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APPROVED CHANGES FOR 2020 OFFICIAL JUDGING GUIDELINES

Buick Reattas and Cadillac Allantés are now in the sports vehicle class:
  25D - open vehicles
  25E - closed vehicles

Added Classes:
  22J - Motorhomes thru 1995
  36L - Buick & Pontiac 1990-1995
  36M - Chevrolet & Oldsmobile 1990-1995
  36N - Chrysler, Dodge, Plymouth 1990-1995
  36O - Ford & Mercury 1990-1995
  36P - Trucks 1990-1995

Chief Judges must have a minimum of 25 field judging credits
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 Nationals. 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.
SECTION 1
INTRODUCTION

I. 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 Nationals. Every AACA judge should study these guidelines and follow them as set forth.

II. 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 Spring Nationals 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.

III. GENERAL POLICY
The objective of AACA judging is to evaluate an antique vehicle, which has been restored to the same state as the dealer could have prepared the vehicle for delivery to the customer. This includes any feature, option or accessory shown in the original factory catalog, parts book, sales literature, or company directives for the model year of the vehicle. AACA accepts motorized vehicles 25 years old or older, which were built in factories and specifically designed and manufactured for transportation use on public roadways and highways. 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.

A. 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.

B. Modifications that are required to conform to Federal law will not cause a point deduction.

C. 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.

D. 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.

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

F. Only the Team Captain may engage in conversation with an owner.

G. Items of maximum or mandatory deduction on a vehicle will be discussed with an owner by the Team Captain.

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

I. 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.
IV. 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 on page 1. 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.
SECTION 2

THE JUDGE

I. QUALIFICATIONS OF AN AACA NATIONAL JUDGE

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

A. 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 membership number to take part in judging.

B. Must possess, have possessed, or be eligible to possess a valid driver’s license.

C. 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.

II. PROCEDURE FOR BECOMING AN AACA NATIONAL JUDGE

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

A. Determine if an AACA National Judging School will be held at the next Nationals he/she plans to attend. If a school is to be held, attend it and advise the Nationals Chief Judge that you wish to become a judge.

B. 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.

C. 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 nationals. Both Judging School and Apprentice team must be attended prior to becoming a field judge or administrator.

D. Judging Administration Team members will follow the procedures, as detailed in Section 2, IX of these guidelines, for becoming an AACA national judge.
III. JUDGING ELIGIBILITY

Each AACA judge must maintain his/her eligibility to judge by attending a judging school within the year of the nationals 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 AACA Nationals.

IV. JUDGING SCHOOL

National Judging Schools are conducted at most Nationals each year to instruct judges on uniform judging procedures to be used at all Nationals. The schools cover the AACA Official Judging Guidelines, describe use of the judging forms, and present a program to illustrate specific items to be considered when judging a vehicle.

A National Judging School is held each year at the Annual Convention in Philadelphia. In addition, schools may be held during the year that are not in conjunction with a Nationals. 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 Vice President (VP) Judging (the name and contact information are available in the Antique Automobile magazine on Page 5) or the Chairman Judges Training.

V. NATIONALS JUDGING SCHOOLS

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

A. Requirements for a National Judging School.

1. A National Judging School will be held at each Nationals. The school must be held no later than the day before the Nationals.
2. No school will be scheduled as part of the Judges Breakfast.
3. 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.

B. **Each judge is required to complete a National Judging School Participation Card.** The card must be completely and accurately filled out and turned in at the completion of the school. 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.

**VI. NON-NATIONALS JUDGING SCHOOLS**

A. Requests for AACA Non-Nationals 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.

1. 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. Nationals being held in that area.
   d. Date of the last school in that area.

2. 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.

3. All judging schools must be approved by the VP Judging.

B. Non-Nationals Judging School will be known as a Special Judging School (SJS). Non-Nationals Judging Schools offering additional training (Continuing Judges Education [CJE], Apprentice Training) will be known as Special Judging School Training (SJST). Region/Chapters requesting and SJS or SJST must make arrangements for the course to be taught by an authorized National Instructor.

Hosting Region/Chapter should negotiate complimentary rooms for the Instructors.

D. An Orange SJS or SJST Non-Nationals Judging School Participation card must be completed and turned in to receive credit. New judges should write "New" in the "My total credits" space on the card.

E. The SJS will be treated just like the Judging School offered in Philadelphia.

F. Credits will be validated in the following manner:
   1. The credit is only earned if the judge participates in a judging event at a AACA Nationals during the same year.
   2. The credit is earned for a new judge only if that judge attends the Apprentice CJE and joins the Apprentice Team on the field at a AACA Nationals during the same year.
   3. There is only one credit to be earned at a special school and only one special school card can be completed.

G. If the SJS offers additional SJST training (CJE, Apprentice Training) but does not involve training on the show field, then a CJE credit will be given and a CJE card must be completed. This credit is only earned if the judge participates in a judging event at a AACA Nationals during the same year.

VII. CONTINUING JUDGES EDUCATION

A. The CJE program was designed to further and maintain the consistency level among AACA National Judges.
   1. **Annual CJE Credit**: AACA Judges who participate in a CJE Seminar may earn one CJE credit and chip each calendar year. The word "Annual" shall be circled on the CJE Participation card.
   2. **Milestone CJE Credit**: An exception to the above Annual credit limitation occurs when a Judging milestone credit level level is reached (e.g., 10, 25, 50, 75, 100, 125, etc.). This is considered a "Milestone" in our judging career and an additional CJE credit is awarded after the completion of an additional CJE Seminar during the calendar year. The word "Milestone" shall be circled on the CJE Participation card.
   3. **Extra CJE Credit**: After Annual and/or Milestone credits have been earned, judges are encouraged to continue their
learning by attending additional CJE seminars throughout the year. No credit is awarded for these "Extra" CJE's, however the benefits to personal growth are immeasurable. The word "Extra" shall be circled on the CJE Participation card.

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

VIII. JUDGING AT A GRAND NATIONALS

A. ELIGIBLE JUDGES

1. CHIEF JUDGE – Shall be a Senior Master judge with at least 25 field judging credits and be approved by the VP Judging. A Chief Judge at an AACA Grand Nationals (AGN) must have been a Chief Judge at a regular Nationals in a prior year.

2. TEAM CAPTAIN – Shall be a Certified Team Captain/Senior Master judge with at least 25 credits.

3. JUDGING TEAM – Shall be composed, when possible, of at least four (4) Master judges or above, plus the Team Captain.

4. APPRENTICE – There shall be no apprentice judges at an AGN.

5. All Grand Nationals 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 field judging credits prior to AGN.

B. Judging will be conducted in the same manner as any other Nationals. The point minimum and point spreads for the winners differ from other Nationals as follows:

1. 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.

2. 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.
3. 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.

4. All AGN First Prize winners are eligible to compete for the AGN Senior Award. This award is given to all vehicles scoring 390 or above in the AGN Senior category. This award can be won repeatedly at an AGN.

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

IX. **THE JUDGE NEWSLETTER**

A. Every person who attends a National Judging School and judges on the Apprentice team at an AACA Nationals 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.

B. Individual issues of *The Judge* newsletter will contain:

1. Notice of the Nationals 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 Nationals and Judging School, and CJE participation to achieve specific judging awards.

4. Additional items of interest in judging proficiency.

C. CJE instructors should have at least 25 judging credits. All proposed CJE lessons must be approved by the Chairman of CJE and Vice President of Judging before presented for judging credits to members.

X. **JUDGES AWARDS**

Each time a member has judged at a Nationals, 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. 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 during a year in which the member has participated at a Nationals as a judge. One judging credit and one participation chip per calendar year will be awarded for attending a Milestone CJE seminar during a year in which the member has participated at a Nationals as a judge, upon reaching a milestone award level e.g., 10, 25, 50, 75, etc. No judging awards can be earned by attending CJE seminars only.

XI. JUDGING FORMS AND PARTICIPATION CARDS

A. Judges Participation Cards. Every judge will receive a Judges’ Participation Card at the Judges Breakfast. This is the record of a judge’s attendance at the Nationals, and will be forwarded to the Chairman of Judges Records. The card must be completely filled out accurately and legibly. 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.

B. Individual Category Worksheets. 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. For lines having multiple areas "e.g., Engine: Radiator Cap, Core, Tank", place the first initial of the area of deduction in the box beside the deduction, if two or more areas on the individual worksheet were noted, have the first letter of each item (or as many letters as necessary) to clarify the deduction used in the deduction column, per sample. 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 shall sign and print their name on the worksheet, including phone number and e-mail address in the space provided. The Team Captain turns in the Judging Forms and No-Show Sheet to the Judging Administration office. The Assistant Team Captain turns in the individual Judging Worksheets, Judging Participation Cards, Team Captain’s Evaluation and Team Captain’s Reporting Form to the Judging Administration office.

C. 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. Any qualified CJE Instructor attending the Annual CJE Instructors meeting at the Annual Meeting in Philadelphia will receive their Annual CJE attendance credit for the upcoming calendar year.

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. Certification Committee Members - 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 VP Judging or a designated responsible person.

If a judge is interested in participating in any of the above activities, he/she must notify the VP 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 VP or Chairman.
After ten credits 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.

D. The award structure for AACA judges is as follows:

<table>
<thead>
<tr>
<th>JUDGING CREDITS</th>
<th>TITLE</th>
<th>AWARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 credits</td>
<td>Senior Judge</td>
<td>Certificate.</td>
</tr>
<tr>
<td>10 credits</td>
<td>Master Judge</td>
<td>Master pin, board and certificate.</td>
</tr>
<tr>
<td>25 credits</td>
<td>Senior Master Judge</td>
<td>Senior Master pin, new board and certificate.</td>
</tr>
<tr>
<td>50 credits</td>
<td>Senior Master Judge</td>
<td>New board, certificate and red pin.</td>
</tr>
<tr>
<td>75 credits</td>
<td>Senior Master Judge</td>
<td>New board, certificate and yellow pin.</td>
</tr>
<tr>
<td>100 credits</td>
<td>Senior Master Judge</td>
<td>New board, certificate, green pin and “100” chip.</td>
</tr>
<tr>
<td>125 credits</td>
<td>Senior Master Judge</td>
<td>New board, certificate, black pin and “125” chip.</td>
</tr>
<tr>
<td>150 credits</td>
<td>Senior Master Judge</td>
<td>New board, certificate, blue pin and “150” chip.</td>
</tr>
<tr>
<td>175 credits</td>
<td>Senior Master Judge</td>
<td>New board, certificate, orange pin and “175” chip.</td>
</tr>
<tr>
<td>200 credits</td>
<td>Senior Master Judge</td>
<td>New board, certificate, dark blue, red and yellow pin and “200” chip.</td>
</tr>
<tr>
<td>225 credits</td>
<td>Senior Master Judge</td>
<td>New board, certificate, black and red pin and “225” chip.</td>
</tr>
<tr>
<td>250 credits</td>
<td>Senior Master Judge</td>
<td>New board, certificate, lavender pin and “250” chip.</td>
</tr>
</tbody>
</table>

2-9
275 credits Senior Master Judge New board, certificate, light blue, red and dark blue pin and “275” chip.

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

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

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

375 credits Senior Master Judge New board, certificate, two-toned pink pin and “375” chip.

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

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

E. All boards, pins, and special chips for awards 10 credits and above will be presented at the Judges Breakfast the day of the nationals when the award is achieved. Certificates for the five credits award will be mailed.

F. 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 Convention 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 Convention 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 Convention 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.

XII. JUDGES RESPONSIBILITIES

A. 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 Nationals. 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:

1. MUST ATTEND the Judges Breakfast the day of the Nationals at the time designated by the Chief Judge.

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

3. Receive a category assignment and an individual category worksheet along with the instructions for the day from the Team Captain.

4. The Team Captain will open hoods in the 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 a vehicle. With experience, you will learn to do this, not only with good results, but with dignity.

5. 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.**

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

7. Record all deductions on the individual category worksheet. Be certain that the 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, phone number, and e-mail address on the worksheet.

8. Deliver the results of your judging to the Team Captain for entry on the judging form. Be sure that this transfer of point totals takes place out of ear shot of the owner or other interested spectators.

9. Correctly and completely fill out the Judges Participation Card and present it to the Team Captain at the completion of judging.

10. **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 Nationals.

B. **Judges Nationals Registration**

1. Register for each Nationals and pay the fee for Judges Breakfast by the registration deadline.

2. A judge may register for a Nationals in two ways: (1) through the www.aaca.org website or (2) through The Judge Newsletter. Judges are strongly encouraged to register online because it gives the Chief Judge immediate information about judges registering for that Nationals.

   a. A judge can go to www.aaca.org, click on the Nationals Registration, login, and
then Judges Pre-registration. After the registration form is complete, the judge can either (1) print out a copy and mail it and the registration fee to the Chief Judge for that nationals or (2) pay by credit card on the secure AACA website.

b. A judge can also register for a Nationals 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 nationals.

3. 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/she requested. However, there is no guarantee that this will occur.

4. Any judge that has registered to judge at a Nationals and is unable to attend must notify the Chief Judge immediately. Failure to do so will result in the loss of one (1) judging credit.

XIII. 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 Nationals). 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, Administration, or Team Captain) in the last two calendar years. At that time, the names of those judges will be placed in the “Inactive File.”

Inactive judges may be reactivated by attending a National Judging School, participating in a judging event in the same calendar year, and notifying the Chairman Judges Records of their plan to become an active judge.
XIV. JUDGES HONOR SOCIETY

Definition: The Judges Honor Society is for all retired members of the judging community and those contemplating retiring or a member of the judging community with limited ability to complete field judging assignments due to various permanent disabilities, such as mobility, vision, writing, etc.

A. Who Can Apply?
The judging community includes field judges, team captains, members of the National Awards team, and members of the Judging Administration team. Any applicant must be a member in good standing of AACA, have at least ten (10) years experience as an active judge and a minimum of fifty (50) judging credits.

B. How Do I Become a Member?
All entrants intending to become a member of the Judges Honor Society or entrants being sponsored by a member of the judging community must apply to AACA National Headquarters to receive an application or contact a current member of the Honor Society. The completed application must be returned to AACA National Headquarters.

C. Who Decides on my Membership?
The application, along with the judges records from AACA National Headquarters, will be forwarded to the Judges Honor Society’s Chairman of the Board of Governors for acceptance. If the applicant is accepted, the Honor Society Chairman will return its findings to AACA National Headquarters with all the documentation. AACA National Headquarters will notify the applicant of their acceptance or denial. If accepted, AACA National Headquarters will send an acceptance letter to the applicant along with a questionnaire requiring the applicant’s signature accepting induction into the Judges Honor Society, the next AACA Nationals the applicant plans to attend, and his/her shirt size.

When all of the information is received back at AACA National Headquarters, Headquarters will process and forward to the Honor Society Chairman a dated and numbered certificate of membership, the proper Honor Society shirt, and a membership pin, along with the date of the
new member's next Nationals for his/her induction into the AACA Judges Honor Society. The Chairman or his/her alternate will induct the applicant at that scheduled Nationals Judges Breakfast.

D. **Will my Judging Credits Continue to Grow?**
Judging credits for the Honor Society members accumulate the same as all other judges attending National Judging Schools, CJEs, and Nationals.

E. All Honor Society judges will remain active judges.

XV. **SPECIFIC GUIDELINES**
Any additions or corrections to items in this section must be submitted to the VP Judging, accompanied by factory documentation.

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.

A. **General:**

1. **All vehicles must be driven on the show field under their own power, except those vehicles entered in Classes 5A through 5H, and Class 24A, 24B, 24C and 24D.** 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 and the Race Car Certification Liaison or designee, at a predetermined time and safe 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. The Chief Judge and Race Car Certification Liaison or designee has the responsibility to certify that all such vehicles have complied.

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. Fire extinguishers without a gauge: ensure the nozzle is not obstructed and the safety seal is intact. The extinguisher need not be permanently mounted, but must be clearly visible and readily available.

5. **DISQUALIFICATION.** Any disqualification must be approved by the VP Judging.

6. **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.

