

**Concours and Touring  
Division Rules  
2016**

**Document III**

**Authenticity General Information  
Authenticity Reference Guide**



**Classic Thunderbird Club International**

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## GENERAL INFORMATION OF IMPORTANCE

The information contained herein is based upon Ford published data coupled with inspection of numerous original cars. Investigation of original cars reveals consistent configuration of parts throughout the three years of production.

The underside floor pans, fender wells, etc. received various degrees of paint. If you are restoring a car you have two choices: (1) Paint the underside of the body car color with full coverage, in which case the air ducts and attaching parts would be black. (2) Paint the underside with primer (usually gray or red oxide) then the floor pans air ducts (except 1955) attaching parts would have various degrees of car color over spray. If option 2 is used it **must** have back up photo documentation showing the original paint patterns from the car being restored.

For original cars paint should be close to the original color, shade variations will be acceptable. Consideration will be given to shade variation for cars from areas under strict EPA control especially where water born paint is required. Major shade variations will be handled in accordance with the Concours Rules and ruled upon by a panel of three knowledgeable judges if necessary.

Data plate color code S will be a FoMoCo color available during that year of production.

The following information will be brief and covers some items that are slightly different or questioned in the past.

1. 1955/56 wire wheel covers have a groove in the edge of the outer ring. Some early cars may have a smooth edge, which is a carry over from the 1954 passenger cars. The number of early 1955 models equipped with the smooth edge is very limited.
2. Fender skirts were equipped with polished stainless trim and gravel guards. A very limited number of early 55s were not equipped with trim or stone guards. Some early 55 models had the trim only.
3. Front suspension on some un-restored cars may have black paint covering the upper and lower control arms nuts bolts and washers. The paint was applied after assembly during which time the engine compartment inner fenders, radiator support area near the forward end of the upper control arms received heavy black paint over spray.
4. The fuel pump, carburetor, and fuel filter top, (except E and D/F models) were plated with a chromate dip. The end result was an uneven washed out non glossy metal color. This is not available to the hobbyist due to strict EPA controls. It can be done at some industrial plating shops.
5. Plain finish has been referred to several times in the rules. A plain finish is a smooth **dark** gray-appearing finish which is usually phosphate and zinc or phosphate and oil.

6. Natural finish would be an unpainted cast finish such as transmissions, bell housings (automatic) steering gear boxes and exhaust manifolds. Cast paint can be used if the part does not appear to be painted and retains a cast iron look.
7. Interior painted surfaces and matching vinyl were close to the same color but did not match perfectly.
8. In most cases the interior color schemes were consistent, exceptions would be a late 1957 models when they were mixing some colors, example Red interior with white steering wheel, white turn signal handle knob other subtle items. 1955 trim code XC (The drop curtain could be either dark or light green).
9. Ford service parts will be accepted especially on older restorations. However that does not mean that all parts purchased from Ford dealers are correct. Ford replacements were parts that could be ordered through the Ford Parts system using the original FoMoCo part number, which could be traced to the proper replacement part. Older Ford replacement parts may have a different appearance. However the finish should be as original. The availability of FoMoCo replacement parts is getting to be non-existent. FoMoCo has released the manufacturing of replacement parts to authorized Thunderbird parts dealers and in most cases they are reproducing the part in original configuration and finish. In most cases these reproduction are as good sometimes better than the original part.
10. Original Batteries-
 

a. 1955	6V Group 2N	Red caps & letters
b. 1956 & 1957	12V Group 29	Red caps & letters
c. 1956 & 1957	12 V H.D. Group 32	Yellow caps & letters
11. The reproduction batteries do not have their letters in color and may be left plain.
12. In the authenticity portion of the rulebook some items indicate two types of finishes - either will be accepted as correct.
13. 1955 hard top lower rear trim 50396 and 50397 on early models was slightly curved up near the ends and drip trim 51732 was not used.
14. 1956 models may have a Parking Brake Signal Lamp 15848-A. It should be installed in accordance with the instructions in the electrical manual.
15. Due to the EPA restrictions and the elimination of cadmium plating in most states, zinc plating will be acceptable at all CTCI events.
16. Seat belts: Any **DOT** Seat belt will be acceptable. Installation, condition and cleanliness will be judged for workmanship.
17. Smog equipment: State mandated smog equipment is acceptable. Installation and additional parts will be judged for workmanship.

