

Studebaker Drivers Club

Judging

Policy

Manual



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Forward

Some years have elapsed since the SDC Judging Standing Committee published the SDC Judging Policies that are used as a Standard at all SDC events. In our continuing effort to get all SDC members to have the same understanding of SDC Judging Policy, we have undertaken to refine, correct inconsistencies, and incorporate revisions that have arisen since the last publication of the Judging Policy in the April and May 2003 issues of Turning Wheels. No changes have been made to the SDC Judging Policy. Unfortunately, the Judging Policy on the SDC Website is incomplete, as it does not discuss "Condition" judging. We have corrected that problem.

Many examples and definitions have been included so members and judges will have a better understanding of what Judge's look for and how they evaluate what they find.

In 2002, the Judging Standards Committee, chaired by Carl Thomason, reviewed all previously published Judging Policy documents. Their efforts resulted in the Judging Policy printed in the April and May 2003 Turning Wheels. This Judging Manual takes that Judging Policy and explains in detail how SDC Judging works. There have been some minor revisions to the Judging Policy since it was printed in Turning Wheels that are incorporated in this Judging Manual. An example is hose clamps on radiator hoses no longer receive an Authenticity deduction.

This is a working document reflecting SDC's Judging Policy. As changes arise, the Judging Standing Committee, currently chaired by Jim Pepper, will assess the need for change.

We are proposing to the SDC Board of Directors authorization to set up a Certified Judge Program and begin the creation of a Studebaker Authenticity Guide.

Questions always arise when more than one person is involved. What follows is our effort to enhance the continuity of SDC Judging practices.

Many thanks to all those who contributed to this Manual: Jim Pepper, Carl Thomason, Dick Steinkamp, Curt Campbell, Diane Glew, Gay Wittenberg, the Judging Standing Committee and all those on the SDC Forum who had suggestions regarding judging.

Carl S. Thoms
SDC Chief Judge
May 28, 2007

Chapter 1

Introduction

The judging system used by the Studebaker Drivers Club is a point deduction system as originated by the Sports Car Club of America. SCCA judging system works on the premise that a vehicle starts out perfect then points are deducted for imperfections. A few years ago, the Studebaker Drivers Club changed from a 100-point judging system where vehicles competed against each other to a 400-point judging system where vehicles compete against a standard.

SDC's Judging and Awards process changed to make them conform more closely to AACA (Antique Automobile Club of America) Judging Process. Now vehicles are judged against a standard instead of each other. Now there is no limit to the number of First, Second or Third place awards given in each Division. Under the 100-point system, only one First, Second and Third place awards were given in each Division. This means that today all vehicles judged in a Division could potentially receive a First Place award.

Original/Restored vehicles are judged in Divisions 1 to 7. For purposes of judging, we will call all modified, customized, and altered vehicles: Non-Stock. Non-Stock, Studebaker Powered Vehicles are judged in Division 8, Non-Stock, Non-Studebaker Powered Vehicles are judged in Division 9. Studebaker Powered Vehicles are those with a Studebaker engine installed. Non-Studebaker Powered Vehicles are those with any other make of engine installed.

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

The CONDITION categories add up to 400 possible point deductions. This is the 400-point system. Authenticity deductions are in addition to the 400 point Condition deductions. The Condition side of the SDC Judging Form adds up to 400 points and always has added up to 400 points. Authenticity deductions are separate and unlimited.

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

If you are restoring a vehicle for show, the main thing to keep in mind, except for Division 8 and 9 (Non-Stock), is that your goal should be to restore your vehicle as close to Showroom Condition as possible. This includes paint colors, upholstery, tire size and white walls width, engine colors, accessories, etc.

Chapter 1

Introduction

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

In Super Competition, which is not used at Studebaker shows, judges might compare the original production orders to the vehicle. They check the serial numbers, matching the engine number from the production order, the type, and colors and gauge of the wires in the wiring harnesses, window manufacture logo correctly placed and shows the original name of the window glass manufacture and other items like these in an effort to separate close contestants. This Super Competition is used to separate vehicles where the judging system compares vehicles against each other. We do not use the Super Competition rules for judging Studebakers.

Please do not say that judges are nitpickers. Judges are tasked with finding imperfections, flaws, and condition items. When they check minor details, it is their job to inspect each vehicle fairly and diligently.

Having one's vehicle judged is an aspect of our hobby that causes some trepidation. As in most big car shows, judging and awards are a major part of the festivities. The awards provide a sense of completion, but their acquisition should not be the prime reason for attending a Car Show. One of the main reasons for judging is to inspire us to maintain our cars and trucks in as like new condition. Studebaker International Meets and Zone Meets, is where we can show the general public and other members our pride and joys. Think of a Car Show as a learning experience, instead of a battle for awards and you will have a great time, regardless of how well your vehicle does in the competition.

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

Be proud. Drive your Studebaker!

Chapter 2

Definitions & Responsibilities

Concours Chairman (selected by host chapter):

The Concours Chairman is responsible for the Concours field layout, signs, food vendors, waste cans, rest rooms, clean up, everything relating to the Concours parking lot condition. The Concours Chairman is also responsible for interfacing with the Chief Judge regarding Concours field layout and assigning a person to assist the Chief Judge during the week long SDC International Meet.

Concours Chief Judge (International):

The Concours Chief Judge is responsible for Judging of the Concours, assigning the Division Captains for each of the nine Divisions, providing the Judging Forms to the Registration Chairman for inclusion in the Entrant's registration packet, facilitating a question and answer seminar, calculating the scores of Judging Forms, announcing and giving out the awards at the Awards Banquet and resolving disputes. Concours Chief Judge is also responsible for developing an Authenticity Facts Book (to be developed in the future.)

Division Captains:

There are four Judges assigned to each Division. The Division Captain is responsible to assign a Judge to each category judged: 1) Exterior, 2) Interior, 3) Engine and Trunk Compartments, and 4) Equipment and Operation. The Division Captains are also responsible for the training of Judges (to be developed in the future in conjunction with the Chief Judge). It is also the Division Captains responsibility to assemble all of the Judging Forms and to present them to the Chief Judge for processing.

