



Revised 2013 Edition

CTCI Concours & Touring Judges
Training Handouts File

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Judges Responsibilities

Each person who expects to judge at any CTCI event should do preparation work prior to arriving at the convention.

- a. Study the Concours and Touring Division rules.
- b. Study the Restoration Manual.
- c. Try to gain as much knowledge as possible before you arrive. This can be done at club events as well as reading, studying and observing as many Thunderbirds and their components as possible. Due to the limited amount of time that is available for training at the convention we can only scratch the surface of what needs to be done.
- d. An individual judge has two major responsibilities:
 1. Insure that he or she has the knowledge to properly judge the car and provide the owner with constructive information that can lead to improvements for future shows. The inability to recognize legitimate discrepancies only gives the owner a false impression of the condition of his or her car and leads to problems the next time the car is judged.
 2. A judge is responsible to his or her team captain and team members to insure they work as a team and not as an individual.

Below is a list of do's and don'ts that should be adhered to during the judging process:

- a. Do keep in mind that judging is a serious undertaking, especially for the owner.
- b. Do not deduct for dust and lint which has nothing to do with the restoration.
- c. Do not nit pick.
- d. When you start the judging process begin and end at the same location on each car. This will have to be coordinated with the other team members.
- e. Team Captains are responsible for the action of the team members and smooth operation of the team.
- f. Each team member is responsible to insure that the judging form is properly filled out and legible for the score room. If the judging sheet is returned for clarification it slows down the whole process.
- g. Each team member is responsible to insure that the owner can determine what the workmanship deduction was when he or she receives the judging sheet after the event.
- h. The Team Captain is responsible for briefing the owner on authenticity discrepancies.
- i. The Team Captain is responsible to insure that each team member's judging form is compatible to the condition of the car.
- j. The Team Captain is responsible to direct, coordinate and control the team. The Team Captain must insure the car is judged in a manner that will give the vehicle the award that is compatible to its condition.

Owners' Briefing

General Instructions For All Car Owners

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- a. All Concours, Touring and Display cars must be in place no later than 8:00 am on the morning of the Concours (unless otherwise instructed as per conditions). **An owner or representative of all Concours and Touring cars must attend the judges/owners roll call meeting on the morning of the Concours in order to have the car judged.** The meeting room location will be posted.
- b. Judging will start at 9:00 am on the morning of the Concours (time subject to conditions). All cleaning and preparation will cease at that time.
- c. The owner/representative of Concours and Touring cars should stay with the car until all phases of judging are complete. The owner/representative will stand away from the car during judging. All communication will be between the owner/rep and the team captain – not the individual judges. If the owner is a judge the windshield card will be marked as “judge” and the owner/judge will be notified when the car is to be judged.
- d. No displays will be allowed in or near the car.
- e. Inform the Concours Chairman or the Chief Judge of any damage that may have occurred in route to this show. The damage will be taken into consideration.
- f. Seat belts, alarm systems and state mandated emission equipment will be acceptable. Condition and workmanship will be considered.
- g. All floor mats and bras must be removed before judging. Deck protectors under the hard or soft top must also be removed before judging.
- h. Minor dust, lint and moisture will not be considered during the judging process.
- i. Judging teams are different at each show as such scores from show to show should be considered as a guide only.
- j. Concours, Touring and Display cars will be required to stay in the designated parking space until judging is complete. The Concours Chairman will dismiss all cars once judging is complete and the scoreroom has tallied all scores.**
- k. Score sheets will be mailed to the owners following the convention.

Touring Owner Additional Instructions

- a. At the start of judging please have windows in the up position, doors, trunk and hood closed.
- b. **Your car will not be judged** unless a fire extinguisher is visible on the passenger side floor.
- c. CB radios can be left in the car.
- d. All touring cars **MUST** be driven **TO AND FROM** the event and must **NOT** be transported to or from any portion of the event.
- e. Timers will be given to each judging team to ensure the time limit of 15 minutes is not exceeded.
- f. Ten bonus points will be added to the score of each touring car that participates in the driving tour (if one is offered). It can alter the awards so please plan on joining the tour.