18. Stainless exhaust systems, fuel, vacuum and brake lines are okay on original cars. However, they **must not be polished**.
19. Every effort has been made to publish the most accurate information available. Input concerning authenticity is welcome if it can be backed by authentic FoMoCo publication or studies based on majority of findings from several hundred cars.
20. The ride heights of the early Thunderbird in the Specification manuals are misleading. The following measurements have been established. The front measurements are from the center of the head lamp to ground. The rear measurements are from the center of the tail lamp to ground

**A tolerance of plus or minus one inch will be allowed**

- |    |             |             |             |
|----|-------------|-------------|-------------|
| a. | 1955 Models | 1956 Models | 1957 Models |
| b. | Rear 26.5"  | Rear 26.5"  | Rear 27.5"  |
| c. | Front 28.5" | Front 29"   | Front 29"   |

*Ride height will not be checked unless the visual inspection appears excessively high or low.*

Inspection stamps and paint markings on various parts are not considered during the judging process because of factory inconsistencies.

The intent of the original division is to display with original type components. Casting numbers codes are not considered exceptions being visible identification codes on top of the engine. Replacement or service parts are always acceptable.

# Authenticity Reference

## Undercarriage Judges Training Document

### Undercarriage Original Concours Judging

Finish (underline indicates primary color used):

car color    paint black    cad zinc    black plain oxide

	car color	paint black	cad zinc	black plain oxide
<b>Floor pan and under fenders</b>				
Major color shade variation: -1 pt; color not as data plate: -2	x			
Sound deadening per Trim & Sealer Man. Then paint car color: -2	x			
<b>Frame and Suspension</b>				
Frame		x		
Sway bar		x		
Sway bar bracket (install attaching bolts with nuts down) P/N 5486				x
Sway bar end bolt & washer kit (nuts down) P/N 5A486			x	
Sway bar end kit spacer P/N 5490				x
Spindle connecting rod, inner (inner tie rod) P/N 3280/81		x		x
Spindle connecting rod end (outer tie rod) P/N 3290				x
Sleeve tie rod adjusting P/N 3310				x
Adjusting sleeve clamp P/N 3287				x
Bolts for sleeve clamp P/N 20427S			x	x
Nuts for sleeve clamp, self locking P/N3443S			x	
Bracket idler arm and bushings P/N 3351				x
Idler arm P/N 3355				x
Rod assembly steering arm to idler arm (drag link) non PS & PS P/N 3304		x		x
Power steering ram P/N 3A540		x		
Power steering valve body and hardware 3A730		x		
Arm sector shaft P/N 3590				x
Front shock absorbers		x		
Front coil springs		x		
Spindle P/N 3105		x		
Ball joints upper and lower		x		
Front brake drums and backing plates		x		
Lower control arm		x		
Lower control arm bolts P/N 3057			x	<u>x</u>
Lower control arm nuts P/N 33947S			x	x
Lower control arm large washer P/N 3091				x
Lower control arm lock washers P/N 34811S				x
Lower front shock mount P/N 18072		x		<u>x</u>
Upper control arm		x		
Rear shock absorbers P/N 3082		x		
Rear brake drums and backing plates		x		
Rear springs (some '56 may have a 4 leaf replacement B6S-5560-B)		x		
Rear spring insulator retainer P/N 5724		x		x
Rear spring forward bolt P/N 5780			x	<u>x</u>
Rear spring forward nut P/N 34370-S			x	

## Undercarriage Judges Training Document

### Undercarriage Original Concours Judging

**Finish** (underline indicates primary color used):      car paint    cad black    plain  
color    black    zinc    oxide

