

Concours d'Elegance Rule Book

Mercedes Benz Club of America

June 2023

Submitted:


Gary Edwards, National Concours Committee

Approved:

by Pete Lesler via Telcon Aug 21 2023 11:18 am
Pete Lesler, National Concours Chairman

I. CONCOURS d'ELEGANCE

A. Concours d'Elegance is a competition where cars are judged against the standard of how they originally were produced by the factory (with some exceptions for how they were delivered by the dealer, such as air conditioning on Pagoda's or pinstripes on R107s). Points are deducted for deviations from this standard and the vehicle with the most points wins. This rule book provides guidance for judging this competition in as much of an objective fashion as possible. Throughout this publication, the word "concours" will be used to refer to "concours d'elegance".

1. Sections are encouraged to conduct concours using these rules. The National Concours Committee exists to standardize conduct of concours across MBCA, to promote concours, and to help make it easier for sections to conduct concours. Questions about these rules should be addressed to the national concours chairperson. The rules can and may be altered by individual sections to meet certain needs for local events. These rules must be strictly adhered to for National or Regional Competition Events.
2. There are two major categories in MBCA concours, Show, which is the full concours for cars older than 25 years, and Street, in which the underside of the car is not judged, and mileage and age allowances are given. They are discussed in detail below.

B. Concours Promotion / Recruiting.

1. Concours is important for a single-marque club like MBCA, but if we don't have a continuous influx of new participants, the sport will die. Sections are encouraged to experiment with an "on-ramp" for those new to concours, something perhaps simpler than a full concours class with a lower perceived barrier to entry.
2. Categories that exclude the engine compartment or that have less intensive judging criteria (even subjective judging criteria such as a "show and shine Category" described below) are all options to get folks to put a toe in the water. Rookie classes, where participants only compete against other rookies have been successful for some organizations. Silver Star preservation category should be encouraged as it is another option for this "on ramp".

C. Junior Judges

1. Sections are encouraged to further promote concours by recruiting junior judges (approximately ages 12-18) to participate in the judging process with trained and experienced MBCA judges. They can be recruited ahead of time (notice in the concours/section announcement for example) or asked to

volunteer the day of the concours. No formal training is required, our goal is to have them learn about concours by being on the field. We recognize that this may require some extra time for guidance and explanation, so patience will be needed.

2. It might be best to limit junior judges participation to only one or two classes (if a small number of entrants). The assignment of junior judges will be handled by the Chief Judge. At the start of this program, we are relying on the expertise of our current cadre of trained MBCA judges to guide the junior judges on what to look for, how to approach the entrant, how to approach the car, and any other “first timer” words to the wise.
3. As a simpler approach, Sections could also assign a team of Junior Judges to pick their favorite car in a similar fashion to a people’s choice award. This method still gets Junior Judges involved but does not burden the other judges with significant oversight requirements. It does not, however, train the Junior Judges about MBCA concours rules.
4. No matter how it’s done, getting younger folks involved in concours is very desirable and will strengthen both concours and MBCA as a whole. As we gain experience with this aspect of concours, we will be updating the rule book with further guidance.

D. Show and Shine Category

1. The appendix includes a Show and Shine category score card. It is very simple, with no numerical scores, just adjectives like “excellent”, “good”, “fair” etc. for the various sections of the car, but it also includes “usage”. The intent is to make a subjective judgement that considers the usage and the “story” of the car. Trailer Queens don’t place as well as cars that are used for their intended purpose and perhaps bring joy to their owner in some way.
2. This score card can also be adapted for use in any other non-traditional class, for example a section might want to group all AMG cars together and judge them in this fashion.

E. Computerized Scoring Sheets

1. Sections are encouraged to use computerized score sheets in order to simplify computation of scores, which will allow starting the awards ceremony much quicker than with manual tabulation. This will also reduce the number of volunteers required to run the event.
2. If computerized score sheets are used, they should be essentially the same as the paper score sheets and should provide comments to explain deductions similar to using written notes on paper score sheets.

II. STREET CATEGORY

A. Cars in this category are usually driven on a regular basis. Because these cars are routinely driven, the underbody and exhaust system are not judged, resulting in a maximum score of 92 points before mileage and age allowances are added (a total of 8 additional points). Street cars should be driven to the event and will likely be used for other events such as destination drives, rallies or even autocrosses.

B. Age and Mileage Allowances

1. 1 point for every 5 years of age with maximum of 4 points using original intended "model year" added to the score.
2. Mileage: 1 point for each 50,000 miles with a maximum of 4 points added to the score. Example: 189,356 miles divided by 50,000 miles = 3.787 (carry to 3 decimal places). (Kilometer conversion $\text{km} \times 0.62137 = \text{miles}$.) This way we almost never have a tied score in street class. It is the responsibility of the owner/participant to present documentation of the true mileage. If the stated mileage is higher than the odometer reading, then the true mileage must be documented. If not documented, judges are required to use the odometer reading. This is especially applicable to cars with 5-digit odometers entered in the Street Category.

C. STREET CATEGORY SPECIAL PROVISIONS

1. Street category cars that are damaged during competition in a driving event at a National Event will not have points deducted for the damage during that event.
2. A safety harness installed in a street category car for use in track events will not result in a deduction for authenticity.
3. If trailered cars are entered in Street category, they will have 2 points deducted from the overall Concours score. Race cars, track cars or cars that are not street legal will not have points deducted for being trailered to the event.
4. Badge Bars/lights: Car badge bars, license plate frames, and driving lights may be installed on Street category. They must be in keeping with the quality of the car.
5. Communications: Phones, CB's, etc., tastefully installed will not have points deducted in Street category. Removal of original Mercedes cell phones is not penalized in street category.

6. Lights: Either European or US DOT regulation headlights may be installed on Street category cars.
7. If the spare tire is under a cover, the judge may ask the entrant to lift the cover so the tire can be judged. The other items visible once the trunk cover is lifted are not judged.

III. SHOW CATEGORY

A. Show cars must be 25 years old or more and are judged using a full 100-point system. These cars can be in original condition or can be restored. Trailered cars should be categorized as show cars, providing they are at least twenty-five years old.

B. SHOW CATEGORY SPECIAL PROVISIONS

1. Show car engines can be started and the owner/entrant can be asked to demonstrate that all their instruments and systems are operational.
2. Show cars may be trailered to the concours site.
3. Euro cars in Show category must be displayed as 100% correct to their delivered specifications, i.e., no mixing of European lighting, instruments and trim. North American delivered cars should also be displayed as delivered.
4. In Show category, all five tires must match (brand and size, unless staggered fitment from the factory in which case sizes will be different) unless the original spare is still in place.
5. Communications: Radios and phones are not allowed in Show category unless available from the factory.
6. Show category cars must have headlights as originally installed when they were manufactured. Show category cars made for the American market must have US DOT regulation lights and European market cars must have European headlights unless prohibited by law.
7. The judge may ask the entrant to raise the trunk cover to judge the spare tire and any other aspects of the trunk hidden by the cover.
8. Once a car enters the "show" category, it cannot change to the "street" category during that event.

