



**NATIONAL ASSOCIATION OF LI'L RED EXPRESS
TRUCK OWNERS
NALRETO®**

JUDGING HANDBOOK

**Includes Concours Class Judging guidelines for the 1978 &
1979 Dodge Li'l Red Express Truck**

**17TH EDITION
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National Association of Li'l Red Express Truck Owners

Judging Handbook

15th Edition

INTRODUCTION

All judging information contained herein can be adapted to regional and local meets, apart from the Showcase Class awards. Showcase status can **only** be awarded at a National meet.

This handbook provides guidance for both the restorer and the judging of the 1978 and 1979 Dodge Li'l Red Express truck.

The Li'l Red Express Concours Class 400-point judging form will be available from **NALRETO®** should be copied for use at all Li'l Red Express Concours Class events.

When **NALRETO®** holds a National or Regional truck show and it is a Concours Class judged event, the current Li'l Red Express Concours Class National Judging Form must be used.

All National meets will use the 400-point judging form for the Li'l Red Express Concours Class. Peer form for the People's Choice Awards, of 1st, 2nd, 3rd.

Although judging and awards at national meets are directed toward recognition of excellence of original and restored Dodge trucks, all members and owners are welcome and invited to participate and to display their Dodge Li'l Red Express Trucks, whether modified or un-restored, at any Li'l Red Express Concours Class event.

Please give consideration that this handbook could never be compiled without mistakes or errors contained within its content. With this in mind, it will be policy to give consideration to legitimate exceptions and/or improvements to the guidelines stated herein. It is hoped that future editions will become more complete, more definitive, and more authoritative with additions and corrections discovered by fellow restorers and further research.

PREFACE

The National Association of Li'l Red Express Truck Owners **NALRETO®** recommends these judging guidelines to all 1978 and 1979 Dodge Li'l Red Express trucks.

These guidelines will be initiated in June 2007. They have been developed so that hobbyists may restore and present their vehicles for judging and scoring and to ensure that the emphasis of scoring and judging be done in the best interests of the hobby.

The National Association of Li'l Red Express Truck Owners, **NALRETO®**, feels it is imperative that every participant be given recognition whenever possible. To ensure that this takes place a system has been developed that allows many more owners to participate in the process of receiving recognition in an unbiased format.

It is hoped that all truck clubs will become more uniform in their approach to judging, scoring and presentation of awards. These guidelines place emphasis on scoring and the allocation of presentations so that the greatest number of people possible may share in the honor, prestige, and excitement of receiving an award while still maintaining a high set of standard

PHILOSOPHY

The Li'l Red Express Concours Class Awards are based on how well the truck compares to the **original factory product** as judged under the Li'l Red Express Concours Class 400-point system. The three key items to be considered in evaluating the truck for these awards are authenticity, condition, and workmanship.

The **Gold, Silver, and Bronze Awards**, honor those trucks that meet the minimum point requirements as described in the Li'l Red Express Concours Class Judging Handbook. Here condition and workmanship are of prime importance.

The **Showcase Class Award**, honors restored trucks that most nearly represent the truck as it left the factory. For this award, a truck must maintain over 375 points (Gold Class) for 2 years, with authenticity, condition and workmanship being of prime importance. To assure consistency of this award, three specific items that are considered most significant regarding authenticity have been selected. A truck must be correct in these three items to meet the requirements for the Showcase award. By using this system, the Li'l Red Express Concours Class provides recognition of a Showcase Award for those members and owners who restore a truck to factory condition.

The **Survivor Truck Class**, honors original un-restored trucks, it also provides for those members and owners who choose to maintain a truck at a level where the truck can be driven regularly. Disqualifiers for the Survivor Truck Class would be total repaint or engine change. Minor mechanical and maintenance items are acceptable.

The **Benchmark Class Award**, honors original trucks that have less than 10,000 miles and everything is factory original. Minor mechanical and maintenance items are acceptable.

HISTORY

The 400-point judging system that was implemented at the 2007 **NALRETO®** Nationals for the Li'l Red Express Concours Class. The idea was to make a set of rules for the Li'l Red Express Concours Class that would be consistent with how the trucks were built originally at the factory.

Non Concours Class trucks will continue will be judged by the show attendees. It will be known as the "People's Choice" Award and have a 1st, 2nd and 3rd place.

The three items to meet the requirements for the Showcase Class award include:

- **Authenticity**
- **Quality of workmanship**
- **Overall condition**

GENERAL JUDGING POLICIES

The most important guideline is that all Dodge trucks are to be presented and evaluated impartially, consistently, courteously, knowledgeably, and fairly. This critical evaluation should be an educational process for both the restorer/owner and the judging team. Communication is encouraged between the restorer/owner to facilitate a learning experience for both parties. **It shall be the owner's responsibility to document the authenticity and correctness of any feature of their truck to the satisfaction of the judging team.** In the event of a dispute, the Senior Judge is empowered to arbitrate a resolution. If an authenticity dispute arises over a matter as printed in this handbook, the owner's documentation shall be provided to the Senior Judge of the meet. If warranted by the evidence the Senior Judge will subsequently present the documentation for possible modification of this handbook to the Senior Event Coordinator of the Li'l Red Express Concours Class team. Acceptance or denial of the evidence shall not influence the decision of the judges with regards to the meet or reviewing the evidence for inclusion in this handbook.

Guidelines for fairness and consistency in judging concours and non-concours class

A judging team should consist of a minimum of a Team Captain, at least one other judge an apprentice. The optimum size for a team is four. The combined experience and knowledge of the judging team should be extensive for that class. Each judging team should look over the entire class before starting to judge that class. **Judges should not touch an entry. It is imperative that the owner or a representative be with the truck during the judging process.** If the owner is not present the team moves to the next truck. Unless a notation is made on the windshield cards that the owner is a judge the notation must specify which class the owner is judging and specifically authorize the Team Captain to open whatever accesses would be required to facilitate judging. For this circumstance and as an accommodation to a fellow judge, if a major authenticity point deduction is mandated the owner can be consulted. If an absent owner is located before the judging is completed in that class, then their truck will be judged, otherwise it will not be judged.