Rear spring clamps P/N 5724		x			x
U-Bolts P/N 5705				x	<u>x</u>
U-bolts nuts P/N 354530-S					x
U-bolts nuts, early '55 self locking (service part on later models)			x		
Rear spring mount plate P/N 5798/9		x			
Rear spring shackles P/N 5713 & 5627					x
Rear spring shackle nuts (nuts to the outside) P/N 34370-S			x		x
Rear axle housing assembly		x			
Differential cover plate 55 & 56		x			
<b>Drive Train</b>					
Transmission-correct for year; (the automatic transmission case and extension housing had a natural finish; case was cast, and extension was aluminum; 55 to mid 56 air cooled, and mid 56 to all 57 were water cooled. Cooling lines galvanized/zinc finish; late 57 models had expansion bend in line from trans to radiator cooler)					
Drive shaft (P/N 1" yellow letters)		x			<u>x</u>
U-joints & front yoke					x
Third member & pinion housing (57 only)- <b>Red Oxide Paint</b>					
Studs- diff. carrier to rear axle housing (57) P/N 4347				x	
Nuts for studs, self-locking (may have copper washers)			x		
Yoke, pinion P/N 4851					x
Shield, pinion yoke (57)					x
<b>Attachments</b>					
Deflector P/N 8310.-radiator air (as viewed from below)		x			
Air duct, scoop and screen must be steel; un-restored 56/57 may have various degrees of overspray on ducts under fenders		x			
Air duct hardware			x		
Front fender Pillar splash shield 56/57 P/N 16102/3		x			
Splash panel, lower, apron to frame (w/s stapled from back) P/N 16034/5		x			
Fender brace (if brace is car color the attaching hardware should Be painted car color. If the brace is black the attaching hardware Is cad/zinc plated except the bolt to body is black oxide. Hardware to fender cad/zinc	<u>x</u>	x			
Headlight bucket assembly (rivet in center not painted)		X			
Gas tank: galvanized; tank filler tube on 57: galvanized zinc					
Gas tank straps		X			
Gas tank hardware P/N 9A010,44727-S, 34444-S			X		
Gas tank filler tube (57) vent hose clamps			X		X
Fuel and brake lines – galvanized/zinc. Fuel lines on frame have black fabric conduit protection approx. 18" long where it passes from the tank over the frame. Another approx. 24" long as it passes over frame into engine compartment					

# Authenticity Reference

## Undercarriage Judges Training Document

### Undercarriage Original Concours Judging

Finish (underline indicates primary color used):

car paint    cad black plain  
color black    zinc oxide

Fuel & brake line clips on frame – chromate green P/N 14577					
Front bumper brackets (install bolts with nuts out, washer rear only)		X			
Rear bumper brackets		X			
Continental kit (below bumper 56) only	X				
Continental kit splash pan	X				
<b>Wheels and Tires (inside only)</b>					
Major shade variation: -1 pt; color not as data plate: -2 pts.					
Wheels and paint (57 wheels black inside; early 55 red oxide inside) outside car color	X				
<b>Exhaust System (viewed from under car only)</b>					
Stainless exhaust system okay, but must be dull finish, not polished					
Inlet pipes manifold to muffler					
Pipes from mufflers (resonators with 312) two piece tail pipe ok					
Exhaust deflectors – 56/57		X			
Attaching hardware for deflectors (slide nuts black oxide)			X		

## Engine

### Judges Training Document

## Engine Compartment Original Concours Judging

Finish (underline indicates primary color used):

car paint    cad    black plain  
color black    zinc    oxide

	car color	paint black	cad zinc	black oxide	plain
<b>Electrical System</b>					
Battery: original 55 6V red caps/letters					
56/57 12V Grp 29 red caps/letters; 12V HD Grp 32 yellow caps/letters. Reproduction battery – letters may be plain					
Battery carrier		X			
Battery hold-down (Grp 32 Ford replacement, rubber coat)		<u>x</u>			
Battery hold-down hardware (55 wings cast, 56/57 stamped)			X		
Battery and starter cables – black, correct for year, insulator sleeve near ends					
Starter relay (55 replacement Bakelite; 56/7 may have gold tint; Bakelite brown or black)			X		
Generator arm – belt adjustment (Ford red/orange)					
Generator bracket (P/N 10151) to cylinder block		X			
Generator support, bracket to water pump (Ford red/orange)					
Generator, both end plates & pulley		X			
Generator pulley washer				X	
Generator pulley nut			X		
Starter, housing, brush cover, both end plates		X			
Horn relay – may be gold tint			X		
Horns		X			
Engine compartment wiring – correct for year					
Voltage regulator – base cad/zinc; cap paint black; silk screen data		X			
Area behind grille: splash pan 8310 – black; side deflectors – 8104/5 car color					
<b>Ignition System</b>					
Distributor – correct for year;					
Distributor body – finish aluminum (base may have eng paint overspray)					
Distributor hold down clamps, bolts, washers may have eng paint overspray					
Distributor cap – black Bakelite					
Distributor cap clips				X	
Distributor vacuum advance mechanism – correct for year			x		
Tach cable housing (55 rubber coated from firewall to bracket)			X		
Tach cable support bracket black (clamp rubber coated) 55 only		X			X
Spark plug shields			X		X
Spark plug wire brackets (strap on 55 & early 56 grommets were aluminum)			X		
Coil (55/6 & early 57 black ends; late 57 yellow ends; later replacements including 6V had yellow end; current Motorcraft is all black)					
Coil bracket		X			
Ignition resistor (if applicable)			X		
<b>Fuel &amp; Vacuum System (required smog device O.K.)</b>					
Metal fuel & vacuum lines – galvanized/zinc (stainless o.k. if unpolished)					
Fuel flex line – braided; replacement is smooth					