IV. SILVER STAR PRESERVATION CATEGORY

A. The Silver Star Preservation category is designed to expand member participation at local, regional and national events by encouraging participation by and recognition of members who enjoy driving, while preserving, their older Mercedes-Benz automobiles.

B. Introduction to the MBCA Silver Star Preservation Category

1. This class is officially known as the Silver Star Preservation Category. It is NOT judged. The purpose of the Silver Star Preservation Category is to encourage the owner to share their car with the rest of us. It recognizes members who have kept their twenty-five-year-old or older Mercedes-Benz vehicle in largely original condition. The car should retain a significant percentage of original features and be capable of being driven with all major components functioning as designed. Complete originality is not a requirement, but vehicles with obvious alterations to the body, chassis, or drive train are not eligible. Wear items such as belts, hoses, clamps, batteries, tires, brakes, and clutches can be replaced with an approved OER (original equipment replacement) item.
2. A Silver Star Preservation Category Mercedes-Benz must be driven to the MBCA event and have all its safety items (i.e. horn, lights, turn signals etc.) operational. These cars are not subjected to rigid judging standards but are pre-certified by their owner using a specialized certification form. An experienced judge then verifies originality. The point system has been designed as a guideline and qualification of 60 points or better in three of the five categories will earn a Silver Star Preservation Certificate. Once verified, the vehicle will be certified as a Silver Star Preservation car. Awards, at the discretion of the Concours Chair, can be made based on percentage of originality. Depending upon the MBCA Section sponsoring the event, the vehicle may be eligible for an additional award based upon the distance driven to the event: the Star Preservation Traveler Award. This award is handled by the sponsoring section.

C. Procedures for Silver Star Certification

1. To apply for certification, an owner should complete the Silver Star Certification Form (see the appendix), verifying the features of each vehicle are original and that they are in operating condition. It is possible that the owner may not be sure of the originality of some items; the owner should consult with a reviewer who in turn may refer to a member more knowledgeable about the car. Once the vehicle owner has completed the certification form, the owner and a designated MBCA Silver Star Preservation Reviewer (or group of reviewers) will review the owner's Certification Form. A non-adversarial, cooperative review is expected, in which the applicant and

reviewer jointly review each certification item to establish its originality and functionality. The applicant should be prepared to demonstrate the operability of all components. A test drive of suitable length to establish operability can be conducted (this is not usually practical at a show, however it might be appropriate when done stand-alone).

2. The reviewer then verifies the scorecard shows adequate points for certification and signs the score card. The Chief Judge should review and sign the completed form and should forward it and a picture of the car (best practice is for the Chief Judge to take a picture of the car) to the National Business Office, who will issue the appropriate certificate. An endorsed Silver Star Preservation Certification Form is sufficient to confirm the vehicle is eligible to be displayed in any MBCA local, regional or national event's "Silver Star Circle."
3. The owner may have the vehicle re-certified at later shows as often as desired. The procedure for re-certification is the same as initial certification. Silver Star Preservation Category vehicles displayed at MBCA shows will not be judged but must have been previously certified as Silver Star Preservation vehicles or be seeking certification at that show.
4. MBCA encourages all sections holding concours to also include a separate area called the "Silver Star Circle" for participants whose vehicles have been previously certified as Silver Star Preservation Vehicles and who are seeking to become certified at that show. They should also offer both initial Silver Star certification and re-certification of previously designated Silver Star Preservation vehicles. Sponsoring MBCA sections may include appropriate registration requirements for members wishing to display their vehicles in the Silver Star Circle area and charge registration and certification and recertification fees equivalent to the fees charged Concours participants.

D. Recognition of Silver Star Preservation Status

1. The owner of a Silver Star Preservation vehicle, when first certified, will receive a Silver Star Certificate as documentation of the vehicle's status. The owner is then entitled to purchase a Silver Star commemorative grille badge through MBCA.
2. The organizer of an event including a Silver Star Circle display should announce the names of those members who have obtained initial Silver Star certification at the event.

V. CUSTOM CATEGORY

- A. Custom cars are cars that have been personalized for appearance or performance by the owner and as such would not score well in the existing

street/show categories. The scoring will be 100 points as in Street and Show, but there will be no deductions for authenticity at all. The only deductions will be for cleanliness and condition. Since there will be no deductions for authenticity, the point total in each category will be evenly split between cleanliness and condition. As these cars have been modified, the 8 points normally given for mileage and age will not be counted towards the final score, but 8 points will be allocated for presentation and workmanship, 4 points for presentation, 4 points for workmanship. The car will not be eligible for best of street or best of show.

VI. ORGANIZING THE CONCOURS EVENT

- A. The Concours Chairman is responsible for the event and selects the most qualified people available to help run the event.
- B. Late entries are at the discretion of the Concours Chairman, in consultation with the Chief Judge, recognizing that changing the numbers of car in a class can impact the judging assignments which are usually made before the event.

VII. JUDGING THE EVENT

- A. Judges for Concours competition should be carefully selected for their knowledge, proficiency and understanding. Judges who will not show partiality or favorable prejudice to one entry or another should be selected. It is highly recommended that judges have attended and been certified at the MBCA Concours Judging School. All judges should be familiar with the authenticity of Mercedes-Benz automobiles, since this is of utmost importance in judging the entries. The exception being the judges who will judge the Custom Class.
 - 1. A judge will neither judge the class in which his car nor the car of a spouse or relative has entered. No person or member of a firm that has done any existing restoration on a car will judge the class in which that car entered. Within each class the same judges will judge the same individual judged categories – no cross judging!
- B. JUDGING GUIDANCE AND PHILOSOPHY
 - 1. In MBCA concours, the emphasis is on authenticity, with the lone exception being paint and coachwork, where the emphasis will be on quality of body and paint work as well as fit. Areas where authenticity issues are commonly seen are upholstery changes, carpeting, radios, batteries, clamps, hoses, and belts. There is a separate deduction column for cleanliness/corrosion, leaks, and stains where applicable, under each overall category rather than for each judged item.
 - 2. Consistency in judging is essential. There are many ways to help ensure this consistency. The score sheets themselves help to achieve this – rigorous

use of the score sheets, going from category to category in the same way from car to car enhances consistency. The same judge should be responsible for the same parts of the score sheet for all cars in a class – no cross judging.