Division Judges:

Division Judges are responsible to familiarize themselves with the Judging Rules and the Authenticity in their respective Divisions. They are also required to attend the Breakfast Meeting and Judges Training Seminar. It is the responsibility of each Judge to judge the Condition and Authenticity of each vehicle except in Division 8 and 9 (Custom/Modified) where Condition only is judged. All Division Judges should be familiar with the Judging Form and Judging Rules. As deductions are determined, the Division Scribe annotates the deduction and reason for the deduction on the Judging Form appropriately. A Division Judge does not write on the Judging Form.

Chapter 2

Definitions & Responsibilities

Division Scribe:

A Division Scribe is responsible for annotating (prints legibly) the deductions and reason for each deduction as told to them by each of the Division Judges. When the Judging Team is ready to judge the vehicle, the Scribe will ask the Entrant if there is anything unique that the Judges should know before judging the vehicle. They are also responsible for keeping the Judging Form from being viewed by anyone except by the Division Judge for that Division and the Chief Judge. The Judging team does not total scores. The Chief Judge's Scoring Staff will do this. While the Judges are judging a vehicle, the Scribe should locate the next vehicle in that Division and prepare it for judging. This includes verifying that the Entrant properly filled out the appropriate portion of Judging Form, and making sure the Entrant is present and ready for the Judging Team.

Concours Entrant:

An Entrant is defined as the owner, driver, or person who registers the vehicle in the Concours to be judged. The Entrant can be represented by anyone designated by the owner on the Concours Field. The Entrant must be a member of SDC, AIOA, ASC, or the Packard Clubs to register for the SDC International Meet (or Zone Meet). The Entrant must pay for the General Registration fee and Judging fee to have their vehicle judged. For the purposes of this Judging Manual, the term "Entrant" is used throughout.

On the Concours, the Entrant can have another person represent them for judging of their vehicle. Entrants must stay with their vehicle until it is judged. If no one is at the vehicle when the Judging team approaches to judge the vehicle, it will not be judged. The Judging team will make one attempt to come back later to see if the entrant is at the vehicle. It is impossible to give entrants a time schedule as to when their vehicle will be judged. Therefore, the entrants must be prepared to stay with their vehicle from 9:00am until it is judged. When Divisions are large, this may take hours.

Chapter 3

Judging Divisions

There are nine Judging Divisions. We no longer have “Classes” which were used before we changed to the 400-point system. In the old system everyone competed against each other, now vehicles compete against a Standard. The Divisions are listed on the next page.

Division Awards: 1st through 3rd place awards are awarded in all Divisions. Only one award is given to a vehicle. The vehicle with the highest score in a Division, above 374 points, receives the “Best of Division” award only, not a 1st place and Best of Division award.

Point spread for awards are as follow:

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

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

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

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

There is NO “Best of Show” award. Because all vehicles are judged against a Standard and not against each other, there is no way to determine a Best of Show vehicle. Each judging team will vary in how they score the vehicles, so unless one set of Judges judged all vehicles, it is unfair to compare scores between Divisions. There are too many vehicles to have one set of Judges’ judge all vehicles.

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

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

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

Division Changes: No Division changes are allowed on the Concours field after the registration cutoff date, which is usually Noon on the Wednesday before the Concours on Thursday. The Chief Judge may make an exception to this rule; however, exceptions are rare. Zone Meets can vary from this rule. After the cutoff date, the vehicle is judged in the Division in which it is registered. If it is in the wrong Division it is judged in that Division and a penalty of 5 points assessed. It is the Entrants’ responsibility to enter their vehicle in the correct Division.

Chapter 3

Judging Divisions

Division 1: Prewar

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

Division 2: Early Postwar Sedans and Wagons

All Sedans and Wagons 1947-1958

Division 3: Lark-Types

Larks types, all models
including convertibles 1959-1966

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

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

Division 5: GT Hawks

GT Hawks 1962-1964

Division 6: Avanti's

Avanti (Studebaker) 1963-1964
Avanti II (Nate Altman) 1966-1982
Avanti (Blake, Kelley, Cafaro, etc) 1983-1991

Division 7: Trucks

Trucks, all models 1902-1964

Division 8: Non-Stock, Studebaker Powered

All Vehicles and Trucks (Custom/Modified) All years

Division 9: Non-Stock, Non-Studebaker Powered

All Vehicles and Trucks (Custom/Modified) All years

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

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

Class B: Related Vehicles - Weasels, Racers, Excalibur

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

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

Chapter 4

Judges Instructions

Judges are SDC, AOAI, ASC, or Package Clubs members who volunteer to judge. It is hard work. Each Judge is expected to be familiar with the Division they are judging, this includes Authenticity. Judges do not have to be an expert in Authenticity, but are encouraged to question Authenticity items. If an item is questioned, the Entrant is given an opportunity to discuss and validate the item questioned. We encourage everyone to be a Judge at sometime. It is a valuable experience because you are able to look in detail at all the vehicles in a Division. Vehicles vary in condition and are fun to view. The job of a Judge is to compare the vehicle against a Standard, not against another vehicle in that Division.

BEFORE STARTING JUDGING

Each Judging Team consists of four Judges and one Scribe. The Chief Judge selects a Division Captain. The Division Captain selects one of the four major categories to judge then assigns a Judge to the remaining categories.

The Judging Categories are:

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

In Original/Restored, Divisions 1 to 7, Authenticity and Condition is judged. In Custom/Modified, Divisions 8 and 9, only Condition is judged. The Chief Judge provides each Division Captain with an "Official Judging List," identifying all vehicles registered to be judged in that Division. Vehicles must be on the "Official Judging List" in order to be judged. If the vehicle is not on the list, and the Entrants' feels a mistake has been made, the Scribe will refer them to the Registration Chairman. The Registration records determine the Division where the Entrant registered the vehicle at the time judging registration closed. If a mistake was made in the Registration records, and the Entrant did register the vehicle in the correct Division, the vehicle can then be judged in the correct Division with the Chief Judges approval. If the Registration records are correct, and the Entrant made a mistake in entering in the wrong Division, the vehicle will be judged in the Division identified in the Registration record. The Entrant is responsible for registering their vehicle in the correct Division.

Chapter 4

Judges Instructions

Each Judging Team is assigned a Scribe who records the Judges' point deductions and reason for the deductions on the Judging Form. The Scribe is to PRINT LEGIBLY numbers and words. Do not write one number or letter over the top of another. **Every point deduction must have a comment written.**

Judged vehicles will have a window placard "JUDGED" with the name of the Entrant, the Meet Registration Number, Division, Year, Model, and Engine portions completed. Display vehicles will have a window placard "DISPLAY" of a different color.