# Authenticity Reference

## Engine

### Judges Training Document

## Engine Compartment Original Concours Judging

**Finish** (underline indicates primary color used):

car	paint	cad	black	plain
color	black	zinc	oxide	

	car color	paint black	cad zinc	black oxide	plain
Fuel line clip on frame near engine					<b>X</b>
Fuel line bracket on engine (p/n 9180)-engine color					
Fuel line clip and screw on engine bracket (screw up, clamp down) P/N 9B281			<b>X</b>		
Fuel filter-AC on top (top- chromate dip finish except E & D/F models) 55 short bowl; 56 & early 57 long bowl; late (after Dec 56) short type					
E model fuel filter-black oxide top, aluminum body; replacement B7T-9155A o.k.					
Glass fuel bowl retainer			<b>X</b>		<b>X</b>
Fuel pump body (chromate dip finish= washed out greenish/gold tint)					
Fuel line fittings on fuel pump-brass					
Carburetor-correct for year (main body has chromate dip finish=washed out greenish/gold tint)					
Throttle mechanism assembly on intake manifold – correct for year					<b>x</b>
Throttle spring(s) P/N 9736, 9737				<b>X</b>	
Throttle clips P/N 9825, 9826				<b>X</b>	
Throttle rod to pedal P/N 9727			<u><b>X</b></u>		<b>X</b>
Throttle rod to carb (o.d. – alum. center; 55/6 center stainless cover)			<b>X</b>		
Transmission kick-down rod P/N 7A187					<b>X</b>
Trans kick-down clevis – 55/56 – 1957 is cad/zinc plated P/N 97011-S			<b>X</b>		<b>X</b>
Trans kick-down jam nut & clevis pin P/N 33907-S			<b>X</b>		
Air cleaners & cork seal – argent; top chrome w/dress kit (E models – argent)					
Wing nut air cleaner – 55/56 stamped type cad/zinc; chrome w/dress kit; 57 stamped type, larger than 55/56 cad/ zinc; E same as D, some E models as 55/56 nut			<b>X</b>		
<b>Cooling &amp; Heating System</b>					
Radiator and overflow tube – correct bends		<b>X</b>			
Radiator hose clamp			<b>X</b>		
Radiator Cap			<b>X</b>		
Radiator mount including hardware to body car color (lower front painted black – some original cars)	<b>X</b>				
Fan shroud		<b>X</b>			
Fan shroud bolts – '55, early '56 5/16"-24 x 3/4", nuts & washers			<b>X</b>		
Fan shroud bolts – 56/57 bolts/nuts have shoulder, no washer				<b>X</b>	
Fan '55 to 6/56, 3 blade black; chrome w/dress kit 6/56 -57 4 blade black					
Fan pulley (fan spacer aluminum)					
Heater and vacuum hose – black rubber					
Heater hose clamps – original wire type (may have gold tint)			<b>X</b>		
Heater hose clamp to inner fender #10 screw with 5/16 hex head; 55 may have slot in head; 56 some early 57 #14 tapping w/ 3/8 hex; most 57 #10- 5/16		<b>X</b>			
Heater hose adapter on water pump			<b>X</b>		
Heater water valve on top of intake manifold			<b>X</b>		
Heater blower assembly		<b>X</b>			