3. In most categories on the score sheet, the scoring is half for authenticity and half for condition, with the above noted exception of the paint and coachwork section. For example, in the Engine Compartment, the Cooling System is a 2 point area. The maximum deduction here for deficiencies in condition is then 1 point. The maximum deduction for deficiencies in authenticity is 1 point. This is important, both for consistency in judging and for the perception of fairness in the mind of the entrant. If this simple concept is violated, it becomes very easy to over penalize or over deduct for a single deficiency.
4. The amount of the deduction must be consistent with the significance of the item considering all of the other items in that scoring category. Some scoring categories include a lot of items, for example “Dash, Including Instruments (radio, clock, glove box)”. This is only a 3-point category, so the maximum that can be deducted for condition is 1.5 points. A judge could be evaluating the speedometer, tachometer, all gages, warning lights, the dash covering, the instrument bezel, the radio, the AC controls, the vent outlets, the glove box door, the ash tray, the cigar lighter, and wood trim, all which share 1.5 points for condition. If each of these had a deficiency, it would be easy (but wrong) to deduct considerably more than the 1.5 points available for this category’s condition.
5. The minimum deduction is 1/4 point.

C. SPECIFIC AREA GUIDANCE

1. Interior, Upholstery, Trunk: All instruments and components (radio, power windows, lights) should work, and if the chief judge wishes, may be checked for operation. If not working, deductions should appear under condition. Radio and speakers should be authentic for that model and year. Leather upholstery may have cracks and wrinkles but should not be cracked through the color. The trunk interior color should be correct. The spare tire should be judged for condition and the entrant should be requested to lift the spare tire cover to accommodate. The spare wheel should match the other four on the vehicle, unless it was factory delivered with a different spare wheel (or no spare at all). If one car in a class was delivered without a spare tire, no spare tires in that class should be judged. Only cars built after 1972 are likely to have first aid kits, and first aid kit delete was an available option on some cars. For SUVs, the cargo area behind the rear seats should be considered to be the trunk.
2. Glass, Lights, Rubber and Chrome Trim: All lights (headlights, turn signals, fog lights, side markers, rear lights) should work, and if the chief judge wishes, may be checked for operation. If they don’t work, it is a condition

deduction. Poor finish, deterioration, overspray, excessive glue, and rust are scored under condition. Cleanliness deductions include dirt and stains. Painted bumpers shall be judged in the Paint and Coachwork section on the score sheet; likewise, fitment of grills, bumpers and lights is judged in Paint and Coachwork.

3. Engine Compartment: Condition deductions for components are: corrosion, oil leaks, water leaks, poor finish, overspray, excessive glue, worn or frayed, and rust. Cleanliness deductions for components include clean dirt, dirty dirt and stains. Allow for authentic MBUSA-DBAG-MBAG or OEM replacement battery, clamps, V-belts, hoses, etc. This area also includes engine peripherals, firewalls, inner fenders, shock towers and all wiring.
4. Paint, Coachwork: Condition deductions include dents, ripples, scratches, rust, bubbles, etc. Authenticity deductions can be non-factory body panels, add on spoilers, body cladding, different grille work, and incorrect paint color for the model and year. The exception being Custom Class where, by definition, all these changes would be allowed. Imperfections in paint include excessive orange peel, runs, sags, fisheye, dirt trapped in paint, color mismatches, overspray, etc. Other deductions include buffer swirl in finish, cracks or crazing in finish and oxidation. The standard deduction for change of color is 1/2 point, however, if the color was factory available for the year and model, the deduction is 1/4 point. The soft top should be Happich Canvas with a correct OEM rear window (typically has an embossed (soft windows) or printed (glass rear windows) Mercedes logo – an otherwise perfect top of the correct material but lacking the appropriate Mercedes window logo should receive a 1/4 point deduction.
5. Chassis, Underbody, Exhaust System (Show Class only): Condition deductions include: oil and all other fluid leaks, rusty exhaust system, etc. Authenticity deductions include: incorrect undercoat, colors, plating, and stainless steel exhausts (where not originally fitted). Shocks must be authentic MBUSADBAG-MBAG or EOM replacement.

D. JUDGES MEETING

1. The Chief Judge will hold a meeting with the judges ensuring that all aspects of judging and scoring are clear before the competition begins. The Chief Judge will assign each judge, or team of judges, one or more classes to be judged in the competition. A team will judge all cars in the classes assigned. There will be no cross judging of cars in the same class by different teams. The judges should be instructed NOT to touch a vehicle for any reason.

E. JUDGING RULES

1. IN NO CASE WILL A JUDGE HANDLE ANY PORTION OF A CAR unless permitted by the owner. Judges must not have buttons, belt buckles, etc., protruding from their clothing that could cause damage. Judges will not sit in the car and will not smoke while judging.
2. Owners must remain with the vehicle to show it but should stand clear of their cars when judging begins. It is expected that the owner or designated exhibitor be available to open doors, hood, and trunk and demonstrate the working condition of any component, should the judges ask. If the participant or a representative is not present, the car will not be judged. **Tops must be up on cabriolets and convertibles.**
3. The judge should ask the entrant when he thinks it is necessary to establish the authenticity of any item or installation. The entrant should provide documentation at that time to confirm authenticity, however the judge should give the entrant the benefit of the doubt if authenticity is in question and cannot be positively determined.
 - a. Authenticity: Consider a part, component, finish, color, or material not authentic if it is not genuine MBUSA-DBAG-MBAG or OEM replacement for the particular year and model as it left the factory (or in some cases the dealership.)
 - b. Replacement parts: Replacement parts can be from any authorized MB replacement supplier. The parts must meet the exact specifications of the original item or material. A superseded part may not appear the same as the original but is acceptable. Black, yellow, or blue caps on air conditioner charging fittings are acceptable, red, or black locking tabs on transmission dipstick caps are acceptable.
4. The Chief Judge will not tolerate verbal, written or display material that discredits any entry in the show. This does not apply to documentation requested by a judge.
5. After judging a car, the judging team enters the score and initials the score sheet. Judges must note reason for deduction on comment line. The judge returns the score sheet to the windshield. The team's Head Judge can answer questions at this time. The scoring personnel will collect the score sheets for tabulation.
6. The Chief Judge at a section level event may enter a car but shall not receive an award. At a Regional or National event, the Chief Judge should not enter a car.

