

## CONCOURS D'ELEGANCE

Concours D'Elegance (Concours) -- "A show or contest of vehicles and accessories in which the Entries are judged chiefly on excellence of appearance and turnout." The CORVETTE CONCOURS is the displaying of fine individual examples of the Corvette marquee. Many shows include models from the '50s solid axle cars, the ever-popular '60s "mid-year" cars, the '70s and the high-tech cars of the '80s, '90s and '2000s. These examples of the Corvette's aesthetic beauty, as well as its engineering excellence, are grouped in classes and judged on a point structure designed to reflect the degree of each unit's individual excellence. The participating Corvettes are placed in established NCCC classes that take into consideration the year, model, style, degree of originality and correctness of restoration. Corvettes participating in a Concours event must meet certain minimum standards. The Corvette that is driven regularly is encouraged to participate in a class within the Wash & Show group or the Street Show group, thus not in direct competition with show quality cars that are not often exposed to the open road and its wear and tear.

A typical Concours is conducted by a local NCCC club that has applied for and received a sanction from its Region Competition Director (RCD). There are normally deadlines for applying for a Region sanction and for getting notices (flyers) out to other clubs in the region. The flyers should contain all the information necessary for members of the local and other NCCC clubs to plan their participation in the event. Both the Event Chairperson's and the Host Club Governor's name, address and telephone number must be included on the flyer. At a Concours, all cars are inspected by the Operations Check team and evaluated on the function of a variety of the mechanical aspects of the car. Each Corvette will be examined to determine its deviation from factory stock for placement in the appropriate class. Mileage logs will be examined for entrants in the Street Show and the Wash & Show groups to verify the required minimum mileage between shows.

All classes are judged on the basis of 100 points. The "Operations Check" is valued at 25 points and the judging of the exterior, interior, and engine is valued at 75 points for the Concours Prepared, Modified, Street Show, Custom, and Race Prepared Classes.

The Wash & Show cars are judged on exterior and interior only with separate judging sheets that also total 75 points. Hoods remain closed on cars in the Wash & Show class during the judging. All cars begin with 100 points and deductions are made on the judging sheet for each respective area for any discrepancies found. The point reference beside each category indicates the total points assigned to that area and is, therefore, the maximum points that can be deducted. Minimum deductions will be made in 1/2 point increments.

A special form of the Concoors called a People's Choice Concoors can be hosted when a Club does not wish to put forth the effort and/or secure the number of judges required to host a Concoors as described above. In a People's Choice Concoors, the Corvettes are separated into Classes chosen by the Host Club. Entrants and spectators then vote for their favorite car in each Class. Refer to 7.21 People's Choice Concoors of this rulebook.

## **RESPONSIBILITIES OF THE HOST CLUB**

1. The Host Club should provide an appropriate display area with as much protection for displayed cars as is possible under the specific circumstances of an event. Flyers advertising a Concoors should notify entrants of the amount of protection available (specifically whether the event is indoors or outdoors). The Host Club may provide stanchions, but is not obligated to do so.
2. Guest cars should be given priority over Host Club cars in placement and positioning in the display area.
3. Concoors Events should be well organized and properly planned. Adequate assistance should be provided to allow the various portions of the event to flow smoothly. An adequate supply of forms and supplies are also necessary.
4. The availability of rest room facilities and refreshments should be noted on the flyers advertising an event for the convenience of non-Host Club entrants.

## **OFFICIALS FOR A CONCOORS EVENT**

1. The Show/Event Chairperson is in charge of the event. A Co-Chairperson may be appointed if needed or desired. **THEY ARE PERMITTED TO PARTICIPATE AS ENTRANTS PROVIDED THEY DECLARE AT THE DRIVERS' MEETING THEIR INTENTIONS TO DO SO.** If they are entrants, they would only earn entrant's points.
2. The Operations Check Team will have a minimum of two members (normally from the Host Club) to verify the operation of various functions on each car as listed on the Master Score Sheet.
3. The Classification Team should have a minimum of two members and may also serve as the Operations Check team. The members of the Classification Team should be knowledgeable in the correctness of components in all the various models entered in the event. With all the changes over the years, it is advisable to have a number of knowledgeable people available to assist in the proper classification of cars.