## Engine

### Judges Training Document

## Engine Compartment Original Concours Judging

**Finish** (underline indicates primary color used):

car paint    cad    black plain  
color    black    zinc    oxide

	car color	paint black	cad zinc	black oxide	plain
Heater inlet duct		X			
Heater core retainer		X			
Heater motor brass wire exit grommet not painted; screws & rivets cad/zinc		X			
Heater duct clamps square (also round heater duct clamps on some 55/56)			X		
Heater duct square & round – black/gray rubberized fabric wire reinforcement					
Strap support from heater duct to round duct			X		
Fresh air cable bracket		X			
Fresh air cable clip and screw for cable to bracket – clip may be plain			X		X
Air ducts – portion showing inside engine compartment – 1955		X			
Air ducts – inside engine compartment 56/7 including hardware, flapper, seals	X				
<b>Transmission Area</b>					
Transmission cooling lines – 55-mid 56 air cooled; mid 56 thru 57 water cooled with galvanized-zinc line to rad. 4/57 had expansion bend in line to radiator					
Transmission dip stick tube (flange nut to pan is plain)		X			
Transmission dip stick					X
Bell housing – automatic natural, attaching bolts cadmium; Std & overdrive housing painted engine red/orange incl attaching hardware, clutch for & boot					
Clutch bracket on frame P/N 7507		X			
Clutch linkage (lever & equalizer bar) P/N 7528, 7537					X
Clutch spring bracket at frame P/N 7542					X
Clutch springs (at lever and to fork) P/N 7253		X		X	
Clutch rod – pedal to linkage through firewall P/N 7525					X
Clutch release arm – engine Red/Orange					
Clutch release arm boot – engine red/orange					
Clutch rod – linkage to clutch release arm P/N 7521					X
Clutch mechanism bolt 355702-S in linkage 7525			X		X
Clutch mechanism bracket on engine P/N 7509					X
<b>Major Engine Components</b>					
Engine – Red/Orange color					
Engine – incorrect for '55-'57 Thunderbirds: -10 points					
Heads – '55 has expansion plugs in ends					
Valve covers – aluminum valve covers part of dress-up kit					
Steady rest brackets on engine PN6954/5		X			
Steady rest bracket to engine hardware P/N 20390-S, 357625-S			X		
steady rest rod P/N 6968				X	X
Steady rest rod – large washers P/N 353957-S				X	X
Steady rest rod – small washers and nuts			X		
Spin on oil filter backing plate		X			X

### Engine Compartment Original Concours Judging

**Finish** (underline indicates primary color used):

car color	paint black	cad zinc	black oxide	plain oxide
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Dipstick and tube					<b>X</b>
Air conditioner (mandatory deduct -2 points)					
Exhaust manifolds (no gaskets from factory) & heat riser – cast finish					
Power steering pump and through bolts – black cast or black paint		<b>X</b>			
Power steering tank, top and cap – argent paint					
Power steering pump bolts, hose fittings & clamp, washers			<b>X</b>		
Power steering pump pulley		<b>X</b>			
Power steering pump pulley bolt and washer			<b>X</b>		
Power steering pump support & support bracket to ex. Manifold		<b>X</b>			
Power steering pump adjusting bracket P/N 3A732					<b>X</b>
Power steering pump bolts to secure halves				<b>X</b>	
Power steering hose insulator bracket on frame P/N 3A611					<b>X</b>
Power steering hose insulator retainer & screws P/N 3A610			<b>X</b>		
<b>Engine Compartment</b>					
Engine compartment, inner fenders, and hood underside	<b>X</b>				
Color – major shade variation -2 pts; not as data plate -4 pts; NO hood undercoating					
Hood release mechanism P/N 16700/1 & rod P/N 16742			<b>X</b>		
Nuts at hood lock mechanism to firewall – '55 & early '56			<b>X</b>		
Nuts at hood lock – '56 & '57				<u><b>X</b></u>	<b>X</b>
Hook lock P/N 16700 & 16701, springs		<b>X</b>			
Thick washers behind hood locks (not always on '55; some square shims)			<b>X</b>		
Hood lock dowels and springs P/N 16925, 16929	<u><b>X</b></u>		<b>X</b>		
Hood lock dowel nut (washers were not used)	<b>X</b>		<b>X</b>		
Hood lock dowel brackets; attaching bolts and washers P/N 16707 16716	<b>X</b>				
Windshield washer bag bracket & support pan		<b>X</b>			
Upper control arm		<b>X</b>			
Upper control arm shaft		<u><b>X</b></u>			<b>X</b>
Upper control arm nuts (may be gold tint or clear cad/zinc)			<b>X</b>		
Upper control arm large washer					<b>X</b>
Upper control arm lock washer				<b>X</b>	
Upper control arm seal retainer – seal is black rubber w/staples (ends in)		<b>X</b>			
Steering gear box – natural/cast					
Steering gear box cover & plug					<b>X</b>
Steering gear box cover bolts and side cap bolts P/N 350997-S				<b>X</b>	
Lower steering column clamp – may be gray paint					<b>X</b>
Lower steering column clamp nut and bolt P/N 23548-S, 34447-S					<u><b>X</b></u>
<b>Brake system</b>					
Master cylinder finish – natural or paint black		<b>X</b>			
Master cylinder cap – zinc chromate olive drab color; replacement Bendix cap may be copper color; Ford replacement cap is plain					