F. SPECIFIC EXCEPTIONS AND OTHER CONSIDERATIONS

1. Do not deduct for dirt accumulated en route to the event, dew, pollen, raindrops, leaves or pine tags that collect on the car the day of the event.
2. Safety Equipment: Certain states require that specific safety equipment be installed on vehicles to meet their laws. The owner can install such items as necessary to drive his Mercedes-Benz in that state, including seat belts. There should be no authenticity point deductions for these installations.
3. Judges may not deduct authenticity or condition points for equipment installed or required by law to allow the operation of the vehicle by the member or any family member.
4. Batteries: The original equipment battery can be replaced with a battery of any OEM if it is of the like dimension and form as the original. It must fit the original battery tray and use the original hold down clamps. New versions of Mercedes-Benz OEM may have been modified. The modifications to the equipment must be MBUSA-DBAG-MBAG-OEM. If any car in a class has the battery under the seat, or under a cover in the trunk, no batteries are to be judged in that entire class.
5. Window Glass: Any OEM window glass that meets the requirements of the original specifications on form, fit and function (color) is acceptable.
6. Tires: Tires are expendable and can be replaced with comparable or superior equipment of original size or Mercedes optional replacement size. No penalties are taken for the owner's preference of white or black wall cosmetics. The four tires mounted on the vehicle must match, except for cars delivered from the factory with different size tires front and rear (staggered fitment) which should differ only in size.
7. Wheels: Light alloy wheels may be substituted if they were available as a factory option. Light alloy wheels were a factory option starting with the 1970 model year and were available in the fall of 1969. The wheel should be one that was available as an option for that year of that model. A ½ point deduction will be made for vehicles not fitting the above criteria. The wheel finish must be correct.
8. MBUSA-DBAG-MBAG-MBCA badges are permitted without penalty in both Street and Show categories. MBCA window decals are permitted in all categories.
9. Finish: Over or under polishing or over finishing of any component is not authentic.

10. Trim: door guards, fender lip chrome, etc. are not authentic except that fender lip chrome is authentic on a 300SE coupe or convertible ('62-'67), 300Sc ('56-'58), 220S/SE coupe/convertible ('56-'61) and all 600s.
11. Floor mats: Floor mats in later models that are clipped in at the factory, may or may not be removed for Concours judging. If the mat is left in the car, its authenticity and condition will be judged.
12. Paint color changes will result in a ½ point deduction, but if the color change is correct for the year and model, the deduction will be ¼ point.
13. Dealer Installed AC Units: Pagodas (W113) did not have air conditioning from the factory, but many had dealer installed AC units. These dealer installed AC units (Kuhlmeister and Frigiking) are acceptable and no deduction is appropriate.
14. Convertibles and Roadsters will be judged with the tops up. Those cars that came with standard or optional hard tops have the option of being judged with either the soft top or the hard top. When judging a convertible class where some cars have the soft top and others have the removable hard top installed, judges should realize that there are generally fewer issues with hardtops than soft tops, since the material of the soft tops is subject to wear, while the hard tops do not have this issue. It can be a challenge to be consistent in this case.
15. Most judged items are listed on the score sheet, but the judged items are **not limited** to those listed on the sheet. The Engine category has a “Misc. items not covered” entry; others do not. Just because an item isn’t specifically mentioned on the score sheet doesn’t mean it should be ignored. If a deficiency exists on an item not on the score sheet, find an appropriate place to score it, and be consistent in scoring it in the same place for all cars in that class.

VIII. AWARDS

A. BEST OF SHOW and BEST OF STREET AWARDS

1. The car in each Category (Street and Show) collecting the highest number of points receives the Best of Show and Best of Street Award for that category. When tied see tie breaker below for guidance.
2. Best of Street and Best of Show do not win First in Class awards. After determining Best of Street and Best of Show, other cars in the classes move up one slot, namely fourth to third, third to second and second to first. A People’s Choice Award can be also awarded based on a vote of persons attending the event.

B. OPTIONAL JUDGES' CHOICE AWARD

1. If desired by the event organizer, a Judge's Choice Award can be included. The judges choose the "Judges' Choice" award.
2. The Judges' Choice can be from the show or street categories.

C. DEPTH OF AWARDS

1. The minimum depth of awards (first only, first and second, or first, second and third) is determined by the number of entries in each class.

2. NUMBER OF ENTRIES	NUMBER OF TROPHIES
1 to 2	1
3	2
4 to 5	3
6 or more	3 or more

D. TIE-BREAKER

1. After judging, if there is a tie, the Chief Judge can use his or her discretion to break the tie.
2. Some tie-breaking criteria that can be used: highest mileage, age, accuracy of the clock, cigar lighter works, etc.

E. RESTRICTIONS ON WINNING

1. Any entry winning a Best of Show award will not be eligible to win Best of Show in the same show the following year (for example, StarFest, Western Caravan, Gemutlichkeit, StarTrack, Southern Treffen, or Tri-O-Rama).

IX. PROTESTS

- A. While the intent of MBCA events is to provide "friendly" competition, certain situations may arise which cause entrants to protest the management, or decisions of an event. Should a driver question a score, a protest must be made with the Chief Judge within one hour of the completion of judging or of the posting of scores for which the protest is being filed. A \$30 protest deposit shall accompany the protest. If the protest is upheld, the deposit will be returned. If the protest is denied, the protest fee shall be retained by the section putting on the event.
- B. Should an entrant desire to protest the class placement of a vehicle, a protest may be made verbally with the Chief Judge prior to the Judges meeting; no

deposit is required for this type of protest. Decisions of the Chief Judge are final and are not subject to appeal. The ruling must be made on the same day of the protest and before any awards are given.