Keep in mind that the trucks you will be judging are production trucks that came off an assembly line. The judging standard in any area should rate how this truck compares to the **original factory product**. If any judged item is as good as original, it should receive no deductions in that category. Of course, if a better quality of workmanship is found and the truck has not been modified in any way from original, then it still receives no deductions. All parts should be as original, factory replacement or dealer option equipment as defined elsewhere in this judging handbook. As an example, painted items should be painted only in correct colors and only originally plated items should be plated and with the correct type of plating.

Every judge should keep in mind that they are judging each truck individually on its own merit. A truck starts out with the maximum number of points allowed in each category. Points are then deducted according to the severity of the defect. If a truck meets all standard requirements for factory new condition, then the judge should not deduct points just because the last truck judged had a million-dollar paint job and this one has a factory issue paint job. Both trucks have met or exceeded the original quality requirements for full points. **Do not deduct fractional points.**

CLONES

While the art of cloning older vehicles has reached its maximum level of excellence and in most cases exceed factory originality, it should be realized that they are not original factory vehicles and so, would be judged accordingly. It is the National Association of Li'l Red Express Truck Owners, **NALRETO®**, opinion that non-original trucks do not meet the concours qualifications.

RESPONSIBILITIES OF THE OWNER/EXHIBITOR

To enter your truck and present it for judging at a Li'l Red Express Concours Class National or Regional meet, there are several responsibilities you must fulfill to qualify for entry. These requirements and suggestions are listed below. It is recommended that you familiarize yourself with the judging rules and guidelines that will be used to judge your truck. This will help avoid misunderstandings and/or disappointment with the judging result. Owners are encouraged to participate in the judging process by becoming a judge and learning first-hand how your truck will be evaluated when it is entered for judging.

RESPONSIBILITIES, cont.

1. The truck(s) to be judged must be verified by a member of the Li'l Red Express & Warlock Owners Club, **NALRETO®**.
2. Your entry must be made prior to the stated deadline and delivered to the designated individual or address.
3. You must have complied with the instructions of the Senior Judge regarding prejudging qualification checks (if necessary), times, places, and procedures. It is the responsibility of the exhibitor to read all instructions.
4. Your truck must be on the field and in its designated class area by the specified time on the day of the meet.
5. You must have all of the proper registration materials and they must be properly presented. The windshield card must be in place and filled out for use by the judging team.
6. You must have an operational UL approved fire extinguisher in your truck located where it is easily accessible (does not have to be mounted). **The truck will automatically receive a ten-point deduction if this requirement is not met.**
7. Your truck must stay on the judging field until the official end of the meet or until told by the Senior Judge that you may leave. You may leave your truck once your truck has been judged. However, you may also leave your truck unattended, if you wish, once the "Judged" label has been affixed to your windshield card.
8. You or your designated representative must be with your truck while it is being judged. You will be asked to provide access to your truck for the judging team and must do this when requested. You or your designated representative must also be present to answer questions from the Team Captain and to provide authenticity documentation regarding your truck.
9. It is your responsibility to be sure your truck is placed in the proper class.
10. You will not speak with members of the judging team while they are carrying out their judging duties. Officially, only the Team Captain should enter discussions with you. The Team Captain will only discuss matters pertaining to proper classification of your truck, completion of the top portion of the judging form and matters related to authenticity. No judge is authorized to discuss the point scoring of your truck, but they may tell you of certain major defects which have affected your score. Please do not request scoring information on the field.
11. You will be given the copy of your judging sheets from the **NALRETO®** following the show. Please remember that **the decisions of the field judges are final** and cannot be changed after the meet. If you would like to file a protest regarding the decision of the judges on a particular matter, it is advisable to take documentation to the next meet and/or forward your documentation to the attention of the Senior **NALRETO®** Judge
12. It is your responsibility to document the truck(s) and any associated restoration. Upon request of the Team Captain you will have available all documentation to support the truck with regard to originality, materials and/or workmanship.
13. You should not assume that because an item came with your truck when you bought it that it is authentic even if you bought the truck new from the dealer. Each item, and particularly accessories, should be authenticated for your year.
14. When on the judging field it is recommended that you critically evaluate your competition. Look for differences between the trucks. Discuss these differences with the owners in a friendly manner.
15. Please consider becoming a Li'l Red Express Concours Class, **NALRETO®** Judge. It is a friendly and informative process and the information gained is extremely helpful if you plan to be a serious contender for awards.

CRITERIA TO BE A LI'L RED EXPRESS CONCOURS CLASS JUDGE

To qualify to be a Li'l Red Express Concours Class National judge the following requirements must be met:

1. Candidate must be a current national member of **NALRETO®**.
2. Candidate must be committed to being unbiased, honest, and open minded.
3. Candidate must exhibit a desire to learn and critically evaluate new evidence as exhibited or presented.
4. Candidate must demonstrate a willingness to become an expert and be knowledgeable in the area to be judged.
5. Candidate must be courteous and considerate of owners and team members, even if provoked.

6. Candidates will find it particularly helpful to have personally restored a truck prior to judging others, although

this is not a requirement. A good judge will have the ability to understand that empathy, consideration, and respect are key attributes when performing the judging task. A keen eye for detail is also important and is a key attribute when performing the judging

7. Candidate will serve an apprenticeship to become more skillful, knowledgeable and be willing to accept and give instruction.

8. Candidate must recognize that the owners of the trucks take the judging process seriously. The owner expects and should receive no less than honest, candid, and knowledgeable constructive criticism which should be conveyed in a diplomatic manner.

PROCEDURES TO BECOME A NALRETO® JUDGE - Concours or Non-Concours

If a candidate feels qualified to be a National judge, they should contact the Senior judge no later than 30 days prior to the show. Information to be presented in your resume should include:

1. Past judging experience, including the number of times they have judged at national events, number of times they have judged at a Li'l Red Express National meet, number of judging schools attended and a phone number.

2. List the judging class requested with an alternative.

3. List any class in which the truck of the candidate, his family, friend (anyone whose truck the candidate would find difficult to judge impartially) has been entered for judging.

4. List your area of expertise.

5. Candidates who have not previously judged at a National show may be assigned apprentice responsibilities.

ORGANIZATION OF NALRETO® JUDGES

1. Responsibilities of the team judge

The team judge is responsible for judging everything in their assigned category. They will evaluate the results against the standard of factory authenticity, workmanship and maintenance and then faithfully and impartially report any discrepancies found. It is extremely important that each judge's task be performed correctly while lending all the knowledge and expertise they possess. The epithet "tough but fair" should be applied to the team judge.

