluation form before the vehicle can be certified. The owner has the option to open or leave the vehicle’s trunk closed.

3. The duties of the DPC Certification team shall be to objectively evaluate vehicles entered in the DPC. The team will follow the same basic rules as used in class judging as they pertain to conduct. The primary task is to ensure that each vehicle conforms to the DPC qualifications. This is a subjective form of certification where common sense and a need for understanding the purpose of DPC must be applied. Again, this class is to recognize vehicles which are primarily used as tour vehicles and weekend drivers.

4. Once accepted as a DPC vehicle, a certification badge will be issued to the vehicle which will be mounted at some visible location on the front of the vehicle. This badge must be on display before re-certification can be performed. Certification can be withdrawn should a vehicle be modified beyond the intent of the DPC.

C. SGCV Judging Team (Class 35c)
1. The SGCV team captain will be selected by the Vice President - Class Judging from the list provided by the SGCV Committee Chairman of the SGCV committee members who will be judging at the meet.

2. The duties of the SGCV judging team shall include the evaluation of each vehicle entered in judging class for the first time at an AACA national meet to ensure that each vehicle meets
the qualifications of the SGCV class. Vehicles which pass the evaluation will be point judged.

3. An SGCV vehicle which passes the evaluation of the SGCV judging team will receive the SGCV badge. The badge should be mounted at some visible location on the front of the vehicle. Repeat SGCV vehicles, beginning in 2012, will be in class 3.5C. The standard rules for all other judged classes, will apply to class 3.5C.

10. POSITION DESCRIPTION OF THE RACE CAR CERTIFICATION COMMITTEE/TEAM CAPTAIN

The Race Car Certification Committee shall review all applications for certification to Class 24. Upon the committee's agreement for certification, the owner shall be notified in writing of the committee's decision of "preliminary certification." The owner will also be notified that the Race Car Certification badge will be presented to the owner when he/she first presents the vehicle for inspection at a National Meet. The Team Captain judging Classes 24a,b & c will verify that the vehicle matches the documentation submitted to the Race Car Certification Committee. Upon successful verification, the Race Car Certification badge will be presented on the show field.

D. AACA ANNUAL GRAND NATIONAL MEETS (A.G.N.M.)

A. GENERAL INFORMATION

1. Entrants in any AACA Annual Grand National Meet are limited to those vehicles that have acquired Senior Award Winner status in any year prior to the year of the A.G.N.M.

2. All entrants in the A.G.N.M. must display the NATIONAL FIRST PRIZE badge with the SENIOR TAB. Those Senior (Duryea) winners in Meets prior to 1979 may obtain their "retroactive" Senior Tabs by following the procedure as outlined on page 47.

3. NOTE: A SENIOR award winner
may sometimes be referred to as a “SENIOR FIRST PLACE” winner. However, the correct terminology is “SENIOR AWARD WINNER”. The National Meet awards are listed below:

a. JUNIOR: First, Second, Third  
b. SENIOR* Award  
c. A.G.N.M.** First, Second, Third.  
d. A.G.N.M. SENIOR***.

* To be a Senior, the vehicle must have won a FIRST Junior Award and display the National First Prize Winners badge.

** To be eligible for showing in an A.G.N.M., the vehicle must have won a Senior Award in any year prior to the year of the A.G.N.M., and must correctly display the Senior Tab with the National First Prize Winners badge.

*** Beginning with the 1992 year, all A.G.N.M. First Prize winners are eligible to compete for the A.G.N.M. SENIOR award at any subsequent A.G.N.M. The A.G.N.M. SENIOR award is a Senior Tab to be affixed behind the A.G.N.M. First Prize winner badge at some location on the front of the vehicle. The trophy is the largest trophy available in the AACA series of A.G.N.M. awards and can be viewed on page 95. Repeat A.G.N.M. SENIOR winners will receive a pewter plate which also can be viewed on page 95. The A.G.N.M. SENIOR award can be won multiple times. A.G.N.M. SENIOR winners remain eligible for the Preservation award as well as national awards.

B. RULES AND REGULATIONS

1. Article VI, Section 4 of the AACA By-laws authorizes an ANNUAL GRAND NATIONAL MEET. Approval to institute such a meet was granted by the National Board of Directors on October 5, 1978, based on the following Rules and Regulations, as submitted by the Annual Grand National Meet Committee.

