

**Concours and Touring
Division Rules
2013**

Document I



Classic Thunderbird Club International

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Table of Contents

Introduction	3
Entrants Qualifications and Requirements	3
CTCI Judging Classes Original	5
Authenticity & Excellence in Authenticity Required Items.....	5-6
CTCI Judging Classes Non-Original	7
Touring Division	8
Display Class / Judging and Scoring	9
Concours Judging Corps and Awards	11
Judge’s Seminar	12

Separate Documents are as follows

Concours Rules Document II

All Judging Sheets

Concours Rules Document III

Authenticity Documentation

General Authenticity Important Information

Authenticity Reference Sheets



Classic Thunderbird Club International

Concours Rules

Introduction

These Concours and Touring rules are to be used at all CTCI sanctioned International and Regional conventions for the judging of the 1955, 1956, and 1957 Classic Thunderbirds. CTCI encourages the restoration and preservation of the Classic Thunderbirds. A 300 point system is used to judge the Original division entered in Concours Judging. In this system up to 50 points may be awarded for authenticity using the authenticity points as defined in these rules. The remaining 250 points are awarded for workmanship. Non-Original Concours entries are judged on workmanship only. Touring entries are judged as outlined beginning on page 8 of this document

It is the intent of the Concours rules to use the authenticity rules to reward the Classic Thunderbirds restored to authentic specifications. The spirit of these Concours and Touring rules is to create good fellowship when showing and enjoying the Classic Thunderbird.

When Concours rules are changed or updated the effective date will be the beginning of the next calendar year. This will allow time to notify all members in advance of the changes. All rules will be standardized for that year. This will also guarantee that no rule changes will occur between Regional events in one calendar year.

Concours Entrant Qualifications and Requirements

Only 1955, 1956 and 1957 Classic Thunderbirds owned by a CTCI member in good standing may be entered in a CTCI Concours or Touring event. It shall be the responsibility of each entrant to submit completed entry forms before the published deadline for any given CTCI convention. The entrant must classify the car as to the division and class of competition on the entry form. If the entrant is in doubt which class to enter his/her car the entrant should contact the event Concours Chairman whose name will be provided by the host club. However, it is the responsibility of the CTCI office to make certain that the car has been properly identified and classified before the car is entered in the Concours. In the case of dispute the Concours Chairman will have the final word. Any questions arising from class breakdowns, subclasses, lack of information, etc MUST be settled before judging starts. Any person completing who is found to have furnished inaccurate information whether in error or on purpose may be disqualified from competition. In order to minimize last minute question relative to these matters the Concours Chairman shall classify the cars at the time of receipt of entry form and shall notify all entrants in advance, in writing, of the proposed division and which class the car is to be entered (subject to correction as described elsewhere).

CTCI entrant or a convention registered representative must attend the owners meeting or be disqualified from showing his/her car. The owners meeting is normally scheduled at 8:00 am the morning of the Concours.

All Thunderbirds entered must have a fire extinguisher with proper pressure or be disqualified.

Divisions

It is the sole responsibility of the car owner to make the decision to enter the car in the Original or the Non-Original division at each CTCI sanctioned event. If the Original division is chosen, the car will be judged on authenticity and workmanship. If the Non-Original division is chosen, only workmanship will be judged.

Once the Concours chairman has issued confirmation of class and division, no further changes may be made for the particular event. (At subsequent events, the entrant may change divisions before entering.) By making the choice of division the responsibility of the car owner and/or entrant CTCI does not attempt to define when a car is considered Non-Original.

All cars must compete in the Primary class except those cars that have been previously elevated to the Senior class. To be elevated to the Senior class, a car must win a Gold Award scoring a minimum of 275 points in the Original division or 229 points in the Non-Original division. Once a car has earned Senior status, it shall remain in the Senior Original or Non-Original division. To be elevated to the Senior class the undercarriage must be judged.

Any owner with a Senior car desiring to return their car to the Primary class must submit in writing to the CTCI office a request to move their Senior car to the Primary class. The request must be made 90 days in advance of the sanctioned CTCI event they intend to enter. CTCI will forward the request to the Chairman of the Rules Committee for approval or disapproval. The owner will receive an answer to their request no later than 60 days prior to the event. The CTCI office will then be notified of approval or disapproval. Approval will remove the car from Senior class to Primary class and the Senior Decal must be returned to CTCI.

CTCI Judging Divisions

Original and Non-Original Divisions

There shall be two divisions – Original and Non-Original. Each division shall contain two subdivisions – Driven and Trailered. Within these divisions there shall be two classes – Senior and Primary. There shall be three subclasses – 1955 Thunderbird, 1956 Thunderbird and 1957 Thunderbird.