Team judges must:

a. Arrive at your predetermined location on the judging field promptly at the specified time and place.

b. Receive your category assignment and individual category worksheet from the Team Captain.

c. Receive your instructions for the day from the Team Captain.

d. Judge quietly and in a professional manner.

e. Direct all questions to the Team Captain. Do not engage in conversation with the owner of the truck being judged.

f. Deliver your judging results to the Team Captain for entry onto the judging form before moving to the next truck. Be sure the transfer of point totals, comments and any discussions take place so that the owner or other interested spectators cannot hear your conversation.

g. Fill out your individual category worksheet and present it to the Team Captain at the completion of judging.

2. Responsibilities of the Team Captain

The Team Captain is responsible for the judging policies of the Li'l Red Express Concours Class. The Team Captain is also responsible for the preservation and development of good relations between Li'l Red Express Concours Class judging team and the Li'l Red Express Concours truck owner. Therefore, this position is important to the success of the judging process. The Team Captain is the leader of the judging team and serves as liaison between the team and the owner of the truck being judged. The Team Captain also represents the National Association of Li'l Red Express Truck Owners, **NALRETO®**, the judging officials and this manual. They are responsible for ensuring that all judging activities are carried out in a fair, courteous, and impartial manner. They must also lead and guide team members and owners to that result.

The Team Captain will arrive on the field prior to the specified time, inventory all trucks to be judged, see that they are correctly placed on the field and check all trucks against the roster.

The Team Captain shall obtain the completed windshield cards from the owners and check that they are correct, complete, legible and make any additions and/or corrections required. They will then:

a. Assign each team member to a responsibility in one of the four categories of judging: exterior, interior, chassis, or engine.

b. Give assistance to any team member as required or requested.

- c. Be the only member of the team to converse with the truck owner.
- d. Assign a team member to place "judged" stickers on the windshield cards after judging is completed.
- e. Give special attention to new judges by providing leadership and/or instruction. Provide guidance to any team member who is unfairly critical or too lax.
- f. Ensure that only team members and owners are present when judging discussions are held and ensure discussions are private.
- g. Initial any changes which have been entered on the form.
- i. Receive and discuss documentation of authenticity with the owner.
- h. Ensure that the documentation that conflicts with the judging manual is referred to the Senior Event Coordinator for consideration.
- j. Evaluate the document and render a decision which will be reflected on the judging sheet.
- k. If the documentation is unsatisfactory and the owner requests arbitration, the Team Captain shall call upon the Senior Judge to arbitrate the decision.
- l. Enter on the judging form, all point deductions, make notations in the comment column, total each column, enter the summary column of the form, total the score, determine the placement (in order of descending score), confirm the reasonableness of the placement and sign the judging form under "Team Captain". Double check all entries on the judging form.
- m. Complete each judging form before moving to the next truck to be judged. Verify that point deductions are being taken for the correct entry.
- n. If the truck(s) are to be judged in Concours class judging will begin with the Gold Class or highest scoring class from the prior year.
- o. At the conclusion of judging the Team Captain will complete the Formal Judging forms for each truck in the class, fill out the Class Tally sheet and collect the individual category worksheets.
- p. Once all the sheets are turned in and are double-checked for accuracy, the Team Captain will release the team.
- q. Turn in all completed forms to the Senior Judge.

RESPONSIBILITIES OF THE SENIOR JUDGE

The Senior Event Coordinator and Senior Judge are responsible for oversight and management of the judging process for all trucks at a Li'l Red Express Concours Class National Meet. They shall:

- a. Receive all judges' registration forms.
- b. Ensure all trucks are in their proper class.
- c. Have the authority to reclassify any truck in case of a dispute regarding class assignment.
- d. Assemble and assign the judging teams.
- e. Administer the judging of trucks at the meet.
- f. Ensure that the judging teams have the materials necessary to fulfill their obligations.
- g. Collect all forms from the Team Captains, check them for accuracy and forward copies of the Class Tally sheets to the Show Officials for use at the awards ceremony.
- h. If requested, announce the winners at the awards ceremony.
- i. At the conclusion of judging forward copies of the reporting form with each completed worksheet to the Team Captain.
- j. At the conclusion of judging collect all evidence which supports, or challenges documentation made in this manual or any other official **NALRETO**® Li'l Red Express Concours Class support document and deliver it to the Li'l Red Express Concours Class Senior Judge. If copies are not available, the name, address, and phone number of the individual providing the documentation, the title of the publication, page number and nature of the correction should be stated. If this documentation is not provided, it will not be included in any official Li'l Red Express Concours Class support documents.

SPECIAL REQUIREMENTS FOR THE JUDGING OF ENTRIES

1. The judging forms are designed to ensure a uniform system for scoring and judging all eligible Li'l Red Express Concours Class trucks. They serve as a checklist to prevent duplication of deductions and to ensure that the deductions are scored consistently with the standards prescribed by the Li'l Red Express Concours Class rules and its national judging guidelines.

2. Each truck should be judged for originality, workmanship, and condition; however, points should not be deducted for subsequent addition of safety features such as.

- a. Auxiliary assists devices for handicapped drivers.
- b. Battery shut off switches,
- c. Fire safety apparatus, including the recommended fire extinguisher.
- d. CB radio.

If any of these items are present, they must be installed with good workmanship and be in good working order.

3. Trucks to be judged must always have all four wheels on the ground. Trucks that do not meet this requirement will be immediately disqualified.

4. The owner is responsible for demonstrating that the features of the truck being judged are original. If any feature is in question, the Head Judge of the meet will make the final determination of any point deductions.

5. Literature should be used for documentation purposes only. Literature is defined as factory or dealer material. Magazine ads, articles, etc., while interesting, do not constitute acceptable documentation.

6. No points should be deducted for damage that occurred en-route to the meet.

7. Quantities of accessories should not be used to weight point scores. The main criteria should be the condition of the accessories and whether they appear to be in good working order.

8. All trucks that have been tailored to the meet must be unloaded off the show field and must be driven under their own power onto the show field. Truck trailers are not allowed on the show field.