## Engine Compartment Original Concours Judging

**Finish** (underline indicates primary color used):

car	paint	cad	black	plain
color	black	zinc	oxide	

Master cylinder heat shield – stainless steel (early 55 was larger with sides bent up and a notch in outboard side to clear the brake line. '56 & '57 were small with a slight bend in the center)				
Brake line master cylinder to frame – fabric covered (non-power brake)				
Master cylinder bolt P/N 2276A – copper coat				
Brake line bracket at frame; fitting blocks are brass P/N 354446-S				<b>X</b>
Brake light switch		<b>X</b>		
Bolt for brass brake line fitting block at left wheel P/N 2150		<b>X</b>		<u><b>X</b></u>
Power brake booster	<b>X</b>			
Power brake booster filter screen & retainer		<b>X</b>		<b>X</b>
Power brake booster bleeder screw		<b>X</b>		
Power brake line – master cylinder to brake booster – no conduit shield				
Power brake fitting on booster for line from master cylinder –brass fitting P/N 353706-S				
Power brake fitting for line to frame – brass; bolt copper coat P/N 2076				
Power brake booster bracket attached to inner fender	<b>X</b>			
Power brake vacuum line from brass block on manifold to P/B hose				<b>X</b>
Power brake vacuum hose – '55 & '56 fabric outside reinforcement wrap; 57 fabric reinforced w/smooth exterior; some early '57 had hose to brass fitting at rear of manifold with metal stand off on intake manifold				
<b>E-Models (dual 4 barrel carburetors)</b>				
Intake studs – engine color				
Capped washers (intake hold downs) – larger on E model				
All nuts, bolts, washers, etc. for manifold to engine		<b>X</b>		
Thermostat housing and bolts – paint red/orange engine paint				
Bypass hose – same as other models – engine color or unpainted				
Intake gasket exposed area – unpainted				
Fuel line upper bracket – red/orange engine paint				
Fuel line clip & screw		<b>X</b>		
<b>F-Models (supercharged)</b>				
Air cleaner – argent paint				
Carburetor bonnet – aluminum finish				
Blower to bonnet outlet hose – 2 piece formed curved rubber from bonnet to a 6" flex rubber and fabric steel reinforced straight hose that connects to the blower; connection may have been reversed with flex hose on bonnet. Blower to bonnet hose may also be one piece solid.				
<b>Replacement smooth, no flex hose</b>				

## Trunk

## Judges Training Document

## Trunk Compartment Original Concours Judging – Authenticity

<b>Mat and Drop Curtain</b>
Trunk mat – 55 and early 56 black rubber; late 56 & 57 burtex
Cardboard divider – 55 color medium gray held by metal tabs or black oxide screws with reverse cup washers on lower edge; hang curtain – black rubber 56 to mid 56; burtex – mid 56-57
Wheel well painted 55, 56, 57 thru 9/56 then burtex cover most 57
Side cardboard or finish: 55 left side only; 56 both sides; 57 left side with cover over quarter panel opening right side; cardboard dark gray (almost black); on 57 left side held in corner by cream color button
<b>Spare Tire and Wheel</b>
Tire must match others – cad/zinc short metal valve stem cap
Wheel original match to other wheels
Spare tire wing nut – black rubber coated tips 55 & 57; cad/zinc
Spare tire hold-down bolt 55 & 57 – cad/zinc
Hold down spacer plate – 55, paint black; 57 spare tire bracket paint black
<b>Jack Assembly and Lug Wrench</b>
Jack stowed I/A/W jacking instructions or trim and sealer manual for each year
Jack shaft – argent or cad/zinc
Jack base plate, mechanism, & lug wrench – paint black
Jacking instructions 1955 on divider board; 1956/57 on underside of deck in the center
Jack strap – black rubber & cad/zinc
<b>Trunk Compartment and Under Lid</b>
Car color – major shade variation: -1 point; color not as data plate: -2 points
Paint and sound deadener
Hinges ( <b>May have slight rub on hinges</b> , deduct on workmanship, not on authenticity)
Latch assembly – 55 & 56 cad plate; 57 cad plate may be(gold tint)
Latch at rear panel P/N 43252 cad/zinc plate
Weather strip – splice mid trunk on driver's side. The split goes to the inside
Tail light buckets – cad plated, 57 may have slight gold tint
Gas cap – correct for year; see page 23 of Restoration Manual for 56 & 57 pictures
Gas tank filler neck grommet 55 & 56 black rubber
Deck lid bumpers: black rubber; lower rear lid corner on 57 (not on early 57)
License plate light assembly 55 & 56: cad/zinc
Spring gas filler door: black oxide; gas filler door hinge cad/zinc