Within each subclass there shall be three awards – Gold, Silver and Bronze. In addition a special award, the CTCI Gold Medallion, will be given to those Original and Non-Original cars receiving the required score. Cars having received three consecutive Gold Medallion Awards will be eligible for the CTCI Gold Medallion Preservation Award at their next judging. In all classes awards will be given to all cars obtaining the required score. Schematically the breakdown will be as follows.

Original Division

1955-1956-1957

Original Senior and Original Primary

Concours I

Driven or Trailered with Undercarriage Judged

Gold Medallion Award – 290 points minimum

Gold Award – 275 points minimum

Silver Award – 250 points minimum

Bronze Award – 225 points minimum

Concours II

Driven or Trailered with Undercarriage Not Judged

Gold Award – 232 points minimum

Silver Award – 211 points minimum

Bronze Award – 190 points minimum

Driven Classes

The awards and scores are listed above. However, bonus points will be given for miles driven.

1 – 100 miles	1 point
101 – 500 miles	2 points
501 – 1000 miles	3 points
1001 – 1500 miles	4 points
1501 – and up	5 points

Concours II Trailered

Penalty points will be assessed for cars in this class if the car is trailered. A deduction of 10 points for Original and 8 points for Non-Original cars will be assessed. No deduction is assessed on Driven cars.

A car cannot be elevated to Senior Division with undercarriage not judged.

AUTHENTICITY: EXCELLENCE IN AUTHENTICITY (E.A.)

To further promote authentic restorations, if an original car scores 290 points or above and has not lost more than 1.5 authenticity points on the initial judging, it may be checked for authentic parts & finishes (exact reproductions will be accepted). The owner or representative must present to the Chief Judge, prior to the start of the Concours, a statement (form provided by CTCI) indicating to the best of their knowledge the car has all the Excellence in Authenticity (E.A.) items with correct finish as listed in the Concours and Touring Division rules. The car will then be reviewed by the E.A. panel, if the car is correct in all applicable items, it will receive an additional award designated "Excellence in Authenticity".

The items listed on page 6 will be checked.

1. General authenticity, if authenticity deviations found when checking EA items the check will not be completed until the initial judging team reviews the deviations.	2. Original type snaps on 1957 drop curtain
3. Radiator hose clamps & screws	4. Ignition resistor (56&57)
5. Coil & coil wire	6. Starter solenoid
7. Seal beam headlights	8. Radiator cap
9. Bumper bolts including attaching bolts	10. Rear spring clamps
11. Wiper blades	12. Voltage regulator
13. Horn relay	14. Soft top wire-on ends
15. Master cylinder & cap	16. Screws for square heater duct clamps
17. Gas tank cap	18. Shocks
19. Water pump	20. Ornament retainer nose panel (55-56)
21. Thunderbird script (1957)	22. Tail lamp lens (FoMoCo)
23. Heater wires – switch to motor	24. Oil dip stick
25. Fuel filter assembly	26. Fuel filter element
27. Wire harness clips	28. Flex fuel line to pump
29. Transmission cooling line fitting	30. Brake booster and screen
31. Sway bar stabilizer hardware	32. Inside mirror base
33. Rear spring shackles	34. Rubber boots tie rod ends
35. Binding on rear quarter boards & drop curtain	36. Trunk board button retainer (cream color) 1957
37. All wire loom molded ends	38. Spark plug wires
39. Battery hold down wing nuts	40. Tire valve extensions full caps, square metal cap (57)
41. 1955/56 with all styles and 1957 with small hubcaps should have metal caps on all valve stems & the spare	42. Bolt 21090S front engine mount to frame
43. Bolts that secure P/S to water pump	44. Correct fasteners for firewall cover
45. Park lamp fender grommets behind bumper 57	46. Cover, park brake pulley (cardboard)
47. Correct visor arms	48. Correct heater plenum (cardboard)
49. Correct bolts that secure the generator to the cast bracket	50. Air cleaner top 55/56
51. Vehicle ride height	

Non-Original Division

In the Non-Original Division cars are not judged for authenticity, but are judged on workmanship and all other items in the Concours Rules. This category is also divided into two classes: Senior and Primary, with subclasses 1955, 1956, and 1957. Schematically the breakdown will be as follows:

Non-Original Division

1955-1956-1957

Non-Original Senior and Non-Original Primary

Concours I

Driven or Trailered with Undercarriage Judged

Gold Medallion Award – 242 points minimum

Gold Award – 229 points minimum

Silver Award – 208 points minimum

Bronze Award – 188 points minimum

Concours II

Driven or Trailered with Undercarriage Not Judged

Gold Award – 193.5 points minimum

Silver Award – 176 points minimum

Bronze Award – 158 points minimum

See page 5 for driven bonus points.

Concours II Trailered

Penalty points will be assessed for cars in this class if the car is trailered. A deduction of 10 points for Original and 8 points for Non-Original cars will be assessed. No deduction is assessed on Driven cars.