9. The Senior Judge may schedule and staff other participant events, such as pre-judging qualification checks, as they deem necessary. These other events must not interfere with the judging program contained in this manual.

Basic guidelines for the Li'l Red Express Concours Class judging forms and awards.

A system of using a minimum number of points for Gold, Silver and Bronze is necessary for fairness between Trucks. These minimums are Gold 375, Silver 350, and Bronze 325. This minimum point system assures the same high quality throughout both the 1978 and 1979 model years.

The deduction method is used for the scoring system. It has the advantage of simplicity in that it is easier to count defects, tally them and subtract from the assigned perfect value than to count and add all the good points of a particular truck. A score of 400 is a perfect score.

AWARDS

Class Judging

Awards in class judging for all regional and national meets utilizing the 400-point system must be limited to Gold, Silver and Bronze. Duplicate awards are presented in the event of a tie. Awards are not mandatory for all categories. Other awards may be given at the discretion of the host chapter, such as furthest distance traveled, hard luck, best of show, etc. At National meets utilizing the 400-point judging form, minimum point scores are required to qualify for awards. The point score ranges for each category are:

Gold 375-400 points

Silver 350-374 points

Bronze 325-349 points

SHOWCASE CLASS COMPETITION (GOLD CLASS TRUCKS IN THEIR 2ND YEAR)

The Showcase Award is presented by the Li'l Red Express Concours Class team and is designated to honor those trucks that have proven to be the finest restored Dodge trucks in their class. To qualify for the Showcase Award a truck must be judged at a Li'l Red Express Concours Class National Meet at which the 400-point judging form is utilized. The truck must attain a minimum of 375 points with no mandatory deductions, for 2 years (ref. Li'l Red Express Concours Class judging Form), to be eligible for Showcase award. Once a truck has been designated as Showcase, it is eligible to be judged for Showcase placement awards at subsequent National meets. A truck must maintain at least 375 points and have no mandatory deductions to remain in the Showcase Class. If any Showcase truck being judged at a National meet does not maintain a score of 375 points or receives a mandatory deduction, it will revert to the standard Class Judging and will be awarded the appropriate class award.

SURVIVOR TRUCK CLASS COMPETITION

. The Survivor Truck Class is presented by the Li'l Red Express Concours Class team and is designated to honor those trucks that have maintained their original condition as delivered when new, from Dodge. The Survivor Trucks will be judged using the same Concours Class 400-point judging form as used in the standard Class and Showcase Class Truck Awards. The Survivor Trucks will receive one of the three class awards, Gold, Silver, Bronze, depending on their placement in the class judging guidelines. Deductions in this class will mainly be for non-original items on the truck, i.e., paint, tires, wheels, engine, accessories, etc. and overall condition and originality of the truck. Restored trucks will not be eligible for this class and will be judged in the standard Class or Showcase Class Judging. Any judging disputes must be presented the Senior Judge for arbitration before any awards are presented.

BENCHMARK AWARD

The Benchmark Award is presented by the Li'l Red Express Concours Class team and is awarded to the truck, not the owner. To qualify for this award, a truck must be a 99% complete original truck, in every detail. To qualify for this award, a truck must be a low mileage, unaltered original truck, preferably, but not required, to be under 10K miles.

GUIDELINES FOR JUDGES: HOW TO JUDGE A TRUCK, GENERAL CONSIDERATIONS

All Li'l Red Express Concours Class members and owners should be familiar with the Li'l Red Express Concours Class Judging Handbook and judging forms to better understand and prepare for judging competition. Referencing this material during the restoration process can provide guidance as well. All judges should review this material frequently. A judge who waits until the morning of the show to review the judging guidelines does a disservice to fellow club members and owners.

A judge must, above all else, strive to be fair and unbiased. A judge is a representative of the Li'l Red Express Concours Class Judging Team and is viewed and trusted by those judged to be a knowledgeable expert who will judge trucks impartially, carefully and with consideration. Judges are expected to recognize that all trucks are to be compared to factory original and to be consistent in deductions for all trucks in the class. Each category should be judged against factory original condition during the judging process. Points are to be deducted proportionately to the degree of the defect when the judged area is less than factory original condition. When a mandatory deduction is found by the judging team, the Team Captain shall notify the owner so that he can agree that the mandatory deduction is appropriate or that he has documentation to show that the item in question is in fact correct. Also, judges should take no longer than 15-20 minutes to observe and judge a truck.

Note: the truck identification number (VIN) and the body date code will be checked only to determine that the truck is of the correct type and built within the correct time period. The engine and other drive train components will be checked for correct type for year and model only, they will not be checked to determine if they match the VIN, as Li'l Red Express numbers do not match.

JUDGES COMMENTS

This area of the form is intended to permit judges to note items and reasons for significant deductions in order to support the premise that judging is a learning experience. It is neither desired nor required that commentary be placed on each line to support point deductions. On minor deductions, judges must note whether points were deducted for authenticity (A), workmanship (W), or condition (C) by placing the appropriate letter in the "REASON FOR DEDUCTION" column.

Vehicle Identification Number (VIN) locations and verification

- 1978:** **Vehicle ID Plate**, located on the left door under the latch
Vehicle Certification Label, located on the driver side "B" post
Equipment ID Label, located on the inner hood surface
Frame VIN Stamping, located on the passenger side rear frame rail, just forward of the front spring cradle
Cab/Bed assembly tags, cab tag located on driver side top firewall, bed tag located under left step on front step bracket.
- 1979:** **Vehicle ID Plate**, located on the "B" post under left door latch
Vehicle Certification Label, located on the driver side "B" post
Equipment ID Label, located on the inner hood surface
Equipment ID Plate, 2"X3" plate located on the top of the radiator support, driver side
Frame ID Stamping, located on the passenger side rear frame rail, just forward of the front spring cradle, or on the lower side of the frame in the same location.