7. 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.

8. 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.

9. 1935 – First use of Phillips head (cross head) screws.

10. 1925 – Chrome Plating on Oldsmobile; 1928 on most other makes.

11. 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.**

12. Every vehicle entered in a Nationals must be insured for liability.

13. No deductions will be made for damage sustained while en route to any Nationals.

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

15. Do not remove components to inspect other components (e.g., remove a seat to inspect a battery). Exception: The owner must remove 1-piece hoods on early brass cars.
16. 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.

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 to accommodate a disabled person are acceptable as long as the installation is done in a workmanlike manner.

19. First use of Tinted Glass:
   - Buick.............................................. 1950
   - Chrysler, DeSoto, Cadillac, Oldsmobile, Pontiac, Chevrolet, Nash, Studebaker...................... 1952
   - Ford, Mercury, Lincoln, Hudson, Packard, Dodge, Plymouth.......................... 1953
Tinted glass was never offered by: Crosley, Frazier, Kaiser or Willys.

20. First use of Air Conditioning:
   - Packard ........................................ 1940–1942
   - Buick, Cadillac, Oldsmobile.............. 1953
   - Chrysler, DeSoto, Dodge, Hudson, Nash and Pontiac.......................... 1954
   - Chevrolet, Ford, Lincoln, Mercury, Plymouth and Studebaker............. 1955

ALL EXCEPTIONS ARE SUBJECT TO FACTORY DOCUMENTATION.

B. **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 re-bodied by a recognized body builder during the era contemporary with the period that the vehicle was originally manufactured. (Example: Classic cars re-bodied 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 (e.g., 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 Judging Committee reserves 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 Nationals.

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 (e.g., Corvettes). 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 rearview mirrors, period correct, are accepted only if factory outside rearview mirrors were not available.

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 must be period correct. Headlights must match. Non-period correct headlights will receive the maximum deduction (3 points each). Non-matching headlights will receive the maximum deduction (3 points each). Specific headlight brand is not important. First use of Halogen lights in US was 1979, European and Japanese may be earlier, requires documentation.

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.

C. Interior

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


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 GM.
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 trunks). 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. Replacement glass without the manufacturer's logo (e.g., PPG, LOF, etc.) will be accepted.

D. Chassis

1. 1953 – First use of hydraulic power brakes.
2. Copper brake lines are correct for Chrysler products of the early 1930s. 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. 1956 – 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 the 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. A tire with an incorrect sidewall is considered an improper tire.

13. 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 Judging 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. Tires one size larger or smaller are acceptable. A letter from the VP Judging is the ONLY AACA ACCEPTED documentation regarding a vehicles' substitute tires. Any letter issued by the VP Judging should be shown to the Team Captain at the time of vehicle judging.

**IT IS IMPERATIVE THAT THE TEAM CAPTAIN 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 (e.g., G78-15, GR78-14, etc.): 1967.
b. RADIAL TIRES (e.g., 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, the Team Captain will ask the owner for documentation. Note: European built vehicles can be much earlier. Japanese vehicles 1967, possibly earlier.
c. LOW PROFILE METRIC RADIALS (e.g., P195/70R13, P195/70VR14). Domestic Cars as early as 1979. European cars 1969*, Japanese cars 1975*.

*Also refer to above Note when judging foreign-made vehicles.

14. 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.

15. 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.

16. 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.
17. 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.

18. Undercoating will be accepted if factory authorized.

19. Powder coating is considered over-restoration and therefore will receive no point deductions. It must look period correct, e.g., flat black, semi-gloss, etc.

E. Engine

1. All radiator and hose 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.

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 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 2 – Appendix

2-1. Judges Registration Form  
2-2. Judges Nationals Judging School Card  
2-3. Judges Non-Nationals School Card  
2-4. Judges CJE Participation Card  
2-5. Judges Participation Card  
2-6. Judges Team Captain Participation Card  
2-7. Judges Apprentice Participation Card  
2-8. Engine Category Worksheet
2-1. Judges Registration Form
SECTION 2 - APPENDIX

2-2. Judges Nationals School Card

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

AACA Membership No. 1 2 3 4 5 6

Duryea  Sam

Last Name  First Name  MI

123 Main Street

Street or Box Address

Any Total  PH

City  State  Zip Code

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

4-3-12 Charlotte, N.C.

Today’s Date  Place at School

SECTION 2 - APPENDIX

2-3. Judges Non-Nationals School Card

Special Judging School ONLY

AACA Membership No.  

Last Name  First Name  MI

Complete Mailing Address with ZIP CODE

Extra Voluntary Mandatory My total credits are ________.

(circle one)

Today’s Date  Place of Meet

Credit is earned when you complete a judging assignment in a National Meet within the calendar year.

SECTION 2 - APPENDIX

2-4. Judges CJE Participation Card

Continuing Judges Education ONLY

AACA Membership No. 

Last Name  First Name  MI

Complete Mailing Address with ZIP CODE

Extra Voluntary Mandatory My total credits are ________.

(circle one)

Subject Taken

Today’s Date  Place of Meet

This card must be filled out completely and Correctly to receive credit.
SECTION 2 - APPENDIX

2-5. Judges Participation Card

AACA JUDGES PARTICIPATION CARD
FOR AACA MEMBERS ONLY

AACA Membership No. 1 2 3 4 5 6

Last Name: Daryen
First Name: Sam
Complete Mailing Address with ZIP CODE
123 Main Street, Anytown, PA 12345

Today is the ___ time I have judged at AACA National Meets or attended AACA Judging Schools.
Class Judged ___
Today’s Date 9-14-12 Place of Meet Canyon, TX

SECTION 2 - APPENDIX

2-6. Judges Team Captain Participation Card

AACA TEAM CAPTAIN PARTICIPATION CARD

AACA Membership No. 1 2 3 4 5 6

Last Name: Daryen
First Name: Sam
Complete Mailing Address with ZIP CODE
123 Main Street, Anytown, PA 12345

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 10-3-17 Place of Meet Hershey, PA

SECTION 2 - APPENDIX

2-7. Judges Apprentice Participation Card

APPRENTICE TRAINING ONLY
FOR AACA MEMBERS ONLY

AACA Membership No. 1 2 3 4 5 6

Last Name: Daryen
First Name: Sam
Complete Mailing Address with ZIP CODE
123 Main Street, Anytown, PA 12345
I attended school Charlotte, NC 4-4-12
This is my ___ 1st ___ 2nd ___ or more judging credit(s). (check one)
Today’s Date 4-4-12 Place of Meet Charlotte, NC
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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 are Mandatory deductions which must match deductions taken.
SECTION 3 • • •
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.

I. POSITION DESCRIPTIONS OF AACA JUDGING SYSTEM OFFICIALS

A. 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 (VPs) for specific duties.

B. VP JUDGING

The VP Judging is appointed by the AACA National President and is a National Director. He/she is Chairman of the Judging Committee, approves the selection of all Chief Judges at all Nationals, oversees in general the judges training program, is the final authority on matters in question involving judging, retains the completed Nationals judging forms for the past two years, and replies to questions involving class judging. He/she collects from the Chairpersons their committee member lists and distributes them to the Nationals Chairman, Registration Chairman, and Chief Judge 6-to-8 weeks prior to each Nationals. 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 VP Judging. Vehicle owners competing for, but not receiving, a First Junior, Senior, AGN First, or AGN Senior award may request, in writing, judging information from the VP Judging that would indicate why the award was not given.
C. CHAIRMAN JUDGING ADMINISTRATION

The Chairman Judging Administration is appointed by the AACA National President and is a member of the Judging Committee, and assists the VP Judging as needed. The Chairman Judging Administration coordinates with the Chief Judge and administrative personnel at each Nationals in establishing administrative procedure at that Nationals and insuring that there is continuity in judges administration at all Nationals.

D. VP NATIONAL AWARDS

The VP 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 VP Judging for each Nationals. He/she selects the captain of the National Awards team at all Nationals 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 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 Judging Committee.

E. CHAIRMAN JUDGES TRAINING

The Chairman Judges Training is appointed by the AACA National President. The Chairman serves on the 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 Nationals, and is responsible for developing and maintaining up-to-date judges training materials to include judges training slides, training films, tapes, and CD-ROM/DVD.
F. ASSISTANT CHAIRMAN JUDGES TRAINING
The Assistant Chairman Judges Training is appointed by the National President. 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.

G. CHAIRMAN JUDGES RECORDS
The Chairman Judges Records is appointed by the National President. 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 VP Judging with the information required for annual reports.

H. CHAIRMAN HPOF
The Chairman Historical Preservation of Original Features (HPOF) Class is appointed by the National President. This Chairman is responsible for the HPOF program. He/she will send a list of approved HPOF judges to the VP Judging for each Nationals (except the AGN). He/she will select the captain of the HPOF team at all Nationals that he/she cannot attend.

I. CHAIRMAN DPC
The Chairman Driver Participation Class (DPC) is appointed by the National President. This Chairman is responsible for the DPC program. He/she will send a list of approved DPC judges to the VP Judging for each Nationals (except the AGN). He/she will select the Captain of the DPC team at all Nationals that he/she cannot attend.

J. CHAIRMAN SCC
The Chairman Specified Class Committee (SCC) is appointed by the National President. The Specified Class Committee evaluates specified vehicle additions to the specified classes. The Chairman is responsible for the SCC program.
K. CHAIRMAN CJE
The Chairman Continuing Judges’ Education (CJE) is appointed by the National President. The chairman maintains a roster of judge instructors to ensure adequate CJE seminars at every AACA Nationals. At each Nationals, 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/she also monitors and maintains quality assurance of CJE instructor subject material consistent with our judging guidelines.

L. CHAIRMAN RACE CAR CERTIFICATION
The Chairman Race Car Certification is appointed by the National President. 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. 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 Nationals.

M. CHAIRMAN JUDGES HONOR SOCIETY
The Chairman Judges Honor Society is elected by the Judges Honor Society Board of Governors. He/she chairs the Judges Honor Society Committee and is responsible for receiving applications for selection into the society. The Chairman will report to the designated Judging Committee Liaison-Judges Honor Society.

N. CHAIRMAN CLASS ACCEPTANCE
The Chairman of the Class Acceptance Committee (CAC) is the current VP Judging. The Chairman maintains a roster of CAC members and administers the functions of the CAC for the admittance of vehicles in Classes 1A through 5H, Class 12, and Class 39, excluding those vehicles under the SCC and Race Car Certification Committee's jurisdiction.
O. CHAIRMAN JUDGING GUIDELINES
The Chairman of the Guidelines Committee is appointed by the VP Judging. The members (not to exceed 5) of the committee will be chosen by the Chairman and approved by the VP Judging. All information regarding the Judging Guidelines changes and upgrades for the following years issue will be processed by the committee and a final draft will be accepted by the Judging Committee no later than the Eastern Fall Nationals Judging Committee meeting.

II. COMPOSITION AND FUNCTIONS OF THE JUDGING COMMITTEE

A. MEMBERSHIP OF THE JUDGING COMMITTEE
The Judging Committee is made up of the following AACA members:
1. VP Judging
2. Chairman Judges Administration
3. VP National Awards
4. Chairman Judges Training
5. Chairman Judges Records
6. Chairman HPOF
7. Chairman DPC
8. Chairman CJE
9. Chairman SCC
10. Chairman Race Car Certification
11. Liaison Judges Honor Society
12. Chairman Class Acceptance
13. Chairman Judging Guidelines
14. Secretary Judging Committee
15. Immediate Past VP Judging
16. Any other contributing members at the discretion of the VP Judging.

B. FUNCTIONS OF THE JUDGING COMMITTEE
The duties of the Judging Committee are:
1. Make a periodic review of vehicle classifications and submit recommendations to the National Board of Directors for the revision or addition of classes.
2. 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.
3. Make recommendations for the improvement of the judging forms and other forms used in class judging.
4. Determine when items for deduction should be added or deleted on the judging forms and submit same to the National Board of Directors.
5. Maintain a continuing review of all aspects of class judging and make recommendations as needed.
6. When necessary establish a Judges Proficiency Committee from members of the Judging Committee to review the conduct and proficiency of any member of the AACA judging system.
7. Update the AACA Official Judging Guidelines to include all appropriate revisions.
8. Review all applications for Nationals Chief Judges prior to final approval by VP Judging.

III. SPECIFIED CLASS COMMITTEE

A. Specified Committee Members
Members will be active National judges with at least 25 AACA National judging credits. SCC members shall be approved by the VP of Class Judging.

B. Functions of the Specified Class Committee
1. Evaluate the suitability of specific vehicles for specified competitive judged classes such as, but not limited to, 4a-c, 19a-e, 29, and 35.
2. Evaluate guidelines for AACA vehicle classes.

IV. CLASS ACCEPTANCE COMMITTEE

A. Class Acceptance Committee Members
1. Immediate Past President
2. Current President
3. Immediate Past VP Judging
4. Current VP Judging
5. Current Chairman Judges Administration
6. Headquarters Representative
7. Chairman SCC
8. Replacements will be nominated and approved by the committee and presented to the AACA President for acceptance.
B. Functions of the Class Acceptance Committee

1. Review any and all questionable vehicle entries for Nationals, primarily but not exclusively for entry into Class 1a through 5h, Class 12 and Class 39; excluding those vehicles under the SCC and the Race Car Committee’s jurisdiction.
2. Research thoroughly using all available technology.
3. Consider the era of manufacture and what the regulations could have been during the era.
4. Compare results to existing classifications.
5. Make a determination for acceptance or rejection. If rejected, provide reasoning for rejection.
6. Make designated class recommendation to the Judging Committee, if accepted.
7. Timely results are mandatory within 3 to 5 days from receipt of request.

V. ORGANIZATION OF NATIONALS JUDGES AND OFFICIALS

A. POSITION DESCRIPTION OF NATIONALS CHAIRMAN

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

B. POSITION DESCRIPTION OF THE NATIONALS REGISTRATION CHAIR

The Nationals Registration Chairman receives the official Nationals registration forms submitted by the owners and processes them using the AACA Nationals computer program. The Registration Chairman works closely with the Nationals Chairman regarding all Nationals activities.
and also coordinates with the Nationals Chief Judge regarding the vehicle information submitted on the AACA Nationals registration forms.

C. POSITION DESCRIPTION OF NATIONALS CHIEF JUDGE

1. The Nationals Chief Judge is responsible for all matters pertaining to the judging of vehicles at an AACA Nationals and must have earned at least 25 field judging credits prior to becoming Chief Judge.

2. The name of the Chief Judge of all AACA Nationals must be submitted to the VP Judging for approval.

3. The Chief Judge is required to attend at least one Nationals the prior year to serve as Assistant Chief Judge. This individual should contact the Chief Judges at those Nationals and request an assignment as their immediate assistant. As the judging system evolves, new ideas are implemented and the responsibilities of the Chief Judges are affected. These assignments, which must be specifically requested by the approved Chief Judge, are an important part of the training experience.

The approved Chief Judge/or assistant Chief Judge is required to attend the Chief Judges seminar held in Philadelphia two (2) years in a row prior to the approved Chief Judge's scheduled Nationals.

4. Chief Judge Duties/Responsibilities

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

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

b. Receives all judges’ registration forms.

c. Predetermines the number of judges who will be attending the Nationals.

d. Selects an adequate location for the Judges Breakfast.
e. Works closely with the Registration Chairperson in verifying all vehicle registrations for proper class placement.

f. Assists in preparing the Vehicle Roster of all vehicles according to judging class, clearly indicating Junior, Senior, First Preservation, and Repeat Preservation, etc.

g. Establishes the judging teams using the Nationals program furnished by National Headquarters (no exceptions). The Administration team, HPOF team, DPC team, National Awards team, and Apprentice Training individuals are pre-established.Consults with the VP 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.

h. Prepares an alphabetical roster of judges showing team assignments. Three copies should be placed at the check-in tables at Judges Breakfast.

i. Organizes Judges Breakfast with a head table, National Awards team table, Administration team table, Apprentice team table with additional seating for new judges signing up at Judging School, and individual tables for each judging team. At larger Nationals, two teams can be seated at one table. Two (2) tables and four (4) chairs will be required for judges check-in at the Judges Breakfast.

j. 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, Team Captain Evaluation Form and any other necessary information pertaining to the Nationals. Checks with the Chairman Judges Training for any additional supplies that will be needed for the Apprentice Team.

k. Presides over the Judges Breakfast.
1. Establishes the Judging Administration office and coordinates the procedures for the day with the VP Judging Administration.

2. Works with the Chairman – Judges Training in assuring an appropriate Apprentice training program is available.

3. Administers the judging of vehicles at the Nationals.

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

5. Reads awards at the awards ceremony.

6. Provides any needed assistance to all other Nationals Committees connected with the vehicles and judging field (Field Marshall and field layout, Registration Committee, Trophy Committee, Banquet Committee, etc.).

7. Completes all post-Nationals Duties as described on Page 3-17.

5. Certification of Two-Wheel and Racing Vehicles – In order to be shown at a Nationals or Grand Nationals, at 11:00 AM on the morning prior to the day of the nationals, all Two-Wheel and Race Vehicles must demonstrate the ability to be driven under their own power. Owners must provide their own push or starting equipment to accomplish this test run. The Chief Judge working with the Race Car Verification Liaison 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:

a. Working with the Race Car Verification Liaison, locate a suitable certification area with sufficient room to tow or push vehicles to start and run a reasonable distance.

b. Take the necessary safety measures to prevent injury to drivers and crew by providing fire equipment and security if necessary.

c. Notify all owners of the time and location of the certification. Make sure they pickup the registration packet, making the windshield card available for Certification.
d. Date and sign the Race Car judging form and windshield card of the vehicle, making it viewable by the judging team, after the satisfactory completion of the evaluation to demonstrate operation of the vehicle.

6. Team Captain Selection Procedure
   a. Team Captains are selected from the Certified Team Captains list provided by the VP Judging to the Chief Judge. If there are no Certified Team Captains available, or are insufficient numbers, then, and only then, shall the Chief Judge select a Team Captain from the regular judges roster from those who shall have 25 or more judging credits.
   b. 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.

7. Judges Roster
   a. 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 Nationals. It shows every team and every official present at the Nationals.
   b. When possible, a judge who preregisters for the Nationals should be assigned to the class 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.
   c. 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 shall advise the Team Captain and request that the Chief Judge change the assignment during the Judges Breakfast.
   d. Family members shall not be placed on the same class judging team. This includes spouses or parents and children. If family members are
assigned to the same class judging team, use the procedure identified above to request reassignment for one of the family members.
e. 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 (e.g., one team can judge Senior and Preservation vehicles and the other team the Junior vehicles).
f. The Chief Judge shall prepare an alphabetical roster of judges WITH THEIR TEAM ASSIGNMENTS for use in determining attendance at the breakfast.

8. Judges Breakfast
A Judges Breakfast shall be planned for the morning of field judging. This function serves as a gathering of all persons who will be associated with the judging of the Nationals. The organization of the day’s tasks takes place during the Judges Breakfast.
a. A location near the judging field should be chosen.
b. The Chief Judge should select a suitable menu. The cost should not exceed $16.00 inclusive per person.
c. The judges either pay via online with credit card or the Chief Judge receives registration forms and a $8.00 fee. The Chief Judge will forward all fees collected along with the invoice for breakfast to AACA National Headquarters within two weeks following the nationals. AACA will then reimburse the host region/chapter for the cost of the breakfast up to a maximum of $16.00 per registered judge (the total may be less than $16.00 per judge). The host region/chapter must pay any costs for the breakfast that exceeds this maximum limit.
d. Judges will be given their assigned team number when they check in. They will join their team at the proper table. The breakfast tables will be identified by Team number.
e. The Chief Judge will make any necessary announcements and answer any questions concerning the day’s activities.

f. All judges must attend the Judges Breakfast on the morning of the Nationals at which they plan 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.

g. The Chairman of Judging Records will announce all judges present who have reached a new judging award level. The VP Judging will present those awards.

9. Special Instructions

a. NON-AUTHENTIC BODIES
The Chief Judge will determine, prior to the Judges Breakfast, if any vehicles have been registered for the Nationals 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.

b. 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.

D. 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.
1. Duties at Judges Breakfast
   a. Judges Breakfast is scheduled by the Chief Judge and begins at 8:00 AM at most Nationals, but at large Nationals, like Hershey, it is at 7:00 AM.
   b. Review the information in your Team Captain's packet.
   c. Introduce yourself to the team and make team assignments.
      1. Choose your assistant Team Captain from the four (4) team judges to check the scores and winner category before submitting judging sheets to Administration. Make your assistant responsible for making sure that the Team Captains Evaluation Sheet is confidentially filled out and deposited with the Chairman of Judges Records.
      2. Assign a judging category to each team judge.
      3. Distribute Individual Category Worksheets to each team member.
      4. Assign a team member to install the "Judged" or "Evaluated" sticker to the windshield card.
      5. Assign a team member to check fire extinguishers.
   d. Advise the team of the Class they are judging and anything special about the Class. Set a time and location for the team to meet on the field.
   e. All vehicles must be point judged unless otherwise instructed by the VP Judging. All vehicles visual judged must be marked "Visually Judged" on the judging form.

2. Duties Prior to Judging
   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. Inventory the vehicles against the Vehicle by Class List, found in your packet. Check the Windshield Card and Judging Form to insure that the information matches the information on the Vehicle by Class List, i.e., owner's name, award sought, vehicle number, if it was previously awarded, and that the
correct grille badge is displayed. Notify the Chief Judge of any alterations to the Windshield Card or the Judging Form before judging the vehicle. Review the Team Captain Reminder List prior to judging to ensure that all items of judging are understood.

b. A missing fire extinguisher, an unsealed or unusable fire extinguisher, For Sale signs, protective stanchions, ropes, coverings, etc., are prohibited. The Team Captain should report any of the above mentioned items to the owner. If the problem is not rectified by judging time, the vehicle will be disqualified.

c. The Team Captain will mark the worksheet of any disqualified vehicle "Disqualified." Note on the reverse side of the worksheet the reason the vehicle was disqualified and notify the VP Judging and the Nationals Chief Judge immediately.

3. Duties During Judging

a. The Team Captain will 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. Remind the team to remain together with each vehicle until it has been judged. Upon completion of one (1) vehicle, place the "Judged" or "Evaluated" sticker on the windshield card (NOT on glass or painted surfaces.)

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

d. 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.

ANY DISQUALIFIED VEHICLE: the Team Captain will notify the VP Judging of ANY DISQUALIFIED VEHICLE. If confirmed by the VP Judging, 400 points will be entered in
the Deduction box under Summary and also in Total Deductions in Score box, reflecting a -0- Net Score. The Judging Form will clearly be marked "Disqualified" and signed by the VP Judging.

e. 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.

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

g. Sign the Judging Form in the specified location.

h. Initial any changes which have been entered on the form and **INITIAL ALL MANDATORY DEDUCTIONS**.

i. Make all entries in the summary column of the Judging Form in INK.

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

k. 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 initialied by the Team Captain.

l. 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.

m. 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.

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

o. 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.**

p. When all of the vehicles have been judged, the correct placement of winners can be determined by using the scoring system as described in Section 4, Page 26. Circle the Multiple Award category if it applies. The forms will then be arranged in the same order as the Vehicle by Class List.

q. 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.

r. The Team Captain must sign the Judging Form and verify all entries.

s. Any mathematical errors should be corrected and initialed in ink by the Team Captain.

t. Ask for factory documentation when in doubt.

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

v. Make every effort to complete the judging of a vehicle in 10 minutes or less.

w. The Team Captain will discuss items of mandatory or maximum deduction or safety concerns with the owner of the vehicle.

4. **Duties To Be Completed After Judging**

a. Each Judging Form MUST have the fire extinguisher box checked, points totaled, award won (if applicable), and the Team Captain’s signature. The summary and signature must be in ink.

b. Check your math; initial all major deductions and changes. Have your assistant double check to assure that they are accurate and complete.

c. Complete the Team Captain Reporting Form when the team has finished its work. This is a listing of the category each team member participated in during judging. This
form is also used by the Team Captain to offer any comments on an individual judge’s performance. A notation should be made of exceptional effort by a judge, or if a judge performed in a less than satisfactory manner. It is important to have this information on record in case of a dispute or other discrepancy which may require further inquiry.

d. Collect the Judges Participation Cards and each judge’s category worksheet (make sure that the worksheet is filled out properly and signed by each judge) at the completion of judging. Give the sheets and participation cards to your assistant.

e. The Team Captain will deliver the completed and checked Judging Forms and no show list to the Administration office, in Vehicle by Class List order.

f. The Assistant Team Captain will turn in the Team Captain Reporting Form, individual worksheets, Judges Participation Cards, and the Team Captain Evaluation sheet to the Chairman Judges Records. The assistant will collect the judging chips and any incentive from the Chairman Judges Records for distribution to the judging team members. Distribution of the chips and incentives by the assistant is at the discretion of the Team Captain. The Team Captain will thank the judging team for a job well done.

5. Procedure for Becoming a Certified Team Captain
Volunteer MUST be a Senior Master Judge (25+ Judging Credits) to participate.

a. A Judge must write to the VP Judging requesting participation in the Certified Team Captains’ Program.

b. The Judge Newsletter will include a request form specific to participation in the Certified Team Captains’ Program, “Do you wish to serve as a Team Captain?”

c. 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 nationals.

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; and
2) Complete the Team Captains’ CJE within the same year or attend a Team Captains Judging School each year;
3) Have a positive feedback from team members; and
4) Have good evaluations from Judging Administration.
5) 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 Judging, and with documented cause, a judge can be removed from the Team Captains list. The judge will be notified of this decision.

E. 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 Judging 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.

F. POSITION DESCRIPTION OF THE APPRENTICE JUDGE
An Apprentice judge is a member who has not previously judged at a Nationals. 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 Judging Team. An Apprentice Team will be formed at every AACA Nationals with the exception of the Annual Grand Nationals. 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 Nationals. 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.
G. **POSITION DESCRIPTION OF THE NATIONAL AWARDS TEAM**

The National Awards team, under the supervision of the VP National Awards, observes all of the vehicles judged at all Nationals and compiles a list of the most outstanding vehicles at each Nationals. 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 Judging.

H. **POSITION DESCRIPTION OF JUDGING ADMINISTRATION TEAM**

The Administration Team is responsible for accepting and properly recording the completed Nationals Judging Forms. Judges who serve in Administration must complete Judging School, Apprentice Training, and the Judges Administration CJE. It is important that all judges in Administration are physically mobile, be familiar with basic math, and be familiar with basic computer entry.

1. **Nationals Judging Administration**
   a. **Office Responsibilities & Duties**

   Procedures for the day will be established by the Chairman Judging Administration. Generally, the responsibilities are as follows:

   1. The check-in team will receive the judging sheets from the Team Captain in the order listed on the Vehicle by Class list, separated by class.
   2. Account for any No Show vehicles, by class.
   3. Account for any vehicle additions or deletions, by class, after the Vehicle by Class list was printed.
   4. Insure that the fire extinguisher box was checked, the Team Captain has signed the sheet, the Mandatory deductions and Team Captain’s information is filled in correctly and legibly.
   5. Account for each vehicle on the Vehicle by Class List.
6. Any disqualified vehicle, for any reason, must be brought to the attention of the VP of Class Judging before the class is entered into the computer.

7. Check all math for accuracy. The Team Captain will make all corrections.

8. Judging forms will pass from the check-in team to the pre-check team. Judging forms will pass from the pre-check team to the computer operators for entry into the database.

9. The winners sheets are printed for each class and are passed from the computer operator to the post-check team for verification. Every Judging Form is checked against the database printout to verify that no vehicle was omitted or received the improper award.

10. At the completion of all entries, the Award Count form will be delivered to the Trophy Chairperson.

11. Print all reports required by the VP Judging and the Chairman of Judging Administration.

12. Data is then uploaded to National Headquarters.

VI. RECOGNITION OF JUDGES

A. The Chairman for Judges Records will distribute the Judges Participation Chips to the Assistant Team Captain, upon receiving the completed Judges Participation Cards.

B. The Team Captain or Assistant Team Captain will distribute the chips to each team member after receiving them from the Administration office.
VII. POSITION DESCRIPTION OF SPECIFIC JUDGING TEAMS:

HISTORICAL PRESERVATION OF ORIGINAL FEATURES (HPOF) CLASS AND DRIVER PARTICIPATION CLASS (DPC) ARE CERTIFICATION TEAMS.

SECOND GENERATION COLLECTOR VEHICLES (SGCV) CLASS AND THE RACE CAR CLASS ARE JUDGING TEAMS.

The members of the HPOF and DPC teams will be chosen by the respective Chairman of each class in discussion with the VP Judging. At Nationals, the Chief Judge will check to see that all persons wishing to serve on the HPOF and DPC teams are, in fact, on the approved list for that team. The SGCV & Race Car Team Captains will be selected by the VP Judging.

A. HPOF TEAM

1. An AACA National HPOF certification team will be available at every Nationals with the exception of the Annual Grand Nationals. The members of this team are experienced AACA judges appointed by the VP 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 Nationals with the exception of the Annual Grand Nationals.

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. 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 recertification can be performed. Certification can be withdrawn should a vehicle be modified beyond the intent of the DPC.

C. RACE CAR CERTIFICATION COMMITTEE AND VERIFICATION TEAM

1. 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 Nationals.

A member of the Race Car Verification Team will verify that the vehicle matches the documentation submitted to the Race Car Certification Committee, and will witness its test run. Upon successful verification, the Race Car Certification badge will be presented.

VIII. AACA GRAND NATIONALS (AGN)

A. GENERAL INFORMATION

1. Entrants in any AACA Grand Nationals (AGN) are limited to those vehicles that have acquired Senior Award Winner status before the registration deadline for the current year AGN.
2. All entrants in the AGN must display the NATIONAL FIRST PRIZE badge with the SENIOR TAB. Those Senior (Duryea) winners in Nationals prior to 1979 may obtain their “retroactive” Senior Tabs by following the procedure as outlined in Section 4, Paragraph IV.E.

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 Nationals awards are listed below:

   a. JUNIOR: First, Second, Third
   b. SENIOR* Award
   c. AGN** First, Second, Third
   d. AGN SENIOR***

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

** To be eligible for showing in an AGN, the vehicle must have won a Senior Award and must correctly display the Senior Tab with the National First Prize Winners badge.

*** Beginning with the 1992 year, all AGN First Prize winners are eligible to compete for the AGN SENIOR award at any subsequent AGN. The AGN SENIOR award is a Senior Tab to be affixed behind the AGN 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 AGN awards and can be viewed in Section 4 Appendix, Item 4.5. Repeat AGN SENIOR winners will receive a pewter plate, which also can be viewed in Section 4, Item 4.5. The AGN SENIOR award can be won multiple times. AGN 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 Bylaws authorizes an ANNUAL GRAND NATIONALS (AGN). Approval to institute such a show 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 Nationals Committee.

2. The ANNUAL GRAND NATIONALS and the SENIOR CAR AWARD SYSTEM have been integrated with the PRESERVATION AWARD SYSTEM.
   a. The AGN shall be held no more than once a year.
   b. AGNs are hosted in Western and Central Divisions in odd-numbered years and the Eastern and Southeastern Divisions in even-numbered years.
   c. The AGN is to be limited to sponsorship by a Region(s) or Chapter(s) that has previously sponsored a national Spring, Fall, Winter or Special Nationals.
   d. Requests for an AGN must be made a minimum of two years in advance of the proposed AGN date.
   e. If there is no sponsoring Region available for any given year, the AGN will not be held.
   f. The AGN is to be overseen by an AGN DIRECTOR, who is appointed by the AACA President.

C. ELIGIBLE VEHICLES
1. All AACA Senior award winning vehicles who obtained the Senior Award before the registration deadline of the AGN are eligible.
2. All AACA Classes (except HPOF, DPC and Special Interest Vehicles).
3. An AGN First Prize can only be won once with any one vehicle.
4. An AGN SENIOR Award can be won repeatedly and remains eligible for the Preservation award and National awards.
5. All registered Senior Tab vehicles will be judged.
D. **TROPHIES:**
   The AGN trophies will be designated by the National Board of Directors.

E. **GRILLE 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.

F. **DASH PLAQUE:**
   These should be similar to the Spring, Fall and Winter Nationals' plaques, of good quality .032" thick brass, etched, enamel filled, envelope size 2-1/2" x 3-1/2" maximum.

G. **Any vehicle displaying a FOR SALE sign at an AGN will be disqualified.**

H. **FEES**
   1. A registration fee will be charged for each vehicle entered in an AGN, 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 AGN guidelines in the *Policy & Procedure Manual* for the current set fee.
   2. 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 judge's registration fee for all Nationals, including the AGN, is set at $8.00.

I. **EXPENSES**
   The AACA will guarantee and be responsible for the following expenses of an AGN:
   1. All First, Second, Third Junior, and Senior trophies.
   2. All Preservation awards.
   3. All dash plaques with a cost not to exceed $1.75 each.
   4. All judging expenses.
   5. All costs of Judges Breakfast up to a limit of $8.00 per judge.
   6. Two ¼-page ads in *Antique Automobile*.
      Any and all other expenses will be the responsibility of the sponsoring Region(s)/Chapter(s).
J. **AACA AGN Documents**
The following further clarifies AGN differences in some of these documents.

1. **Judging Forms:** Judging Forms and Worksheets are the same as those used at a Nationals with the exception of the right-hand summary column.

2. **Vehicles competing for the AGN First Place Award** will have a yellow Judging Form and windshield card.

3. **Vehicles competing for the AGN Senior Award** will have a purple Judging Form and windshield card.

4. **Other documents are similar to Nationals documents with the possible addition of AGN identification.**

K. **Ineligible Vehicles at an AGN**

1. **There will be no "HPOF" vehicles entered in an AGN.**

2. **There will be no "DPC" vehicles entered in an AGN.**

3. **There will be no "SPECIAL INTEREST" vehicles entered in an AGN.**

4. **There will be no "DO NOT JUDGE" vehicles entered in an AGN.**

IX. **AACA NATIONALS DOCUMENTS**

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

A. **JUDGING FORM:** 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 Judging for two years. The following items pertain to the official Judging Form:

1. **At the present time, nine separate evaluation/judging forms exist.** (See Section 3 Appendix.) They are:
   a. **HPOF Evaluation Form**
   b. **HPOF Original Evaluation Form**
   c. **DPC Evaluation Form**
   d. **Automobile Judging Form**
   e. **Two-wheeled Vehicle Judging Form**
   f. **Racing Vehicle Judging Form**
   g. **Unrestored Racing Vehicle Evaluation Form**
   h. **Commercial Vehicle Judging Form**
i. Special Interest Vehicle Evaluation Form

2. The nine 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:
   a. White – Junior vehicles
   b. Pink – Senior vehicles
   c. Green – Preservation vehicles
   d. Yellow – HPOF & AGN vehicles
   e. Purple – AGN Senior vehicles
   f. Grey – DPC vehicles
   g. Blue – HPOF Original vehicles
   h. Green – Unrestored Racing vehicles
   i. Tan – Special Interest vehicles

3. A Judging Form will be placed with every vehicle to be judged.

4. 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.

5. 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.

6. 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.

7. 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.

8. 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.

9. Junior, Senior and Preservation Judging Forms will be delivered to the Judging Administration office.

10. 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.
11. 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.

B. Windshield Card

1. This card is the sole means of identification of a vehicle as it enters the judging field. It contains the following information:
   a. Class description
   b. Year of vehicle
   c. Make of vehicle
   d. # of cylinders
   e. Model of vehicle
   f. Name of owner
   g. City/state of owner
   h. Vehicle #
   i. Class number

2. Windshield Cards will be found in nine colors. They signify the following:
   a. White – Junior vehicle. Judging Form with vehicle must be white.
   b. Pink – Senior vehicle. Judging Form with vehicle must be pink.
   c. Green – Preservation vehicle. Judging Form with the vehicle must be green.
   d. Orange – Do Not Judge. The Owner requests the vehicle not be judged.
   e. Yellow – Historical Preservation of Original Features (HPOF) vehicles. Evaluated vehicles.
   f. Yellow – AGN Judging Form with the vehicle must be yellow. (Yellow HPOF forms will not be used at the AGN).
   g. Purple – AGN Senior. Judging Form with vehicle must be purple

3. The Windshield Card should be visible on the windshield on entry to the judging field and at all times until contestants are dismissed.

4. “JUDGED” or “EVALUATED” stickers. A sticker will be attached to only the WINDSHIELD CARD of each vehicle when it has been judged or evaluated. Do not affix the sticker until after the vehicle has been judged/evaluated. The sticker should be visible from the front of the vehicle.
C. **Winner Record Sheets.** These pages are computer generated and all Nationals prize winners will be listed thereon. When completed, four sets of Winners Record Sheets 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 the Winners Record Sheets and the other three sets are retained by the VP Judging (1 set) and AACA National Headquarters (2 check-in table sets).

**SECTION III APPENDIX**

3-1. Team Captain Reporting Form  
3-2. Team Captain Reminder List  
3-3. Team Captain Evaluation Sheet  
3-4. Windshield Card  
3-5. Automobile Judging Form  
3-6. Two-Wheeler / Trikes Judging Form  
3-7. Race Car Judging Form  
3-8. Unrestored Race Car Evaluation Form  
3-9. Commercial Vehicle Judging Form  
3-10. HPOF Certification Form  
3-11. HPOF Original Certification Form  
3-12. DPC Certification Form  
3-13. Special Interest Vehicle Form
TEAM CAPTAIN REMINDER LIST

TEAM CAPTAINS ARE REQUIRED TO TAKE ONE TEAM CAPTAIN'S RESPONSIBILITIES AT JUDGES BREAKFAST OR TEAM CAPTAINS SCHOOL EACH YEAR

Team Captain shall review section D (pg. 3-13) of Guidelines

AT JUDGES BREAKFAST
1. Introduce yourself to the Team and make Team Assignments.
   a) Choose your Assistant Team Captain (ATC) and explain the following duties. At the completion of judging, the ATC will turn in to Judge’s Records: Team Captains Reporting Form, Individual Category Worksheets, Judge’s Participation Cards and the TC Evaluation Sheet to Judge’s Records. Distribution of the chips and any incentives shall be at the discretion of the TC. “A Job Well Done” shall be given to each judge at dismissal.
   b) Assign a team member to check fire extinguishers and another member to place the Evaluated or Judged sticker on the windshield card.
   c) Assign a team member to check fire extinguishers and another member to place the Evaluated or Judged sticker on the windshield card.

2. Advise team of meeting place and time on the judging field.
   a) Distribute Individual Category Worksheets and remind judges to review Guidelines for area they are judging. Advise team of category(s) they are judging and anything special about them.

ON JUDGING FIELD – YOU ARE AACA’S REPRESENTATIVE; BE PROFESSIONAL, INTRODUCE YOURSELF, PUT OWNER AT EASE.

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 changes before they are made. Check for appropriate vehicle badges.
   b) “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.

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.
   a) Make every effort to complete the judging of a vehicle within 5-10 minutes; ensure that no judge is under or over scoring the category they are assigned.
   b) Assign each team member if requested or required giving special attention to newer judges – provide leadership to your team. TC asks for documentation when necessary.
   c) Should the “OTHER” category be used, indicate what it was for.

4. Make every effort to complete the judging of a vehicle within 5-10 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. TC asks for documentation when necessary.

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

7. Instruct team members to be aware of the multiple components which may exist on a single line of their Worksheet and to use the first letter of the item to clarify the deduction. Circles are to be used only by the ATC on the final Judging Sheet.

8. Instruct team members to print name, member number, phone, email and to sign worksheets.

9. Instruct team members to print name, member number, phone, email and to sign worksheets.

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

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

AFTER JUDGING
1. Each Judging Form MUST have a fire extinguisher 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 the forms to ensure that they are accurate and complete.
3. Organize the Judging forms in the same order as they are listed on the Vehicle by Class list attached to the front of the Team Captains envelope.
4. Complete the Team Captains Reporting Form noting exceptional effort by a judge or less than satisfactory effort of a judge. This form shall be sealed in the envelope provided in the Team Captain’s packet and turned in to Judge’s Records by the ATC.

5. The TC shall report to the Administration Office with only the completed final Vehicle Judging Form and the no-show sheets. Remember the ATC takes all other paperwork to Judge’s Records.

AAACA Judging system Form TCR

Rev. 2016

TEAM CAPTAIN REPORTING FORM

NATIONAL MEET ____________________________

Location ____________________________ Date ______________

Class or Classes Judged ____________________________

Team Captain ____________________________

Member # ____________________________ Phone # ____________________________ Email ____________________________

THE FOLLOWING PERSONS JUDGED THE CATEGORIES INDICATED:

EXTERIOR ____________________________ ____________________________ ____________________________

INTERIOR ____________________________ ____________________________ ____________________________

CHASSIS ____________________________ ____________________________ ____________________________

ENGINE ____________________________ ____________________________ ____________________________

AAACA Judging system Form TCR

Rev. 2016
TEAM CAPTAINS EVALUATION SHEET
COMPLETED BY THE JUDGING TEAM

1. Did the Team Captain introduce himself/herself to the team at Judges Breakfast?
   YES  √  NO  
   Comments ________________________________

2. Did the Team Captain introduce himself/herself to the vehicle owner and thank them for bringing their vehicle to the meet?
   YES  √  NO  
   Comments ________________________________

3. Did the Team Captain offer assistance/guidance to less experienced judges on the team?
   YES  √  NO  
   Comments ________________________________

4. Did the Team Captain make you feel at ease while performing your duties?
   YES  √  NO  
   Comments ________________________________

5. Did the need arise to ask for Factory Documentation and did the Team Captain ask for it?
   YES  √  NO  
   Comments ________________________________

6. Did the Team Captain choose an Assistant from the team?
   YES  √  NO  
   Comments ________________________________

Antique Automobile Club of America
Eastern Fall Meet
October 10 - 13, 2012
Hershey, PA

PLACE JUDGED/EVALUATED STICKER HERE

Original HPOF

1953 Packard
8 cyls  Sedan

Hulon C McCraw
Hendersonville, NC

22294  HPOF

Historical Preservation of Original Features
**SECTION 3 APPENDIX**

**3-5. Automobile Judging Form**

**EXTERIOR**

<table>
<thead>
<tr>
<th>Item</th>
<th>M</th>
<th>P</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>Headlight</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 ea</td>
<td></td>
</tr>
<tr>
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**CHASSIS**

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**ENGINE**

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**SUMMARY**

Entries in this area to be in ink

**DEDUCTIONS**

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**REQUIRED MINIMUM POINTS**

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

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

**AWARD**

1ST, 2ND, 3RD

MULTIPLE AWARD

Was owner notified of any major deductions

**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.

TEAM CAPTAIN Signature
### 3-6. Two-Wheeler / Trikes Judging Form

**SECTION 3 APPENDIX**

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**SIDE CAR**

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<td>Tire</td>
<td>2 ea</td>
<td></td>
</tr>
<tr>
<td>Rear Fork / Spring / Shock</td>
<td>10 ea</td>
<td></td>
<td>Priming Cup</td>
<td>5 ea</td>
<td></td>
<td>Upholstery</td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>Rims / Wheels</td>
<td>2 ea</td>
<td></td>
<td>Spark Plugs</td>
<td>1*</td>
<td></td>
<td>*(Incorrect Material)</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Saddle Bags</td>
<td>10 ea</td>
<td></td>
<td>Spark Plug Wires</td>
<td>1 ea</td>
<td></td>
<td>Windshield</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Seat</td>
<td>5</td>
<td></td>
<td>Sprocket/Pulley</td>
<td>5 ea</td>
<td></td>
<td>Other - Identify:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stand</td>
<td>5</td>
<td></td>
<td>Starter-Kick/Electric</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tail Light / Lens</td>
<td>3 ea</td>
<td></td>
<td>Wiring</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tire Valve / Stem / Cover</td>
<td>1 ea</td>
<td></td>
<td>Other - Identify:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tires</td>
<td>2 ea</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tool Box</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trim/Striping/Moulding/Decal</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Windshield</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other - Identify:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL**

<table>
<thead>
<tr>
<th>TOTAL DEDUCTION</th>
<th>TOTAL DEDUCTION</th>
<th>TOTAL DEDUCTION</th>
</tr>
</thead>
</table>

**SUMMARY**

Entries in this area to be in ink

**DEDUCTIONS**

Exterior/Frame

Engine

Controls

**TOTAL**

**SCORE**

Perfect Score 400

**TOTAL Deductions From Above**

**NET SCORE**

REQUIRED MINIMUM POINTS

1st - 365, 2nd - 330, 3rd - 295

Multiple Awards for scores within 10 points of highest scoring vehicle in each class

**AWARD**

1ST   2ND   3RD

MULTIPLE AWARDS

**TEAM CAPTAIN**

Signature

* 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.

Was owner notified of any major deductions

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

This Vehicle has an UL–Approved Fire Extinguisher

“**” TIMES COMPONENT TO MAX OF 120 POINTS

Mandatory deductions are CIRCLED NUMBERS which must match deductions taken.

TEAM CAPTAIN

Signature

J2W/18

"Junior Two Wheelers / Trikes Only"
## 3-7. Race Car Judging Form

### EXTERIOR / INTERIOR

<table>
<thead>
<tr>
<th>Component</th>
<th>Max Deduction</th>
<th>Chassis Max Deduction</th>
<th>Engine Max Deduction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accelerator / Toe Strap</td>
<td>5 ea</td>
<td>Axles: Front 10</td>
<td>Battery 5</td>
</tr>
<tr>
<td>Body: Attachment</td>
<td>1*</td>
<td>Rear 10</td>
<td>Block 5</td>
</tr>
<tr>
<td>Cowl / Hood / Tail</td>
<td>10 ea</td>
<td>Belly Pan: 10</td>
<td>Carburetor 5 ea</td>
</tr>
<tr>
<td>Bolts/Rivets</td>
<td>1*</td>
<td>Fasteners 2*</td>
<td>Cotter Pins 2*</td>
</tr>
<tr>
<td>Dash Panel</td>
<td>5</td>
<td>Brakes: 5 ea</td>
<td>Crankcase 5</td>
</tr>
<tr>
<td>Dirt - Excessive</td>
<td>3</td>
<td>Brake Rods &amp; Lines: 3 ea</td>
<td>Dirt - Excessive: 3</td>
</tr>
<tr>
<td>Gas Tank/Cap</td>
<td>3 ea</td>
<td>Cotter Pins / Link Pins: 2*</td>
<td>Firewall 5</td>
</tr>
<tr>
<td>Gauges</td>
<td>3 ea</td>
<td>Dirr - Excessive: 3</td>
<td>Fuel Injector 10</td>
</tr>
<tr>
<td>Modern Gauges</td>
<td></td>
<td>Exhaust: Pipe 5</td>
<td>Fuel Supply 5</td>
</tr>
<tr>
<td>Hood: Straps/Latches</td>
<td>3 ea</td>
<td>Fasteners 5</td>
<td>Heads: 5 ea</td>
</tr>
<tr>
<td>Ignition Kill Switch</td>
<td>5</td>
<td>Frame 10</td>
<td>Hose &amp; Belts 2 ea</td>
</tr>
<tr>
<td>Incorrect: Body Section</td>
<td>40</td>
<td>Hand crank: 3</td>
<td>Hose Clamps 2*</td>
</tr>
<tr>
<td>Material</td>
<td></td>
<td>Hub Caps: 5 ea</td>
<td>Ignition: Mag./Dist.: 5</td>
</tr>
<tr>
<td>(Body Component)</td>
<td></td>
<td>Lock Rings: 2</td>
<td>Coll 3</td>
</tr>
<tr>
<td>Lettering</td>
<td>5</td>
<td>Lube: Fittings: 2*</td>
<td>Wires: 2 ea</td>
</tr>
<tr>
<td>Linkage</td>
<td>5</td>
<td>Excessive Lube: 2</td>
<td>Linkage: 5</td>
</tr>
<tr>
<td>Mirror</td>
<td>3 ea</td>
<td>Modern Hardware: 2*</td>
<td>Exhaust: 5</td>
</tr>
<tr>
<td>Clutch Assy’s</td>
<td>5</td>
<td>Oil Tank: 5</td>
<td>Modern Hardware: 2*</td>
</tr>
<tr>
<td>Steering: Wheel</td>
<td>15</td>
<td>Pins Missing: 2*</td>
<td>Oil Filter: 3</td>
</tr>
<tr>
<td>Assembly</td>
<td>5</td>
<td>(if drilled): 2*</td>
<td>Oil Lines: 5</td>
</tr>
<tr>
<td>Trim/Striping/Moulding/Decal</td>
<td>10</td>
<td>Push Bar: 5</td>
<td>Radiator Core/Cap/Shell/Grille: 5 ea</td>
</tr>
<tr>
<td>Upholstery</td>
<td>15</td>
<td>Push Bar Added: 10</td>
<td>Safety Wire: 2*</td>
</tr>
<tr>
<td>Windscreen</td>
<td>5</td>
<td>Rims: 2 ea</td>
<td>Spark Plugs: 1*</td>
</tr>
<tr>
<td>Other - Identify:</td>
<td></td>
<td>Safety Wire: 2*</td>
<td>Super Charger: 10</td>
</tr>
<tr>
<td>Shocks</td>
<td>5 ea</td>
<td>Tapel/Tubing: 7</td>
<td>Water Pump: 5</td>
</tr>
<tr>
<td>Springs</td>
<td>3 ea</td>
<td>Water Pump: 5</td>
<td>Tires: 2 ea</td>
</tr>
<tr>
<td>Tires</td>
<td>2 ea</td>
<td>Wiring (other): 3</td>
<td>Valve Covers: 2 ea</td>
</tr>
<tr>
<td>Valve Covers</td>
<td>2 ea</td>
<td>Valve Stems: 2 ea</td>
<td>Other - Identify:</td>
</tr>
<tr>
<td>Valve Stems</td>
<td>2 ea</td>
<td>Wheels: 5 ea</td>
<td></td>
</tr>
<tr>
<td>Other - Identify:</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### DEDUCTIONS