Appendix 1: Class Listing

Class 8 Modern	W123	W124	W201										
Sedans/ Station Wagons	220, 230, 240D, 280E, 300D, 300TD (1977-1985)	200E, 230E, 300E, 260E, 300E 2.8, 300TD, 400E, 420E, 500E, E320, E420, E500 (1986-1996)	190E, 190E 16V, 190E 2.6, 190D, 190D 2.5 (1984-1993)										
Notes													
Class 9 Modern	W116	W126											
S Class Sedans	280 SEL, 350SE, 350SEL, 450SE, 450 SEL, 280S, 280SE, 300SD, 300SDL, 450SEL 6.9 (1973-1980)	280 SE, 280 SEL, 380SE, 380SEL, 420 SE, 420 SEL, 500SE, 500SEL, 560SEL, 300SD, 300SDL, 350SDL (1981-1991)											
Notes													
Class 10 Modern	C123	C124	C126										
	280C, 300CD (1978-1985)	300CE, E320 (1988-1995)	380SEC, 500 SEC, 560 SEC (1982-1991)										
Notes													
Class 11 Contemporary	R129	R170, 171	R172	R230	R231	R232	R199	R197	X290	C190/R190			
Roadsters	300SL, 500SL, 600SL, SL320, SL500, SL600 (1990-2002)	SLK 230, SLK280, SLK 320, SLK 350, SLK32 AMG, SLK 55 AMG (1998-2011)	SLK 350, SLC 300, SLK55 AMG, AMG SLC43 (2011-2020)	SL500, SL600, SL55 AMG, SL63 AMG, SL65 AMG (2003-2012), SLS	SL400, SL 450, SL500, SL550, SL63 AMG, SL65 AMG (2013-2020)	SL43, SL55 4MATIC+, SL 63 4MATIC+ (2022-Current)	SLR McLaren (2003-2010)	SLS AMG (2010-2015)	AMG GT43	GT (2015-2022) Black Series (2021)			
Notes			SLC launch 2016	SL550, SL 65 Black Series launch 2008	SL Edition 1 (2012) Facelift 2017								
Class 12 Contemporary	W202	W203	W204	C205	W210	W211	W212	W213	W177, W246	C117/C118	W214	W206	
Sedans/ Station Wagons	C220, C230, C280 C320, C36 AMG, C43 AMG (2001-2007)	C230, C240, C280, C320, C32 AMG, C55AMG (2001-2007)	C300, C350, C63 AMG (2008-2015)	C350e, C300, AMG C63, AMG C63S (2015-2021)	E320, E420, E430, E55 AMG, E300D (1996-2003)	E320, E350, E320CDI, E500, E550, E55 AMG, E63 AMG (2004-2011)	E350, E400, E500, E550, E63 AMG, E300/350 CDI (2010-2016)	E300, E400, E450, AMG E43, AMG E53, AMG E64(2017-Current)	A - Class (2018-Current) B Class	CLA 200, CLA 250, CLA45 AMG (2013 - current)	E 350, E450, AMG E 53, E450 all-Terrain (wagon) (2023-current)	C300, AMG C43	
Notes					Diesel (1996-1998, with turbo from 1998)			Facelift 2021	B-Class only sold in the US for 2014 – 2017 V177 sold in US, V177 is the hatchback	Change to C118 in 2019			
Class 13 Contemporary	W208	C209 coupe, A 209 convertible	C207 coupe /A207 convertible	C238	W212	W213/A238 (Convertible)	W214?						
Coupes / Convertibles	CLK230,CLK,280, CLK320, CLK430,CLK55 AMG, (1998-2002)	CLK 320, CLK 350, CLK 500, CLK 550, CLK 55 AMG, CLK 63 AMG, CLK 63 AMG Black (2003-2010)	CLK 350, CLK 500,CLK 550, CLK 55 AMG, CLK 63 AMG, CLK 63 AMG Black Series (2010-2017)	E Class coupe (2016 - Current)	E350, E400, E400 Hybrid, E550, E 63 AMG, E 63 AMG S, E 350 CDI (2010-2016)	E350e, E450, AMG E55 (2016 - 2020)	E450, AMG E 53 (2021-2023)						
Notes			Very rare - CLK DTM AMG				Convertible and coupe expected to renamed CLE with launch date of 2024						

Appendix 2: Concours Score Sheets

- Street Category
- Show Category
- Show and Shine Category
- Custom Category



MERCEDES-BENZ CLUB of AMERICA



CONCOURS d'ELEGANCE
STREET CATEGORY SCORE SHEET

NAME: _____ Car No: _____
 Year: _____ Model No. _____ Color: _____ Mileage:(or KMs) _____
 Paint Code: _____ / _____ Original paint Code Yes or No _____ Trailered Yes or No _____

SUMMARY OF SCORING

Points

1. Interior, Upholstery, Trunk		Mileage	
2. Glass/Lights/Rubber/Trim		Age	
3. Engine Compartment		Trailered?	
4. Paint, Coachwork			
Grand Total Points			

ENTRANTS please note - only judges are to write on this form below the topmost box

1. Interior, Upholstery, Trunk	Max Points	Deduction	Comments
Carpeting	2		
Seats, Coverings, foundations, Padding	4		
Dash, Inst,radio,Glove Box,Center Console	3		
Steering wheel, Gear Shift, Signal Stalks	2		
Door Inside Coverings, Arm Rests, window brushes	2		
Headliner, Inside Soft Top, Sunvisors, inside mirror	3		
Wood, Chrome, Paint Finish	2		
Dirt, Dust, Stains on Interior	1		
Trunk Finish, Coverings	1		
Spare Tire,Tool,Jack,First Aid Kit, Owners Manual	1		
Dirt, Dust, Corrosion, Stains in Trunk Area	1		
Total Points / Deductions	22		

2. Glass/Lights/Rubber/ ChromeTrim	Max Points	Deduction	Comments
Grill, Emblem, Front Bumper, Guards (If Chromed)	4		
Headlights, Signaling, Fog Lights	2		
Windshield, Seal, Trim	2		
Windows side & rear, Seals, Trim	2		
Side Trim, Antenna, Side Mirrors	2		
Deck Lid, Lock and Seal	2		
Rear Bumpers, Guards If Chromed	2		
Doors, Seals, Door Handles	3		
Dirt Corrosion, stains	1		
Total Points / Deductions	20		



MERCEDES-BENZ CLUB of AMERICA



CONCOURS d'ELEGANCE
STREET CATEGORY SCORE SHEET

3. Engine Compartment	Max Points	Deduction	Comments
Cooling system	2		
HVAC system	2		
Engine, Exhaust Manifolds, Mounts	2		
Fuel delivery, Carbs, Inj System, Intake manifold	2		
Wires, Harness, Distributor, Coil, Relays, Fuses	2		
Battery Charging System	2		
Braking System, Booster Master Cylinder	2		
Firewall, Under Hood, Grommets	2		
Steering System	1		
Horns, Wiper Linkage, Washer reservoir	1		
Under Hood Body Finish	1		
Misc. Items not covered	1		
Plating	1		
Hoses, Clamps	2		
Dirt, Corrosion, Leaks	2		
Total Points / Deductions	25		

4. Paint, Coachwork	Max Points	Deduction	Comments
Gaps, Doors, Hood, Deck Lid	2		
Coach lines, Sightlines	4		
Imperfections in Paint	5		
Paint Color	2		
Quality of Bodywork	3		
Fitments of Grille, Bumpers, Lights	2		
Roof, Including Soft Top	2		
Wheels and Wheel Covers	1		
Dirt, Wax Buildup	2		
Overspray, Poor Masking, Poor Final Buff	2		
Total Points / Deductions	25		

Rule VII F 7 Light alloy wheels may be substituted if they were available as a factory option.

Deduct 0.5 points for non-conforming wheels.

Rule VII F 12 Deduction for change of color 0.5 points in Show Class, and likewise in street class.

However, if color change was available for that model year and for that model car, 0.25 point deduction in Show and Street Class

Model year 1 point per 5 years (4 points max) is ADDED to your final score

Mileage 1 point per 50,000 miles (4 Points max) is ADDED to your final score. 1 km = 0.62137

Trailer vehicles incur a mandatory deduction – 2 Points If trailered to the event, unless a race car, track car or not street legal.



CONCOURS d'ELEGANCE SHOW CATEGORY SCORE SHEET

Entrant:	Paint Color:		
Year:	Paint Code:		
Model:	Mileage:		
Max	Points	Deduction	Comments
Engine Compartment			
Cooling System	2		
HVAC System	2		
Engine, Exhaust Manifolds, Mounts	2		
Fuel Delivery, Carbs, Inj Sys, Intake Manifold	2		
Wires, Harness, Distributor, Coil, Relays, Fuses	2		
Battery Charging System	2		
Braking System, Booster, Master Cylinder	2		
Firewall, Under Hood, Grommets	2		
Steering System	1		
Horns, Wiper Linkage, Washer Reservoir	1		
Under Hood Body Finish	1		
Misc. Items Not Covered	1		
Plating	1		
Hoses, Clamps	2		
Dirt, Corrosion, Leaks	2		
Total Max Points	25		

Max	Points	Deduction	Comments
Paint, Coachwork			
Gaps: Doors, Hood, Deck Lid	2		
Coach Lines, Sight Lines	4		
Imperfections In Paint	5		
Paint Color	2		
Quality Of Body-Work	3		
Fitment of Grille, Bumpers, Lights	2		
Roof, Including Soft Top	2		
Wheels Wheel Covers	1		
Dirt, Wax Buildup	2		
Overspray, Poor Masking, Poor Final Buff	2		
Total Max Points	25		

Rule VII F 7 Light alloy wheels may be substituted if they are factory option.

Deduct 0.5 points for non-conforming wheels.

Rule VII F 12 Deduction for change of color 0.5 points in Show Class, and likewise in street class. However, if color was available for that model year and for that model car, 0.25 point deduction in Show and Street Class.

Deductions are entered in quarter point increments



CONCOURS d'ELEGANCE SHOW CATEGORY SCORE SHEET



Interior, Upholstery, Trunk	Max Points	Deduction	Comments
Carpeting	2		
Seats, Coverings, Foundations, Padding	4		
Dash Instruments, radio, clock glove box, console	3		
Steering Wheel, Gear Shift, Signal Stalks	2		
Door Inside Coverings, Arm rests, Window Brush	2		
Headliner, Inside Soft Top, Frame, Sunvisors, Rear Shelf, Rear View Mirror	3		
Wood, Chrome, Paint Finish	2		
Dirt, Dust, Stains on Interior	1		
Trunk Finish, Coverings	1		
Spare Tire, Tools First Aid Kit, Owners Manual,	1		
Dirt, Dust, Corrosion, Stains in Trunk Area	1		
Total Max Points	22		

Glass Lights, Rubber and Chrome Trim	Max Points	Deduction	Comments
Grille, Emblem Bumper, Guards, If Chromed	4		
Headlights, Signaling, Fog Lights	2		
Windshield, Seal and Trim	2		
Windows Side and Rear, Seals and Trim	2		
Side Trim, Antenna, Side Mirrors	2		
Deck Lid Trim, Lock, Seal	2		
Rear Bumpers, Guards If Chromed	2		
Doors, Seals, Door Handles	3		
Dirt, Corrosion, Stains	1		
Total Max Points	20		

Chassis and Underbody	Max Points	Deduction	Comments
Suspension, Springs, Shocks	1		
Lines, Brakes, Fuel	1		
Drive Train, Transmission, Drive Shaft, Rear Differ	1		
Fuel Tank, Pump	1		
Exhaust System	1		
Wheel Wells, Underbody Finish	1		
Tires (All Five Match)	1		
Dirt, Corrosion, Leaks	1		
Total Max Points	8		

Points Summary	Max Points	Deduction	Comments
Engine Compartment	25		
Paint, Coachwork	25		
Interior, Upholstery, Trunk	22		
Glass Lights, Rubber and Trim	20		
Chassis and Underbody	8		
Grand Total	100		

FINAL RANKING: _____

SHOW AND SHINE JUDGING FORM



Lead judge & phone number: _____

Entrant Name: _____

Vehicle Year: _____ **Model:** _____ **Mileage:** _____

Years Owned: _____ **Miles Driven Annually:** _____

INTERIOR

Excellent Very Good Good Fair Poor

EXTERIOR

Excellent Very Good Good Fair Poor

ENGINE/STORAGE COMPARTMENT

Excellent Very Good Good Fair Poor

UTILIZATION (Circle all that apply)

Daily Driver Pleasure use only Concours only Rallys/Tours Track Use

OVERALL PRESENTATION OF VEHICLE

Excellent Very Good Good Fair Poor

JUDGING COMMENTS

Add any comments that would justify this car getting an award above the others in the class:

Use back of sheet for additional comments



**CONCOURS d'ELEGANCE
CUSTOM CATEGORY SCORE SHEET**



NAME: _____	Car No: _____
Year: _____	Model No. _____
Color: _____	Mileage:(or KMs) _____

**SUMMARY OF SCORING
Points**

1. Interior, Upholstery, Trunk		Workmanship	
2. Glass/Lights/Rubber/Trim		add up to 4 p	points for quality of workmanship
3. Engine Compartment		Presentation	
4. Paint, Coachwork		add up to 4 p	oints for presentation
Grand Total Points			

ENTRANTS please note - only judges are to write on this form

1. Interior, Upolstery, Trunk	Max Points	Deduction	Comments
Carpeting	2		
Seats, Coverings, foundations, Padding	4		
Dash, Inst,radio,Glove Box,Center Console	3		
Steering wheel, Gear Shift, Signal Stalks	2		
Door Inside Coverings, Arm Rests, window brushes	2		
Headliner, Inside Soft Top, Sunvisors, inside mirror	3		
Wood, Chrome, Paint Finish	2		
Dirt, Dust, Stains on Interior	1		
Trunk Finish, Coverings	1		
Spare Tire,Tool,Jack,First Aid Kit, Owners Manual	1		
Dirt, Dust, Corrosion, Stains in Trunk Area	1		
Total Points / Deductions	22		

2. Glass/Lights/Rubber/ ChromeTrim	Max Points	Deduction	Comments
Grill, Emblem, Front Bumper, Guars (If Chromed)	4		
Headlights, Signaling, Fog Lights	2		
Windshield, Seal, Trim	2		
Windows side & rear, Seals, Trim	2		
Side Trim, Antenna, Side Mirrors	2		
Deck Lid, Lock and Seal	2		
Rear Bumpers, Guards If Chromed	2		
Doors, Seals, Door Handles	3		
Dirt Corrosion, stains	1		
Total Points / Deductions	20		



**CONCOURS d'ELEGANCE
CUSTOM CATEGORY SCORE SHEET**

3. Engine Compartment	Max Points	Deduction	Comments
Cooling system	2		
HVAC system	2		
Engine, Exhaust Manifolds, Mounts	2		
Fuel delivery, Carbs, Inj System, Intake manifold	2		
Wires, Harness, Distributor, Coil, Relays, Fuses	2		
Battery Charging System	2		
Braking System, Booster Master Cylinder	2		
Firewall, Under Hood, Grommets	2		
Steering System	1		
Horns, Wiper Linkage, Washer reservoir	1		
Under Hood Body Finish	1		
Misc. Items not covered	1		
Plating	1		
Hoses, Clamps	2		
Dirt, Corrosion, Leaks	2		
Total Points / Deductions	25		

4. Paint, Coachwork	Max Points	Deduction	Comments
Gaps, Doors, Hood, Deck Lid	2		
Coach lines, Sightlines	4		
Imperfections in Paint	5		
Paint Color	2		
Quality of Bodywork	3		
Fitments of Grille, Bumpers, Lights	2		
Roof, Including Soft Top	2		
Wheels and Wheel Covers	1		
Dirt, Wax Buildup	2		
Overspray, Poor Masking, Poor Final Buff	2		
Total Points / Deductions	25		

Workmanship - add up to 4 points for quality of workmanship
 Presentation - add up to 4 points for quality of presentation

Deductions are entered in quarter point increments

Appendix 3: Silver Star Preservation Category Forms

MBCA Silver Star Preservation Category Score Sheet Page 1 of 2

(Owner must fill out shaded areas of both sides of this form)

Owner's name

Home section

Member number

Certification Yes No Re-certification? Yes No

Model and Year

Manufacture date

Vehicle ID Number

Sponsor Section

Event

Reviewer

Reviewer

Total mileage

Mileage to event

Engine number

Paint Color Code

Certification Results

(Circle Qualifying Categories, at least 60% in three areas for Certification)

Category	Points Required	Points Received
Operability	All Must Pass	Pass
Safety	All Must Pass	Pass
Exterior	60	
Interior	60	
Engine	60	
Chassis	60	

Owner's Signature

Reviewer's Signature

Reviewer's Signature

Chief Judge's Signature

Safety Items

Function (circle)

Headlights Yes No

Tail lights Yes No

Turn signals Yes No

Other lights Yes No

Instrument lights Yes No

Emergency brake Yes No

Horn Yes No

Wipers Yes No

Glass clarity Yes No

AREA (Yes or No Answer Required by Owner)	ORIGINAL	REPLACED TO ORIGINAL	REPLACED NOT TO ORIGINAL	COMMENTS (USE BACK OF FORM IF NEED MORE SPACE)	POINTS AWARDED
EXTERIOR					
Hood and Trunk (10)					
Fenders, rockers (20)					
Top, boot cover (10)					
Paint (Bonus item) (20)					
Bright Metal, Rubber (20)					
Glass, lights (20)					
Non-original adds (-15)					
INTERIOR					
Seats, door panels (20)					
Woodwork, trim (Bonus) (20)					
Instruments, radio, Speakers(10)					
Steering wheel (10)					
Headliner, visors (20)					
Carpeting (Bonus) (20)					
Non-original adds (- 15)					
ENGINE COMPARTMENT					
Engine block, heads (25)					
Firewall, hood pad, paint (25)					
Hoses, clamps, manifolds (30)					
Horns, washer system (20)					
Non-original adds (-15)					
TRUNK, CHASSIS, MISC.					
Tool kit, Jack (15)					
Spare tire, mount (15)					
Exhaust system (15)					
Tires and wheels (20)					
Wheel wells, underbody (20)					
Non-original adds (-20)					

INTRODUCTION TO THE MBCA SILVER STAR PRESERVATION CATEGORY SCORE SHEET

- 1. The stated purpose of the Silver Star Preservation Category is not to create yet another “judged category” at MBCA Section, Regional, or National events. It has been designed to encourage you, as the owner of a Mercedes-Benz over twenty-five years old, who drives your car, to enjoy it, to participate in MBCA Section, Regional, and National Events and to receive recognition for that participation.**
- 2. A Silver Star Preservation Category Mercedes-Benz must be driven to the MBCA event and have all its safety items operating. The safety items will be checked by a reviewer and all must be totally operational to qualify your car as a Silver Star Preservation Category vehicle.**
- 3. The Silver Star Preservation Category is designed to have you, the owner, complete the shaded portion of “The Silver Star Preservation Category Score Sheet.” It is possible that you, as the owner may not be sure that some items are not original at which time you should consult with a reviewer who in turn may refer you to a member more knowledgeable about your car.**
- 4. The point system has been designed as a guideline and qualification of 60 points or better in three of the five categories will earn you a Silver Star Category. The “Reviewer” will go over the certification form with you to assure you have completed all the categories.**
- 5. You may submit your vehicle as often as you would like for recertification at subsequent MBCA events.**
- 6. Depending upon the MBCA Section sponsoring the event, you may be eligible for an additional award, the Silver Star Preservation Traveler Award, based upon the distance that you drove your vehicle to that event.**
- 7. Remember, the purpose of the Silver Star Preservation Category is to encourage you to share your car with the rest of us. A well-loved and driven over twenty-five year old Mercedes-Benz should not be denied participation in MBCA events nor should it be denied recognition for being there. It just may serve another member as a guide for a restoration project of a similar car.**

Thank You for your Participation

5/28/2023

Appendix 4: Glossary of Terms

Best in Show: The entry in **show** class with the highest score. In the case of a tie, the Chef Judge will be responsible to find a method to break the tie.

Best in Street: The entry in **street** class with the highest score. This vehicle is not eligible for Best in Show.

Braking system: Includes, master cylinder, booster, fluid reservoir, reservoir cap, linkages, lines and ABS components.

Charging system: Includes all the elements for the battery and associated peripheral components such as voltage regulator, alternator, battery cables and battery hold downs.

Chief Judge: a person chosen by the concours chair for his/her experience and familiarity in the process of judging, the national rules regarding MBCA concours and classifying the entries into the correct classes. The Chief Judge may act as an arbitrator whenever disputes arise between the entrant and the judges. He or she may appoint an assistant to help in any matter necessary.

Chip: A small defacing of the paint finish as caused by a stone or door ding. A chip is defined as a flaw in the paint that shows either metal or primer coat beneath the paint color.

Coach or sightlines: these are the normally horizontal flared lines that extend from the front fenders through the doors and may extend to the rear. These lines should be perfectly level, or a deduction will be indicated.

Cooling system: Includes radiator, expansion tank, fan, water pump, and radiator or reservoir cap.

Concours Chair: Will work with the event organizers to select a venue for the competition, organize a cadre of volunteers to act as marshals, field workers and judges, publicize the event and help secure cars for the competition.

Concours d'Elegance: A French phrase meaning a contest of elegance. They were used originally to showcase coach-built carriages and later automobiles.

Concours Secretary: An assistant to the chief judge who ensures that all entrants are distributed proper score sheets, properly filled out, and are entered and identified into the correct class.

Cracked or Crazed: A narrow split, partial fracture or separation of a piece or part considered to be one unit. An example would be a split on the interior surfaces, cracked paint where it is either applied too thick or a panel underneath has become separated.

Creases or wrinkles: A line, mark or ridge caused by looseness, folding of a fabric, or the breakdown of under-layments or foundations. Usually found on leather seat coverings, headliners or door panels.

Cross Judging: When a judge assigned to one area (or class) attempts to point out, influence or even judge an area or class not assigned to him or her. This is not allowed in MBCA judging.

Damaged: Items that have suffered the ravages of time or slight abrasions. Examples might be road rash on wheels, chips in the windshield etc.

Delamination: A separation of the layers of wood or perhaps the front windshield where the lifting is usually caused by breakdown of adhesives caused by water or excessive heat over prolonged periods of exposure.

Dent: A slight or significant depression. Indentation, or hollow below the surface caused by a blow or some other form of pressure.

Dirt: Any residue left on an original finish that has been allowed to discolor the finish. This may not include any dust that has settled on the finish, or any temporary residue caused by plant pollen or insects that are indigenous to the concours site that day. In other words, dirt or residue that has been on the vehicle prior to the day's event.

Discolored /cloudy: A change in color, wither darker or lighter, variegated, streaked, opaque instead of transparent. May also be a breakdown or yellowing of clear coat on older models.

Faded: A finish that has lost color or brilliance as in an exterior finish that has had excessive exposure to the elements. This can also be evident on seats, door panels and dash coverings that have seen too much ultraviolet rays over time.

Fisheyes: Is defined as a flaw in the paint which resembles a cratering, opening or eruption, which is usually caused by a foreign substance such as silicon on the surface at the time of refinishing. The paint finish will not adhere to silicon, causing the fisheye.

Frayed: A fabric, leather or wiring harness that has become ragged on the edges where material is unraveling or where stitching has failed.

Gaps: Is defined as the spacing between adjacent body panels, for example. They can also be on interior parts and chrome embellishments. Usually, an adjacent body panel gap is about 4mm. If they are excessive or uneven a deduction is in order.

HVAC: The complete heating, ventilation and air conditioning system components that are under hood. Includes heat ducts, vents, air conditioning components and any other peripheral components.

Judge: Any individual who has been previously trained through experience or by attending any MBCA concours judging school. A judge can enter a car into competition but cannot judge in their or their significant other's class. Whenever possible judges are carefully chosen for their individual tasks based on experience within a particular model and should demonstrate a great degree of impartiality in all matters.

Lifting /peeling: The separation of a finish on items such as wood, paint or chrome from the base structure. This can occur in small to large sheets or flakes.

Loose: Any item not connected, restrained, bound, glued or attached where it is intended to be is considered loose. This usually pertains to fabrics, leathers, vinyl, wood or even panels of metal which has either become unglued or the fasteners have failed.

Non-authentic: Any part, component or finish is to be considered non-authentic if it is not considered to be correct for that specific year and model as it was delivered to the dealer.

OEM part: Any part that is supplied by an original supplier that does not deviate from the original.

OER (Original Equipment Replacement part) Any part that is supplied by an original manufacturer but may differ slightly from the original. It is generally any part that is substituted by an authorized dealer parts department. Normally a deduction is not noted for this part in Street category but may be noted in Show class. Examples could be substitutions for clamps, lighting, switches, and hardware. Generally the manufacturer's part number will be the same as the OEM part but there will be no Mercedes part number.

Orange Peel: Is the appearance of the final coat to be slightly rough, resembling the finish similar to the skin of an orange. This is usually caused by an excessive amount of paint being applied at low pressure. While it is true that original factory finishes may have evidence of orange peel, this is considered normal, usually not excessive and not worthy of a deduction. However, many re-sprays exhibit excessive orange peel in hard to buff areas such as below the headlights, taillights, and door upper window frames. These are usually deductions.

Over finishing/polishing: This applies to over polishing of aluminum surfaces usually in the engine compartment, or alloy wheels, This can also be applying chrome over alloy wheels or chrome plating of engine compartment items. This can also be wood or metal finishes that are too glossy. In all cases these are deductible flaws.

Over-spray: A thin film or paint or even glue residue on adjacent surfaces. This is usually caused by inadequate masking, poor painting procedures or inadequate cleaning of the adjacent surfaces. A cautionary note: Surfaces that are not usually upper body panels can exhibit overspray such as lower valences, rocker panels, wheel openings and grille openings. These may be factory finishes and are not worthy of a deduction.

Patina: Usually original interior components that are slightly worn, creased or even faded, but not excessively so. The creases and cracks cannot go through the color. Other examples may be thin chrome and slightly faded paint. These may be considered on original finishes. A deduction may not be warranted, strictly based on the judge's subjective evaluation.

Pits/pitted: Small hollows or a series of hollows of or slight eruptions in a finished surface. Usually found on chrome plated surfaces.

Poor body work: Can be poorly attached fenders, quarter panels, and rocker panels, evidence of poor or incorrect welding, bubbles beneath the paint or anything that can be attributed to poor final metal preparation prior to final color.

Poor fit: Is defined as poorly aligned or excessive gaps of adjacent panels or in the case of seating can be the result of improper stuffing or foundations. Misalignment of stitching in the seats can be the same result.

Ripple: An undulation in a normally flat surface. This can be the result of poor preparation of the base material.

Rust/oxidation: Can be reddish brown in the case of untreated steel but can also be whitish- grey in the case of aluminum surfaces.

Sanding marks/swirls: These are evident beneath the final finish of paint or chrome. Cause by poor base metal preparation or overbuffing of wax.

Scratch: A mark in the finish caused by sharp or ragged objects. In order to be a scratch, the finish must have been interrupted.

Silver Star Preservation category: Only cars 25 years or older may enter. This class is self-evaluated by the entrant and the results are verified by a volunteer judge and the Chief Judge. Upon successful completion of the score sheet, the entrant is awarded a certificate, issued by the National Business Office.

Stain: A discoloring or soiling of the finish.

Stress fracturing: This is evident usually on the plastic headlight doors, covering, fog lamps lenses and taillights. Can be a deduction depending on the severity of the fracturing.

Tabulator/scorer: Any individual who will assist the concours chief judge by adding up the scores of each entrant and may calculate adders for mileage and age for the street cars.

Tears/holes: A puncturing or separation by force of a soft material is a tear.

Worn: Exhibiting the effects of excessive use and wear.