

INSTRUCTIONS FOR JUDGING

EXPLANATION OF STANDARDS

GENERAL

Throughout the use of this judging form, you, the judge, will constantly be making decisions whether to deduct for originality, condition and cleanliness. When making these decisions, **think in terms of percentages**, i.e., the percentage not original, not in perfect condition and not clean. Then apply that percentage to the maximum allowable deduction for the category being judged, but in increments of no less than 1/10 of a point. All entrants' cars should be shown with their tops and windows up.

ORIGINALITY

Originality is factored into the judging system to place a premium on the original, unrestored car. Judging an original car in the worst state of condition would receive a minimum of 40% of the possible total points. As a guideline consider the following example: a 190 SL has been completely re-upholstered, but the material selected is not a close match to the original. The interior should receive a full deduction for lack of originality. If the upholstery shows perfect workmanship and is clean, no deduction is recorded for condition. If the material is not a good match and its condition is also poor; i.e. poor workmanship and/or dirty, an additional deduction is recorded for condition and cleanliness.

If a part is incorrect for the 190SL, and the correct part is readily available, all or nearly all of the deduction should be taken. If a part is incorrect for an older model for which the correct part is quite rare, the judge may use discretion as to the amount of deduction, but this deduction should not exceed 25%. If the part has been purposely altered from the original condition, the entire deduction should be taken. For example, a stainless steel exhaust system is not an original material and therefore deserves a **total** deduction for originality, but might lose few points for condition and/or cleanliness. An original/correct system, however, loses no points for originality, but may receive a significant deduction for condition and/or cleanliness due to rust.

All judging is against a standard; **how the car looked when it was showroom new**. All parts should have the original shape and smoothness, should be clean and painted to correct color, plated or upholstered to factory correct standards. Workmanship and material is the key. Look carefully for small details.

INTERIOR

All upholstery, rug and convertible top materials should be of the original type and design to the greatest extent possible (allowing for discontinued, unavailable materials). The color should be a reasonable match to one of the original colors. Look for quality of workmanship, wear, tears, and dirt. Seat covers that are not original should be removed for judging, or the maximum deduction for originality will be applied. If the owner wants the car judged, it is his/her responsibility that the seats and floors be unobstructed; i.e. no passengers, baggage, seat cushions and/or removable (non-original) mats should be present to hinder the judge's observations. If obstructions are present, ask the owner to remove them. If

the owner is not present or does not wish to remove them, a full deduction is taken for what cannot be seen. It is not the judge's job to prepare the car for judging; the judge should not uncover items to be judged. Look for quality, condition, and detailing in the trunk and around door jambs. These areas should be the correct as to color and separation lines. The dash should be body color. Instrument faces should be clean and clear. Bezels should be clean and plated. Check the condition of door and window handles, floor pedals and correct pedal pads, steering column, and steering wheel.

EXTERIOR

All exterior parts and panels should reflect quality workmanship and painting. The parts should fit properly with an even gap (3-4 mm) around the doors, hood, and trunk lid. Convertible tops should have the correct design (stitching), fit tightly and have the correct chrome rounded bow at the rear. All door and window glass should be carefully inspected for discoloration, delamination and cracking, especially around the edges. This will require the judges to look at each window when it is fully closed. All bright work, trim and moldings should be in good condition and not in need of re-plating.

ENGINE COMPARTMENT

Check the engine block, firewall, inner fenders and underside of the hood for 70% to 90% semi-gloss black paint. The engine block, cylinder head, intake/exhaust manifolds and carburetors should be correctly finished and clean. All engine components should be neat and clean with no leaks. Hoses and hose clamps must be of the correct style for the year of manufacture. Wiring harnesses should have the correct insulation and be free of tape. Ignition wires should be in the proper loom with appropriate connectors at the spark plugs and distributor cap. The distributor should be checked for missing adjustment parts. Heater box condition, horns, data plates, and engine decals should be checked for condition and cleanliness. While complete disassembly of the engine, repainting, and refinishing of the related components is the ultimate, a cosmetic detailing deserves a high rating if done properly. Sloppy painting and masking resulting in overspray and paint runs deserve point deductions. Paint over dirt or grease requires a larger point deduction.

CHASSIS AND UNDERCARRIAGE

Check for proper color and condition of the underside of the fenders, subframe, both sides of the wheels, floor pans, and the complete undercarriage. Check for welds, patches and other types of fabrication of components that are not original or neat. Check for non-original style exhaust systems and rust. All grease fittings should be the correct style and free of paint or dirt, but lubrication should be evident. Tires should be in good condition with at least 50% of the tread remaining and of a size and type appropriate for the car. All five tires should match, however the spare may show less wear. Neatness and cleanliness of the undercarriage is the desired attribute.