- Exterior/Interior
- Chassis
- Engine

**TOTAL**

**SCORE**

- Perfect Score: 400

**NET SCORE**

- Required Minimum Points:
  - 1st: 365
  - 2nd: 330
  - 3rd: 295

- Multiple Awards for scores within 10 points of highest scoring vehicle in each class

### AWARD

- 1ST
- 2ND
- 3RD
- MULTIPLE AWARDS

**MULTIPLE AWARDS**

- WERE owner notified of any major deductions?

**TEAM CAPTAIN**

- Signature

---

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

This vehicle has an UL Approved Fire Extinguisher.
### Unrestored Race Car Evaluation Form

<table>
<thead>
<tr>
<th>UNRESTORED&quot; RACE VEHICLES (CLASS 24D) ANTQUE AUTOMOBILE CLUB OF AMERICA</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DOCUMENTATION AVAILABLE (YES/NO)</strong></td>
</tr>
<tr>
<td>EXTERIOR</td>
</tr>
<tr>
<td>INTERIOR</td>
</tr>
<tr>
<td>CHASSIS</td>
</tr>
<tr>
<td>ENGINE</td>
</tr>
</tbody>
</table>

**SUMMARY**
- FIRST PRESERVATION
- REPEAT PRESERVATION
- REJECTED (CIRCLE ONE)

**APPROVED**
- TEAM CAPTAIN
- TEAM MEMBER

**OWNER NOTIFIED VEHICLE NOT CERTIFIED**

---

**URC-14**
## Commercial Vehicle Judging Form

<table>
<thead>
<tr>
<th>EXTERIOR</th>
<th>INTERIOR</th>
<th>CHASSIS</th>
<th>ENGINE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antenna</td>
<td>2</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>Beading / Welting</td>
<td>3</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>Cab Door</td>
<td>5</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>Fender</td>
<td>5</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>Hood</td>
<td>5</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>Roof / Top (hard)</td>
<td>5</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>Trim / Striping / Moldings / Decal</td>
<td>10</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>Color</td>
<td>5</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>Body: Truck / Trailer</td>
<td>10</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Bed (condition)</td>
<td>10</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Floor (material / finish)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Tailgate</td>
<td>10</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Top</td>
<td>10</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Coal Vent / Seal</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Dim: Excessive</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Door Handle</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Acrylic Gen / Tank</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Grille</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Hood Ornament</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Horns</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Lettering / Sign</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Light: Head</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Driving / Fog</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Sealed Beam (prior to 1940)</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Side Parking / Running Boards</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Tilt / Lens</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Material **</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Mirror</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Radiator Sheath</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Grille</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Ornament</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Running Boards</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Stays / Axle</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Step Plates</td>
<td>2</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Windshields / Frame / Glass</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Windshield Wiper</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Other - Identify</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

| A/C under dash - if incorrect | 10 |
| Cock | 5 |
| Console | 3 |
| Brakes: Truck | 3 |
| Trailer | 3 |
| Hyd. (if incorrect) | 10 |
| Brake Lines/Rods/Cables | 2 |
| Body Bolts | 1 |
| Coil | 3 |
| Expansion Tank (cool reservoir) | 3 |
| A/C under dash - if incorrect | 10 |
| Carpet / Floor Material / Mats | 5 |
| Clocks | 3 |
| Belts | 2 |
| Block / Crankcase | 3 |
| Brakes: Truck | 3 |
| Water Pump | 5 |
| Windshields Washer | 3 |
| Wiper Motor | 3 |

### Deductions

- **Mandatory Deductions** are CIRCLED NUMBERS which must match deductions taken.
- **Underlined** items apply MOSTLY to “Pre-War” vehicles.

## Summary

- **Exterior**
- **Interior**
- **Chassis**
- **Engine**

### Total Deduction

- **Total Deduction**
- **Total Deduction**
- **Total Deduction**
- **Total Deduction**

### Score

- **Perfect Score** 400
- **Total**
- **From Above**
- **Net Score**

### Required Minimum Points

- 1ST - 365, 2ND - 330, 3RD - 295
- Multiple Awards for scores within 10 points of highest scoring car in each class.

### Award

- **1ST**, **2ND**, **3RD**
- **Multiple Award**

**Self-addressed, stamped envelope required.**

---

**Antique Automobile Club of America**

**Junior Trucks Only**

**Exterior Interiors Chassis Engine**

**TEAM CAPTAIN**

**Signature**

---

**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.**
**3-10. HPOF Certification Form**

**HPOF CERTIFICATION FORM**  
**OWNER MUST CHECK THOSE COMPONENTS AND FINISHES KNOWN TO BE NON-ORIGINAL**

<table>
<thead>
<tr>
<th>Judge</th>
<th>INTERIOR</th>
<th>Comments – Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Seat panel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Back rest</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Door panels, headliner</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Floor covering, sills, trim, velting</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Console, shifter</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dash/instruments/AC/sound system</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Steering wheel, column, pedals</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Handles, cranks, windows</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Trunk</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Judge</th>
<th>ENGINE / DRIVE TRAIN</th>
<th>Comments – Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Heads, valve covers</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Block, manifolds, crankcase</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Battery, starter</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Gen/Alt, A/C, pumps</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wiring, ignition</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Fuel system, carburetor, filters</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Radiator/fan, horn</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Clamps, fasteners, hoses, belts</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Firewall, finish</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Drive system, steering</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Wheels, rims, tires</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Suspension, chassis, exhaust</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>

**COMPLIANCE TABLE**  
*(Judges Use Only)*

<table>
<thead>
<tr>
<th></th>
<th>Thru 1931</th>
<th>1932 Thru 1959</th>
<th>1960 And Newer</th>
</tr>
</thead>
<tbody>
<tr>
<td>HPOF Oval or</td>
<td>21-30</td>
<td>23-30</td>
<td>24-30</td>
</tr>
<tr>
<td>REPEAT HPOF (HP2)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<p>| | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Full Compliance</td>
<td>30</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less Non-compliance</td>
<td>—</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**COMPLIANCE TOTAL**

Owner **SHOULD** place a check mark next to each component and finishes known to be non-original. If the owner is not ABSOLUTELY CERTAIN, please leave the box empty. There is no penalty for not marking a box.

---

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

**Evaluation summary**

- CERTIFICATION Compliance  
  - Not met □  
  - Maintenance □  
  - Authenticity □

**CIRCLE AWARD**

- HPOF Oval  
- REPEAT HPOF (HP2)

**Signatures:**  
- Team Capt:  
  __________________________________________________________

**Team Members:**  
- ________________________________________________________

**Owner notified of major non-compliant areas**  
- Yes □  
- No □

**Suggested for:**  
- DPC  
- Class Judging

---

**HPOF July 2013**
### Original HPOF Certification Form

**Owner** MUST CHECK THOSE COMPONENTS AND FINISHES KNOWN TO BE NON-ORIGINAL.

**Judge**

<table>
<thead>
<tr>
<th>INTERIOR</th>
<th>Comments – Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seat panel</td>
<td></td>
</tr>
<tr>
<td>Back rest</td>
<td></td>
</tr>
<tr>
<td>Door panels, headliner</td>
<td></td>
</tr>
<tr>
<td>Console, shifter</td>
<td></td>
</tr>
<tr>
<td>Dash/instruments/AC/sound system</td>
<td></td>
</tr>
<tr>
<td>Steering wheel, column, pedals</td>
<td></td>
</tr>
<tr>
<td>Handles, cranks, windows</td>
<td></td>
</tr>
<tr>
<td>Trunk</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>

**Judge**

<table>
<thead>
<tr>
<th>ENGINE / DRIVE TRAIN</th>
<th>Comments – Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heads, valve cover</td>
<td></td>
</tr>
<tr>
<td>Block, manifolds, crankcase</td>
<td></td>
</tr>
<tr>
<td>Battery, starter</td>
<td></td>
</tr>
<tr>
<td>Wiring, ignition</td>
<td></td>
</tr>
<tr>
<td>Fuel system, carburetor, filters</td>
<td></td>
</tr>
<tr>
<td>Radiator/fan, horn</td>
<td></td>
</tr>
<tr>
<td>Clamps, fasteners, hoses, belts</td>
<td></td>
</tr>
<tr>
<td>Firewall, finish</td>
<td></td>
</tr>
<tr>
<td>Drive system, steering</td>
<td></td>
</tr>
<tr>
<td>Wheels, rims, tires</td>
<td></td>
</tr>
<tr>
<td>Suspension, chassis, exhaust</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>

**Judge**

<table>
<thead>
<tr>
<th>BODY / EXTERIOR</th>
<th>Comments – Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hood, front fenders</td>
<td></td>
</tr>
<tr>
<td>Trunk, rear fenders</td>
<td></td>
</tr>
<tr>
<td>Doors</td>
<td></td>
</tr>
<tr>
<td>Roof, panels</td>
<td></td>
</tr>
<tr>
<td>Bumpers, grill, radiator shell</td>
<td></td>
</tr>
<tr>
<td>Trim, striping, molding</td>
<td></td>
</tr>
<tr>
<td>Lights</td>
<td></td>
</tr>
<tr>
<td>Accessories</td>
<td></td>
</tr>
<tr>
<td>Missing / non-authentic parts</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>

**Owner** SHOULD place a check mark next to each component and finishes known to be non-original. If the owner is not ABSOLUTELY CERTAIN, please leave the box empty. There is no penalty for not marking a box.

---

**Evaluation Summary**

- **CERTIFICATION**
  - Compliance
  - Not met
  - Maintenance
  - Authenticity

**COMPLIANCE TABLE**

<table>
<thead>
<tr>
<th>(Judges Use Only)</th>
<th>Thru 1931</th>
<th>1932 Thru 1959</th>
<th>1960 And Newer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Repeat HPOF</td>
<td>21-30</td>
<td>23-30</td>
<td>24-30</td>
</tr>
<tr>
<td>AACA Original or</td>
<td>26-30</td>
<td>27-30</td>
<td>28-30</td>
</tr>
<tr>
<td>Repeat Original</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Full Compliance** 30

**Less Non-compliance** —

**COMPLIANCE TOTAL**

---

This vehicle has a UL-approved fire extinguisher

---

**Signatures:**

- **Team Capt:**
- **Team Members:**

Owner notified of major non-compliant areas

Suggested for:

- DPC
- Class Judging

---

**Owner**’s signature (Mandatory)  DATE
### 3-12. DPC Certification Form

#### Category (List Any Alterations)

<table>
<thead>
<tr>
<th>Category</th>
<th>Appears Original Yes/No</th>
<th>Accepted Upgrades Installed</th>
<th>Conforms to DPC Standards</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Exterior</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Replace Side Trim</td>
<td>√</td>
<td></td>
<td>√</td>
<td>Plated Originals</td>
</tr>
<tr>
<td><strong>Interior</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Replace Floor Mats</td>
<td>√</td>
<td></td>
<td>√</td>
<td>Replaced After Market</td>
</tr>
<tr>
<td><strong>Chassis</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Replaced Tires</td>
<td>√</td>
<td></td>
<td>√</td>
<td>One Size Larger</td>
</tr>
<tr>
<td><strong>Engine</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Radiator</td>
<td>√</td>
<td></td>
<td>√</td>
<td>Original Replacement</td>
</tr>
</tbody>
</table>

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.

J. Smith
Owner’s Signature
### SPECIAL INTEREST VEHICLE FORM

#### EXTERIOR

- **CONDITION ACCEPTABLE (YES/NO)**
- **CONFORMS TO DOCUMENTATION (YES/NO)**
- **DOCUMENTATION AVAILABLE (YES/NO)**

#### INTERIOR

#### CHASSIS

#### ENGINE

#### OWNER NOTIFIED (YES/NO)

#### VEHICLE NOT CERTIFIED (CIRCLE ONE)

#### APPROVED

- **TEAM CAPTAIN**
- **TEAM MEMBER**

#### SUMMARY

- **FIRST CERTIFICATION**
- **REPEAT CERTIFICATION**
- **REJECTED (CIRCLE ONE)**

#### COMMENTS

- **APPROVED TEAM CAPTAIN**
- **TEAM MEMBER**

---

**ANTIQUE AUTOMOBILE CLUB OF AMERICA**

**SPECIAL INTEREST CLASS (CLASS 39)**

**SECTION 3 APPENDIX**

**3-13. Special Interest Vehicle Form**
SECTION 4

OFFICIAL AACA VEHICLE INFORMATION & CLASSIFICATION LIST

I. VEHICLE REGISTRATION INFORMATION AND FORMS

A. All vehicles entering an AACA Nationals 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. No changes in the registration card will be accepted after the deadline has passed. All vehicles will be listed in the official Nationals roster in order to be accepted for judging. The VP Judging will have final authority in this matter.

B. HOW TO REGISTER A VEHICLE FOR A NATIONALS

1. The reverse side of the mailing cover of Antique Automobile magazine contains the registration request for upcoming Nationals. 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 Nationals 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 Nationals of interest to you. You will note that each Nationals is hosted by a division region/chapter of the AACA.

2. The registration card must be completed and returned to the host region/chapter, along with your check for vehicle registrations, luncheons, 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, NO EXCEPTIONS. Any entrant after the deadline can be accepted at the discretion of the Chief Judge and/or Nationals Chairman, but the vehicle will not be eligible for judging or evaluation.
The vehicle can be placed in the Bonus Area or, preferably, in a separate and distinct display area. The vehicle will not be integrated into the pre-registered display area.

3. **The host region or chapter does not confirm your registration unless you include a self-addressed stamped envelope (SASE) with your registration.** There will be a packet ready for you with your tickets when you arrive at the Nationals. Keep your Nationals brochure, which always gives the time schedules, accommodation information, and the names and telephone numbers of the Nationals officials.