Before judging starts, the Judging team inventories the Division using the "Official Judging List" provided, to make sure the vehicles on the list are located for judging. If the vehicle is not on the "Official Judging List" for the Division being judged, it cannot be judged in that Division. If a vehicle is not on this list, advise the Entrant that their vehicle must be judged in the Division in which it is registered. No changes of Division are allowed on the field. The Chief Judge can make an exception, however this is rare. If the Entrant states a mistake has been made, refer the Entrant to the Chief Judge. The Chief Judge is the only person who can approve a change of Division when the car is on the Concours field.

Be sure to wear your "SDC JUDGE" hat. This identifies you as a Judge. Please do not wear anything that could scratch the vehicle such as jackets with zippers, belt buckles, etc. This has happened in the past. **DO NOT TOUCH OR OPERATE ANYTHING ON THE VEHICLE.** SDC is responsible for any damage to the vehicle, so please do not touch it. Ask the Entrant to open the hood, trunk, or doors. Judges may touch the vehicle in order to support themselves when leaning in the vehicle such as to judge the dashboard. While leaning inside the vehicle to judge, please do not put your knee on the seat or sit on the seat. You can sit on the door sill if necessary.

Always ask the Entrant to operate headlights, brake lights, turn signals, or anything else on the vehicle. Judges never do this. Again, under no circumstances should any judge operate any part of the vehicle.

JUDGING THE VEHICLES

The Scribe and Division Captain identify themselves to the Entrant before the team starts to judge the vehicle. The Scribe is responsible to make sure the Entrant has filled out the Judging Form with the owners name, vehicle year, model, Meet Registration Number and Division entered. Entrants received a Judging Form in their registration packet. If the Entrant has not completed their portion of the

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Judges Instructions

Judging Form, the Scribe and Judging Team (if necessary) will wait for the Entrant to fill it out and a 5 point penalty is assessed. If the owner does not have a Judging Form, (they forgot to bring it), the Scribe will give one to the Entrant and a 10 point penalty is assessed. While the Entrant is completing this form, the Judging Team can judge the next vehicle and then come back to judge this vehicle so that no time is wasted. The Scribe will ask the Entrant to stay at the front of the vehicle until asked to operate something on the vehicle. Do not allow the Entrant to follow around the Judging Team. The Scribe will then ask the Entrant if there is anything "UNIQUE" about the vehicle the judges should know before judging. The Entrant then identifies anything unusual (this will probably occur in Divisions 8 & 9).

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

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

The point system will identify the best vehicles automatically. The Scribe does not tally the Judging Form. This is done by the Chief Judges Scoring Staff.

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

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

Verbal statements, such as "That is the way the vehicle was when I bought it" are not sufficient to prove Authenticity. "The way the vehicle was when purchased by the current owner, may be different then the "As Delivered" by the factory. Many

Chapter 4

Judges Instructions

things could have been changed by previous owners before being purchased by the current owner. The Entrant is responsible for knowing this information.

If the Authenticity item is validated, the deduction is removed. If not validated, the deduction remains. The Entrant then knows all the Authenticity deductions for their vehicle. There should be no surprises of Authenticity deductions at the Awards Banquet.

By judging Authenticity first, the Entrant will not see any "Condition" scores because none will have been written down. While the Division Captain discusses any Authenticity deductions with the Entrant, the remaining Judges continue to judge "Condition." The Scribe moves away from the Division Captain and Entrant, so the Judges can advise the Scribe of Condition deductions without the Entrant hearing this information. At this point, the Scribe covers the "Condition" side of the Judging Form with an official "Cover" (provided).

After the **Authenticity side** of the Judging Form is completed, no one except the Judging Team is allowed to see the Judging Form. The Entrant is allowed to see only the Authenticity deductions. **Under no circumstances should anyone be allowed to look at the Judging Forms.**

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

The Division Captain is to keep the Judging Team together. The Judges will break about Noon for lunch. Judging should resume by 12:45 p.m. Each Judging Team should agree on a place to meet after lunch to resume judging.

When judging "Equipment & Operation," please make sure ONLY the Entrant operates the vehicle and in a safe manner.

It is **imperative** that each deduction has a comment written in the provided comment area of the Judging Form. Deducting for something the owner cannot find does not help them improve the vehicle. The Division Captain is responsible for reviewing the Judging Forms and making sure all deductions have comments. The Scribe will advise the Division Captain when judging on each vehicle is complete. Judging Forms received by the Chief Judge's Scoring Staff having deductions without comments, will have that specific deduction removed. It is unfair to the person showing the vehicle to have a deduction without a comment. The word "Condition," as a comment when judging "Condition" line items, is not

Chapter 4

Judges Instructions

acceptable. Judges must identify the actual imperfection, which results in the deduction.

The Division Captain reviews the completed Judging Form for unusually high deductions. The Judging team can then review the vehicle and determine that the deduction is appropriate.

As judging of a vehicle is completed, the Scribe checks them off the “Official Judging List.” This allows the Judging Team to see their progress and is a way of making sure that all vehicles on the “Official Judging List” are judged. We sure do not want to miss somebody, and not judge their vehicle. This has happened in the past!

Immediately, refer any disputes or problems to the Chief Judge. **Do not argue with the Entrant.** Since only Authenticity deductions are shown to the Entrant, disputes should not occur regarding those deductions. Condition deductions are not shown to the Entrant and therefore should not be an area of contention.

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

COMPLETED JUDGING FORMS

The Scribe maintains the completed Judging Forms until the Chief Judge collects them. At the Awards Banquet on Friday, the results are announced and trophies awarded. Copies of the Judging Forms are included with the Awards.

Those not receiving an award can pick them up after the Awards Banquet - not in advance.

DISPUTES

Any disputes regarding the deductions on the Judging Form are referred to the Chief Judge in writing within 30 days of the awards banquet. No complaints will be heard by the Chief Judge after the awards banquet.

Thank you, and have fun judging these great Studebakers.