## Interior

### Judges Training Document

## Interior Original Concours Judging – Authenticity

<b>Dashboard and Windshield</b>
Steering wheel, ring & column (check for P/S) chrome plated
Instruments & control knobs – early 57 tachometer has long needle opposite pointer end and larger letters for OIL and GEN light; Later 57 has short needle opposite pointer and small letters for OIL and GEN light. (see restoration manual p. 16-18); turn indicator lever chrome w/black knob, 55: 5.5” long; 56/7: 6.75” long; late 57 (with trim code 6 as a general rule) had white tapered knob.
Windshield trim & interior mirror – early 55 short stem inside mirror
No FoMoCo on mirror base on SOME 1955 models; all 56/7 had FoMoCo on base; plain base is okay for all 3 years except when checked for excellence in authenticity.
Dash cover, radio speaker & emblems. Black tape at lower edge of dash pad 1957 models, some had a metal tab securing the lower pad to the ends.
Sun visors & brackets (if applicable) – 56 bracket short bend; 57 bracket longer bend
Instrument bezels & aluminum trim
Lower dash finish – non-glossy mild textured finish; color matches arm rest shade variations ok
Glove box – screws & washers attaching box hinge to dash are cad/zinc plate
<b>Under Dash</b>
Firewall black cardboard with rubber bottom edge, two piece ok
Pedals & brackets (check for P/B) – hood release cable bracket: chrome on 55/56, black on 57. 55 – chrome slot screws; 56 – chrome Phillips screws with star washer; 57 – screws not counter sunk and are slotted.
Braces under dash – paint black
Heater assembly – black wrinkle finish; handle black plastic; heater chamber 18471 is flat black cardboard; fiberglass replacement o.k. <b>(must be flat black or charcoal)</b>
Kick panels, trim & hardware – vent grille louvers face forward on 56, 57
Air conditioning – mandatory deduction of 1 point on original cars
<b>Doors</b>
Door panels – 55-7: #6 phillips chrome screw and flush countersunk washer in lower corners
Door jamb (door) latches cad/zinc plated – P/S & P/W wire retainers – cad/zinc
Door jamb (body) & strikers – 56: 2 piece; 57 – 3 piece strikers; striker plate screws cad/zinc
Hinges & threshold plates – o.k. to have paint rub on door check arm
Windlace, weather-strip & retainers – Windlace is fabric on 55/6; vinyl on 57; weather-strip retainer at top of door on 57 – paint car color
Turned aluminum,( handles & switch retainers chrome)
Armrest & garnish rails – armrest spacer is car color in most cases (except 55 Goldenrod is black)
<b>Behind Seat</b>
Color – major shade variation: -1 point; color not as data plate: -2 points
Quarter boards, garnish rail, & trim
Drop curtain (tonneau) & seat back – tacks used at seat lower back edge
Floor cover & paint – floor cover small on 55/6 unless tonneau cover then full cover as 57
Seat rails & power rails (if applicable)
Swing arm, feet, springs (if applicable) – <b>See Restoration Manual for swing arm color variations</b>
Soft top viewed in stowed position (if applicable)

**Interior  
Original Concours Judging – Authenticity**

<b>Top (inside surfaces only)</b>
Hard top color – major shade variation: -1 point; color not as data plate: -2 points
Interior hard top painted surface must match top exterior (if applicable)
Soft top frame & pivots (if applicable) – correct for year; late style has bow stiffeners
Latches, plates & hardware – 55 & early 56 – finger latches for front and side clamps; late 56-57 “T” handle front & side clamps
Rear clamps 55 early 56 dog leg type lever, later 1956 and 1957 rear levers straight type
Headliner color: 55/56 white; 57 off white
Soft top interior underside: Black with black canvas top; tan underside with white vinyl, tan or blue canvas top
<b>Seat and Floor</b>
Color major shade variation: -3 points; not as data plate: -6 points
Carpet loop pile
Seat cover (material, grain, and style); seat cushion frame grey brown; backstop bolt head square or Phillips



## Exterior

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<b>Alignment and fit (n/a to authenticity)</b>
Doors (closed)
Hood (closed)
Trunk lid (closed)
Top
Hood & trunk open positions
Cowl vents (if applicable)
<b>Body Work and Paint</b>
Major shade variation: -3 points; color not as data plate: -6 points; no two tone data plate codes in 1955
Hood, cowl, & front panel
Left fender, door, rocker, & quarter – (attaching parts inside 56/7 fender vents car color)
Deck lid, deck panel, & rear body panel
Right quarter, rocker, door & fender – (attaching parts inside 56/7 fender vents car color)
<b>Hard or Soft Top</b>
Major shade variation: -1 points; color not as data plate: -2
Hard top paint or soft top cover: 55 & 56 soft top material – black canvas & white vinyl; 57 soft top material – black, tan or blue canvas & white vinyl
Trim: early 55 hard top lower rear molding slightly curved near ends and no drip trim was used
Soft top header stainless: early 55 two piece with center clip; later 55, all 56/7 one piece
Weather-strip: 55 & early 56 hardtop side rail weather-strip cloth covered
<b>External Lamp Assemblies</b>
Headlamp – matching pair, clear legal bulbs (see page 24-25 Restoration Manual)
Headlamp doors – 55 has smooth underside; retainer screw is chrome fillister head
Driving lights (if applicable) – clear or amber bulbs okay
Parking lights – 57 has LH and RH marked lenses
Tail lights & back-up lights (if applicable) – 57 has 2 style light housings-sharp & smooth
License lamp
<b>Bumpers and Guards</b>
Front bumper – early 57 have double bolts on sides
Deflector behind front bumper – 55/6 car color; 57 deflector ends only car color
Rear bumper & exhaust tips (viewed from rear)
Center bullet for 55/6 front bumper guardt – black paint outer edge
Hardware – bumper bolts fine thread
<b>Exterior Trim and Stainless</b>
Side ornaments – deduct for upside down hash marks
Thunderbird script
Antenna – original has ring at base, some may have a double ring
Drivers side mirror – no front screw exposed on 55 and some very early 56; front/rear’ no mount gasket
Windshield molding
Hood scoop & grille
Nose ornament - note: on 56/7 space under bird beak open on original ornament
Trunk lock (all) & handle (57)
Continental kit (above bumper '56 only) – bracket, lever, bolts, spring are car color; rubber parts are black rubber; dowel left unpainted; splash pan car color, except rubber seals, black

**Exterior  
Original Concours Judging – Authenticity**

<b>Glass</b> – must be all clear or all tinted
Windshield – PPG or AGP
Door glass – PPG or Carlite; if Carlite it will be marked
Rear window – PPG or Carlite; if Carlite it may not be marked
Portholes – FoMoCo
Wind wings – FoMoCo or Carlite; if Carlite it will be marked
<b>Skirts (if applicable)</b>
Skirts – mount brackets plain finish with cad/zinc screws; upper on body held in with screws on very early 1955's
Moldings & stone guards – early 55's had moldings only, no stone guards
Rubber seals – should be flush or slightly recessed and not extend beyond the fender well & skirt
<b>Wheels and Tires (outside only)</b>
Color - major shade variation: shade variations may exist with water born paint required by the EPA in some states, color not as data plate: -2 points
Wheels – correct for year, 15x5 1955/56, 14x5 1957
Tires – 6.70x15 for 1955/56; 7.50x14 for 1957; <b>radials not okay on original cars</b> ; white wall extended over raised edge is not correct; narrow white wall not correct; correct width: 1955/56 – 2 5/6" to 2 15/16"; 57 – 2" to 2 1/2"
Tire valve stem cap – small for 55/6, & 57 with 10" hubcap; '57 with full hubcap has extended stem caps
Wheel covers – correct for year; may be 10" for all 3 years; 55/6 may have wire covers; all years may have full covers proper for year
<b>Ride Height</b> – measured center head lamp or center tail lamp to ground
Front: 1955 -28.5", 1956 – 29", 1957 – 29", + or- one inch, not to be checked during judging unless appears excessive
Rear: 1955 – 26.5", 1956 – 26.5", 1957 – 27.5" + or – one inch, not to be checked during judging unless appears excessive

**A maximum of 3 plaques or decals allowed and must be tastefully mounted.**