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

D. **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 AM except the Grand Nationals (AGN) and Hershey which are 10:00 AM. All entrants arriving after the 11:00 AM deadline (or 10:00 AM at AGN and Hershey) 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 Nationals will be required to remain on the show field until 3:00 PM unless announced otherwise by the Nationals Chief Judge. Those vehicles leaving before being released by the Chief Judge will be disqualified.
E. TROPHY/AWARD PICK UP:
1. 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.
2. 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 Nationals Chief Judge, check in at the appropriate table, and receive the trophy/award.
3. Owners 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 the owner's trophy/award will be sent to them at the owner's cost. The current cost for shipping the owners trophy/award is $20.00 and will be specified in the notification letter.

II. AACA OFFICIAL VEHICLE CLASSIFICATION LIST
A. AACA "VEHICLE" DEFINITION
The objective of AACA judging is to evaluate an antique vehicle, which has been restored to the same state as the dealer could have prepared the vehicle for delivery to the customer. This includes any feature, option or accessory shown in the original factory catalog, parts book, sales literature, or company directives for the model year of the vehicle. AACA accepts motorized vehicles 25 years old or older, which were built in factories and specifically designed and manufactured for transportation use on public roadways and highways.

B. CERTIFICATION CLASSES
1. Historical Preservation of Original Features (HPOF)
The vehicles in this class represent the evolution of automobile history and depict originality over restoration. A cornerstone belief of AACA is based upon originality, and this class allows us to see history as it was and establish a program to encourage the saving and display of collector vehicles in their original, as manufactured, condition.

Definition: Since its founding, AACA has been dedicated to the preservation, restoration, and maintenance of
automobiles. 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 HPOF program encourages owners of vehicles 25 years old or older, to maintain significant original features in this original condition, and to show them at AACA Nationals. 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. No vehicle will be re-certified if it does not display the HPOF badge. 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 Nationals 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 AACA "Original" preservation chip for mounting on the board. If the vehicle does not certify at the AACA "Original" level, it will receive a repeat HPOF chip provided it meets the HPOF certification standards.

If a vehicle is not certified as an AACA "Original," it can be reconsidered for the award if the owner submits a request to the VP 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 Nationals 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 repeat HPOF awards provided it meets the certification standards.
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 Nationals. No previous National First Prize winners are accepted unless they are original and have been maintained to preserve their originality. An HPOF certified vehicle that is significantly restored will lose its HPOF certification. Change of ownership of an HPOF vehicle requires recertification.

2. **Driver Participation Class (DPC)**

The AACA Board of Directors in 2000 established the DPC. This class is for the great 25 year old or older vehicles that our members enjoy driving whether it is on a tour, a cruise-in, or just having fun. DPC vehicles must be roadworthy and able to pass a State Safety Inspection. This class allows for some non-authentic upgrades, but in general, the vehicle looks essentially as it did when it came from the factory. DPC vehicles are not rigorously point judged: they are evaluated according to the guidelines of AACA. This class is for vehicles that have not obtained a National First Prize. A vehicle that has received National awards is eligible for DPC only if the awards have been retired or returned to AACA National Headquarters. They may receive a Second or Third Junior Award and still compete in DPC. This is a noncompetitive or non-judged 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, chassis, and engine 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 systems.

A vehicle being evaluated for the first time, if certified, will receive a DPC board, a DPC chip, and a DPC badge. The badge should be visibly mounted on the vehicle.

No vehicle will be re-certified if it does not display the DPC badge. A DPC certified vehicle that is significantly modified will not receive its Repeat DPC certification. Change of ownership of a DPC vehicle requires recertification.

3. Unrestored Race Cars (Class 24D)
Class 24D will include all unrestored race vehicles and race vehicles still being campaigned in vintage racing events. These vehicles may have upgrades which are allowed in order to compete in those events. The goal in this class is to be able to view and experience vintage race vehicles without requiring them to be fully restored nor do they have to maintain their original status.

The procedures of certification are the same as 24A, 24B & 24C. These unrestored vehicles do not compete for Junior or Senior awards. Unrestored race vehicles do receive a certified race car badge when the vehicle is shown the first time. Upon the first showing of the vehicle, it is automatically eligible for and evaluated for a Preservation tab, a Preservation board and first Preservation chip. Unrestored race vehicles subsequently are evaluated to receive a Preservation chip and are not judged, but judged on the Preservation form.

4. Special Interest Vehicles (Class 39)
A display only, non-judged class. All vehicles in this class must be approved by the Class Acceptance Committee.
The owner of such vehicle must provide documentation and authenticity documents to the Class Acceptance Committee. Consideration will be for the following examples:

a. Celebrity vehicles;

b. Vehicles in movies or on television;

c. Vehicles of historical significance;

d. Vehicles of innovative design that never matured.

This class is not for modified vehicles, hot rods, street rods, choppers etc.

C. **COMPETITION JUDGED CLASSES**

1A. 3-wheel vehicles, Orient Buckboards, Cycle cars .........................thru 1941

1B. 3-wheel vehicles, Gas .. 1942 thru 1995

1C. Auto Red Bugs, Smith Flyers, Briggs & Stratton Flyers and similar vehicles .............................................thru 1995

2. High-Wheel vehicles, w/solid tires, buggy type ...........................................thru 1919

3A. Electric vehicles, ...............................thru 1905

3B. Electric vehicles, ............................1906-1995

4A. & 4B. The vehicles displayed in the Small Vehicle Class were marketed as sub-compact/economy vehicles and must meet the following criteria:

- 95" wheelbase or shorter, 161" total length or shorter, with 1 to 4 cylinders, 91cid 50hp engine or smaller. The vehicles listed below are typical of recognized small cars but are not limited to those listed.

American Austin, American Bantam, Austin Cooper, Autobianchi, Bantam, BMW Isetta, Citroen 2CV, Crofton, Crosley, DKW, Honda S500/S600, Isetta, Iso Isetta, Kestrel 1100, King Midget, Metropolitan, Nash Metropolitan, Morris Mini Cooper, Morris Minor, Peel, Playboy, Renault Caravelle, Sabaru 360, Vespa 400, Velorex, Zastava (Yugo)

4A. Small vehicles ..............................thru 1941

4B. Small vehicles ...............................1942-1995

4C. All Volkswagens ..............................thru 1995

5A. Motorcycles .................................thru 1919

5B. Motorcycles ...................... 1920-1945

5C. Motorcycles .................................1946-1959

5D. Motorized Bicycles & Mopeds, Whizzer, Sportsman & Ambassador models..............................thru 1995
5E. Cushman Eagle .................thru 1965
5F. All motor scooters and other 2- or 3-wheel vehicles w/small diameter wheels (excluding Mustang cycles)
.................................................. thru 1960
(all motorbikes with engine size 50cc must be street legal to be judged).
5G. All motor scooters and other 2- or 3-wheeled vehicles with small diameter wheels (excluding Mustang cycles)
............................................. 1961-1993
5H. Motorcycles .......................... 1960-1995
6. Steam Vehicles ..................... thru 1905
7. Steam Vehicles .................. 1906-1914
8. Steam Vehicles .................. 1915-1929
9A. Gas Vehicles, 1 cyl. .......... thru 1912
9B. Gas Vehicles, 2 & 3 cyl. .. thru 1913
10C. Ford "T", Brass radiator ....... 1909-1912
10D. Ford "T", Brass radiator ....... 1913-1916
11. Ford "T", Steel Shell radiator ........................................ 1917-1927
12. Gas vehicles, not previously classified .......................... thru 1905
13A. Gas Vehicles, 4 cyl. ......... 1906-1909
13B. Gas Vehicles, 4 cyl. ......... 1910-1912
14. Gas Vehicles, more than 4 cyl. ........................................ 1906-1912
15. Gas vehicles, 4 cyl. .......... 1913-1919
16. Gas vehicles, more than 4 cyl. ........................................ 1913-1919
17A. Gas Vehicle, 2-wheel brakes,
4 cyl.................................... 1920-1929
17B. Gas Vehicles, 2-wheel brakes,
more than 4 cyl. and less than
8 cyl.................................... 1920-1929
17C. Gas Vehicles, 2-wheel brakes,
8 cyl. or more ...................... 1920-1929
18. Gas Vehicles, originally produced with
2-wheel brakes, such as Rolls-Royce Silver Ghost, and to which factory front wheel brakes were later added.
18A. Gas Vehicles, 4-wheel brakes,
4-cyl.................................. 1920-1929
18B. Gas Vehicles, 4-wheel brakes,
more than 4-cyl. but less than
8 cyl.................................. 1920-1929
18C. Gas Vehicles, 4-wheel brakes,
8 cyl. or more ...................... 1920-1929
19. Specified Classic Vehicles
Specifically named vehicles recognized by the Classic Car Club of America (CCCA) are accepted into this class.
Vehicles accepted into this class prior to October 6, 2017, that are not recognized

4-8
as Classic vehicles by the CCCA will remain in Class 19. Please contact the AACA Vice President of Judging if you believe your vehicle belongs in this class and is not one of the following specific vehicles. (Membership in the CCCA is not required.)

19A. CCCA vehicles..................1915-1931
19B. CCCA vehicles..................1932-1933
19C. CCCA vehicles..................1934-1936
19D. CCCA vehicles..................1937-1939
19E. CCCA vehicles..................1940-1948

Partial list - complete approved CCCA Classics list can be found on CCCA website (classiccarclub.org)
(Alfa-Romeo, Alvis, Auburn 8 and V12, Bentley, Bugatti, Buick (Series 60, 1931-1942), Buick (Series 80, 1931-1933 and 1936-1939), Buick Limited (Series 90, 1931-1942), Buick Roadmaster (1940-1941), Buick Lancefield, Cadillac, Chrysler (1931-1933 Imperial Models CG,CH,CL,CQ), Chrysler (1930-1942 Derham and LeBaron), Cord, Cunningham, Darracq, Daimler, Delage, Delahaye, Diana (1925-26), Duesenberg, DuPont, Franklin, Hispano-Suiza, Horch, Invicta, Isotta-Fraschini, Lagonda, Lancia, LaSalle, Lincoln (not Zephyr), Lincoln Continental (thru 1948), Marmon 16, Marmon (Model 88 and Big 8), Maybach, Mercedes, Mercer, Minerva, Nash (1932 990 Series), Nash (1940 Saknoffsky Cabriolet), Packard Darrin 120 Series 1938-1942, Packard (except Models 110, 115C, 120, Clipper), Peerless (8 cyl), Peerless V16, Pierce Arrow, Rairton (8 cyl), Rolls-Royce, Ruxton, Rohr, Stutz, Talbot, Wills Sainte Claire.

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
21. Any Ford "A" with a fixed rigid top, not removable, such as a station wagon, will be classified as a "closed car."

21A. Ford "A", open vehicles .... 1928-1929
21B. Ford "A", closed vehicles ... 1928-1929
21C. Ford "A", open vehicles .... 1930-1931
21D. Ford "A", closed vehicles ... 1930-1931
21E. Ford Vehicles, 4 cyl & V-8 ... 1932-1934
21F. Ford Vehicles, 4 cyl & V-8... 1935-1937
21G. V-8 Ford Vehicles ............ 1938-1940
21H. Ford Vehicles, 6 cyl & V-8 .. 1941-1948

22. Commercial vehicles are basically trucks and buses of any kind, but not station wagons, which are classed as passenger vehicles.

22A. Commercial Vehicles, load capacity under 1 ton..................thru 1927
22B. Commercial Vehicles, load capacity under 1 ton............... 1928-1942
22C. Commercial Vehicles, load capacity under 1 ton.............. 1943-1966
22D. Commercial Vehicles, load capacity 1 ton and over .........thru 1927
22E. Commercial Vehicles, load capacity 1 ton and over........ 1928-1942
22F. Commercial Vehicles, load capacity 1 ton and over.......... 1943-1966
22G. Commercial Vehicles, load capacity under 1 ton............. 1967-1995
22H. Commercial Vehicles, load capacity 1 ton and over........ 1967-1995

22I. Military Vehicles
Any Military vehicle designed specifically for highway use, e.g., Staff Cars, Ambulances, Jeeps, and Trucks will be accepted as delivered from the Military Depot, not the manufacturer. No track laying vehicles, water-bound or aircraft support vehicles will be allowed...........................all thru 1995

22J. Motorhomes ..................thru 1995

23. Fire Vehicles
Self-propelled vehicles used for fighting fires. This includes pumphers, chemical wagons, hose trucks, brush buggies, ladder trucks, and deluge wagons. Personnel carriers are included in a previously mentioned class. No ATVs or water-bound vehicles will be allowed. ........................................all thru 1995

24. Documented Race Vehicles
Each race car, before it can be shown at an AACA Nationals, must be certified by the Race Car Certification
Committee. First-time entrants must apply to National Headquarters to receive an application for certification. The owner will provide all required documentation. If the vehicle is certified, National Headquarters will return all documentation to the owner including a signed and dated photograph of the vehicle being presented for judging, which must accompany the vehicle at each AACA event it attends. National Headquarters will number and date a grille badge to be presented to the owner at the vehicle’s first AACA Nationals. Upon the vehicle’s arrival at its first Nationals and its completion of its test run, the Race Car Verification liaison will present the numbered grille badge to the owner. The grille badge must be attached to the vehicle for all subsequent Nationals. In order to be shown at all future Nationals or Grand Nationals, at 11 AM on the morning prior to the day of the nationals, all race vehicles must demonstrate the ability to be driven under their own power. Owners must provide their own push or starting equipment to accomplish the test run. The test run will be under the direction of the Chief Judge and the Race Car Verification liaison.

National First Prize winners prior to 1986 in Class 24A (including competition motorcycles) and in Class 24B will be considered to have been certified. A numbered certification badge will be issued upon request to the VP Judging. All motorcycles certified in Class 24A prior to 1986 or during the period 1986 thru 1995 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 class judging.

24A. Documented Competition Vehicles; Oval, Straight or Circular Track

This class 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. Regardless of the contest documented, the VP 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.

24B. Documented Competition Vehicles; Road, Hill Climb, or Gymkhana Course ........................................... thru 1995

This class 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. Regardless of the contest documented, the VP 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.

24C. Documented Competition Motorcycles-All Courses.......................... thru 1995

This class 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.

24D. Documented Unrestored Race Vehicles.......................... thru 1995

This class includes all unrestored race vehicles and all unrestored race vehicles being campaigned in vintage racing events. These vehicles may have upgrades which are allowed in order to compete in those events. The goal in this class is to be able to view, see, and experience vintage race vehicles without requiring them to be fully restored and allow maintaining their original status. This also includes 2-wheeled unrestored race vehicles.
25. Sports Vehicle
A sports vehicle is a small, usually two-seat, two-door automobile, designed for spirited performance and nimble handling. Sports vehicles may be spartan or luxurious, but high maneuverability and minimum weight are requisite.

25A. Sports Vehicles ................. All thru 1960
25B. Sports Vehicles, Open ........... 1961-1969
   Targa & "T" tops are considered closed
   Targa & "T" tops are considered closed

26. Production Vehicle
The characteristics of a production vehicle are mass produced identical models, offered for sale to the public, and able to be legally driven on public roads.

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 Chevrolet) ....... 1956-1957
27C. Production Vehicles ............. 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
27N. Production Vehicles ............. 1980-1981
27O. Production Vehicles ............. 1982-1983
27P. Production Vehicles ............. 1984-1985
27Q. Production Vehicles ............. 1986-1987
27R. Production Vehicles ............. 1988-1989
27S. Production Vehicles ............. 1990-1995

29. SPECIFIED PRESTIGE VEHICLES
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. 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 VP Judging for review by the Specified Class Committee (SCC), that will make a recommendation to the Judging Committee. The name and address of the VP Judging can be found in each issue of the *Antique Automobile*. Always check with AACA Headquarters for the most current listing of accepted vehicles in this class.