Chapter 5

Scoring & Judging Form

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

The Entrant and vehicle portion of the Judging Form must be filled in by the driver or owner before the vehicle will be judged on the Concours field. The Scribe identifies him/herself to the Entrant before the team starts to judge the vehicle. The Scribe is responsible to make sure the Entrant has filled out the Judging Form with the owners name, vehicle year, model, Meet Registration Number and Division entered. Entrants received a Judging Form in their registration packet.

If the Entrant has not completed his/her portion of the Judging Form, the Scribe and Judging Team (if necessary) will wait for the Entrant to fill it out. A 5 point penalty is assessed. If the owner does not have a Judging Form, (they forgot to bring it), the Scribe will give one to the Entrant and a 10 point penalty is assessed. While the Entrant is completing this form, the Judging Team can judge the next vehicle and then come back to judge this vehicle so that no time is wasted.

The Scribe will ask the Entrant to stay at the front of the vehicle until asked to operate something on the vehicle. Do not allow the Entrant to follow around the Judging Team.

HOW THE JUDGING FORM WORKS:

The Judging Form uses a 400-point system. The 400 points are the addition of the maximum points that can be deducted on the "Condition" side. This is identical for all nine Divisions. There is a misconception that Divisions 1 to 7 (Original/Restored), can loose 400 points where Divisions 8 & 9 (Custom/Modified), can only loose 200 points because they do not have Authenticity judged. This was never the case. The maximum deductions on the "Condition" add up to 400 points. No change has been made to the "Condition" side. Authenticity can have an unlimited number of points deducted. Division 1 to 7 (Original/Restored) could conceivably have a negative score.

Chapter 5

Scoring & Judging Form

Since all Divisions are judged for Condition, all Divisions can lose up to 400 points for Condition. Authenticity deductions are in addition to the 400 point "Condition" deductions. Theoretically, Divisions 1 to 7 (Original/Restored) are subject to have more than 400 points deducted from their score because Authenticity deductions are unlimited. Divisions 8 & 9 (Custom/Modified) have the advantage because they are only scored against the 400 "Condition" points.

There have been many comments on the SDC Forum and in letters that reflect this misunderstanding. Since SDC went to the 400 point system, all Divisions have been judged for Condition with a possible 400 points deducted.

The major "Condition" categories on the Judging Form are as follows, along with the points that can be deducted in each category:

Exterior	125
Interior	95
Engine & Trunk Compartments	100
Equipment & Operation	80
TOTAL POINTS	400

As you see, they add up to 400 points. Each category is broken down into line items that identify the specific areas to judge. For example, in the Exterior Category, there are five items. Each item shows the points that can be deducted for that line item.

Exterior	
Paint	35
Body	30
Chrome	35
Glass	10
Wheels	15
TOTAL POINTS IN THIS CATEGORY	125

Sample Judging Forms for the 2007 SDC International Meet are on the next two pages and Generic Judging Forms for use in actual judging are available on the SDC website and from the Chief Judge.

The event name "43rd SDC International Meet" and the location and date are at the top of the Judging Form so Entrants can identify the Judging Form with the event.

Chapter 5

Scoring & Judging Form

South Bend, Indiana June 18-23, 2007

Studebaker Drivers Club Judging Form

For DIVISIONS 1 TO 7 ONLY

1st 400 - 375 points
 2nd 374 - 340 points
 3rd 339 - 296 points
 Best of Division is
 highest score above
 374 points



Owner: _____
 Meet Registration Number: _____
 Year: _____ Model: _____ Engine: _____

DIVISION

	Points Deducted	Reason	Points Deducted	CONDITION
EXTERIOR				
Paint		all exterior printed surfaces		
Body		all metal, plastic, convertible top exterior		
Chrome		all exterior brightwork & emblems (exc. Hubcaps)		
Glass		all, plus side curtains and Conv. back glass		
Wheels		tires, valves, hubcaps, covers		
INTERIOR				
Upholstery		seats, door panels (includes hardware)		
Carpets		carpets including pedals & door sill panels		
Headliner		headliner including sun visors & windlace		
Dash		dashboard including steering wheel & controls		
Weatherstrip		doors, rockers, windows, etc.		
ENGINE AND TRUNK COMPARTMENTS				
Wiring		all electrical wiring		
Engine		engine including all attached items & paint		
Firewall		firewall including all attached items & paint		
Inner Fenders		inner fender including all attached items & paint		
Cooling		radiator, shroud, hoses, clamps, front sheet metal		
Hood		underside, latch & catch, hinges, insulation		
Trunk		surfaces, mat, spare tire, jack, weatherstrip		
EQUIPMENT AND OPERATION				
Lights		operation of all lights, condition of lens, reflectors		
Horns		horns including paint		
Wipers		condition only, do not operate		
Chassis		chassis, frame, floor pans, wheel wells, axle		
Exhaust		exhaust entire system, extensions		
Engine		operation - starting, sound, smoking		
PENALTIES				
Entered in wrong Division	10 points			
New Judging Form provided	10 points			
Judging Form incomplete	5 points			
Total Penalty points deducted				

Unlimited Authenticity points can be deducted
 = Total Authenticity Deducted
Total Condition points that can be deducted
 = Total Condition Deducted
400
Total Condition points that can be deducted
 = Total Condition Deducted

Max 400 points minus **points (Authenticity) minus** **points (Condition) minus** **points (Penalty) equals Total Score**

Chapter 6

Judging Standard

Judging is the CONCOURS portion of our club, is only one part. In the CONCOURS portion, cleanliness counts. It is supposed to help bring out THE BEST. The best does not have paint chips, mud, dust, pits, etc. Every other Concours on the planet SUBTRACTS for flaws. We do too. Authenticity and Condition are discussed in Chapters 7 and 8. This Chapter deals with the basic Judging Standard and exceptions that comprise our judging process. In our scoring process, we start out with a perfect 400 points and then deduct for imperfections.

Judging Standard for Divisions 1 to 7: (Original/Restored)

The Judging Standard defines the condition in which the vehicle was manufactured at the factory and delivered by the Studebaker Dealer. The condition should be no better than nor any worse than Showroom condition. Studebaker Dealers corrected most factory flaws before selling the vehicles, however, some vehicles were delivered with workmanship flaws. The production order will outline how your Studebaker left the factory. Studebaker Authorized Accessories can be added without penalty.