While a "frame-up" restoration with careful assembly of freshly painted undercarriage components is most desirable, a detailed and careful cosmetic restoration can merit a strong rating. Accumulated grease, dirt and rust merit deductions. Paint over grease and dirt is also undesirable. Mud, dust, and road tar accumulated while driving to the meet should not be penalized; however, this area must be judged as though the undercarriage were perfect when it left home. Driving to the meet cannot be used an excuse

for an extended accumulation of dirt. The entrant who wants to be competitive will clean the undercarriage periodically and for the show, just like the interior and body work.

OPTIONAL EXTRAS

Options and accessories, including luggage, are not considered for judging. Bonus points for options were deleted from judging by a Board motion in October 2014. The focus is on the car alone, its originality, condition and cleanliness.

AGE

Likewise, bonus points solely for the age of the car were deleted from judging by a Board motion in April 2014. As discussed above, latitude in judging for very early cars with difficult to source, correct replacement parts is at the discretion of the judge.

PHILOSOPHY AND MISCELLANEOUS INSTRUCTIONS

Judging is an imperfect science since judges are human and imperfect themselves. No one has the breadth of knowledge required to judge perfectly. Even if they did, judges and teams do use their own discretion. Two judges may deduct an unequal number of points for the same flaw. What pleases or displeases one person will not have the same effect on another. To minimize this inconsistency, the judging form is constructed to assist in the judging process and aid the car owner in preparing his/her car for Concours events. The judge, when in doubt about originality, should get an opinion from the chief judge. If the chief judge has doubts about the item in question, it is the car owner's responsibility to document the authenticity which will be considered by the chief judge. The entrant who truly desires to be competitive should be prepared with a copy of the original factory data card which is available from the Mercedes Benz Classic Center with proof of ownership.

To save time and effort, judges only indicate on the judging form the point deduction; not those awarded. Score tabulation will be the responsibility of the chief judge. The extensive list of components to be judged has been designed to focus the judging on each particular area, thereby reducing the "halo effect". A judge should not be so impressed with a newly upholstered interior that items such as gauges, doorjamb, etc., are overlooked. This is especially a concern with inexperienced judges.

"Spot judging" as opposed to "point judging" should always be used to expedite judging and make judging the field of entrants easier. Point judging is the complete and thorough judging of the car using the forms that follow. Spot judging is a general inspection and estimate used to determine whether the auto is competitive for the awards available. For example if ten cars are entered, spot judging the cars may reveal that four cars are so deficient in originality, condition and/or cleanliness that they are not competitive to achieve any of the award categories. The judges may mark the four cars forms as "Spot Judged" and devote their efforts to judging the six competitive cars. A car cannot be spot judged from a distance or by a quick look at the exterior finish. All four major areas must be observed carefully. It is conceivable that the entrant finished the undercarriage and engine restoration prior to restoring the exterior. The entrant deserves to have the entire car spot judged prior to rejection from point judging.

Judges should always maintain an awareness of the time used in judging and the time remaining and pace themselves accordingly. Don't hesitate to make notes on the back of form by line number regarding the

reason(s) for deductions. It will refresh your memory in case of future reference and your comments may be helpful to the entrant. Do not become involved in conversations with spectators. This may affect your concentration during judging. Be polite and courteous, but continue with the job at hand. Turn in completed forms as soon as possible. When finished, do not leave the area until the chief judge releases you.

When using this form, it will aid those owners trying to upgrade their car if the judges would underline the item(s) where points were deducted. Items appearing in the judging category description enclosed in parentheses may either be optional or not correct for all production years. Return of the judging form to the entrant may assist in future restoration decisions, but is optional and should be decided by the judges for the event prior to the beginning of the judging process.

AWARDS

The purpose of the judging process is to fairly evaluate each car with respect to the standards discussed above and to assign a point score to the car. Based on points earned, awards are assigned as followings.

Best in Show (highest scoring points of car judged)
2nd Concour (second highest points of cars judged)
3rd Concour (second highest points of cars judged)

TO THE ENTRANT

The use of this judging form is an attempt to help evaluate each car as it was when it left the factory. The form will be updated as new documentation becomes available to the Group. Your comments, criticisms, and suggestions regarding this form will be greatly appreciated.