Bentley
Buick Skylark (1953-1954)
Cadillac (Model 75, Eldorado (1953-1960), Saoutchik body (1948), Pininfarina body (1954)
Chrysler Crown Imperial (1949-1955)
Chrysler Imperial convertible (1956)
Continental Mark II (1956-1957)
Daimler (Mark II Empress, all Hooper bodied)
Delahaye 135M (1948)
Dual Ghia (1957-58 convertible, 1961-62 hardtop)
Hudson Italia
Jaguar Mark IV
Jaguar Mark V drophead coupe
Lehmann-Peterson Limousine (1963-1971)
Mercedes 300 (1951-1958)
Mercedes 600
Oldsmobile Fiesta (1953)
Packard (Caribbean, PanAmerican Patrician Limo Model 5426)
Rolls-Royce
Talbot-Lago
Triumph Renown Limousine (1954)
30A. Chevrolet Corvette ............ 1953-1962
30B. Chevrolet Corvette ............ 1963-1967
30C. Chevrolet Corvette ............ 1968-1977
30D. Chevrolet Corvette ............ 1978-1983
30E. Chevrolet Corvette ............ 1984-1995
32. Chevrolet; excluding Corvette

34A. Ford Mustang...............1965-1966
34B. Ford Mustang...............1967-1970
34C. Ford Mustang, including Mustang II

34G. Chevrolet Camaro, excluding High Performance........1967-1969
34I Chevrolet Camaro, excluding High Performance........1982-1995

35. DESIGNATED LIMITED PRODUCTION, PROTOTYPE & EXPERIMENTAL VEHICLES

Classic, Prestige, Limited Production, Prototype, and Experimental vehicles, that were factory built, may be accepted in these categories by individual model upon written application with adequate documentation submitted to the Specified Class Committee (SCC) via National Headquarters or the VP Judging, to be evaluated and accepted or denied. The Chairman of the SCC will forward the SCC’s decision to the VP Judging. Competition models (race cars) of specified Classic, Prestige or Limited Production, Prototype, and Experimental vehicles shall be entered in the proper competition class.

35A. Vehicles having a minimum of 4 cylinders, 75hp, and 100" wheelbase. 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 Class 35B.

Avanti, Avanti II ..........1965-1985
Bricklin SV-1..............1974-1976
Buick Landau .................1954
Buick 4dr hardtop Motorama .....1955
Chrysler Imperial Convertible.....1955
Dodge Derham Coupe ...........1948
Dodge Fire Arrow ..............1954
El Morocco ....................1956-1957
Fitch Firebird ..................1967
Ford Thunderbird Apollo .......1967
Ford Deluxe Sedan, Allegheny
Ludlum Stainless Steel ........1936
Glasspar, G-52..................1953
Hudson Jet Convertible........1954
Iso Ri Volta .......................... 1962-1970
Kaiser Darrin ......................... 1953-1954
Kurtis 500M .......................... 1954-1955
Maverick ................................ 1954
Muntz Jet .............................. 1951-1954
Mohs Safarikar ........................ 1973
Nash Ambassador Pininfarina .... 1956
Nash Heally ............................ 1951-1954
Packard Balboa ........................ 1953
Packard Panther ...................... 1954
Plymouth Belmont ..................... 1954
Pontiac Catalina Safari Pickup ... 1959
Pontiac X400 ........................... 1963
Tucker .................................. 1948

35B. Vehicles which do not meet or exceed all three requirements of 4 cylinders, 75hp, and a wheelbase of 100" will be placed in this class thru 1988.
Amphicar .............................. 1961-1968
AMX-R .................................. 1968
Berkeley .............................. 1956-1961
Bugatti (bodied to the specifications of Bugatti only)
DeLorean DMC-12 ..................... 1981-1983
Gremlin XP ............................ 1971
Keller .................................. 1948-1949
Pontiac Fiero Indy Pacecar
Prototype ................................ 1984
Westland Empire Aristocrat .... 1958

35C. This competition class is for factory assembled, manufactured vehicles that replicate the look and style of a previous make or model.
Documented "Second Generation Collector Vehicles" (SGCVs) first-time entrants must apply to AACA National Headquarters to receive an application for certification. The completed application, after being returned to AACA National Headquarters, will be forwarded to the SCC for certification. If the vehicle is certified, the SCC will return to National Headquarters, with its findings all of the documentation provided by the owner. At National Headquarters the vehicle documentation will be processed. A copy of the documentation will be dated, marked, and signed, certifying the vehicle. One (1) copy of the information will be sent to the owner and the remaining copy will be retained at National Headquarters. The documentation
sent to the owner must be with the vehicle each time the vehicle is being shown at an AACA Nationals event. The application process may require several weeks.

A letter and a signed photograph must have an acceptance number that matches the number on the vehicle's grille badge. The grille badge will be presented to the owner at the first Nationals the vehicle attends by the Team Captain of the judging team after the judging team verifies the vehicle and the acceptance information matches, after which the vehicle will be point judged. The badge must be attached to the vehicle and acceptance information must available at all future Nationals. If this vehicle wins its First Junior Award the owner will receive from AACA National Headquarters a First Junior badge with its AACA vehicle number and the date of winning. The First Junior badge must be mounted on the vehicle along with the previously mentioned grille badge where they are readily visible in order to be judged at future AACA Nationals.

AACA DOES NOT ACCEPT KIT CARS. Any vehicle not complying with all of the above will be disqualified.

35C. Alfa Romeo 4R Zagato ..... 1966-1968
Avanti ...................................... 1986-1992
Camelot Fifty Seven, Camelot T-bird, Clenet, Duesenberg II, Duke ..... 1984
Excalibur, Series II ......................... 1975
Glenn Pray Auburn, Glenn Pray Cord, Phillips Berlina, Shay Model A, Shay Thunderbird, Southeastern Cord, Zimmer

36. FACTORY HIGH PERFORMANCE VEHICLES
The Factory High Performance class has been developed especially for performance oriented domestic vehicles, from their beginnings in the 1950s thru their "heyday" of the late 1960s and early 1970s 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 VP Judging for
review by the Specified Class Committee (SCC), which will make a
recommendation to the Judging Committee. The name and address of
the VP Judging can be found in each issue of the *Antique Automobile.*
Always check AACA Headquarters for the most current listing of accepted
vehicles in this class. NOTE: "v" refers
to carburetor barrels.

36A. Buick & Pontiac.............. 1957-1969

**Buick**

Grand Sport w/400cid and Stage 1 ........................................ 1967-1969

Riviera GS w/425cid or larger
(includes 2-4v) ........................................ 1965-1966

Skylark GS 4v, w/401cid ........................................ 1964-1969

Wildcat 2dr, 4v, w/425cid or larger
(includes 2-4v) ........................................ 1964-1969

Wildcat GS w/Y-4 option .......... 1966

**Pontiac**

Bonneville 2dr, w/fuel injection
315hp or higher.......................... 1957-1958
Bonneville & all Chief models 2dr,
3-2v, w/370cid (330hp)................. 1958

Catalina/Ventura 2dr, 4v or 3-2v,
w/389cid (345hp or higher) .......... 1959-1962

Catalina 2dr, 4v & 3-2v w/412cid ........................................ 1962-1966

Super Duty .................................. 1963

2+2 ........................................ 1966

Catalina 2+2, w/4v & 428cid ...... 1967

Firebird 4v, w/400cid, includes
H.O. & Ram Air ......................... 1967-1969

Firebird 4v w/350cid H.O.
320hp .................................. 1968-1969

Firebird Trans Am 4v, w/400cid
includes H.O. & Ram Air ............ 1969

Grand Prix 4v, w/421cid includes
3-2v .................................. 1962-1966

Grand Prix 4v, w/428cid
includes H.O. .......................... 1967-1969
GTO/LeMans  2dr, 4v, w/389cid
includes 3-2v.................1964-1966
GTO/LeMans  2dr, 4v, w/400cid
includes H.O. & Ram Air....1967-1969

36B. Chevrolet & Oldsmobile .....1957-1969

Chevrolet
Biscayne, Bel Air, Impala  2dr, 3-2v,
w/348cid (350hp) .....................1961
Biscayne, Bel Air, Impala  2dr, 4v or
2-4v, w/409cid.....................1961-1965
includes models w/427 Z-11
option ..................................1963
Biscayne, Bel Air, Impala  2dr, 4v
or 3-2v w/427cid...............1966-1969
Camaro, Z/28, SS, RS/SS, COPO and
Yenko 302, 396, 427 & 350 w/295 &
300hp.................................1967-1969
Camaro, 4v, 327 w/275 hp....1967-1968
Camaro, 350 LM1 4v w/250/255hp
........................................1969
Chevelle/Malibu  2dr, 4v, w/Hi-Perf.
327cid (300hp) .................1964-1968
Chevelle/Malibu  2dr, 4v, w/396cid
includes SS .......................1966-1969
Chevelle & Camaro COPO 4v,
w/427cid...............................1969
Camaro Yenko 4v, w/427cid
........................................1967-1969
Chevelle & Nova Yenko 4v,
w/427 cid............................1969
Chevy II Nova  2dr, 4v, w/Hi-Perf.
327cid (275hp) or higher....1965-1967
Nova  2dr, 4v w/350cid 295 hp
or higher...........................1968-1969
Nova  2dr, 4v, w/396cid & includes
SS ....................................1968-1969
Nova Yenko Deuce 4v, w/350cid 1969

Oldsmobile
Cutlass 442  4v, w/330cid 310hp
........................................1964
Cutlass F-85 442  4v, w/400cid
(310hp) includes W-30......1965-1969
Cutlass 442  4v, w/400cid
includes W30 ....................1965-1969
Cutlass & 442  3-2v L-69 option
w/400cid..................................1966
Cutlass/F-85  2dr, 4v, w/350cid
Hi-Pro (325hp) W31 .............1968-1969
Hurst/Olds  4v, w/455cid ....1968-1969

36C. Chrysler, Dodge, Plymouth
........................................1955-1969
Chrysler
Chrysler "300" all letter series .................................................. 1955-1965

Dodge
A-Body 2dr, 4v or 3-2v, w/383cid or larger................................. 1967-1969
A-Body 2dr, 4v, 2-4v or 3-2v, w/340 includes Dart GT, 2dr., 4v, w/275hp........................................ 1966
Dart GT, Dart Swinger & GT Sport........................................... 1968-1969
B-Body 2dr, 4v, 2-4v or 3-2v, w/383cid or larger, includes Charger........................................... 1960-1969 and early Polara to 1964
C-Body 2dr, 4v or 2-4v, w/383cid ........................................... 1960-1969
C-Body 2dr, 4v or 2-4v or 3-2v, w/413cid or larger, includes 880 .................................................. 1962-1969

Plymouth
A-Body 2dr, 4v or 3-2v, w/383cid or larger............................... 1967-1969
A-Body 2dr, 4v, w/340 includes Valiant, Barracuda & Formula S ................. 1968-1969
B-Body 2dr, 4v, 2-4v or 3-2v, w/383cid or larger, includes Satellite, Belvedere, Road Runner & GTX .................................................. 1965-1969
C-Body 2dr, 4v, w/383cid or larger includes Fury, Sport Fury, & VIP ........................................ 1960-1969
Fury.............................................................................. 1956-1958

36D. Ford & Mercury .................................................. 1957-1969

Ford
Ford, dual 4v.......................................................... 1957
Ford F code 312 cid/300hp........................................ 1957
Fairlane 2dr, 4v, w/289cid K Code .................................................. 1963-1966
Fairlane Thunderbolt w/427cid.... 1964
Fairlane 2dr, 4v, w/390cid or larger includes GT, XL, 500 ........ 1966-1969
Galaxie 2dr., 4v or 3-2v, w/390cid 375hp or 401hp........... 1960-1961
Galaxie 2dr, 4v 2-4v or 3-2v, w/406cid or larger includes Galaxie lightweight w/427cid................................. 1962-1964
Galaxie 500 & XL 2dr., 4v, or 2-4v w/427cid or larger ............. 1965-1969
Mustang 4v, w/K-code 289cid or larger includes 390 & 428 cid .................................................. 1965-1967
Shelby Mustang All Models of GT350 & GT500.............. 1965-1969
Torino & Torino GT 2dr, 4v, w/390cid or larger .......... 1968-1969
Torino Talladega w/428cid ......... 1969
Torino Cobra w/428cid ............. 1969

Shelby Shelby All Models ............ 1962-1968

Mercury
Cougar XR-7 4v, w/302cid Boss or larger.............................. 1968-1969
Cougar Eliminator 4v, w/302cid Boss or larger..................... 1969
Cyclone & Comet 2dr, 4v, w/K-Code 289cid...................... 1964-1966
Cyclone & Comet GT 2dr, w/390cid ........................................ 1966
Cyclone & Montego 2dr, 4v, w/390cid or larger includes MX & models w/427cid & 428cid .............. 1966-1969
Cyclone Spoiler II w/428cid CJ ........................................ 1969

Monterey 2dr, 3-2v, w/430cid 390hp or higher...................... 1958-1959
Monterey Parklane 2dr, 4v or 2-4v, w/427cid or 428cid includes, S-55 sport series 2dr........... 1963-1967

36E. American Motors Corp. .... 1960-1969
AMX 4v, w/343cid or larger .............................................. 1968-1969
AMX Craig Breedlove edition 4v, w/390cid .................................. 1968
Hurst-SST/AMX edition 4v, w/390cid .................................. 1969
Javelin & SST 4v, w/343cid or larger........................................... 1967-1969
Rambler Hurst S/C 4v, w/390cid ........................................ 1969
Rambler Rogue 4v, w/343cid or larger ................................. 1967-1969
Rebel & SST 2dr., 4v, w/343cid or larger................................. 1967-1969


Buick
Century GS 4v, w/455cid includes
Stage 1 ........................................ 1973-1974
Grand National .................. 1984-1987
GNX ........................................ 1987
GS 350, w/315hp ............... 1970
Rivera GS 4v, w/455cid
includes Stage 1 .................... 1970-1973
Skylark GS  4v, w/455cid includes GSX & Stage 1 .................... 1970-1972
Wildcat GS  4v, w/455cid includes Stage 1............................... 1970

**Pontiac**
Can Am 4v, w/400cid .................. 1977
Firebird 4v, w/400cid or larger includes H.O. & SD............. 1970-1976
Grand Prix Hurst SSJ/SJ/LJ  4v w/455cid................................. 1970-1976
GTO/Judge  4v, w/400cid H.O. or Ram Air.............................. 1970
GTO/Judge  4v, w/455cid includes H.O. ............................. 1970-1972
GTO  4v, w/400cid or larger includes 455cid SD ...................... 1973
Lemans  2dr, 4v, w/400cid H.O. or Ram air .......................... 1970
Lemans T-37 2dr, 4v, w/455cid includes H.O & SD.................. 1970-1976
Trans Am  4v, w/400cid or larger includes H.O. & SD............ 1970-1979


**Chevrolet**
Camaro 4v, w/350cid/LT-1 and all Z-28 .................................. 1970-74
Chevelle/Malibu  2dr, 4v, w/396cid or 454cid includes SS........... 1970
Chevelle/Malibu  2dr, 4v, w/big block, w/400 cid or 454cid......... 1971
Chevelle/Malibu  2dr, 4v, w/402cid or 454cid, includes SS........... 1972
Monte Carlo SS  4v, w/455cid ............................................ 1970-1971
Nova 2dr, 4v, w/396cid, includes SS................................. 1970-1972
Nova 2dr, 4v, w/350cid/LT-1, includes SS................................ 1972
Nova Yenko Deuce w/350cid/LT-1........................................... 1970

**Oldsmobile**
Cutlass 2dr, 4v, w/455cid includes W-30 ................................. 1970-1975
Cutlass 4v, w/455cid includes W-30 ...................................... 1970-1975
Cutlass Rallye  4v, w/350cid, w/310hp .................................... 1970-1975
Hurst/Olds 4v, w/455cid ....... 1970-1975