The exception to the “No Better or No Worse” rule is “Paint.” When you restore your vehicle, we do not expect you to duplicate the paint runs, orange peel, or other imperfections that may have occurred in some factory paint jobs. Repainted vehicles are expected to have near perfect paint jobs. Paint imperfections are allowed in the factory applied paint only. We expect there are very few vehicles with factory applied paint shown at the International Meets.

Judging Standard for Divisions 8 & 9: (Custom/Modified)

The Judging Standard defines Condition, Fit, and Finish on the vehicle. Divisions 8 & 9 (Custom/Modified), are judged to a higher standard than Divisions 1 to 7 (Original/Restored). In Divisions 8 & 9 (Custom/Modified), are expected to be as perfect as a vehicle can be, better than Showroom condition. The Quality of Construction is what counts. This includes everything in and on the vehicle. Paint at the very least should be level and run free. The original body would have some waves, and uneven seams. Custom/Modified should have flat panels, even seams and perfectly matched panels. Custom/Modified should be show chrome.

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The Judging Standards for all Divisions are:

1. Convertible tops must be up with all glass rolled up.
2. Safety Seat belts will be allowed on any year vehicle, as these are a safety item and required by most states. They must be Studebaker style, appropriate to the year of the vehicle, and not brand "X," or the modern push button type. Divisions 8 & 9 (Custom/Modified) can have any brand or style of Safety Seat belts.
3. All trunks are judged. Station wagons will have their storage compartments where the spare tire is located judged. All trunks and storage compartments must be emptied so the Judges can see the interior of the trunk or storage compartment.
4. Stainless steel exhaust systems are acceptable with no deduction.
5. SDC strongly recommends having a Fire Extinguisher in every vehicle. There is no Authenticity deduction if one is present.
6. All vehicles related to Studebakers, i.e. Packard's, Pierce Arrow, Zip Vans, etc., will be judged with the equivalent Studebaker in regards to year and body style.
7. Display Vehicles will share the same field as the vehicles to be judged. They will be displayed with their respective Division and will have a windshield card informing the Judges that it is a "Display Only" vehicle.
8. Trailered and driven vehicles are to be judged together by the same standard.
9. Drive-through vs. Standing in Place Judging: Where it is possible, standing in place (i.e. parked in the parking lot), judging will be used, however, drive-through judging is permitted.
10. Engine operation: Engines will be started by the Driver. Engine function will be judged as part of the Equipment and Operation section.

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Judging Standard

11. The Entrant must be present at the vehicle at the time of judging.
12. Limited Awards: No vehicle will receive more than one award for the Concours.
13. All vehicles in each division are to be judged by the same Judges, not two different judging teams. The Chief Judge reserves the right to split a Division as appropriate.
14. Zone Meets are to use the SDC International Meet Concours Judging Form and award procedures. The Zone Meet Divisions will be the same format and structure as that of the SDC International Meet.

Chapter 7

Authenticity

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

It is the drivers' responsibility to provide the Authenticity documentation for items being questioned. Usually, only items that are not commonly found on many vehicles are questioned. If the Authenticity of an item has been questioned in the past, always bring the documentation when you show your vehicle.

The following documents are ways to prove Authenticity in order of precedence: 1) A copy of the original sales invoice showing that the questioned item is listed on the sales invoice; 2) Since most of us are not lucky enough to have a copy of the original sales invoice, the next best item is to have a copy of the production order; 3) The Studebaker Chassis Parts Catalog or Studebaker Body Parts Catalog show the way the factory built the vehicles and 4) The Studebaker Accessories Sale Catalog (original or a copy) is also a way of proving your Authenticity item. This will show that a particular item was available or appropriate for that year. The Sales Brochures are not necessarily the best way to prove items are authentic, because they did not always accurately show the vehicles, the way the factory built them. Many of the photographs in the Sales Brochure were often airbrushed, may have been published before the vehicles were manufactured, or the item may have been changed at the time of manufacture, they are not good documents to prove Authenticity.

During a recent Zone Meet, a beautiful 1953 Champion two-door Starliner (hardtop) was being judged and the Exterior Judge noticed there were no flippers, above the door and window. The owner had a copy of the Studebaker Body Parts Catalog page, which states, "the flipper was added after serial number G-1,224,537 on Champions and 8,304,551 on Commanders. Since the vehicle being judged was a Champion serial number G-1,198,503, it therefore had the correct weatherstrip. The earlier 1953 two-door hardtops had a cloth covered convertible weatherstrip that the door closed against the body. Studebaker added the flipper, which closes down over the window. This exemplifies a mid-year change. Since the owner had documentation showing the items Authenticity condition of the vehicle, there was no Authenticity deduction.

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There is **no limit** to the number of Authenticity deductions (which were previously limited to 12 points). There are no Authenticity deductions in the Non-Stock Divisions 8 & 9 (Custom/Modified).

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

The following is a guide for determining the Authenticity of your vehicle. Remember that the condition the vehicle was in when you bought it was not necessarily the way it was built.

Exterior

Paint: The paint should be the original color that was available the year the vehicle was manufactured. The best source is the production order, which identifies the original paint color. Another way to determine the original paint scheme is to find the papered label Studebaker glued to the bottom of the glove compartment. Because of the age of the vehicle, this label may no longer be there. Paint chip color sheets are also available. These will have paint chips for all the colors available for each year. They are very useful in matching paint for your vehicle. Repainting your vehicle another color other than what it was originally painted is acceptable as long as it is appropriate for that year of vehicle.

Clear coat paints are not acceptable in Divisions 1 to 7 (Original/Restored). If your vehicle is repainted, the paint should be level free of runs, drips, and orange peel. Only vehicles with the original factory applied paint are acceptable without deductions for flaws.

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

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

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These items should be what was originally put on the vehicle, NOS or reproduced replacement. Chrome items can be replated. Pot metal items were usually chromed by the factory and therefore should be in excellent original or rechromed condition. All items should be replaced if they are not in excellent condition.

Glass: All the glass in the vehicle is safety glass and may be replaced. The manufacturer of the replacement glass can be different than the manufacturer of the other glass on the vehicle. The manufacturer's logo on the replacement glass must be in the same location as the original logo. Convertible back glass is included in this category. Glass with tinted film applied receives a 2 point deduction. The manufacturer's logos do not have to match.