4. An Event Chairperson may appoint a Chief Judge to assume the responsibilities for the judging at the event. The Chief Judge must be a member of the Host Club.
5. The Tabulator (and one or more assistants) is responsible for the prompt and accurate tabulation of scores and ranking of the event winners.
6. Teams of judges as outlined in Section 7.5. of the NCCC rule book-- Judging Guidelines.

## **AWARDS**

1. Awards should be a worthwhile memento of the accomplishment of winning or placing in a Concours class. It should not be so large or expensive as to require an excessive entry fee or take away from the charitable purpose of an event that raises money for recognized charities.
2. Awards may be made in the form of traditional trophies, plaques, ribbons, and other such mementos. The event name and class ranking should be on the award.
3. Minimum awards (awards given per car not per entrant):
  - A. An award **MUST** be given for every class that has participants.
  - B. One (1) award -- One (1) to six (6) car class.
  - C. Two (2) awards -- Seven (7) to eleven (11) car classes.
  - D. Three (3) awards -- Twelve (12) to seventeen (17) car classes.
  - E. Four (4) awards -- Eighteen (18) to twenty-four (24) car classes.
  - F. Five (5) awards -- Twenty-five (25) to thirty-four (34) car class.
  - G. One (1) additional award for every ten (10) cars thereafter.
4. Optional awards may be made for a variety of special categories. They should be awarded as an indication of excellence in the particular category. Wash & Show cars are not considered for these special awards, but may have a separate set of Wash & Show special awards. The judging requirements are left to the discretion of the Chief Judge and/or the Event Chairperson and should be as fair and consistent as possible. These awards may include but are not limited to:

Best of Show

Best Engine

Best Paint

Best Interior

\*Must be determined by re-judging the highest point car for each set of judging teams, excluding the Wash & Show group.

## **CLASSIFICATION**

1. Corvettes entered in a Sanctioned NCCC Concours will be separated into one of seven groups based upon the criteria outlined in this Section. A group generally represents cars within a reasonable range of the same level of preparedness for a Concours. These groups provide a level of competition that is both fair and reasonable for the entrants and the judges who must evaluate individual cars that are very different in age, design or state of modification and vary widely in the amount of regular usage. Cars will be assigned to classes as follows:

### **CLASS MODEL YEAR**

#### *CONCOURS PREPARED GROUP CLASSES:*

C/P A 1953-1962

C/P B 1963-1967

C/P C 1968-1977

C/P D 1978-1982

C/P E 1984-1996

C/P F 1997-2004

C/P G 2005-up

#### *MODIFICATION GROUP CLASSES:*

MOD A 1953-1962

MOD B 1963-1967

MOD C 1968-1977

MOD D 1978-1982

MOD E 1984-1996

MOD F 1997-2004

MOD G 2005-up

***STREET SHOW GROUP CLASSES:***

S/S A 1953-1962

S/S B 1963-1967

S/S C 1968-1977

S/S D 1978-1982

S/S E 1984-1996

S/S F 1997-2004

S/S G 2005-up

***WASH & SHOW GROUP CLASSES:***

W&S A 1953-1962

W&S B 1963-1967

W&S C 1968-1977

W&S D 1978-1982

W&S F 1997-2004

W&S G 2005-up

***RACE PREPARED CLASS:***

R/P All Years

***CUSTOM GROUP CLASSES:***

CUS A 1953-1982

CUS B 1984-Present

***EXHIBITION CLASS*** -- Not judged, for display only:      EXH All Years

**Concours Prepared:** Showroom condition, stock equipment, no deviation. Classification sheet, exterior, interior, and engine judged.