**Chrysler**
300 Series 2dr, Hurst special edition 4v, w/440cid ........................ 1970
Dodge
A-Body 2dr, 4v or 3-2v w/340cid and larger, includes Dart, GTS, Swinger & Demon............. 1970-1974
B-Body 2dr, 4v, 2-4v or 3-2v w/383cid and larger, includes Coronet, Charger ...................... 1970-1973
C-Body 2dr, 4v or 3-2v w/440cid Magnum, includes Monaco & Polara ........................................ 1970-1972
E-Body 2dr, 4v, 2-4v or 3-2v w/340cid & larger, includes Challenger, Challenger R/T & T/A........ 1970-1974

Plymouth
A-Body 2dr, 4v or 3-2v w/340cid and larger, includes Valiant, Scamp & Duster.............. 1970-1974
B-Body 2dr, 4v, 2-4v or 3-2v w/383cid and larger, includes Satellite, Road Runner, Superbird & GTX...................... 1970-1973
C-Body 2dr, 4v or 3-2v w/440cid Super Commando, includes Fury Sport Fury & Fury G/T .. 1970-1972
E-Body 4v, 2-4v or 3-2v w/340cid & larger, includes Barracuda, Hemi-Cuda, Cuda AAR.... 1970-1974


Ford
Falcon 2dr, 4v, w/429cid includes CJ models .................................. 1970
Galaxie 500 & XL 2dr, 4v, or 2-4v, w/429cid or 460cid............. 1970-1974
Mustang all 4v, ............. 1970-1973
Shelby Mustang All Models of GT350 & GT500 ...................... 1970-1974
Torino 500 & GT 2dr, 4v, w/429 or 460cid ............................. 1970-1974
Torino Cobra 4v, w/429cid..... 1970-1971
Torino Gran 2dr, 4v, w/351 CJ's, 429cid or 460cid .................. 1972-1974

Mercury
Cougar Eliminator 4v, w/302,351 or 429cid boss...................... 1970
Cougar & XR-7 4v, w/302cid Boss or larger, includes Boss 351cid, Boss 429cid & CJ models ... 1970-1973
Cyclone & GT 4v, w/429cid ........................................ 1970-1971
Cyclone Spoiler II w/429cid ...... 1970
Marauder X-100 2dr, 4v, 429 cid ........................................ 1970

4-23
Montego MX & GT 2dr, 4v, w/351cid CJ or 429cid.................... 1970-1973
36J. AMC ........................................ 1970-1980
AMX 4v, w360cid or larger........ 1970
Hornet SC/special edition 4v, w/360cid............................. 1971
Javelin AMX & SST 4v, w/360cid or larger...................... 1970-1974
Matador 2dr, 4v, w/401cid.... 1971-1974
Matador 2dr, 4v, w/360cid .... 1971-1976
Matador Machine special edition 4v, w/401cid.................... 1971
Rebel & SST 2dr, 4v, w/360cid or 390cid......................... 1970
Rebel Machine special edition 4v, w/390cid........................ 1970

36K. Trucks .................................... 1966-1989

Chevrolet
El Camino 4v, w/327cid 275hp or larger, includes SS........ 1964-1967
El Camino 4v, w/396cid or larger, includes SS............... 1966-1972
El Camino 4v, w/327cid 300hp or larger, includes SS....... 1968
El Camino 4v, w/350cid 300hp or larger, includes SS..... 1969-1970

Ford
Ranchero 4v w/428cid or larger, includes CJ models........ 1968-1972

GMC
Sprint 4v, w/454cid........ 1971-1972

Dodge
Little Red Express 4v w/360cid ........ 1978-1979

36L. Buick & Pontiac................. 1990-1995

Pontiac
Trans Am & Formula 5.7L, LT1, V8 and 275 hp............... 1993-1995

36M. Chevrolet & Oldsmobile..... 1990-1995

Chevrolet
Camaro Z28 5.7, LT1, V8 and 275 hp ......................... 1993-1995
Impala SS 5.7L, LT1, V8 and 260 hp ......................... 1994-1995

36N. Chrysler, Dodge & Plymouth
........................................ 1990-1995

Dodge
Viper 8.0L, V10 and 400 hp ................................ 1992-1995

36O. Ford & Mercury ............... 1990-1995

Ford
SVT Mustang Cobra 5.0L, V8 and 235hp ......................... 1993
SVT Mustang Cobra 5.0 L, V8 and 240 hp ........................................... 1994-1995

36P. Trucks ..................................... 1990-1995

Chevrolet
454 SS pickup 7.4L, V8 and 230 hp .............................................. 1990
454 SS pickup 7.4L, V8 and 255 hp .............................................. 1991-1993

GMC
Typhoon SUV 4.3L, turbo V6 and 280 hp .................................. 1990-1993
Sycolne pickup 4.3L, turbo V6 and 280 hp .................................. 1992-1993

37. PROFESSIONAL VEHICLES
Professional vehicles shall include all ambulances, funeral vehicles, taxis, police vehicles, and other 4-wheeled automobile-based professional vehicles (no ATVs or water-bound vehicles.)

37B. Professional vehicles ............thru 1942
37B. Professional vehicles ............1943-1995

38. SPORT UTILITY VEHICLES
A sport utility vehicle (SUV) is a vehicle similar to a station wagon or estate car, usually equipped with 4-wheel drive for on or off road ability. Some SUVs contain a towing capacity of a pickup truck with passenger carrying space of a mini-van or large sedan. Sport Utility vehicles includes Broncos, Blazers & other similar vehicles.

.................................................. 1966-1995

39. SPECIAL INTEREST VEHICLES
A display only, non-judged class. All vehicles in this class must be approved by the Class Acceptance Committee. The owner of such vehicle must provide documentation and authenticity documents to the Class Acceptance Committee. Consideration will be for the following examples:
a. Celebrity vehicles
b. Vehicles in movies or on television
c. Vehicles of historical significance
d. Vehicles of innovative design that never matured

This class is not for modified vehicles, hot rods, street rods, choppers, etc.
III. COMPETITION CATEGORIES

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

A. GENERAL JUDGING STATEMENT

1. AACA accepts motorized vehicles 25 years old or older, which were built in factories and specifically designed and manufactured for transportation use on public roadways and highways. 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. Vehicles are judged in the JUNIOR category at AACA Nationals 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.

B. JUNIOR CATEGORY

1. The highest scoring vehicle in a class, at or above the 365 point 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.

C. 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 points 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 trophy, 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 Nationals 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 Section 4, IV. A.)

D. 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 of Senior Award-Section 4, IV, E.)

2. At the first Nationals 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 Nationals (e.g., 2004 Eastern Spring, 2006 Western Fall, etc.). At subsequent Nationals, Senior vehicles that have won the Preservation Award plaque and score 350 points 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. 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 Nationals.

3. Vehicles which have won an AGN First Prize are still eligible to receive a Preservation Award at any AACA Nationals if they score 350 or above.

4. POINT JUDGING
All vehicles will be point judged in the normal manner with the following sole exception: at exceptionally large Nationals, if the number of judges is not sufficient to point judge all registered vehicles, the VP Judging may permit the “VISUAL” 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 visual judged will be denied a Preservation award.

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

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.

2. **Effective in 2006, the following awards – when applicable – will be presented with the Nationals Preservation Award:**
   a. A vehicle with ten (10) Preservation Awards will receive a Bronze Preservation Participation Award.
   b. A vehicle with a total of fifteen (15) Preservation Awards and the Bronze Award will receive the Silver Preservation Participation Award.
   c. A vehicle with a total of twenty (20) Preservation Awards and the Silver Award will receive the Gold Preservation Participation Award.
   d. A vehicle with a total of twenty-five (25) Preservation Awards and the Gold Award will receive the Cloisonné Preservation Participation Award.

**IV. CHANGE OF OWNERSHIP**

**A. OPTION 1**

When a Senior Award-winning 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 the National Headquarters by the seller or person transferring the vehicle. If the vehicle has received the AGN 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.
B. **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 Nationals 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 Nationals Award. Please contact AACA National Headquarters to advise us of your purchase and judging status of the vehicle.

C. **OPTION 3**
   When an HPOF or DPC vehicle changes ownership by sale or transfer, all grille badges previously won must be removed and returned to AACA Headquarters. The new owner must contact AACA Headquarters to advise them of their purchase and choice of judging class for the vehicle.

D. **ADDITIONAL COMMENTS**
   1. Judging Forms are not returned to owners. The forms are used only to determine the award winners at a particular Nationals 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.

E. **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 Nationals 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.
F. 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 AGN FIRST PRIZE and Senior badges, the badges 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.

G. CLASS REGISTRATION CHANGE
1. If a member decides he/she wants to move his/her vehicle to a different class (Class Judging, HPOF, DPC) after the vehicle has won an award in any such class, he/she may do so.
2. Switching to a different class will be accommodated only once every 10 years. Once you make a switch, the vehicle is required to stay in that class until a total of 10 years has passed. At the 10-year mark you are eligible to use the recycle method and thereby choose a new class. This guideline is effective beginning 2013.
3. To make the switch it will be necessary to contact AACA National Headquarters and speak to the person in charge of vehicle records. If a member chooses to move his/her vehicle to a different class, he/she must return all badges to National Headquarters. The badges must NOT remain on the vehicle. If the owner wishes, he/she may enclose $5 per badge to have the badge engraved "RETIRED" and sent back to the owner.
4. 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, AGN) 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.

5. A vehicle that has been HPOF Certified cannot then enter the Junior Class or DPC class. The following two exceptions apply:
   a. If the owner decides to restore the vehicle, can then be entered in the Junior class when AACA is so notified and the HPOF badge is removed from the vehicle and returned to AACA; or
   b. 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.

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

SECTION IV APPENDIX

1. Sample Vehicle Registration Card
2. Trophy/Award Pickup Form
3. Owners Briefing Notification
4. The Family Tree of National Prizes
5. AACA Nationals Trophies/Badges/Tabs
**Sample Vehicle Registration Form**

<table>
<thead>
<tr>
<th>AACA Vehicle #</th>
<th>58247</th>
<th>(for vehicles previously entered in an AACA Nationals)</th>
</tr>
</thead>
<tbody>
<tr>
<td>select only <strong>ONE:</strong>*</td>
<td>□ HPOF or □ DPC or <strong>x</strong> Class Judging - If Class Judging Enter Class # <strong>17B</strong></td>
<td></td>
</tr>
<tr>
<td>Model Year</td>
<td>1922</td>
<td>Make</td>
</tr>
<tr>
<td>Model</td>
<td>34B</td>
<td>(120, Corvette, Mustang, etc.)</td>
</tr>
<tr>
<td>Body Style</td>
<td>Roadster</td>
<td>Color</td>
</tr>
<tr>
<td>No of Cyl</td>
<td>6</td>
<td>Cu In.</td>
</tr>
<tr>
<td>Brakes:</td>
<td>□ 2 wheel</td>
<td><strong>x</strong> 4 wheel</td>
</tr>
<tr>
<td>VIN</td>
<td>XYZ123456</td>
<td></td>
</tr>
</tbody>
</table>

**Name of Previous AACA Owner if this is a transfer** ________________________________________

000000 J  
John Smith  
123 Street Address  
City, State Zip

**FOR ABOVE NAMED ACTIVE MEMBER ONLY—NOT TRANSFERABLE**

<table>
<thead>
<tr>
<th>xxxxx Division</th>
<th>City, State</th>
<th>Date</th>
</tr>
</thead>
</table>

In signing this registration form to enter a vehicle in a Nationals, 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 certify that this vehicle entry meets the rules as required by the Official Judging Guidelines. Furthermore, I understand that the burden of proof as to the authenticity of this vehicle is solely mine.

**Owner’s Signature** **John Smith**  
Owner’s Telephone | 416-555-9228  
Owner’s Email | Jsmith@email.com

**IMPORTANT:** All vehicles judged must have a fully charged, clearly visible, UL-approved fire extinguisher.
SECTION 4 APPENDIX

4-2. Trophy/Award Pickup Form

ANTIQUE AUTOMOBILE CLUB OF AMERICA

National Award Pick-up Form

MEET _____________________________ DATE ___________________

This form is to be completed by the VEHICLE OWNER at an AACA Nationals who will be unable to attend the Awards Banquet and wishes to arrange to have someone pick up his award for him. You, the vehicle owner, must give this form to the person who has agreed to pick up and be responsible for your award. Do not give this form to members of the Judging Team, the Chief Judge, the Judging Administration office, or leave it with your judging form.

CLASS        VEHICLE      AWARD
____________   _______________________             ___________

Owner’s name and address (print) __________________________________________________

________________________________________________

________________________________________________

________________________________________________

Zip

(Owner’s Signature)

Award picked up by: __________________________________________________

(print)

(To be signed at time of award pick-up)

Note: This form must be completed prior to the Awards Ceremony as outlined above. Please note that if you are not able to attend the Banquet, you are invited to attend the Awards Ceremony without purchasing a banquet ticket. All vehicle owners are welcome at the Awards presentation.
OWNERS BRIEFING

9:30 AM SHARP

AT SHOW CAR ENTRANCE

THE DO’S & DON’TS OF SHOWING A CAR AT AN AACA NATIONALS.
# The Family Tree of National Prizes

<table>
<thead>
<tr>
<th>Minimum Points</th>
<th>Nationals</th>
<th>Grand Nationals</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Junior Category</td>
<td>Senior Category</td>
</tr>
<tr>
<td>390</td>
<td></td>
<td></td>
</tr>
<tr>
<td>380</td>
<td></td>
<td></td>
</tr>
<tr>
<td>375</td>
<td></td>
<td>Senior</td>
</tr>
<tr>
<td>370</td>
<td></td>
<td></td>
</tr>
<tr>
<td>365</td>
<td></td>
<td>1st</td>
</tr>
<tr>
<td>360</td>
<td></td>
<td></td>
</tr>
<tr>
<td>350</td>
<td></td>
<td>Preservation</td>
</tr>
<tr>
<td>330</td>
<td></td>
<td></td>
</tr>
<tr>
<td>295</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Point Spread for Ties</strong></td>
<td>10 pts.</td>
<td>10 pts.</td>
</tr>
</tbody>
</table>

* Tieing Points must be above the respective minimum required.
** All participating vehicles at a Grand Nationals 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 GN Senior can be won repeatedly.
SECTION 4 APPENDIX

4-5. AACA Nationals Trophy/Badge/Tab Sheet

JUNIOR TROPHIES

ANNUAL GRAND NATIONALS TROPHIES

PRESERVATION AWARD BOARD

NATIONAL FIRST PRIZE WINNER BADGE

A.G.N.M. FIRST PRIZE BADGE

AGN REPEAT SENIOR TROPHY

SENIOR TROPHY ("Duryea")

HISTORICAL PRESERVATION OF ORIGINAL FEATURES BADGE

SECOND GENERATION COLLECTOR VEHICLE BADGE

DRIVER PARTICIPATION BADGE

ORIGINAL TAB

SENIOR TAB

NATIONAL AWARD TAB
2020 AACA
NATIONAL ACTIVITIES

February 6–8, 2020
Annual Convention – Philadelphia, PA

February 27–29, 2020
Winter Nationals – Miami, FL

April 2–4, 2020
Southeastern Spring Nationals – Charlotte, NC

April 23–25, 2020
Western Spring Nationals – Show Low, AZ

April 26–May 1, 2020
Founders Tour – Show Low, AZ

May 7–9, 2020
Central Spring Nationals – Auburn, IN

May 13–16, 2020
Eastern Divisional Tour – Eastern Shore of MD

June 7–12, 2020
Sentimental Tour – Davis, WV

June 24–27, 2020
Eastern Spring Nationals – Beckley, WV

July 19–24, 2020
Reliability Tour – Lock Haven/Wellsboro, PA

July 23–25, 2020
Grand Nationals – Allentown, PA

August 20–22, 2020
Southeastern Fall Nationals – Elizabeth, IN

September 13–18, 2020
Revival AAA Glidden Tour® (VMCCA) – Saratoga Springs, NY

October 7–10, 2020
Eastern Fall – Hershey, PA

October 19–23, 2020
Central Divisional Tour – Broken Arrow, OK

For more information, visit www.aaca.org
Antique Automobile Club of America

The Premier Club Preserving
Automotive History