Judging the Chassis

The judge should not crawl under the truck when judging the chassis. Inspection of the undercarriage may be accomplished by kneeling at front, rear, and at strategic points along the sides of the truck to perform the necessary observations.

a. Bumpers / guards

Check the condition of chrome, originality, finish and trim. Bumpers should not be painted on the Li'l Red Express truck. No points will be deducted or added for trucks with factory authorized bumper guards.

b. Suspension / steering

Check for correctness of steering gear and column for year, style of grease fittings installed, excessive amount of lube and cleanliness. Springs and shocks must be authentic black Mopar type, and no helper springs or air bags may be installed. No points are to be deducted for original factory authorized towing packages if available in year of manufacture.

c. Transmission / Rear Axle

Check for excess oil and grease, leaks and finish of driveline parts. Rear axle should be either a 9 1/4" (Dana style) or 8 3/4" front load style, 3.55 ratio axel. A mandatory 3-point deduction will be given for a non-original rear end. The 9 1/4" axel must have two tags on lower middle cover bolts, that give gear ratio and build date.

d. Non-authentic transmission / driveline (mandatory deduction)

Non-authentic type transmission or rear axle is a mandatory 4-point deduction. It must be the correct 727 Loadlite, 3 speed, Automatic transmission.

e. Frame

Check for non-authentic modifications, condition, and correct paint color (black). Although undercoating is not encouraged, no points will be deducted on trucks of the proper era for appropriate type undercoating applied to frame, floor pans and sheet metal, as long as the application exhibits good workmanship. Check for poor workmanship in other areas. **Note:** VIN # is stamped on right rear of frame just aft of forward rear spring cradle on the 1978 and 1979. Some 1979 trucks will have it stamped in the same location, only on the bottom of the frame.

f. Fuel tank

Check for correct size, style, appearance of finish and placement. (18gal. black plastic)

g. Brakes/cables/lines

Check for correct style brakes, drums, master cylinder, power booster, proportioning valves, and or cables and rods. Check for correct lines and routing and for correct style hoses and clamps on lines. No points should be deducted for stainless steel brake lines.

h. Exhaust system

Check for correct size, style of muffler, resonators, exhaust pipes, manifolds, heat risers, catalytic converters ('79 only), and tail pipes or exhaust tips. Points will be deducted for condition, cutouts and exhaust tips that are not original. Points will not be deducted for stainless steel exhaust systems unless they are polished. Exhaust tips on the Li'l Red should be chrome plated or original appearing polished stainless steel. A mandatory 5-point deduction will be made for non-original tips.

i. Tires- type (mandatory deduction)

There will be a mandatory 5-point deduction for non-radial tires. Please keep in mind that the original style tire is no longer available. Recommendations are included in this manual. A mandatory bonus of 1 point each will be given for original Good Year GT RWOL tires.

j. Tires-Size

Check tires for correct or comparable size for the year model. Any brand of tire is acceptable.

1978 – 245/60R15 (GR60X15) front, 7" rims, 275/60R15 (LR60X15) rear, 8" rims. *No spare tire.

1979 - 275/60R15 (LR60X15) front and rear, 8" rims

***no deduction if spare tire is on a 1978**

k. Tires-Condition

Check tire tread pattern, all tires should match. Spare tire ('79 only) must match the tires on the truck.

l. Hardware

Check for correct spare tire mounting hardware, ('79 only).

m. Tire valve stems / center caps

Valve stems and center caps must match and be correct black color.

n. Non-authentic wheels (mandatory deduction)

Check for correct wheels for the year and model. Five slot Western chrome sport wheels were standard on the Li'l Red Express truck. The spare on the '79 model should be the same style rim. Incorrect wheels result in a mandatory 10-point deduction.

o. Wheels / Lug nuts

Check condition of wheels. Points will be deducted for pits or discoloration in the chrome. Lug nuts should be chrome acorn style.

JUDGING THE ENGINE COMPARTMENT

Have the owner open the hood for you. Inspect all components for cleanliness and finish. Look for gasoline stains, deteriorated finish, excess oil, grime, extra holes, water leaks and belt condition. Maximum point deductions will be made only when a component is missing.

a. Block / heads / crankcase

Check that the block, heads, oil pan and valve covers are the correct type for the model and year. Engine components will be checked to determine if they are "numbers matching". Also check for condition, cleanliness, and overall appearance. A mandatory 5-point deduction will be made for non-original chrome valve covers.

b. Exhaust Manifolds

Check that manifolds are correct for the model and year. Also check for condition, cleanliness, and overall appearance. No point deduction will be made for heat discolored manifolds. Exhaust systems were not originally painted. Surface rust or painted finish will not receive a point deduction; however, deteriorated, or pitted systems will receive point deductions. Tin heat stove on passenger side manifold, with a black flex hose to air cleaner

c. Non-original engine (mandatory deduction)

A mandatory 10-point deduction will be made if the engine is not original for the year.

d. Non-original color (mandatory deduction) ref: Appendix 1

A mandatory 5-point deduction will be made if the color is not Chrysler engine blue. No point deductions will be made for variation in shade of color.

e. Tags and decals

Check that tags and decals are present, legible, properly mounted and correct for year and/or accessories. (see decal location section, pg. 15)

f. Starter

Check that the starter is a correct Mopar starter and it is painted the correct black color.

g. Alternator / voltage regulator / distributor

Points will be deducted for improper size or missing tag, 41amp–violet, 60amp-yellow, 100amp-natural. Distributor cap should be tan, voltage regulator zinc chromate with correct Mopar markings.

h. Wiring / cables / coils / spark plugs

Points will be deducted for the following: incorrect wiring size, wire type, loom material, connectors, coverings, clips, coil, battery, connectors, and spark plugs. Spark plug wires are orange with light brown boots with black boots at distributor cap. They must have the Mopar logo and part number.

i. Battery / hold down

Check for correct size and style. A point deduction will be made for a non-Mopar battery. Batteries supplied at the factory were the liquid fill type. Hold down should be black with threaded hold down screws and attached to the fender.

j. Fuel pump / lines and vacuum tank

Points will be deducted for leaks, condition, and originality. Point deductions will be made for electric fuel pump installation. The appearance of the fuel system should be correct and operational. Also check that the hoses and clamps are correct.

k. Carburetor and air intake / air breather

Check for the correct carburetor size and type, Carter Thermoquad. 1978 part #4095418 TQ-9173S, 1979 part # 4104400, TQ-9226S. Li'l Red Express trucks must be equipped with dual snorkel air breather base with chrome cover and proper wing nut hold down. 1979's have a blocked off plate on the back on passenger side.

l. Water pump

Check that the water pump is visually as installed by manufacturer. The pump should be painted the same blue color as the engine block.