2. The ANNUAL GRAND NATIONAL MEET and the SENIOR CAR AWARD SYSTEM have been integrated with the PRESERVATION AWARD SYSTEM.
   a. The ANNUAL GRAND NATIONAL
MEET (A.G.N.M.) shall be held no more than once a year generally in July or August.
b. Annual Grand National Meets are hosted in Western and Central Divisions in odd numbered years and the East and Southeast in even numbered years.
c. The A.G.N.M. is to be limited to sponsorship by a Region(s) or Chapter(s) that has previously sponsored a National Spring, Fall, or Winter Meet.
d. Requests for an A.G.N.M. must be made a minimum of two years in advance of the proposed A.G.N.M. date.
e. If there is no sponsoring Region available for any given year, the A.G.N.M. will not be held.
f. The A.G.N.M. is to be overseen by an A.G.N.M. DIRECTOR, who shall be a National Director, appointed by the National President.

3. ELIGIBLE VEHICLES
   a. All AACA Senior award winning vehicles, but limited to those who obtained the Senior award or Senior Tab the prior year or earlier. No current year Senior award winners are eligible. (All Senior award winners, upon winning their Senior award, shall automatically graduate from the Senior category and be eligible to compete in an A.G.N.M.)
   b. All AACA Classes. (Except HPOF and DPC)
   c. An A.G.N.M. First Prize can only be won once with any one vehicle.
   d. An A.G.N.M. SENIOR award can be won repeatedly and remains eligible for the Preservation award and National awards.

4. All registered Senior Tab vehicles will be judged.

5. JUDGES
   a. CHIEF JUDGE – Shall be a Senior Master judge and be approved by the Vice President-Class Judging.
   b. TEAM CAPTAIN – Shall be at least a Master judge.
   c. JUDGING TEAM – Shall be composed, when possible, of at least four (4) Master judges or
E. THE FAMILY TREE OF NATIONAL PRIZES

<table>
<thead>
<tr>
<th>Minimum Points</th>
<th>National Meets</th>
<th>Grand National Meets</th>
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<tr>
<td></td>
<td>Junior Category</td>
<td>Senior Category</td>
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<tr>
<td>390</td>
<td></td>
<td>Senior</td>
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<tr>
<td>380</td>
<td></td>
<td>1st</td>
</tr>
<tr>
<td>375</td>
<td>Senior</td>
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<td>370</td>
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<td>2nd</td>
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<tr>
<td>365</td>
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<td>360</td>
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<td>3rd</td>
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<td>350</td>
<td></td>
<td>Preservation</td>
</tr>
<tr>
<td>330</td>
<td>2nd</td>
<td></td>
</tr>
<tr>
<td>295</td>
<td>3rd</td>
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<tr>
<td><strong>Point Spread</strong></td>
<td>10 pts.</td>
<td>10 pts.</td>
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<td><strong>for Ties</strong>*</td>
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* Tying Points must be above the respective minimum required.
** All participating vehicles at a Grand National Meet are eligible to receive a Preservation Award if they score 350 points or above.
*** A Grand National Senior competitor is a vehicle which has previously won a Grand National First Prize. A Senior Award is won if the vehicle scores 390 points or above. The G.N. Senior can be won repeatedly.

AACA NATIONAL MEET TROPHIES

JUNIOR TROPHIES

ANNUAL GRAND NATIONAL TROPHIES

PRESERVATION AWARD BOARD

NATIONAL FIRST PRIZE WINNER BADGE

A.G.N.M. FIRST PRIZE BADGE

A.G.N.M. REPEAT SENIOR TROPHY

SENIOR TROPHY ("Duryea")

HISTORICAL PRESERVATION ORIGINAL FEATURES BADGE

SECOND GENERATION COLLECTOR VEHICLE BADGE

DRIVER PARTICIPATION BADGE

NATIONAL AWARD TAB

SENIOR TAB
above, plus the team captain.
d. APPRENTICE – There shall be no
  apprentice judges at an A.G.N.M.
e. All Grand National Meet judges
  will have field judged at least once
  in the past 2 years, attended a
  judging school once in the past
  year and have at least 10 credits
  prior to AGNM.

6. TROPHIES
a. The A.G.N.M. trophies will be
designated by the National Board
of Directors.

7. BADGE: A suitable year-dated
badge signifying that the vehicle is a
GRAND NATIONAL FIRST PRIZE
WINNER, similar to the current Junior
National First Prize winner badge
will be displayed on the vehicle along
with the Junior National First Prize
winner badge and the Senior Tab.

8. ATTENDANCE PLAQUE: These
should be similar to the National
Spring, Fall and Winter Meet plaques,
of good quality .032 gauge brass,
etched, enamel filled, envelope size
2-1/2“x3-1/2” maximum.