**Modified:** Four to fifteen modifications allowed. Classification sheet, exterior, interior, and engine judged.

**Custom:** Sixteen or more modifications. Custom (non-factory) paint jobs would be included in this grouping. Classification sheet, exterior, interior, and engine judged.

**Race-prepared:** NO classification sheet, exterior, interior, and engine judged. Must meet RP requirements for speed events.

**Street Show:** 3 or less modifications NO classification sheet, exterior, interior, and engine judged.

**Wash and show:** NO classification sheet, exterior and interior judged only. Hood remains closed NO engine judging.

**Exhibition:** No judging, just for fun and to help our charity.

## JUDGING GUIDELINES

The judges at a Concours event are responsible to the Event Chairperson or the Chief Judge, if there is one. Judging in NCCC Concours shows will be by teams as follows:

At least one team of two (2) judges is required. A single team can judge interior, exterior, and engine. However, no judge can judge their own car or class. Therefore, if the judge(s) have entries in the Concours, additional teams of two (2) judges each will be required as appropriate.

The Event Chairperson or Chief Judge may establish additional sets of judging teams if the number of cars in the show warrants it. All cars within a Class must be judged by the same set of judging teams. If "Best of Group" awards are given then all cars within a Group must be judged by the same set of judging teams.

An alternate judge is not required if the judges on any judging team are not participants in any of the class(s) they are assigned to judge. However, the use of an alternate judge is encouraged as a training opportunity for inexperienced judges.

The key consideration in selecting Concours judges is an above average understanding of what is correct within the various classes, a familiarity with the judging concepts listed below and the Concours rules in general, and a sense of fairness that is demonstrated by consistent judging from car-to-car and class-to-class. The judging teams should be chosen carefully to take advantage of the experience available and to provide a learning environment for newer/less experienced judges to become more proficient by serving as alternate judges or by being paired with more experienced judges.

The Event Chairperson/Chief Judge will conduct a brief Judges' Meeting to be sure that all judges are familiar with their assigned areas and that they understand the general Concours rules and any specifics that pertain to the show/event. Judges shall be available for the entire event and willing to assist entrants in: (a) understanding the judging rules, (b) better preparing their cars for future shows, (c) finding needed replacement parts and (d) generally adding to the friendly, sportsmanlike atmosphere of the show.

## **JUDGING RULES:**

1. Judging will be done by teams of two judges, each with an alternate judge (see alternate requirement in Section 7.5). A separate team will be assigned to the exterior, interior, and the engine compartment. In the event that one of the judges or the judge's immediate family has a car entered in the show, the judge will disqualify himself/herself from judging cars in that particular class and the alternate judge will judge ALL cars in that class for the area assigned to that team.
2. The order of the judging will be determined by the Chief Judge or Event Chairperson depending on the layout of the show area. The judges within a team will confer as they examine each car and arrive at a consensus on any point deductions to be made. However, they will not confer with judges from other teams until all judging is completed.
3. Separate judging sheets are prepared for each team which will be the same for all classes except Wash & Show and Race Prepared. Those classes have slightly different judging sheets with different point totals since the engine compartment is not judged in Wash & Show and the criteria for Race Prepared are unique. Each car will have a Master Score Sheet which will be filled in as the car is classified and operations checked, usually as the cars are entering the show area. This sheet will be sent to the tabulators as each car is "checked" and classified. Information on the score sheets is not public information and should be kept in a secure place out of public view.
4. Each judging team will be supplied with a judging sheet for each car in the show for the area to be judged. The alternate judge can be utilized to bring completed and signed score sheets to the tabulator as they are completed in order to expedite the final tabulation. The tabulator(s) will transfer the total score for each judging Section to the Master Score Sheet and will tabulate the final score.
5. Each judging team should make a review of all the cars in the show before they start judging. This initial review will allow the team to be generally aware of the quality of cars to be judged and help them establish a reasonable bench mark as the standard for the show/event.