m. Hoses

Points will be deducted for poor condition and for flex hoses. All hoses will be original factory installed type.

n. Hose clamps

Points will be deducted for non-corbin style hose clamps.

o. Belts and fans

Points deductions will be made for non-Mopar belts or a missing clutch fan assembly

p. Radiator / Overflow tank / fan shroud

1978 radiator part # 4030318 wo/AC and 4030319 w/AC. Overflow tank number #4086800 neck vent
1979 radiator part # 4089732 w or wo/AC. Overflow tank number #4089624 neck vent, #4089623 cap vent hose
Point deductions will be made for poor condition, workmanship, and originality. Points will be deducted for aftermarket or incorrect radiator. '78 has smooth top shroud, '79 shroud has a raised panel stating, "CAUTION FAN".

q. Radiator core support / hood release cable

Radiator core support should be painted black behind grille. 1978 hood release cable is below core support, 1979 hood release cable is above core support.

r. Radiator cap

No points will be deducted unless cap is rusted, missing or the wrong type/size. Points will be deducted if radiator cap is not a 16lb MOPAR cap. Superseded part numbers will be accepted.

s. Firewall

Check for original red color. Points will be deducted for extra holes, wires, brackets, and accessories unless they were a factory option.

t. Radiator overflow tank

Check for correct type, condition, and placement, (green cap). Also check for correct routing of hoses.

1978 part # 4086800, located on lip of tank on passenger side. Drain located on the driver side of the tank.

Green cap with groove in the top.

1979 part # 4089623, flat green cap has breather hose going thru the hole in the lip of the tank on passenger side. Tank drain on passenger side.

1979 part # 4089624, flat green cap with breather hole in the tank neck, tank drain on passenger side

u. Ducts and tubing

Check for correct size, style, color, and placement. A point deduction will be made for incorrect induction equipment. The Li'l Red Express truck is equipped with twin snorkel black air induction hoses. Hose adapters at radiator support must be correct for the model year, '78's no holes, '79's have holes for turn signal wires.

v. Oil filter and air cleaner

Check that they are correct Mopar filters, points will be deducted for incorrect brand, missing filters, missing decals and air cleaner. Point deductions will also be made for poor condition and workmanship.

w. Air conditioning system / heater / wiper-washer equipment / horn /power accessories

Check that all air conditioning and heater hoses, clamps, etc. are correct corbin style. Also check for proper routing of wires, hoses, etc. Check power steering for correct pump and overall system condition. Check for correct pulleys on all systems. Points will be deducted all non-original equipment.

x. Inner fender splash shields and splash guards.

Point deductions will be assessed for incorrect material, fit, condition. Check for upper and lower fasteners.

y. Jack / Tools

Points will be deducted for incorrect color (black or blue) or missing jack, jack tool, holders and poor-quality installation of tools and jack.

z. Jack instruction decal

Check for the jack instruction decal, underneath the hood on the passenger side.

JUDGING THE INTERIOR

When judging the interior, the owner will provide access, but the judge will not enter the truck. Judges will not touch any part of the interior and must refrain from smoking, eating, or drinking while judging.

a. Interior

A mandatory 5 points will be deducted for incorrect red or black color, material (the only substitute is leather) and pattern for the model year. Check for fit, wrinkles and condition of edging materials.

b. Sun Visors

Sun visors must be same red or black color as interior. The 1978, has a gray plastic center hold bracket, the 1979, has no center bracket.

c. Door panels/side panels and seat cushions/rests

Points will be deducted for incorrect material, fit, pleating, trim, piping, and condition. Check door and side panels for correct fit and simulated wood grain trim pieces. A mandatory 5-point deduction will be made for non-original door panel inserts. 1978 – gloss finish, 1979 – matte finish.

d. Non-original upholstery color (mandatory deduction)

A mandatory 5-point deduction will be made if upholstery color is not correct for the year, see section “e”.

e. Upholstery – Vinyl type and condition

78 bench seat “Diamond Waffle” grain style, red or black.

79 bench seat “El Paso” grain style, red or black, with 2 - 3” red or black horizontal medallions

78 & 79 Bucket Seats “Oxford” grain style, black only, with 2 – vertical brushed finish medallions on each seat.

f. Carpets / sill plates / seat belts

Points will be deducted for condition, non-matching color, material, binding and fit. Originality and condition of inner and optional outer sill plates. Bucket seat trucks will have a carpet curtain behind the seats. 1978-loop pile, 1979-cut pile carpet.

g. Window frames (interior)

Points will be deducted for finish, color and condition of moldings and chrome.

h. Steering wheel

Points will be deducted for cracks, color, type and condition. A maximum point deduction will be made for a non-original steering wheel, '78 “Tuff” wheel, '79 “Tuff” or “Sport” wheel, also referred to as “Omni” wheel.

i. Pedals / levers / handles / knobs

Points will be deducted for poor condition, finish incorrect type, color, and non-original equipment for the year and model. Points will also be deducted for incorrect or worn brake, parking brake, and gas pedals.

j. Dashboard

Points will be deducted for incorrect fit, finish, red or black color, accessories, exposed or incorrect wiring and poor workmanship.

k. Instruments

Points will be deducted for any non-original installed instruments, missing gauges, and poor condition lenses.

l. Inside mirror / glass

Points will be deducted for poor condition and incorrect type, finish, and/or style.

m Accessories

No points will be deducted for mounting a fire extinguisher if done in a workmanlike manner.

n. Bucket Seat adjusting lever knob

Seat adjusting lever knob must be black on the '78 and white on the '79.

DECAL LOCATION FOR LI'L RED EXPRESS TRUCK

- 78 & 79 WOOD CARE DECAL on side wood just left of fuel filler
- 78 & 79 A/C Part and Serial number decal on top of compressor
- 79 STARTING INSTRUCTIONS located on driver side sun visor
- 79 ENGINE EMISSIONS decals on passenger side inner fender, black U.S., red Canada
- 78 EMISSIONS DECAL – left valve cover toward the rear.
- 79 VALVE COVER UPC DECAL - located on the driver's side forward on top of valve cover, toward the front.
- 79 UNLEADED ONLY DECAL - located on dash on the flat surface to the upper left of the speedometer.
- 79 UNLEADED EXTERIOR DECAL - located on the bed over the gas filler spout.
- 78 & 79 BRAKE BOOSTER DECAL - located on the brake booster to the left (drivers' side) of master cylinder.
- 79 VACUUM HOSE ROUTING DECAL - located on the passenger side front of hood.
- 78 EQUIPMENT ID label on passenger side, front of hood
- 79 EQUIPMENT ID label on drivers' side, front of hood
- 78 & 79 JACK INSTRUCTIONS - located on the passenger side front of hood.
- 78 & 79 CANADA MANUFACTURE OAK LEAF decal – B pillar – driver side.
- 78 & 79 AIR CLEANER VACUUM ACTUATOR decal located on passenger side snorkel.
- 78 & 79 ELECTRONIC IGNITION decal on unit
- 78 & 79 VOLTAGE REGULATOR, decal on unit
- 78 & 79 COOLANT, ANTIFREEZE, ALUMINUM PARTS decals on or near recovery tank

***Please Note:** decal locations on Dodge products always vary slightly. Exact locations depended on the employee disposition and plant instructions.

JUDGING THE EXTERIOR

First do a quick walk around the truck. Check the fenders, doors, hood, bed tailgate, color scheme and all non-original or missing equipment. Make a mental note of any discrepancies. If unsure about any items, discuss them with your Team Captain. If necessary, the Team Captain will ask the owner for documentation while you are judging. Check for originality, condition, workmanship, and maintenance.

a. Body (fit and quality of metal work) doors-fenders-tailgate and bed panels-hood-bed wood and side wood – chrome and exterior paint.

Each of the body components should be judged in the following area. Judges should consider the degree to which a defect may be less than factory original when assigning point deductions. Check for even spacing and proper alignment around all doors, hood, windshield, trunk, and fenders. Striping, moldings and belt lines should all line up. Points will be deducted if dents or ripples are more noticeable than factory original. Use of non-original materials for repairs, such as body lead or plastic, is not encouraged. However, point deduction will be taken only if these repairs are observed without the use of testing methods to determine their composition.

b. Rocker panels

Rocker panels will have points deducted for ripples, rust, and dents.

c. Hood

A mandatory 10-point deduction will be made for a non-original hood.

d. Exterior trim and striping

Inspect chrome, stainless moldings, decals, and striping. Check for pits, blisters, cracks, and corrosion. On stainless steel trim check for dents and surface polish. Points will be deducted for incorrect striping and placement. Point deductions will be made for non-original striping and if the striping is faded or cracked.

e. Top

Check overall condition for excessive ripples, waves, dents, or rust in the rain gutter. Stainless gutter trim.

f. Non-original color (mandatory deduction)

A mandatory 10-point deduction will be made if the paint color is not original for the year. A slight variation of shade is acceptable. If paint looks original, no point deduction will be made.

g. Paint/detailing/condition

Check for workmanship, condition, and maintenance of the finish. Points will be deducted for excessive orange peel, over-spray, sanding scratches, difference in color between panels, fisheyes, cracks, crazing, blisters, dull finish, chalking, excessive chips, touch up areas and poor masking.

h. Grille/trim

Check for condition, color, detail, and originality for the year, '78 – single lamps w/turn signals, '79 – single lamps or optional quad lamps.

i. Head lamps / housings / side lamps and or parking lamps / tail lamps

Check that lights are correct for the year and model. A point deduction will be made for non-original lights, cracked lenses, faded lenses, incorrect headlight housings, incorrect trim and lenses and lights that are in overall poor condition. Tail lamps are "Grote" part #9130

j. Cowl Vent

1978 vent runs from just inside the left wiper to just outside the right wiper.

1979 vent is in line with raised hood lines and is wider than the 1978.

k. Windshield wipers/wiper arms

Wiper arms and blades should be checked for correct type and color (argent silver). A mandatory 2-point deduction will be made for non-original arms and/or blade holders.

l. Window frames/moldings (exterior)

Check for proper fit, finish, and condition of plastic, stainless, rubber, and plastic window surrounds (chrome lock strip and clip).

m. Window glass

Points will be deducted for non-original tint, cracked, fogged, discolored, delaminated, or missing glass. '79 factory tinted windshields had the darker shadow along the top. All glass should have PPG or Chrysler Pentastar markings.

n. Door handles/locks

Check for proper fit, detailing and finish. Also check for oval recess behind the door handle, in the metal.

o. Mirrors

Check for condition and originality. Chrome

p. Rear sliding glass - non-original back window (mandatory deduction)

A mandatory 4-point deduction will be made for incorrect back window glass, i.e. - aftermarket slider. The original rear sliding glass came with an aluminum frame and tinted glass.

q. Accessories

No points will be deducted for club decals, stickers, badges, or license plate frames. The Li'l Red Express Concours Class team does not recommend but will not deduct points for inspection stickers or other legally required identification, such as parking or military stickers. No points will be deducted for period stickers and emblems applicable to era. Points are **never added for accessories**, but deductions will be taken for **non-original, non-operational** or poor workmanship and condition.

COMPARISON BETWEEN THE 1978 AND 1979 LI'L RED EXPRESS TRUCK

Hood

The hood acquired a raised profile in 1979 with the Dodge logo lettered across its front. Its boxier shape offered a more up to date appearance.

Grill

In 1978 the grill had single round head lamps with turn signals and the Dodge logo stamped in it. In 1979 a redesigned grill, incorporated either a round single or quad rectangular head lamps and turn signals located in the lower grill support. The radiator support also had to be changed to secure the new grill.

Taillights

The 1978 truck used taillights with a separate sidelight mounted on the bed. The 1979 used taillights with sidelight incorporated in them.

Gas cap

There were two styles of chrome gas caps used on the Li'l Red Express truck. The 1978 cap was the "screw in" type. The 1979 cap was the "half turn to lock" style.

Steering wheel

The "Tuff" wheel was offered as standard equipment on both the 1978 and 1979 models, however, on approximately 2-19-79 the "Tuff" wheel was replaced with the newer style four spoke "Sport" wheel, around VIN # 203XXX (sometimes referred to as the "Omni" wheel)

Special coating

One simple but significant change made to the 1979 was the use of non-corrosive coating sprayed on the inner roof and inside the front fenders and fire wall.

Air cleaner base

Part numbers listed two different air cleaner base housing, to meet, the 1979 base had a block off plate on the right rear of the unit.

Catalytic converter

The 1979 came equipped with catalytic converters and heat shields, with the requirement to use unleaded gas.

Door panels

The wood grain appliqué in the 1978 had a gloss finish. The 1979 had a flat finish.

Tires

The 1978 used two size tires, GR60 X 15 (245/60R15) fronts and LR60 X 15 rear (275/60R15). The 1979 used the LR60 X 15 (275/60R15) on both the front and rear. Both used raised white outlined letter, Good Year GT Radials.

Spare tire and tire hanger

It was deleted on the 1978 but included on the 1979.

Chrome wheels

The 1978 has two sizes, 15" X 7" front and 15" X 8" rear. The 1979 has 15 X 8 both front and rear.

Paint code and color

The 1978 was Bright Canyon Red [PY3442]. The 1979 was Medium Canyon Red [PY3450].

Upholstery

A change in the bench seat upholstery design offered on the Adventurer package was made for the entire 1979 truck line. **NOTE:** The red or black interior was still available for both years with the bench seat only. Optional bucket seats were only available in black, with the adjusting lever knob being black on the '78 and white on the '79.

Other changes

On the **1979** model, there were additional changes that included EGR Valve, gas vapor recovery canister, new carburetor, and air ratio mixture. A host of new hoses and a vacuum hose routing diagram decal on the underside of the hood. The master cylinder reservoir was changed from cast iron to plastic. The fan shroud had a raised panel stating, "CAUTION FAN". The speedometer changed to the newer U.S./metric style with an 85 MPH maximum limit during the late 1978 production, between VIN 515XXX and 516XXX.

QUICK REFERENCE

1. VIN numbers for both years contained the "S" designation for the special engine used in the Li'l Red Express truck.

- 1978 - D13BS8J_____ and, 1979 – D13JS9S_____

2. Both years had pine bed floors that were painted red. They were not varnished oak.

- The bed floor strips were steel that were painted red, not polished stainless steel.
- The exterior wood trim was red oak,

3. Oak bed racks were not original equipment on the Li'l Red Express Truck

- Oak bed racks were standard with the Warlock package only.

4. Interior color combinations were as follows

- Black interior with standard black bench seat or optional black bucket seats w/fold down armrest.
- Red interior with standard red bench seat only.
- Red bucket seats were not an option on the Li'l Red Express truck.

5. All Li'l Red Express trucks required the Adventurer 150 package.

6. The Adventurer SE was an option in '78 & '79.

7. All instrument panels were argent silver.

Walnut was only available on the '79 Adventurer SE package. The instrument panels were changed, on some trucks, by dealers and/or owners to appear like the "Adventurer SE" option, but are **not** original.

8. Speedometer

- 100 MPH on 1978 models, (late production '78 models had the 85 MPH/KPH speedometer.)
- 85 MPH/KPH on 1979 models and also had "Unleaded Fuel Only" sticker.
- 1978 trucks had MPH only. (except late production '78 models that had the 85 MPH/KPH speedometer)
- 1979 trucks had MPH in white and Kilometers in blue.
- Canadian trucks had MPH and KPH reversed from the U.S. models.

9. Oil pressure gauge was standard on the Li'l Red Express Truck package

- The red oil pressure light was standard on all other Dodge trucks.
- Tachometer and volt / vacuum gauge units were optional, not standard.
- The electric clock was also an option.

10. Turn signal lenses

- Clear lenses on early '78 models - prior to 2-1-78 (Prototype LRE only)
- Amber lenses on '78 models - after 2-1-78

11. Standard radio

- AM / FM / MPX stereo

12. Optional radios

- AM / FM / CB stereo
- AM / FM / 8 track stereo

13. The AM, AM/CB, & AM / FM Mono were not available on the "Li'l Red"

14. Brake pedal arm

- Red on '78, black on '79

15. Carpet

- Loop pile on '78's until approximately VIN 516XXX, cut pile on all later '78's and '79's. Bucket seat models (both years) also had a curtain behind the seat with a support for the center seat back.

16. Rear axle

- 9 ¼", 12 bolt, 3.55: 1, was standard, these 9 ¼" units have 2 metal tags, showing the gear ratio and build date of the unit. The 8 ¾" inch (3.55: 1) front loader, rear end was also used on a limited number of trucks. The Sure-Grip axle was an extra cost option.

17. Transmission:

- Modified production A-727 Load-flight, with a higher shifting 440 valve body.

18. Engine serial number

- A true Li'l Red engine has no vehicle serial number on the right side of the engine block. The engine year, manufacturing plant, cubic inch and build date info is stamped in the block on the driver's side, just below the cylinder head.

19. Alternator:

- Alternator should be tagged, 41amp-violet, 60amp-yellow, 100amp-natural, metal disc.

JUDGING GUIDELINES FOR THE 400 POINT CONCOURS CLASS JUDGING

All entries must have an approved fire extinguisher. Minimum requirement: 2½ lb. dry chemical or 5 lb. Carbon dioxide UL approved or equivalent.

400-point Concours Class Judging

1. Open to original 1978 and 1979 Li'l Red Express trucks, un-restored, restored or as close as possible to original.
2. Entries maybe limited at the discretion of the Senior Judge.
3. All entries receiving 375 Points to 400 Points will be awarded the **Gold Award**.
All entries receiving 350 Points to 374 Points will be awarded the **Silver Award**.
All entries receiving 325 Points to 349 Points will be awarded the **Bronze Award**.
Awards will be upgraded at future national meets as the truck is improved.
Showcase Truck Award
Awarded to Gold Class restored trucks if they maintain Gold Class for 2yrs.
Survivor Truck Award
Awarded only to un-restored trucks, **Gold, Silver or Bronze**.
Benchmark Award
Awarded to totally original, unmodified, low mileage trucks.
4. Qualified judges will be appointed by the Senior Judge.
5. The decision of the Senior Judge is final.
6. A copy of the judging sheets will be given to the owner, following the show.
7. A registration fee of \$10.00 (as of 1-1-2020) is required for each concourse truck entry.

This guide was compiled in cooperation with the Board Members of The National Association of Li'l Red Express Truck Owners (**NALRETO®**)