9. Vehicles on the judging field may not
display “FOR SALE” signs.

10. FEES
a. A registration fee will be charged
for each vehicle entered in an
A.G.N.M., a portion of which is
forwarded to AACA Headquarters
and the remainder to remain with
the host Region for expenses. The
fee is set by the National Board
of Directors. Refer to the AACA
A.G.N.M. guidelines for the current
set fee.

b. A registration fee for each judge
attending the judges breakfast
will be collected and forwarded to
AACA Headquarters to assist in
defraying expenses. The current
judges registration fee for all Meets,
including the A.G.N.M., is set at $7.00.

11. EXPENSES
The Antique Automobile Club of Amer-
ica will guarantee and be responsible for
the following expenses of an A.G.N.M.
a. All First, Second, Third prize, and
SENIOR trophies.
b. All Preservation awards.
c. All dash plaques with a cost not to exceed $1.25 each.
d. All judging expenses.
e. All costs of judges breakfast up to a limit of $14.00 per judge.
f. Two ¼ page ads in Antique Automobile.

Any and all other expenses will be the responsibility of the sponsoring Region(s) or Chapter(s).

12. **Judging at an A.G.N.M. will be conducted in the same manner as any other National Meet.** The point minimum and point spreads for the winners differ from other National Meets as follows:

a. The highest scoring vehicle in a class at or above the 380 minimum is a First Prize winner, together with all other vehicles scoring within five (5) points thereof and at or above the 380 minimum.

b. The vehicle whose score is six (6) or more points below the top scoring First Prize winner and at or above the 370 point minimum is the Second Prize winner, together with all others scoring within five (5) points thereof, and at or above the 370 minimum.

c. The vehicle whose score is six (6) or more points below the top scoring Second Prize winner and at or above 360 points, is the Third Prize winner, together with all other vehicles scoring within five (5) points, and at or above the 360 minimum.

d. All AACA Annual Grand National First Prize winners are eligible to compete for the AGNM Senior Award. This award is given to all vehicles scoring 390 or above in the AGNM Senior category. This award can be won repeatedly at an AGNM.

e. The Preservation award remains the same as at any other National Meet and all vehicles scoring 350 points or above will be given a Preservation award.

13. **AACA AGNM Meet Documents**

A complete description of all the documents used in conducting an AACA National Meet is on pages 60-62.
The following further clarifies AGNM differences in some of these documents.

a. Judging Forms: Judging Forms and Worksheets are the same as those used at a National Meet with the exception of the right hand summary column.

b. Vehicles competing for the AGNM First Place Award will have a yellow judging form and windshield card.

c. Vehicles competing for the AGNM Senior Award will have a purple judging form and windshield card.

d. Other documents are similar to National Meet documents with the possible addition of AGNM identification.

14. **THERE WILL BE NO “DO NOT JUDGE” VEHICLES ENTERED IN AN AGNM.**

15. **THERE WILL BE NO “HPOF” VEHICLES ENTERED IN AN AGNM.**

16. **THERE WILL BE NO "DPC" VEHICLES ENTERED IN AN AGNM.**

**F. NATIONAL JUDGING SCHOOLS**

This section is a description of AACA National Judging Schools and the necessary information pertaining to them.

A. **Procedure for applying for an AACA National Judging School.**

1. Requests for AACA National Judging Schools must be submitted in writing to the Chairman-Judges Training no later than September 1st of the year prior to the year in which the school is desired.

2. The following will be considered in determining the schools for the next year:
   a. Date of request.
   b. Need for a school in that area.
   c. National Meets being held in that area.
   d. Date of the last school in that area.

3. The Chairman-Judges Training will weigh all of these and any other pertinent considerations and submit the list to the Judging Committee at its fall meeting. The individuals requesting the school will be advised of acceptance or rejection of their requested school on or about November 1st.

4. All judging schools must be approved
by the Vice President-Class Judging.

B. **Requirements for a National Judging School.**

1. The school must be requested as outlined above.
2. If the school is to be held in conjunction with a National Meet, the school must be held no later than the day before the Meet.
3. No school will be scheduled as part of the judges breakfast.
4. A minimum of two hours must be allotted for the school and the current AACA judges training program must be presented. After that is done, the coordinator may use additional time for further programs and/or a question and answer session.
5. If a National Meet is scheduled in the same location and in the same year as the proposed school, every effort should be made to have the school on the same weekend as the Meet.
6. A school may be held without being a part of a National Meet. However, the matter of need will be a factor in the decision to grant such a school.
7. It is essential to observe the cut-off date of September 1st of the year prior to the school.

C. **Each judge is required to complete a National Judging School Participation Card.** No credit will be given without the completed card. At the completion of the school, a participation chip will be given to each person completing the school. The Participation Cards are kept by the Chairman-Judges Records as a permanent record of a judge’s participation.