A car cannot be elevated to Senior Division with undercarriage not judged.

Most Popular Concours and Touring Division Cars

Each CTCI sanctioned event registrant will receive two most popular car ballots in their registration packet. Each ballot will be identified as a Concours Class or Touring Class ballot. The Concours Class ballot will be white in color and correspond to the white windshield cards on the Concours Class cars. The Touring Class ballot will be pink in color. On the Concours field the Touring Class cars will have pink windshield cards. (The host club can add a third ballot for Most Popular Display Car, if they so choose, using a third color choice to match the display car's windshield cards.)

Touring Division

Touring cars must be driven completely to and from the event. Anyone trailering or towing a car entered in the Touring Division will be disqualified from competing in the Touring Class.

All Thunderbirds entered must have a fire extinguisher or be disqualified.

Touring Division will be divided into six classes:

1955 Touring
1956 Touring
1957 Touring
Senior Touring
Expanded Touring
Hoods-Up Touring

Each class by be broken into subclasses if eight (8) or more cars are in a class. Subclasses will be formed by distance traveled to the event. Cars may be moved from one class to another at the discretion of the Touring Chief Judge.

1955, 1956, and 1957 Touring Class is for cars that are driven and used frequently and are not restored to Concours condition.

Senior Touring Class is for cars that attained Senior status at a CTCI International or Regional event and the owners are now driving these cars and do not desire to compete in the Concours. All three years (1955, 1956, and 1957) cars will be in the same class. If eight (8) or more cars are in the class subclasses may be formed. The decision to subdivide will be made by the Touring Chief Judge.

Expanded Touring Class is for cars that are freshly restored or frame out restoration that the owner drives and does not wish to complete in the Concours. All three years (1955, 1956, and 1957) cars will be in the same class. If eight (8) or more cars are in the class subclasses may be formed. The decision to subdivide will be made by the Touring Chief Judge.

Hoods-up Touring Class is for any and all touring cars that wish to have their engine compartments judged. Open to all of the above classes: Touring, Expanded Touring and Senior Touring – Owners choice. Only One class for 1955, 1956, and 1957 Thunderbird's in Hoods-up Touring.

Competition to include all touring classes.

All classes of touring cars will be judged by the same rules. Authenticity will not be judged in Touring Class. Two judges per team will be used to judge touring. Touring Chief Judge will ensure all ties are broken.

Entrants must stay with car until judged

Judging will be conducted with hood, trunk and doors closed and windows up (except Hoods-Up class will have their hoods open). Judges will look at body fit, condition of paint, cleanliness, condition of tires and hubcaps or wire wheels. Judges will inspect the interior by looking through the windows to check condition of the interior and glass. Chrome will be judged for condition and

cleanliness. Special Items to be judged with the owners are: lights, high and low beam, brake lights, parking lights, turn signals and horn. Engine compartments in Hoods-Up will be judged for condition and cleanliness. Undercarriage will not be judged. Judging sheets will be available to entrants.

Optional Touring Division Events

The host club is encouraged to sponsor a Touring Class driving event. This could be a poker run, a tour of the countryside, a drive to a local park for a picnic or a mini rally run. When one of these events is part of a C.T.C.I. sanctioned convention, ten points will be added to the Touring Class judging score for participating in the event. The additional points are intended to be an inducement to participate in the event.

Display Class

Display is a special class for Classic Thunderbird owners wishing to display their cars on the Concours field but do not wish to have their car judged. Display cars will have nighttime security and be displayed in the Concours area. Display cars will be subject to all security rules and fees.

It is the objective of CTCI to provide something for every member at International and Regional conventions.

Judging and Scoring

The Concours Chairman will be appointed by the host club and must be approved by CTCI Board of Directors and must be a qualified Master Judge from the region.

The Concours Chairman will appoint a Chief Judge, who should be a qualified Senior Judge from the region. The Chief Judge will coordinate with the CTCI Judges Training Coordinator for the selections of Concours judges. See Concours procedures for additional information.

Judges shall be selected upon their technical qualification, experience, impartiality and objectivity. At no time is a judge allowed to touch, operate, or sit in an entrant's car. Judges are not to eat, drink or smoke while judging cars. Undercarriage judging should be performed without lying down, or crawling under an entrant's car. Judges should at all times be courteous and professional in their duties. It shall be the responsibility of the Chief Judge to ensure that the appearance and conduct of the judges be appropriate for a Concours D'elegance. If needed an entrant may be used as a judge but under **no** circumstances may he/she judge the class in which his/her car is entered. A judge that is a professional car restorer must advise the Chief Judge if there are cars that he/she has restored in the class that he/she has been assigned to.