Wheels: This category includes the wheels, tires, valve stems, hubcaps, and or wheel covers. The wheels must be the correct wheels as originally put on the vehicle. The tires (all five) which include the spare may be either bias-ply or radial. All five must match in size and whitewall width. In the case of radial tires wide whitewall width must be the same width as originally on the vehicle. Example: Narrow one-inch wide whitewalls 2 point deduction on vehicles, which originally had wide whitewalls. Black wall tires are acceptable on all vehicles.

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

The vehicles originally were delivered with either hubcaps (the small ones that only covered the lug nuts and were held on by three hubcap brackets or nubs) or full wheel covers that covered the entire wheels. Either style may be used on your vehicle and may differ from the production order without penalty. All four hubcaps or wheel covers must be the same style. Example: Some times a customer would buy a vehicle that came from the factory with the small hubcaps. He wanted full wheel covers. The dealer may not have had the appropriate year full wheel covers in stock so he would install last years model full wheel covers. Although this is a dealer install option, it is not acceptable.

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Interior

Upholstery: Seats must be covered with the original fabric style and in the same upholstery pattern as factory original. If the vehicle had vinyl upholstery from the factory, replacement vinyl must match in grain pattern. If the grain does not match, it is a 2 point total deduction. If the original was cloth, again it must match in fabric pattern. For example: the two cloth fabrics available for 1953 Starliner (hardtop) were a gray nylon fabric (scratchy and rough) or a Cardinal red nylon fabric (smooth and soft). The gray nylon fabric is currently unavailable. The Cardinal red fabric is currently available for use in re-upholstering your vehicle. If you re-upholster your vehicle with a gray fabric that resembles the original gray nylon fabric but is not identical, you will receive a 2 point total deduction. This is 2 point for all the upholstery on the seats. If your seats need to be re-upholstered and original fabric is not available, we encourage you to re-upholster your vehicle with material that matches the original as close as possible and take the 2 point deduction.

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

Carpet: The original carpeting in Studebakers is at least over 40 years old and probably not in show condition. Most vehicles have replacement carpet. Vinyl floor mats may have lasted longer since they are tougher than carpet. Replacement carpet should match the original carpet in weave. Remember the carpet that is in your vehicle when you bought it may have been replacement carpet. It may take some research on your part to find carpet with the original weave or you may choose to replace the carpet with as close as possible to the original and take a 2 point deduction. If the replacement carpet is extremely close to the original weave and color no deduction will be taken.

Headliner: Must match the original, cloth, mohair, cardboard, or vinyl. Some vinyl and cardboard headliners were perforated. If you have a replacement headliner, it must match the original in material and pattern. Sun visors and windlace must also match the original. Original headliner material is current available. Windlace replacements matching the original are available for all years. If your vehicle originally had cloth-covered windlace, replace it with cloth-

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covered windlace not a vinyl covered windlace. If the cloth covered, windlace is not available through Studebaker vendors check with other upholstery suppliers. There are Ford Model A upholstery suppliers who manufacturer cloth covered windlace that is identical to what Studebaker used in the '30's, '40's and '50's.

Dashboards: Dashboards and steering wheels must match the originals. If you have put a cover on your steering wheel, remove it for show. If not, you will receive a 2 point deduction. All the knobs and switches must match the original. If your vehicle had black knobs do not replace it with white ones. If only white ones are available, paint them black.

Weatherstrip: Weatherstripping around the doors, windows, rocker panels, etc. should be the original style. Almost all weatherstripping has been reproduced and should be used if you replace any weatherstripping.

Engine and Trunk Compartment

Wiring: All electrical wiring should be identical to the original wiring harness. Modern vinyl coated wiring is a 2 point deduction when it replaces the original style cloth covered wiring harness. This is a safety item. All wiring colors and wire gauges must match the original. If an accessory item is added to the vehicle, it also must match the original wiring. Be sure to check any wiring that may be visible in the trunk compartment. Often the wiring to a license plate bracket or other item is visible. Check to make sure it matches the original.

Engine: The engine should be the correct engine for the vehicle and Division in which it is entered. If your vehicle is entered in the Stock Divisions 1 to 7, the engine must be appropriate to the vehicle. For example, if your vehicle is a 1954 Champion it should have a six-cylinder engine, if your vehicle is a 1954 Commander, it should have a V-8 engine. Engine should have the appropriate details. Be sure to research what details are appropriate for your vehicle. Remember, many vendors are producing items today, which are not necessarily original type items. Also, research if a valve cover decals is appropriate to your vehicle. In 1951, the V-8 engine did not have valve cover decals. However, decals are available for purchase. Appropriate decals are available for the air cleaners, windshield wiper motor and oil filter housings. Deductions will be made

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if you do not have the correct decals. Deductions for decals are 2 points per decal type. For example, there should be three small decals on the oil filter canister and there is only one. That is a 2 point deduction. If in addition the windshield wiper motor does not have the correct decal, it is a 2 point deduction, totally 4 points.

Batteries: Must be of the original size, color, and post orientation. Sealed (non-maintenance) batteries will receive a 2 point Authenticity deduction. Batteries can be dress up with decals to look original. We do not want you to spend money on a remanufactured original battery when you can detail a modern battery to look original.

Firewall: The firewall should be painted body color. The original color usually matches the lower body paint color. The firewall paint should be clean, glossy and a protective coat of wax often helps keep it clean. All the items attached to the firewall should also be clean and painted appropriately. The windshield wiper motor was usually cad plated or a plain aluminum casting.

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

Cooling: Radiator hoses and clamps have been an area of much discussion. Research has determined the currently available radiator hoses are now smaller in diameter than the radiator hoses that were used at the time the Studebaker's were manufactured. This is due to the use of newer materials with thinner sidewalls. As a result, the original hose clamps do not fit the new hoses very well. Therefore, airplane type clamps, also known as worm clamps, are acceptable to use to replace the original type clamps, with no deductions.

The radiator hoses should be the molded type that was originally on vehicles and not the flex type Universal fit. There is no deduction on hose clamps. The radiator including the radiator tanks, should be painted black. The fan shroud should be painted as the original, usually black. Reproduction rubber shrouds are available and should be installed as the original. You may have to use staples and hand install them in the same holes. The front sheet metal

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including the rubber air dam should be as the original so that the air can get to the radiator and cool off a vehicle.

Hood: The underside of the hood should be painted the same color as the upper body color. It may or may not have had an insulation pad on the underside of the hood. This was often supplied on premium models. This was usually an option item. Research your vehicle and install one if you wish. There is no deduction if your vehicle does not have an insulation pad.

Trunk: The trunk inside surface should be as the original. Many years had a type of sound deadening material applied. The trunk mat must match the original style. For example, if your 1956 Golden Hawk had a fiber mat, and you install a black-and-white checkered replacement mat, you will receive a 2 point deduction. If you install a reproduction fiber mat, that does not match the original fiber mat in material and weave, it is a 2 point deduction. The trunk must contain a spare tire. The tire and wheel must match the tires on the vehicle in size and whitewall width, brand and type. This deduction for matching tires is annotated under wheels. The trunk weatherstripping must be the original configuration. All trunks must have a Studebaker jack, jack handle and base. Station wagons must have these items in the storage compartment containing the spare tire.

Equipment And Operation

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

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

Wipers: Windshield wipers should match the original. The windshield wiper arms and the windshield wiper blade should be of the correct type. Do not operate the windshield wipers.

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Chassis: The chassis, frame, floor pans, and wheel wells should be painted the original color. During its manufacture, the chassis was dipped in bonderizing coating, and may contain drips or sags. The axle should have the original tag denoting the axle ratio. If the vehicle has twin traction, it should also have a TT (Twin Traction) tag.

Exhaust: The entire exhaust system should be as the original including the muffler. Modern replacement mufflers, appearing close to the original, are acceptable without deduction. All connections, including stainless steel pipe should be slip jointed with clamps. If clamps are missing it is a 2 point total deduction. Welded exhaust systems are a 2 point deduction. Exhaust extensions should be the type available during the year your vehicle was manufactured. For example, do not put a 1956 stainless steel exhaust extension on your 1940 Champion.

Engine: The “Engine: operation, starting, sound, smoking” is judged in the Condition section only. The Authenticity of the engine was judged in Category Three: “Engine And Trunk Compartment.” There are no deductions taken here.

In summary, it is the Entrants responsibility to be able to document any Authenticity questions. Accessories are often the most questioned items. A plain Jane vehicle has a better chance of no Authenticity deductions since it has no accessories to be judged and only minimal equipment.

Chapter 8

Condition

CONDITION, CONDITION, CONDITION is the key to high scores. Condition deductions are worth 400 points. Cleanliness and the appearance of all surfaces (from paint to upholstery) are the most important aspects of judging Condition. Dirty and worn surfaces will receive deductions. As a Drivers Club, we encourage you to drive your Studebaker to the Meet. Cleaning off all the road dirt and grime is a must!!

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

To help improve consistency the following judging point scale applies.

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

Minor: Few imperfections in that line item.

Moderate: Larger number of imperfections in that line item.

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

Severe: Serious problems in that line item.

Extreme: Exceedingly great or severe in that line item.

The above definitions are in relation to all the items in the particular line item that is being judged.

Judging is subjective and in the eyes of the Judge. Judges are given guidelines such as the chart above. There is no way to quantify the number of defects in a particular item. The item being judged such as paint has to be looked at overall. Let us say the Judge finds scratches on the vehicle. The Judge must then determine how many scratches there are in relation to the total vehicle.

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Next, the Judge then determines how deep and severe the scratches are. For example, if the Judge finds only one scratch, and it is not very deep and fairly short, it is considered minor. Then the Judge would have to decide that scratch is worth 1-7 points on the deduction scale. In this example, we will say that there are no other defects in the paint; it is a beautiful paint job. Then the Judge will deduct 1 point for the paint line item. If on that same vehicle the Judge finds other defects in the paint, then the points associated with those defects will be added to the 1 point already determined for the scratch and 8 points are deducted.

We all experience rock chips on the front of our vehicles when we drive. Take some paint (that matches the color of your vehicle) and touch up those nicks. Use a toothpick or very small brush, dip it in the paint, just a little, and then dap it on the rock chip. In fact, if you buff it out the repair will be virtually invisible. No deduction will be taken if you do a good job of touching up your vehicle.

Small minor pits in bright work receive deductions. Your decision is to replat the part or to accept the condition deductions. A minor flaw in a category having 35 points available to deduct would have more points deducted than a minor flaw in a category that has only 10 points available to deduct. For example: Upholstery has 35 points available to deduct and Glass has 10 points available to deduct. Minor wear (shiny spots, heavy wear, fraying of edges in a small area), in the upholstery would have 1-7 points deducted, Moderate flaws such as a small tear, discoloration, or a water spot would receive 8-14 points deduction. These flaws will continue to receive more point deductions as the upholstery condition degrades. Glass flaws include: Small pits would receive a 2 point deduction, milky white edges would receive a 4 point deduction, bubbles i.e. separations would receive a 6 point deduction, cracked glass would receive 8 point deduction and no glass or some combination of these could receive the maximum 10 point deduction. This is all cumulative but never exceeds the total allowed for each category. How many small pits in all the glass will determine the actual points deducted. The concept is an overall impression of the glass on the vehicle.

It is the Judge's role to assess the number of points to be deducted. As this is a "Drivers Club," we are generally lenient and never punishing. Severity of the flaws found is a subjective judgment and in the eye of the beholder, the Judge.

Chapter 9

Which Division Should I enter?

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

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

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

There is a new term "RestoMod" which is coming into use. This is defined as Restored to Stock on the exterior and Modified in the interior and or drive train. From the outside the vehicle looks essentially stock, the interior, and drive train are modified. Where to enter your RestoMod is the question, you have to answer. There is no answer that will fit every vehicle. It is an individual decision.

Chapter 10

Awards Presentation

All awards are presented at the Awards Banquet. Chairs are placed along the side walls are for those who do not eat at the Awards Banquet. The Chief Judge will announce the awards by Division starting with Division 1. A representative of the Host Chapter will hand out each award as the names are announced.. A photo of each vehicle will be projected on a large screen coinciding with each announcement. Zone Meets may choose another method as deemed appropriate.

A copy of the Judging Form will be included with each Award. Those not receiving awards can pick up there Judging Form after the Awards Banquet. If you are unable to attend the Awards Banquet, please have someone pickup your award for you. Awards not pickup after the Awards Banquet will be mailed to the Entrant.

NO DISPUTES will be heard after the Awards Banquet. All complaints will be in writing to the Chief Judge within 30 days after the Awards Banquet.