6. Judges may not touch the cars, except where an entrant/judge has waived his/her right to be present during judging. Entrants should open doors, hoods, and trunks and move seat backs, etc. so the judges can see as required to properly judge each car. If something on a car seems dirty, the entrant should touch the area to see if the dirt comes off on the entrant's finger or rag.

7. Judges **MUST** be consistent in the judging of cars. If they select an area to check condition and cleanliness, it should be checked on each car judged. Entrants will be quick to complain if they see inconsistent judging.

8. Judging of a one-car class is optional with the entrant. Entrants are encouraged to have their cars judged with the same level of thoroughness as expected in a multiple-car class. Cars that are not judged will not be considered for the Best of Show Award.

### **OPERATIONS CHECK GUIDELINES:**

1. Do not deduct points for listed items that were not originally available or equipped on a car. For example, burglar alarms or four-way flashers on early models.

2. Deduct points if original equipment is removed except in the Modified, Custom, and Race Prepared classes.

3. Deduct for any item that is present but fails to work, even if it is not an original equipment item.

4. Items that are modified, but still work as originally intended are not deductions, but do apply to the Classification Sheet. An example would be red tail lights in place of back-up lights.

### **GENERAL RULES**

1. All Corvettes entered in a judged Concours must be owned by the entrant or his/her immediate family, defined as Primary, Spouse/Companion and their dependent children. A spouse/companion and dependent are required to show a driver's license along with their NCCC card to prove that both entrants live at the same address. Leased cars are considered owned (daily rentals are not considered owned). There will be a maximum of two entrants for each car in the show.

2. All Corvettes entered in a Concours must be reasonably prepared for showing. They must not have significant body damage or other lack of parts that would render the car a poor example of the marquee and an embarrassment to Host Club and NCCC. At the discretion of the Chief Judge and the concurrence of the Governor of the Host Club, any

entrant whose car is not properly prepared for showing may be asked to remove the car from the show area.

3. All Corvettes must be in operating condition to enter the event. As part of the operational inspection the car **MUST START** in order to demonstrate the operation of various functions, including gauges and air conditioning.
4. If an entrant (NCCC member) has more than one car entered in a Concours, he/she must declare which car will be judged for points.
5. The entrant will remove all loose items from the interior of the car. This includes T-top covers, floor mats and everything in the compartment(s) other than owner's manual, warranty papers, and registration.
6. Convertibles must be shown with a top in place (either the soft top or a hardtop). T-top and current coupe models must have top in place. All windows will be rolled up and side curtains in place. The Race Prepared class and Custom class are excluded from these requirements.
7. All cars will be shown without elaborate displays, turntables, etc. A sign of reasonable dimensions (use 20" x 20" as a guide) which is in good taste will be allowed. Custom cars may use mirrors under the car to show the drivetrain and suspension components. Mirrors must not extend beyond the outer dimensions of the car. Custom cars may remove up to two wheels, but the car must be supported by jack stands and the wheels must be near the car for judging.
8. The entrant must remain with the car during judging. A judge who also has a car in the show may appoint a representative to be with their car during their absence or may waive this requirement at their discretion.
9. The area around the car should be clear of anything that would interfere with the efficient judging of each car. Entrants should not talk with the judges during judging except to answer questions. After judging each car, the judging team will take time to briefly review the judging sheet with the entrant and discuss any point deductions. The entrant must sign the score sheet along with the two judges.
10. If the entrant feels that a judging team has been unfair, he/she should not sign the judging sheet, but approach the Chief Judge or Event Chairperson (the arbitrator) for a review. The arbitrator will confer with the judging team and arrive at a final decision. Upon that decision the entrant must sign the score sheet. Any changes made on the score sheet must be initialed by the judges and the entrant. No further changes will be made after this time.

11. All parties involved in disagreements as to classification, judging, or tabulation will conduct themselves in a sportsmanlike manner at all times. See Section 10 of this Rulebook titled "Protests and Appeals" for any situations that cannot be resolved by discussion as outlined in this Section.