If the CTCI Authenticity Chairman is present at an International or Regional, he will be a part of the authenticity panel. The Authenticity Panel will consist of three highly qualified people who will review any authenticity disputes that cannot be settled by the Team Captain. The Authenticity Panel will also serve as the Paint Color Authenticity Panel who will also be used to settle any disputes regarding authentic color that cannot be settled by the Team Captain.

The decision to replace or switch an individual judge, entire team or car from any assigned team, before or during the Concours, must be a joint decision of the Chief Judge, Concours Chairman and Judges Training Coordinator.

Special Items will be conducted by judging teams of two or more people – one of whom shall be appointed Team Captain by the Chief Judge.

In the original division authenticity and workmanship will be judged by separate teams (provided enough experienced judges are available). Each workmanship and authenticity team will consist of four qualified judges. If enough qualified judges are available, a fifth person will be added to the team. The most qualified person on the team will be appointed Team Captain by the Chief Judge (with guidance from CTCI judges trainers in selecting teams). It shall be the responsibility of the Team Captain to oversee the judging process and insure that each car is correctly judged (placed) for the proper award. All judges must be CTCI members and registered at the meet.

In the non-original division, the same qualification and selection criterion applies as the original division.

A maximum judging time limit of 40 minutes per Original car is to be used when using one judging team. When using two separate workmanship and authenticity teams a maximum time limit of 30 minutes for each team will be used.

A maximum time limit of 30 minutes per Non-original car will be used.

A maximum time limit of 15 minutes per Touring car will be used.

The Team Captain is responsible for this time frame.

The burden of proof shall be on the owner for items not normally believed to have been on the production cars including, but not all inclusive, continental kits on the 1955's, continental kits on the 1957's, dual carburetor set-ups on the 1956's, or wire wheel covers on the 1957's. Dealer invoices will not be accepted; factory invoices only will be accepted as proof.

The entrant shall be told of any operational failure pertaining to safety during the Special Items check. During authenticity judging the entrant will be told of any non-stock items on his or her car. In case of unresolved disputes that the authenticity panel cannot answer, the benefit of doubt will be given to the entrant. If after having the authenticity panel review any contested authenticity point deductions the owner still refuses to sign his authenticity score sheets the Team Captain of both the preliminary team and the authenticity panel will sign the sheets. The decision of the authenticity panel is final and is not subject to further contesting.

The Special Items Judging is to be done the day of the Concours. However, if the Chief Judge has the Special Items Teams ready and if the entrant wants to get their judging done ahead of time, it may be started the day before the Concours. It will not be mandatory for any contestant to have special items judging done the day before the Concours. All Special Items judging is to be done in the entrant's assigned Concours parking stall.

If a car fails to start due to a dead battery entrant will lose a total of 8 points in the running category, plus 1 point for each operational item that cannot be checked (i.e., tachometer, electrical). Jump starts will **not** be allowed during special items checks.

Concours Judging Corps and Awards

Any C.T.C.I. member may volunteer to be a CTCI Judge. **Judges for a CTCI sanctioned event must attend the judges' seminar for the event.** Judges may volunteer on the event registration form – confirmation will be sent back to the judge listing the times of the required seminars and meetings. CTCI encourages volunteers to respond early for planning purposes.

Concours Judges will receive judging credit for attending and completing the judges' seminar at each CTCI sanctioned event. Judges must be available for Concours judging (at roll call Concours day) to receive credit.

The following Judging Awards will be earned:

5 seminars	Senior Judge
10 seminars	Master Judge
15 seminars	Master Judge II
20 seminars	Master Judge III
25 seminars	Master Judge IV
30 seminars	Master Judge V
35 seminars	Senior Master Judge
40 seminars	Sr. Master Judge II
45 seminars	Sr. Master Judge III
50 seminars	Sr. Master Judge IV
55 seminars	Sr. Master Judge V
60/65/70/75/80	etc...

Score room personnel will also be recognized for their work. They will earn Score Keeper plaques for senior (5 times in score room), master (10 times in score room) etc, following the same sequence as judges. The CTCI Chairman of Scoring will track and administer these awards.

Runners will be acknowledged for their work during the banquet.

Judging Seminars: (approximately 4 hours)

1. Introduction: CTCI Officials, Concours Chairman and Chief Judge
 - a. General Concours information
 - b. Slides/video of pertinent Concours information
 - c. Rules and questions
2. Practice Judging
 - a. Judging experience by area on high quality Display or Touring cars
 - b. Training judge leads group and does follow-up evaluation with each group
 - c. Mandatory at each event
3. Questions and Final Briefings
4. Team Assignments
5. Review of Class by Team Captain

Credit will be awarded to those who successfully complete the training sessions and practice judging sessions. Judges must be available for Concours Judging (at roll call on Concours day) to receive credit.