Chapter 11

SDC Certified Judge Program

Judging is a very difficult job. All Judges are volunteers; they receive no pay of any kind. Judges are fed breakfast and lunch and are given a hat to shade their eyes, and the satisfaction of completing a job they volunteered for.

Inconsistency in judging has plagued SDC for many years. Not all people who volunteer to judge at an International has very much experience. Some have little or no experience. In an effort to improve SDC judging, we want to establish a Certified Judge Program.

The Certified Judge Program will result in Judges who have completed a training program sponsored by SDC.

We anticipate putting together two training programs. The first training program will be "How to Judge," and the second training program will be "How to Train Judges."

The way we anticipate it to work is, we will invite representatives from each Zone to a training program where we will train them not only how to judge but how to train judges. The "How to Judge" program is based on the SDC Judging Policy. The "How to Train Judges" will teach the trainers on how to go back to each Zone and hold training seminars to train the Judges at the chapter level.

We will use documents with pictures for our training program. It would be impossible to send actual pieces of a vehicle around the country. All Judges must pass a final test. Upon completion of training, they will receive a certificate and an embroidered patch identifying them as a SDC Certified Judge.

It will take some time, two or three years may be, or more to get this program established and get Judges trained at the chapter level. We will then have many certified Judges at Zone Meets and International Meets as possible. The eventual goal is that all Judges at an International Meet are SDC Certified Judges.

Chapter 12

SDC Authenticity Guide

Many people have suggested and volunteered to work on a Studebaker Authenticity Guidebook. This is a great idea. We will put a notification in October 2007 Turning Wheels asking for volunteers. The guidebook will be by year and model. This is a major task and a lot of volunteers and expertise are needed to complete this guidebook.

Appendix

Preparing Your Studebaker for Judging

There is no magic to show-winning detailing. No fancy tools are required, but it is a lot of work, and it requires the eye of a perfectionist to do it right.

Here are a few suggestions that can make the difference bringing home the gold or not.

First, start out with a clean and detailed vehicle before going to the meet. When you arrive at the meet, you will have minor cleaning and polishing to accomplish.

Exterior

Wash: Washing your vehicle removes loose contaminants from your vehicle and is one of the best ways to maintain the appearance. Knowing more about washing and drying your vehicle can make it faster and easier to keep your vehicle looking good!

You may prefer a wash product that will condition your paint and enhance gloss while you wash. Many don't use wax at all because it can build up and actually dull the luster of the finish. However, wax is the best protection against the elements.

Paint: There is nothing quite like seeing a dazzling, lustrous paint job that is so deep you can almost walk into it. Small mistakes may go unnoticed in other areas, but your vehicle's paint must be as near perfect as you can make it when you present it for judging. The key to making any paint surface look great is proper preparation. If the surface has contaminants or damage from oxidation or swirls, the color and shine will not look its best regardless of the wax protective coating.

To keep your vehicle looking like it has just been detailed, it is recommended using a spray on detailer as needed to remove light contaminants before they have a chance to bond and damage the paint surface. There are products with improved formulas that deliver clear, sharp reflections and natural carnauba protection.

To eliminate fine scratches and swirl marks use a product that helps in removing these and then buff out the surface. Do this before going to the Concours.

Appendix

Preparing Your Studebaker for Judging

Finally, before you declare your vehicle done, take it out in the sun, and then look the vehicle over carefully. You may have missed something like a little patch of wax on a hubcap, but you can count on the Judges at the show seeing it as you drive onto the field.

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

Tires: Tires, especially whitewalls, must be clean and unblemished. Bleche-White is good for making yellowed, scuffed whitewalls truly white, and Armorall and Meguiars products works well on the black areas. Using steel wool to clean your white walls actually removes the rubber. This can result, over time, with a white wall that cannot be made white again.

Glass: Keeping your glass clean is not just a part of making your vehicle look great, but it also improves safety. Dirty, fogged or pitted glass poses safety issues especially when driving into the sun or at night. The additional glare and light flares or refractions can impair your vision causing real safety hazards.

Automotive glass is also subjected too much harsher conditions than the glass in your home. Bugs, road tar, tree sap, and industrial fall-out can create a film on your windshield. It is important that your automotive glass cleaner is strong enough to remove these contaminants without streaking or smearing. Use dry bathroom cleanser on a rag to polish dull glass after it has been cleaned with Windex (use the non ammonia type). For the ultimate in sparkle, give your vehicle's glass a coat of straight carnauba wax with no cleaners in it.

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

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

Appendix

Preparing Your Studebaker for Judging

Interior

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

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

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

Carpet & Cloth Care: To clean carpets and cloth interior surfaces, we recommend using a Carpet & Interior Cleaner. This will lift out dirt, stains and grime from carpets, floor mats and upholstered surfaces. We recommend cleaning your carpets, cloth seats and floor mats as needed. Drive with a temporary floor mat over the carpet to keep from damaging the carpets, remove it before judging.

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

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

Engine and Trunk Compartments

Appendix

Preparing Your Studebaker for Judging

For most people detailing the engine seems to be an enormous task. Yet, with regular care, your engine can be easily maintained. For the serious enthusiast showing their vehicle, the engine and undercarriage is a place where contests are won or lost.

For your vehicle to have a realistic chance of taking an award at a car show, the engine compartment must be more than clean, it must be Showroom new, the way it came from the factory.

Before driving to a car show, scrub the block and then wash it down to get any grease residue off, and finally, paint it the correct color. Do a little research and find out whether your accessories were gloss, semi-gloss, or flat black and paint them accordingly.

Clean the exterior of your vehicle's carburetor with a little lacquer thinner and a toothbrush, but do not get any thinner on your vehicle's finish.

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

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

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

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

Appendix

Preparing Your Studebaker for Judging

Equipment and Operation

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

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

When you have the chassis free of dirt and muck, it is time to wash it down. A strong solution of dishwasher detergent and hot water is ideal for this job. A scrub brush and a few rags are the required tools for this job.

Stubborn oily spots on the engine can be handled by wetting the area with the dishwashing solution, and then shaking a little Tide or other dry laundry detergent on the spot. Let this set for a few minutes to dissolve the grease. The parts should come clean with a little scrubbing.

Remember, cleanliness can win or loose an award.

In General:

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