Owners' Briefing (Cont'd)

Concours Owner Additional Instructions

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- a. At the start of judging please have windows in the up position, doors & hood closed and trunk open.
- b. The Drop Curtain may be left unsnapped for ease of access to the area behind the seat.
- c. Original cars should have the jack stowed in accordance with the jacking instructions. 1957 jacks may be stowed in accordance with the Trim and Sealer Manual. The Jack handle and hook (1957) should be visible any place on the trunk floor. There are no placement rules pertaining to jacks for non-original cars. However, if there are brackets or hardware showing the equipment must be in place. If there is a spare tire a jack must also be present which can be placed or stowed anywhere.
- d. Owners of Original cars only: Resolve all Authenticity problems with the judging Team Captain before the team leaves the car. If the owner is not satisfied with the Authenticity ruling the owner may request a second ruling from the Authenticity Chairman. This must be done before the judging team leaves the car.
- e. Owners of Original cars only: Owners should not use excessive time with the judging team regarding Authenticity. You will receive a copy of the judge's comments on the mailed sheets.
- f. **Your car will not be judged unless the fire extinguisher is in place.** Fire extinguishers should be any place visible on the trunk floor.
- g. CB radios should be removed from Original cars. Workmanship and condition will be considered on permanently installed CB's on non-original cars.
- h. Timers will be given to each judging team to ensure the time limit of 40 minutes on an original car and 30 minutes on a non-original car is not exceeded.

Concours Additional Information

Points will not be deducted from a non-original car with missing parts if the attachments are not visible.

Example 1 – If original parts are removed and the holes filled using good workmanship standards a deduction should not occur. If a part is missing and the mount holes or attachments remain a point deduction will occur. An exception to this rule will be the fender skirt lower brackets.

- a. Non-original cars: the holes may be filled or left open
- b. If the skirts are not installed on original cars the lower brackets should not be installed and the holes for the brackets should be open.
- c. If the lower skirt brackets are installed on original or non-original cars the skirts should also be installed or points deducted.
- d. The fender skirt upper tabs may be removed or modified on non-original cars.
- e. The upper tabs on original cars without skirts should be pointing down and not bent in.

Owners' Briefing (Cont'd)

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Example 2 – If the tonneau cover attachment snaps etc. are installed on original cars the tonneau cover should also be complete with attaching hardware and installed in its stowed position. If the tonneau cover attaching hardware is installed on non-original cars the tonneau cover must be present.

Example 3 – If the front or rear wind-lace is not installed on a non-original car and the attachments are not visible a point deduction should not occur.

Parts on non-original cars may be relocated or reversed from their original location.

Parts on original cars should be properly installed in their original location or authenticity points will be deducted.

These examples are not all-inclusive but can be applied to all components of the car.

Non-original cars may be undercoated using the following guidelines:

- a. Undercoating cannot be used as a cover all, hide all.
- b. The undercoating should be applied evenly.
- c. Detail should not be lost with excessive material coverage of seams etc. The seams should be visible under the coating.
- d. Attaching hardware should not be coated, hardware detail should remain.
- e. Suspension and other components should not be undercoated.

Team Captain Responsibilities

CTCI Judges Training

- a. The Team Captain is responsible to direct, coordinate and control the team to insure that each car is judged in a manner that will allow the vehicle to be presented an award compatible to its condition.
- b. The Team Captain must insure that each member of the team understands the CTCI Awards Standards.
- c. The Team Captain is responsible to see that the judging team forms are properly filled out, legible and that *deducts are properly documented*.
- d. The Team Captain is responsible for the consistency of the team. This may be facilitated by proper pacing and positioning of the team members during the judging. However, no changes in team or car assignments can be made without the prior approval of the Concours Chairman and the Chief Judge.
- e. The Team Captain is responsible for briefing the owner on Authenticity deductions if judging an original class. Please keep this as brief as possible to keep the teams moving.
- f. The Team Captain is responsible for making sure that all conversations about cars entered in the Concours are held out of earshot of ALL contestants and spectators. The Team Captain is also required to brief the team about the confidentiality of conversations relating to the Concours. No member of a team may discuss a car outside a team meeting.
- g. The Team Captain is responsible for making sure that the owner or their representative does not interfere with the individual judges. All communication should be between the owner/rep and the Team Captain only.

All Team Captains should be given a copy of the “CTCI Point Deductions-Award Standards” handout.

In summary the Team Captain is responsible for having the individual judges work as a team to place a car properly within the CTCI standards of Gold Medallion, Gold, Silver, Bronze or no award. *This must be backed up with proper documentation on the score sheets.*

Thank you for taking the time to help make this CTCI Concours the best possible.

CTCI Pont Deductions – Award Standards

- All cars have 23 points possible in Special Items. Deductions in Special Items can also effect the final score and placement.
- Driven points – points awarded based upon mileage driven to the event (an additional 1 to 5 points) can also effect the final outcome.
- Check with the Chief Judge if you need further information.
- Numbers shown below are the maximum number of deductions per award
- All of these figures are totals that include Special Items scores.

Original Cars – Primary and Senior

Concours I Undercarriage Judged (maximum total 300)

Gold Medallion	10
Gold	25
Silver	50
Bronze	75

Original Cars – Primary and Senior

Concours II Undercarriage Not Judged (maximum total 253)

Gold	21
Silver	42
Bronze	63

Non-Original Cars – Primary and Senior

Concours I Undercarriage Judged (maximum total 250)

Gold Medallion	8
Gold	21
Silver	42
Bronze	62

Non-Original Cars – Primary and Senior

Concours II Undercarriage Not Judged (maximum total 211)

Gold	17.5
Silver	35
Bronze	53

What is it? Workmanship or Authenticity?

Workmanship is: Neat, clean, pretty, and safe (and of course good welds, finish, neat routing, fit and alignment are part of this).

Authenticity is: clarified as right or wrong part or right or wrong installation of parts. (This applies to Original cars only.)

These definitions came about because for several years many non-original cars have had points deducted on authenticity items. We are trying to train the judges to know the difference. Our goal is to have workmanship judging the same for original and non-original cars. This way we can use less experienced judges to judge all cars and have the people with the most experience for authenticity judging if there are enough judges available for separate teams.

There will always be gray areas in Authenticity judging. We need to make sure that the team captains on Original cars are the ones that especially understand this concept since this only affects Original cars.

If there is a conflict that the Team Captain cannot settle he can go to the Chief Judge or Authenticity Chairman for final clarification.

Workmanship judges must remember that in workmanship there is no wrong color, wrong part, etc. The correctness of a color or part applies only to authenticity. In addition the owner must remember that an authenticity judge's opinion of color or position of part can be challenged.

Judges Training Committee
Concours Rules

Workmanship

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Workmanship should not be judged any differently between Original and Non-Original. All cars should be judged the same way it does not matter if the car is Original or Non-Original.

Authenticity judging will take care of the authentic (original) aspects of the car.

Workmanship should be judged as if you have never seen a Thunderbird before. You are judging on **cleanliness, fit finish, neatness** and checking for **safety issues**.

Example: If the first car you ever saw had the exterior door locks upside down you would think that was the way it came.

- If it's upside down or backward **workmanship-wise** it does not matter. In most instances it should match from side to side.
- **Workmanship** is judged the same way whether Original or Non-Original. If the car has an unknown quarter panel it is OK. You may not like it but that does not matter if it is done nice, fits nice and matches from one side to the other.
- **Workmanship** does not care which way bolts are installed (bolts up or bolts down).
- Correct or incorrect installation of hardware is an authenticity issue, **not a workmanship issue**.
- **Workmanship matters** when one side does not match the other.
- Example: Upper A-arm bolts with one side facing out and the other side facing in.
- Exceptions:
 - Some screws do not have to match if that is the Ford installed them.
 - Of course wheel balancing weights do not have to match from side to side or wheel to wheel.
 - Body shims & bolt lengths will not match from mount to mount or side to side as well as front-end alignment shims.
 - Outside mirrors with gasket or without gasket are OK.
 - If brackets or clips are there they must be used.
 - Skirt brackets with no skirts – Mandatory Deduct
 - Exception: Soft-top foot brackets do not have to be used.

Exterior:

Exterior judge responsibilities include all exterior panels from the rocker pinch weld out and fender opening edges out.

Engine Compartment:

Engine judge responsibilities include the hood drop down opening. (Evaluate under **Other Deviations**.) The engine judge should also evaluate if the Hood will reach the fully opened position.

Workmanship

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Interior:

Interior judge responsibilities include bottom of door jamb.

If tonneau snaps are present and there is no tonneau in place the owner must show what the snaps are used for.

If front or rear wind-lace is not installed and attachments are not visible a point deduction **should not** occur

Undercarriage:

If undercoated or blacked-out the undercarriage should still show all details:

- Not to be used as a cover all, hide all.
- Should be applied evenly.
- Seams should be visible.
- Attaching hardware should not be coated, hardware detail should remain.
- Suspension and other components should not be undercoated.

Trunk:

Trunk compartment judge responsibilities include the deck lid body drop down. This should be evaluated under **Other Deductions**.

NOTES: