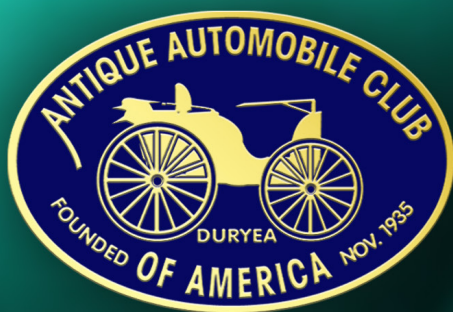


\$5.00

OFFICIAL JUDGING GUIDELINES



2022

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Revised for 2022

Antique Automobile Club of America
800 West Hersheypark Drive
Hershey, Pennsylvania 17033
(717) 534-1910
www.aaca.org

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APPROVED CHANGES FOR 2022 OFFICIAL JUDGING GUIDELINES

BATTERIES

Batteries may be of modern manufacture, but they must be visually the correct size, style and color for the era of vehicle manufacture.

Class 29

Chrysler Crown Imperial – 1946-1990

Class 35A

Add: Ford Mustang Indy 500 Pace Car1965

Class 36B

Add: Biscayne, Bel Air, Impala w/396cid 4v1965-1969

Class 36L

Buick & Pontiac 1990-1997

Trans AM & Formula....1993-1997

Class 36M

Chevrolet & Oldsmobile....1990-1997

Camaro Z28.....1993-1997

Impala SS.....1994-1996

Class 36N

Chrysler, Dodge & Plymouth1990-1997

Viper1992-1997

Add: Dodge Neon ACR....1995-1997

Class 36O

Ford & Mercury1990-1997

SVT Mustang Cobra1993-1997

Class 36P

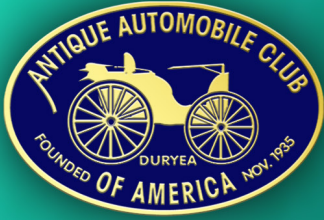
Add: Ford SVT F150 Lightning 1993-1995

Change of Ownership

Option 3 now allows DPC and HPOF vehicles for the new owner to retain all awards or start over.

DISCLAIMER

These Judging Guidelines are intended to provide information to assist Antique Automobile Club of America (AACA) national judges in evaluating antique vehicles at AACA Nationals. The information contained in these Judging Guidelines is subject to changes, additions and corrections and AACA reserves the right to change, amend and revise these guidelines at any time and from time to time. The Antique Automobile Club of America makes no warranties, representations or covenants, express or implied, with respect to the contents of these Judging Guidelines including, but not limited to, warranties, representations or covenants as to the accuracy of the information stated herein.



SECTION 1

SECTION 1



SECTION 1

•••• SECTION 1 ••••
INTRODUCTION

I. PREFACE

These guidelines have been prepared for the use of all AACA judges, both regional and national. Their purpose is to assist all judges in the pursuit of their tasks and to set forth the policies and procedures as now implemented at all AACA Nationals. Every AACA judge should study these guidelines and follow them as set forth.

II. HISTORY

The Antique Automobile Club of America was founded in 1935 by a small group of people with a common interest: the love of old cars. Their initial purpose was to gather together and plan outings and driving contests. These contests were based on driving skill rather than races, and the winners were awarded useful items, such as a quart of oil or a gallon of gasoline. Soon some of the members began restoring their vehicles, attempting to win the favor and attract the largest crowds at their gatherings. As years passed, the driving contests gave way to contests of skill and workmanship in the restoration of their vehicles.

In Pottstown, Pennsylvania, at a Spring Nationals in 1952, AACA judging began. From that day forward, the AACA judging system has evolved through constant improvement and change. These guidelines bring together all of the information and policies formulated to date.

III. GENERAL POLICY

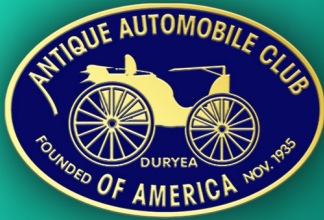
The objective of AACA judging is to evaluate an antique vehicle, which has been restored to the same state as the dealer could have prepared the vehicle for delivery to the customer. This includes any feature, option or accessory shown in the original factory catalog, parts book, sales literature, or company directives for the model year of the vehicle. AACA accepts motorized vehicles 25 years old or older, which were built in factories and specifically designed and manufactured for transportation use on public roadways and highways. The end result of the accurate and honest evaluation of a vehicle by a judging team will be the proper determination of the deserved award for the owner's efforts.

The following specific statements of policy shall govern AACA judging.

- A. All vehicles legitimately registered in a competition class and displayed on the show field will be “point” judged or evaluated unless the owner requests that the vehicle not be judged.
- B. Modifications that are required to conform to Federal law will not cause a point deduction.
- C. There shall be no penalty or premium for over-restoration. Over-restoration and non-authentic restoration are not the same. Paint with a finer finish and higher gloss than original paint would be considered over-restoration. Chrome plating or varnishing a part which was originally painted would be considered non-authentic restoration, and the vehicle would receive the appropriate point deduction on the judging form.
- D. Original vehicles not entered in the Historical Preservation of Original Features (HPOF) class or the Driver Participation Class (DPC) will be point judged in the same manner as restored vehicles. Vehicles in the HPOF class will not be point judged but will be authenticated to confirm significant original features. Vehicles entered in the Driver Participation Class will not be point judged but will be certified as a Driver with accepted upgrades.
- E. No score will be disclosed to an owner or his/her representative for any reason.
- F. Only the Team Captain may engage in conversation with an owner.
- G. Items of maximum or mandatory deduction on a vehicle will be discussed with an owner by the Team Captain.
- H. Judges will always display the utmost respect for every vehicle and extend common courtesy to the owner at all times.
- I. No judge or team of judges are allowed to enter a vehicle unless it is a bus, motorhome or large commercial vehicle. All interior judging will be done through open doors.

IV. AUTHENTICITY AND CONDITION

AACA judging of a vehicle is based on two major components: **AUTHENTICITY** and **CONDITION**. It is **CRITICAL** that the vehicle be 100% authentic in reference to the conditions listed in the AACA GENERAL POLICY on page 1. Then, and only then, is the condition of the vehicle considered. **CONDITION** is based on two items: first, the **WORKMANSHIP** of the original condition OR the restoration to that condition, and second, the **MAINTENANCE** of a vehicle.



SECTION 2

SECTION 2



SECTION 2

•••• SECTION 2 ••••
THE JUDGE

**I. QUALIFICATIONS OF AN
AACA NATIONAL JUDGE**

To qualify as an AACA national judge, the following requirements must be met.

- A. Must be a member of AACA or the spouse of a joint or life member. Children of members must be a member in their own name – with a unique membership number to take part in judging.
- B. Must possess, have possessed, or be eligible to possess a valid driver's license.
- C. Must have the ability to be fair, honest, understanding, and reasonable when judging a vehicle.

Ownership and/or participation in the restoration of an antique vehicle are not requirements to become an AACA judge. National Judging Schools will provide information to assist judges in sound practices of vehicle judging.

**II. PROCEDURE FOR BECOMING
AN AACA NATIONAL JUDGE**

Every AACA member is invited to join the judging ranks. First timers should:

- A. Determine if an AACA National Judging School will be held at the next Nationals he/she plans to attend. If a school is to be held, attend it and advise the Nationals Chief Judge that you wish to become a judge.
- B. A new judge's first "on-the-field" assignment will be as a member of an Apprentice team. As such, he/she will be instructed in judging principles and procedure, as well as participating in practice judging of vehicles.
- C. If a member cannot attend a school, or if a school will not be held, the Chief Judge should be contacted prior to the Judges Breakfast and advised of the member's desire to become a judge. He/she will then be placed on the Apprentice team at that nationals. Both Judging School and Apprentice team must be attended prior to becoming a field judge or administrator.
- D. Judging Administration Team members will follow the procedures, as detailed in Section 2, IX of these guidelines, for becoming an AACA national judge.

III. JUDGING ELIGIBILITY

Each AACA judge must maintain his/her eligibility to judge by attending a judging school within the year of the nationals at which he/she plans to judge, prior to judging. The Chairman of Judges Records will provide a roster of eligible judges and approved Team Captains to the Chief Judge of each AACA Nationals.

IV. JUDGING SCHOOL

National Judging Schools are conducted at most Nationals each year to instruct judges on uniform judging procedures to be used at all Nationals. The schools cover the AACA Official Judging Guidelines, describe use of the judging forms, and present a program to illustrate specific items to be considered when judging a vehicle.

A National Judging School is held each year at the Annual Convention in Philadelphia. In addition, schools may be held during the year that are not in conjunction with a Nationals. All AACA members are invited to attend the schools, but those who do not plan to continue judging are asked not to fill out the Judging School Participation Card. Judges are encouraged to attend as many schools as possible during the year even though only one credit is given per calendar year.

Information regarding Judging Schools may be obtained by contacting the Vice President (VP) Judging (the name and contact information are available in the *Antique Automobile* magazine on Page 5) or the Chairman Judges Training.

V. NATIONALS JUDGING SCHOOLS

This section is a description of AACA National Judging Schools and the necessary information pertaining to them.

A. Requirements for a National Judging School.

1. A National Judging School will be held at each Nationals. The school must be held no later than the day before the Nationals.
2. No school will be scheduled as part of the Judges Breakfast.
3. A minimum of two hours must be allotted for the school and the current AACA judges training program must be presented. After that is done,

the coordinator may use additional time for further programs and/or a question and answer session.

- B. **Each judge is required to complete a National Judging School Participation Card.** The card must be completely and accurately filled out and turned in at the completion of the school. No credit will be given without the completed card. At the completion of the school, a participation chip will be given to each person completing the school. The Participation Cards are kept by the Chairman Judges Records as a permanent record of a judge's participation.

VI. NON-NATIONALS JUDGING SCHOOLS

- A. Requests for AACA Non-Nationals Judging Schools must be submitted in writing to the Chairman Judges Training no later than September 1st of the year prior to the year in which the school is desired.
 - 1. The following will be considered in determining the schools for the next year:
 - a. Date of request.
 - b. Need for a school in that area.
 - c. Nationals being held in that area.
 - d. Date of the last school in that area.
 - 2. The Chairman Judges Training will weigh all of these and any other pertinent considerations and submit the list to the Judging Committee at its fall meeting. The individuals requesting the school will be advised of acceptance or rejection of their requested school on or about November 1st.
 - 3. All judging schools must be approved by the VP Judging.
- B. Non-Nationals Judging School will be known as a Special Judging School (SJS). Non-Nationals Judging Schools offering additional training (Continuing Judges Education [CJE], Apprentice Training) will be known as Special Judging School Training (SJST). Region/Chapters requesting and SJS or SJST must make arrangements for the course to be taught by an authorized National Instructor.
- C. Hosting Region/Chapter will need to reimburse Instructors for travel expenses based upon the current Federal Guidelines for business reimbursement, <http://www.irs.gov/tax-professionals/standard-mileage-rates>.

Hosting Region/Chapter should negotiate complimentary rooms for the Instructors.

- D. An Orange SJS or SJST Non-Nationals Judging School Participation card must be completed and turned in to receive credit. New judges should write "New" in the "My total credits" space on the card.
- E. The SJS will be treated just like the Judging School offered in Philadelphia.
- F. Credits will be validated in the following manner:
 - 1. The credit is only earned if the judge participates in a judging event at a AACA Nationals during the same year.
 - 2. The credit is earned for a new judge only if that judge attends the Apprentice CJE and joins the Apprentice Team on the field at a AACA Nationals during the same year.
 - 3. There is only one credit to be earned at a special school and only one special school card can be completed.
- G. If the SJS offers additional SJST training (CJE, Apprentice Training) but does not involve training on the show field, then a CJE credit will be given and a CJE card must be completed. This credit is only earned if the judge participates in a judging event at a AACA Nationals during the same year.

VII. CONTINUING JUDGES EDUCATION

- A. The CJE program was designed to further and maintain the consistency level among AACA National Judges.
 - 1. **Annual CJE Credit:** AACA Judges who participate in a CJE Seminar may earn **one** CJE credit and chip each calendar year. The word "Annual" shall be circled on the CJE Participation card.
 - 2. **Milestone CJE Credit:** An exception to the above Annual credit limitation occurs when a Judging milestone credit level is reached (e.g., 10, 25, 50, 75, 100, 125, etc.). This is considered a "Milestone" in our judging career and an additional CJE credit is awarded after the completion of an additional CJE Seminar during the calendar year. The word "Milestone" shall be circled on the CJE Participation card.
 - 3. **Extra CJE Credit:** After Annual and/or Milestone credits have been earned, judges are encouraged to continue their

learning by attending additional CJE seminars throughout the year. No credit is awarded for these "Extra" CJE's, however the benefits to personal growth are immeasurable. The word "Extra" shall be circled on the CJE Participation card.

- B. As a courtesy to owners, judges are discouraged from attending CJE seminars that relate directly to the vehicles they will be judging that day (e.g., if you are judging in the Model A class, do not attend the Model A seminar).

VIII. JUDGING AT A GRAND NATIONALS

A. ELIGIBLE JUDGES

1. CHIEF JUDGE – Shall be a Senior Master judge with at least 25 field judging credits and be approved by the VP Judging. A Chief Judge at an AACA Grand Nationals (AGN) must have been a Chief Judge at a regular Nationals in a prior year.
2. TEAM CAPTAIN – Shall be a Certified Team Captain/Senior Master judge with at least 25 credits.
3. JUDGING TEAM – Shall be composed, when possible, of at least four (4) Master judges or above, plus the Team Captain.
4. APPRENTICE – There shall be no apprentice judges at an AGN.
5. All Grand Nationals judges will have field judged at least once in the past 2 years, attended a judging school once in the past year, and have at least 10 field judging credits prior to AGN.

B. Judging will be conducted in the same manner as any other Nationals. The point minimum and point spreads for the winners differ from other Nationals as follows:

1. The highest scoring vehicle in a class at or above the 380 minimum is a First Prize winner, together with all other vehicles scoring within five (5) points thereof and at or above the 380 minimum.
2. The vehicle whose score is six (6) or more points below the top scoring First Prize winner and at or above the 370 point minimum is the Second Prize winner, together with all others scoring within five (5) points thereof, and at or above the 370 minimum.

3. The vehicle whose score is six (6) or more points below the top scoring Second Prize winner and at or above 360 points, is the Third Prize winner, together with all other vehicles scoring within five (5) points, and at or above the 360 minimum.
4. All AGN First Prize winners are eligible to compete for the AGN Senior Award. This award is given to all vehicles scoring 390 or above in the AGN Senior category. This award can be won repeatedly at an AGN.
5. The Preservation award remains the same as at any other Nationals and all vehicles scoring 350 points or above will be given a Preservation award.

IX. THE JUDGE NEWSLETTER

- A. Every person who attends a National Judging School and judges on the Apprentice team at an AACA Nationals and fills out a Participation Card will be entered in the records of AACA judges. That person will in turn (for as long as that person remains an active judge) receive the AACA *The Judge* newsletter, which is published up to four times per year.
- B. Individual issues of *The Judge* newsletter will contain:
 1. Notice of the Nationals and Judging Schools, with registration information, including location, time and deadline for registration.
 2. Specific details and/or clarification of judging rules, any and all new rules of judging, vehicle classification changes, specifics on scoring, field conduct and etiquette and any other information which will contribute to the overall improvement of AACA judging.
 3. A listing of judges who have earned the required credits from Nationals and Judging School, and CJE participation to achieve specific judging awards.
 4. Additional items of interest in judging proficiency.
- C. CJE instructors should have at least 25 judging credits. All proposed CJE lessons must be approved by the Chairman of CJE and Vice President of Judging before presented for judging credits to members.

X. JUDGES AWARDS

Each time a member has judged at a Nationals, he/she will receive one judging credit and one

participation chip. One judging credit and one participation chip per calendar year will be awarded for attending a Judging School. No judging awards can be earned by attending Judging Schools only. One judging credit and one participation chip per calendar year will be awarded for attending a voluntary CJE seminar during a year in which the member has participated at a Nationals as a judge. One judging credit and one participation chip per calendar year will be awarded for attending a Milestone CJE seminar during a year in which the member has participated at a Nationals as a judge, upon reaching a milestone award level e.g., 10, 25, 50, 75, etc. No judging awards can be earned by attending CJE seminars only.

XI. JUDGING FORMS AND PARTICIPATION CARDS

- A. **Judges Participation Cards.** Every judge will receive a Judges' Participation Card at the Judges Breakfast. This is the record of a judge's attendance at the Nationals, and will be forwarded to the Chairman of Judges Records. The card must be completely filled out accurately and legibly. At the end of the day's tasks, the Judges' Participation Cards are handed to the Team Captain who, in turn, will inspect the participation cards for completeness and legibility and then deliver them to the Chairman of Judges Records and receive the Judging Participation Chips, which will be given to each judge.
- B. **Individual Category Worksheets.** These worksheets are to be used by the individual team member in listing the deductions in his/her category. There are four worksheets: Exterior, Interior, Chassis, Engine. The left column of the worksheet is identical to the same column on the judging form. For lines having multiple areas "e.g., Engine: Radiator Cap, Core, Tank", place the first initial of the area of deduction in the box beside the deduction, if two or more areas on the individual worksheet were noted, have the first letter of each item (or as many letters as necessary) to clarify the deduction used in the deduction column, per sample. Make certain to identify each vehicle at the top of the column and completely describe any deduction made in the "OTHER" category at the bottom of the column. When a team

member has completed the judging of a vehicle, he/she will consult the Team Captain and read off the point deductions. The Team Captain will enter the same deductions on the judging form. There is room on the worksheet for approximately 16 vehicles. Judges shall sign and print their name on the worksheet, including phone number and e-mail address in the space provided. The Team Captain turns in the Judging Forms and No-Show Sheet to the Judging Administration office. The Assistant Team Captain turns in the individual Judging Worksheets, Judging Participation Cards, Team Captain's Evaluation and Team Captain's Reporting Form to the Judging Administration office.

- C. Judges can accumulate additional judging credits. There are four instances in which a judge can receive a judging participation chip:
1. Judging School Instructor - An instructor will receive a maximum of one (1) credit per calendar year after instructing a minimum of three (3) Judging Schools.
 2. Continuing Judges Education Instructor - An instructor will receive a maximum of one (1) credit per calendar year after instructing a minimum of three (3) CJE classes. Any qualified CJE Instructor attending the Annual CJE Instructors meeting at the Annual Meeting in Philadelphia will receive their Annual CJE attendance credit for the upcoming calendar year.
 3. Banquet Administration - A Judging Administration staff member will receive a maximum of one (1) credit per calendar year after working a minimum of three (3) banquets. The banquet will be on the same day that the staff member worked in Judging Administration.
 4. Certification Committee Members - A certifier will receive a maximum of one (1) credit per calendar year at the end of the calendar year in which the certifier is identified by the VP Judging or a designated responsible person.

If a judge is interested in participating in any of the above activities, he/she must notify the VP Judging in writing of his/her interest. No judge will receive more than one (1) credit per calendar year based on the above; the credits are subject to the approval of the appropriate VP or Chairman.

After ten credits have been presented, the judge will receive a judging plaque/board which will hold 25 chips. In order to receive judging awards, a judge must field judge at least one time per year. Field judging includes serving as an individual category judge, Team Captain, or administrator.

D. The award structure for AACA judges is as follows:

JUDGING CREDITS	TITLE	AWARDS
5 credits	Senior Judge	Certificate.
10 credits	Master Judge	Master pin, board and certificate.
25 credits	Senior Master Judge	Senior Master pin, new board and certificate.
50 credits	Senior Master Judge	New board, certificate and red pin.
75 credits	Senior Master Judge	New board, certificate and yellow pin.
100 credits	Senior Master Judge	New board, certificate, green pin and "100" chip.
125 credits	Senior Master Judge	New board, certificate, black pin and "125" chip.
150 credits	Senior Master Judge	New board, certificate, blue pin and "150" chip.
175 credits	Senior Master Judge	New board, certificate, orange pin and "175" chip.
200 credits	Senior Master Judge	New board, certificate, dark blue, red and yellow pin and "200" chip.
225 credits	Senior Master Judge	New board, certificate, black and red pin and "225" chip.
250 credits	Senior Master Judge	New board, certificate, lavender pin and "250" chip.

275 credits	Senior Master Judge	New board, certificate, light blue, red and dark blue pin and “275” chip.
300 credits	Senior Master Judge	New board, certificate, medium green pin and “300” chip.
325 credits	Senior Master Judge	New board, certificate, black and grey pin and “325” chip.
350 credits	Senior Master Judge	New board, certificate, navy blue and white pin and “350” chip.
375 credits	Senior Master Judge	New board, certificate, two-toned pink pin and “375” chip.
400 credits	Senior Master Judge	New board, certificate, two-toned blue pin and “400” chip.
425 credits	Senior Master Judge	New board certificate, pin and “425” chip

- E. All boards, pins, and special chips for awards 10 credits and above will be presented at the Judges Breakfast the day of the nationals when the award is achieved. Certificates for the five credits award will be mailed.
- F. Three National Awards are presented by the AACA Judging Committee and the National Awards Committee:
1. The Samuel E. Baily Award – Awarded at the Annual Convention to an AACA member “In recognition of an outstanding contribution to the improvement of performance in the AACA judging system.” Presented to AACA in 1968 by Mrs. Samuel E. Baily in memory of Samuel E. Baily, who was the pioneer in complete restorations and prepared the basis for our present-day judging system.

2. The Thomas J. Wells Memorial Award – Awarded at the Annual Convention to an AACA field judge whose continued performance has contributed to the success of the judging program. Tom Wells set high standards for judging, and this award is made to those who give their time and knowledge to support the AACA judging system.
3. The Senior Master Judging Award – Awarded at the Annual Convention to an AACA field judge with less than 100 credits who exemplifies high standards on the judging field. Presented to AACA in 2004 by Sandy Neidigh in memory of her husband Glen, an AACA Field Judge.

XII. JUDGES RESPONSIBILITIES

A. Duties

Judging team members are the heart of the judging system. The duty they perform in the judging of vehicles results in the final determination of winners of all awards at an AACA Nationals. The entire integrity of the AACA judging system is dependent on the individual judge performing his/her task in an honest, accurate, businesslike manner. It is of utmost importance that his/her work be correct, as no one may alter the final results as turned in by a team member, with the exception of mathematical errors discovered in the Administration office. The responsibilities of a field judge are as follows:

1. MUST ATTEND the Judges Breakfast the day of the Nationals at the time designated by the Chief Judge.
2. Arrive at a predetermined location on the judging field promptly at 11:00 AM unless an alternate time has been announced by the Chief Judge.
3. Receive a category assignment and an individual category worksheet along with the instructions for the day from the Team Captain.
4. The Team Captain will open hoods in the absence of the owner. The Interior Judge will open and close doors very carefully. DO NOT enter a vehicle and sit when judging Interiors, lean in and observe the Interior from each side of the vehicle. Removal of "on location" documentation items is the only

- exception to "hands off" judging. Chassis Judges must NOT crawl completely under a vehicle. Kneel down and look under a vehicle. With experience, you will learn to do this, not only with good results, but with dignity.
5. Perform judging quietly and in the utmost businesslike manner. Direct any and all questions to the Team Captain. **Never engage in conversation with the owner of the vehicle being judged.**
 6. No smoking, eating or drinking during the judging of a vehicle. Cellphones should be turned off and stored in a manner that will not touch or harm the vehicle.
 7. Record all deductions on the individual category worksheet. Be certain that the vehicle identification is clearly shown at the top of each column. Any and all deductions in the "Other" category must be properly described. Sign and print your name, phone number, and e-mail address on the worksheet.
 8. Deliver the results of your judging to the Team Captain for entry on the judging form. Be sure that this transfer of point totals takes place out of ear shot of the owner or other interested spectators.
 9. Correctly and completely fill out the Judges Participation Card and present it to the Team Captain at the completion of judging.
 10. **Never divulge a score to anyone for any reason. Any judge found to have divulged a score will be removed from future judging at AACA Nationals.**

B. Judges Nationals Registration

1. Register for each Nationals and pay the fee for Judges Breakfast by the **registration deadline.**
2. A judge may register for a Nationals in two ways: (1) through the www.aaca.org website or (2) through *The Judge* Newsletter. Judges are strongly encouraged to register online because it gives the Chief Judge immediate information about judges registering for that Nationals.
 - a. A judge can go to www.aaca.org, click on the Nationals Registration, login, and then Judges Pre-registration. After the

- registration form is complete, the judge can either (1) print out a copy and mail it and the registration fee to the Chief Judge for that nationals or (2) pay by credit card on the secure AACA website.
- b. A judge can also register for a Nationals by completing the registration form included in each issue of *The Judge* newsletter and mailing that form and the registration fee to the Chief Judge for that nationals.
 3. A judge will be placed on a judging team based on the information submitted on the registration form. Every attempt will be made to place a judge in the class he/she requested. However, there is no guarantee that this will occur.
 4. Any judge that has registered to judge at a Nationals and is unable to attend must notify the Chief Judge immediately. Failure to do so will result in the loss of one (1) judging credit.

XIII. JUDGES RECORDS

AACA maintains a record by the Chairman Judges Records of all the judges who have judged since 1965. (Accrual of judging credits under the current system began with participation in the 1965 Milwaukee Fall Nationals). Judges' names are kept in the "Active File" until such time as it is determined that they have not served as a field judge (an individual category judge, Administration, or Team Captain) in the last two calendar years. At that time, the names of those judges will be placed in the "Inactive File."

Inactive judges may be reactivated by attending a National Judging School, participating in a judging event in the same calendar year, and notifying the Chairman Judges Records of their plan to become an active judge.

XIV. JUDGES HONOR SOCIETY

Definition: The Judges Honor Society is for all retired members of the judging community and those contemplating retiring or a member of the judging community with limited ability to complete field judging assignments due to various permanent disabilities, such as mobility, vision, writing, etc.

A. Who Can Apply?

The judging community includes field judges, team captains, members of the National Awards team, and members of the Judging Administration team. Any applicant must be a member in good standing of AACA, have at least ten (10) years experience as an active judge and a minimum of fifty (50) judging credits.

B. How Do I Become a Member?

All entrants intending to become a member of the Judges Honor Society or entrants being sponsored by a member of the judging community must apply to AACA National Headquarters to receive an application or contact a current member of the Honor Society. The completed application must be returned to AACA National Headquarters.

C. Who Decides on my Membership?

The application, along with the judges records from AACA National Headquarters, will be forwarded to the Judges Honor Society's Chairman of the Board of Governors for acceptance. If the applicant is accepted, the Honor Society Chairman will return its findings to AACA National Headquarters with all the documentation. AACA National Headquarters will notify the applicant of their acceptance or denial. If accepted, AACA National Headquarters will send an acceptance letter to the applicant along with a questionnaire requiring the applicant's signature accepting induction into the Judges Honor Society, the next AACA Nationals the applicant plans to attend, and his/her shirt size.

When all of the information is received back at AACA National Headquarters, Headquarters will process and forward to the Honor Society Chairman a dated and numbered certificate of membership, the proper Honor Society shirt, and a membership pin, along with the date of the

new member's next Nationals for his/her induction into the AACA Judges Honor Society. The Chairman or his/her alternate will induct the applicant at that scheduled Nationals Judges Breakfast.

D. Will my Judging Credits Continue to Grow?

Judging credits for the Honor Society members accumulate the same as all other judges attending National Judging Schools, CJE's, and Nationals.

E. All Honor Society judges will remain active judges.

XV. SPECIFIC GUIDELINES

Any additions or corrections to items in this section must be submitted to the VP Judging, accompanied by factory documentation.

The **ONLY** type of documentation accepted by AACA **without question** is written documentation from the factory/manufacturer. Factory documentation is defined as those items issued by the manufacturer of the vehicle and can include items such as parts books, assembly manuals, accessories brochures, owner's manuals and shop manuals.

A. General:

- 1. All vehicles must be driven on the show field under their own power, except those vehicles entered in Classes 5A through 5H, and Class 24A, 24B, 24C and 24D.** Motorcycles and race vehicles may be driven onto the judging field if they can be operated safely by the owner. Otherwise, these vehicles may be pushed to their positions on the judging field, but will be checked for operability, under the direction of the Chief Judge and the Race Car Certification Liaison or designee, at a predetermined time and safe location off the show field. Owners will provide push vehicles for race vehicles. Race vehicles must demonstrate the ability to be driven under their own power. The Chief Judge and Race Car Certification Liaison or designee has the responsibility to certify that all such vehicles have complied.
- 2. Engines will not be started for judging.**
- 3. Lights, power equipment, and horn will not be checked for operability.**

4. **FAILURE TO HAVE AN APPROVED FIRE EXTINGUISHER RESULTS IN DISQUALIFICATION.**

The fire extinguisher must be UL-approved or equivalent and fully charged. Fire extinguishers without a gauge: ensure the nozzle is not obstructed and the safety seal is intact. The extinguisher need not be permanently mounted, but must be clearly visible and readily available.

5. **DISQUALIFICATION.** Any disqualification must be approved by the VP Judging.
6. **DOCUMENTATION.** Judges will accept factory written proof of authenticity without question. Verbal opinion of the owner may be accepted or rejected at the Team Captain's discretion.
7. Turn signals and battery shut-off switches are accepted as safety items, so long as the installation is done in a workmanlike manner in keeping with the design and era of the vehicle, using authentic wiring, and in good taste.
8. There will be no deduction for the use of aluminum paint or stainless steel to simulate cadmium plating as long as the final finish actually simulates the appearance of cadmium plating.
9. 1935 – First use of Phillips head (cross head) screws.
10. 1925 – Chrome Plating on Oldsmobile; 1928 on most other makes.
11. Plating must be of the authentic type for the vehicle being judged. Chrome plating prior to 1928 is incorrect unless authenticity can be documented by the owner. Hard nickel is acceptable. Deduct 1 point for each item with non-authentic plating with a maximum deduction of 10 points. **Ask for documentation on questionable plating.**
12. Every vehicle entered in a Nationals must be insured for liability.
13. No deductions will be made for damage sustained while en route to any Nationals.
14. Do not use fractional points (1/4, 1/2, etc.).
15. Do not remove components to inspect other components (e.g., remove a seat to inspect a battery). Exception: The owner must remove 1-piece hoods on early brass cars.

16. Judging the finish of any component should be based on items such as component alignment, depth of finish, runs, orange peel, rust, dents, scratches, cracks, lack of paint, lack of plating.
17. Batteries, headlights, belts, tires, hoses and clamps may be of modern manufacture, but must be visually of the era of the vehicle and of the type specified by the vehicle manufacturer. **Specific brand is not important.**
18. All modifications made to a vehicle to accommodate a disabled person are acceptable as long as the installation is done in a workmanlike manner.
19. First use of Tinted Glass:

Buick.....	1950
Chrysler, DeSoto, Cadillac, Oldsmobile, Pontiac, Chevrolet,	
Nash, Studebaker.....	1952
Ford, Mercury, Lincoln, Hudson, Packard, Dodge, Plymouth.....	
	1953
Tinted glass was never offered by: Crosley, Frazier, Kaiser or Willys .	
20. First use of Air Conditioning:

Packard	1940–1942
Buick, Cadillac, Oldsmobile.....	1953
Chrysler, DeSoto, Dodge, Hudson, Nash and Pontiac.....	
	1954
Chevrolet, Ford, Lincoln, Mercury, Plymouth and Studebaker	
	1955

ALL EXCEPTIONS ARE SUBJECT TO FACTORY DOCUMENTATION.

B. Exterior

1. First use of metallic paint – November 1, 1927.
2. A vehicle may be painted any authentic color available for the model year of that vehicle. Any type finish (lacquer, enamel, acrylics, etc.) may be used if the final finish simulates the original finish.
3. Repairs which incorporate the use of lead, plastic, or other substances for surface repairs, will be judged on workmanship only. No testing will take place to determine the type of repair. Items such as “pop-rivets,” if evident, will be considered non-authentic unless authenticity can be proven.

4. BADGE DISPLAY

- a. Badges and license plate frames with club names other than AACA will NOT be subject to a deduction for authenticity, if they are appropriate to the vehicle and displayed in good taste. They will be judged for condition.
- b. Excessive display of club badges will result in a total deduction of not more than two points.
- c. Advertising badges are not acceptable, regardless of the number or manner in which they are displayed.

5. NON-AUTHENTIC BODIES

- a. Vehicles with bodies that have been altered or newly manufactured that differ in style and appearance from the original body fitted on the chassis at the time it was purchased new by the original owner will be considered NON-AUTHENTIC. Vehicles fitted with such bodies will be subject to a 40-point mandatory deduction.
- b. Exceptions:
 1. Precise identical duplication of a complete body or any part of the vehicle's original body, as fitted to the chassis of the original vehicle when purchased new by the original owner is acceptable provided such duplication is reasonably required by the absence, destruction, or deterioration beyond repair. This would also include the duplication of a "First" body, supplied by a recognized outside source to a vehicle that was originally offered as "Chassis only." Such an example would be the Commercial and Station Wagon bodies mounted on the Ford Model T Chassis.
 2. A vehicle re-bodied by a recognized body builder during the era contemporary with the period that the vehicle was originally manufactured. (Example: Classic cars re-bodied during the Classic era by a recognized body builder.)

3. Transfer of an original body from the chassis of one vehicle to the chassis of another vehicle of the same make, model, and year of manufacture. This also includes parts of authentic bodies that are transferred (e.g., wire wheels for wood wheels, side mount fenders for non-side mount fenders, etc).
4. Vehicles that have reached Senior or Preservation status prior to January 1, 1982, will be exempted from the non-authentic rule. However, upon sale or transfer of ownership, the vehicle will be subject to the non-authentic rule as defined above.
 - c. The burden of proof as to the accurate representation of a vehicle is the sole responsibility of the owner.
 - d. Misrepresentation of vehicles: The Judging Committee reserves the right to remove from the AACA list of First Prize winners, any vehicle judged after January 1, 1982, that is found to have been falsely represented at a Nationals.
6. Non-authentic components including, but not limited to, fiberglass are subject to the maximum deduction as shown on the judging form, up to a maximum deduction of 120 points. The exception is any vehicle originally constructed of fiberglass (e.g., Corvettes). Non-authentic components may be discovered in any way which is not damaging to the vehicle or its finish.
7. Missing body components such as a missing fender will be subject to the same point deduction as a non-authentic body component (40 points per item up to 120 points maximum).
8. Lettering on commercial vehicles must be consistent with the age of the vehicle.
9. Outside rearview mirrors, period correct, are accepted only if factory outside rearview mirrors were not available.
10. Trippe and Pilot Ray driving lights are accepted on classic cars and certain pre-WWII production vehicles.
11. 1940 – First use of sealed beam headlight lamps and foglight bulbs.

12. 1947 – First use of sealed beam lamps in spotlights and driving lamps.
13. Adjusting tips on sealed beam headlight lamps on cars and trucks will receive no point deduction. Note that motorcycle sealed beam headlamps do not have adjusting tips.
14. Headlights must be period correct. Headlights must match. Non-period correct headlights will receive the maximum deduction (3 points each). Non-matching headlights will receive the maximum deduction (3 points each). Specific headlight brand is not important. First use of Halogen lights in US was 1979, European and Japanese may be earlier, requires documentaton.
15. Generally, wood bed floors in pickup trucks along with associated steel skid strips and hardware should either be painted flat black or body color. Generally, metal bed floors will be painted body color. Any deviation from these general guidelines would warrant factory documentation from the owner.

C. Interior

1. Nylon carpet is an acceptable replacement for wool, if its pile is the same style and color as the original (e.g., cut pile).
2. Good quality vinyl, if grain matches original will be an acceptable replacement for “leatherette” or “pantasote.”
3. Touring/Roadster/Convertible tops must be in the up position for material to be judged or the full deduction for the top will be made. Rear windows must be of the correct type or the full deduction will be taken. Side curtains must be available and/or displayed for viewing by the judges, but do not have to be in place. The curtains must be displayed with all applicable irons, brackets, and fasteners.
4. 1949 – First use of nylon as convertible top material.
5. 1948 – First use of nylon as an interior fabric material.
6. 1949-1952 – First use of large plastic rear windows on convertibles. Ask for documentation if doubt exists.
7. 1951 – First use of power steering.

8. 1951 – First use of vinyl interiors on Chryslers.
9. 1952 – First use of vinyl interiors on Fords.
10. 1953 – First use of vinyl interiors on GM.
11. 1954 – First use of vinyl convertible tops.
12. Seat covers on any vehicle will be accepted if properly documented.
13. All trunk interiors will be viewed and judged, including rack trunks (add on trunks). It will not be necessary for the owner to authenticate an add on trunk as being from the factory of vehicle manufacture, but it must be of the correct size and construction, and be aesthetically proper and in keeping with the rest of the vehicle.
14. Auxiliary assist devices for handicapped drivers will be accepted.
15. Seat belts and child restraints will be accepted if neatly installed.
16. Safety glass will be accepted. Replacement glass without the manufacturer's logo (e.g., PPG, LOF, etc.) will be accepted.

D. Chassis

1. 1953 – First use of hydraulic power brakes.
2. Copper brake lines are correct for Chrysler products of the early 1930s. These lines were painted black. Polished copper brake lines on these vehicles would receive deductions for incorrect finish.
3. Unpolished stainless steel brake and fuel lines are acceptable in place of steel.
4. 1956 – First use of strength marks (stress marks) on bolt heads. Earlier years could have had letter or number markings on heads.
5. Painted exhaust systems will receive no deduction nor will slight surface rust on unfinished steel systems. Unpolished stainless steel systems are acceptable.
6. 1920 – First use of Alemite pin-type, bayonet lock grease fittings.
7. 1923 – First use of zerk push type grease fittings.
8. 1933 – First use of ball end grease fittings.
9. Prior to 1915, tires must be matched in pairs (front and rear), but spares need not match anything on the vehicle except each other. (If there's more than one size spare, they will naturally differ.)

10. The following items are accepted for judging without penalty under the "grandfather clause" due to their initial acceptance in the beginning of the judging program.
 - a. Whitewall tires, must be proper size designation and proper style.
 - b. 1941 – Last use of double whitewall tires.
11. Tires on all vehicles must be as specified by the manufacturer. Specific brand is unimportant. They must be nearest the correct size, if the correct size is not available. Tubeless tires with a tube will be allowed without removing the wording "tubeless" on vehicles that did not come with tubeless tires. Tubeless tires were introduced in 1955 for cars and light trucks and in 1956 for heavy trucks.
12. A tire with an incorrect sidewall is considered an improper tire.
13. The following identifies the first year of tire sizing for the various designations.

Tire Documentation

Owners not able to find a correct replacement tire should send a letter to the VP Judging indicating the specific size of the correct tire and that at least two tire manufacturers have been contacted and the correct tire is not available. Tires one size larger or smaller are acceptable. A letter from the VP Judging is the ONLY AACA ACCEPTED documentation regarding a vehicles' substitute tires. Any letter issued by the VP Judging should be shown to the Team Captain at the time of vehicle judging.

IT IS IMPERATIVE THAT THE TEAM CAPTAIN ASK FOR DOCUMENTATION FOR ANY TIRE THAT IS QUESTIONED BY THE CHASSIS JUDGE OR DOES NOT MEET THE FIRST YEAR OF MANUFACTURE GUIDELINES LISTED BELOW. Some manufacturers offered a radial tire – for specific vehicle(s) – as a factory authorized option to the standard issue ply tire. The use of red line radials on a vehicle should be accompanied with documentation. It is advisable to seek documentation from the vehicle owner when a tire size or type is in

question. This is especially so in cases of limited production, specialty vehicles, and foreign made vehicles.

- a. LETTER SIZE TIRES (e.g., G78-15, GR78-14, etc.): 1967.
 - b. RADIAL TIRES (e.g., 185R14, 175R13, etc.), Domestic Cars. (Factory documentation is required for any vehicle with radial tires prior to the years listed below.) Some domestic manufacturers offered these tires as early as 1967, such as Buick and Oldsmobile. It is possible that others may have offered them as well. BEFORE taking any deductions, the Team Captain will ask the owner for documentation. Note: European built vehicles can be much earlier. Japanese vehicles 1967, possibly earlier.
 - c. LOW PROFILE METRIC RADIALS (e.g., P195/70R13, P195/70VR14). Domestic Cars as early as 1979. European cars 1969*, Japanese cars 1975*.
*Also refer to above Note when judging foreign-made vehicles.
14. Valve stems must be metal prior to 1930 and must be the same as originally supplied on the vehicle. Documentation may be required. Fords will have metal valve stems through 1934. Rubber valve stems may be used on any vehicle, prior to 1935, that was originally equipped with metal stems, if completely covered with authentic valve cover, atop a retainer nut fastened to the rim. In all cases, it must appear as original equipment.
 15. Plastic valve caps will receive a one point each deduction if used on any vehicle prior to 1951. "Red Crown" valve caps are not accepted on any vehicle. Red plastic valve caps (not "Red Crown") will be accepted on Whizzer motorbikes.
 16. Wheel weights will be considered a safety item; therefore there will be no deduction for wheel weights if installed in a workmanlike manner. They may be painted.

17. Effective January 1, 2002, the Columbia Rear End will no longer be acceptable in the early Fords. Vehicles having received their First Junior Award prior to 2002, will be considered grandfathered and no deduction will be taken.
18. Undercoating will be accepted if factory authorized.
19. Powder coating is considered over-restoration and therefore will receive no point deductions. It must look period correct, e.g., flat black, semi-gloss, etc.

E. Engine

1. All radiator and hose clamps may be of modern manufacture, but must be visually of the era of the vehicle and of the type specified by the vehicle manufacturer.
2. Modern radiator core material used in lieu of honeycomb or early type core material is non-authentic and will receive the maximum deduction, as shown on the judging form.
3. Added on fuel pumps (electric or mechanical) which replace or supplement the original type pump or fuel supply device on 1946 and later vehicles are considered non-authentic and will receive the maximum deduction. Added on fuel pumps on pre-1946 vehicles should be located out of view and installed in a workmanlike manner.
4. **Electric starters are accepted for early Brass Era vehicles up to 1915.**
5. Non-factory air conditioning, power steering, power brakes, or hydraulic brakes added to vehicles not so equipped at the factory by the manufacturer are non-authentic and require the maximum deduction, as shown on the judging form.
6. 1956 - First use of Cadmium plated spark plugs.
7. Batteries may be of modern manufacture, but they must be visually of the era of vehicle manufacture (such as tar top, plastic top, sealed). Specific brand is unimportant. Replacement batteries (such as Interstate, Die Hard) that are visually of the era are accepted.

Section 2 – Appendix

- 2-1. Judges Registration Form
- 2-2. Judges Nationals Judging School Card
- 2-3. Judges Non-Nationals School Card
- 2-4. Judges CJE Participation Card
- 2-5. Judges Participation Card
- 2-6. Judges Team Captain Participation Card
- 2-7. Judges Apprentice Participation Card
- 2-8. Engine Category Worksheet

SECTION 2 - APPENDIX

2-2 Judges Nationals School Card

FOR JUDGES SCHOOL ONLY AACA JUDGES REGISTRATION CARD FOR AACA MEMBERS ONLY				DO NOT WRITE		
AACA Membership No.	1	2	3	4	5	6
Duryea		Sam				
Last Name	First Name		MI			
123 Main Street						
Street or Box Address						
Anytown		PA		12345		
City		State		Zip Code		
Today is the 1st time I have attended AACA Judging Schools (1 school credit per year) or judged at AACA Nationals.						
4-3-12		Charlotte NC				
Today's Date		Place at School				

SECTION 2 - APPENDIX

2-3 Judges Non-Nationals School Card

Special Judging School ONLY					DO NOT WRITE	
(one number in each block)						
AACA Membership No.						
Last Name		First Name		MI		
Complete Mailing Address with ZIP CODE						
Extra	Voluntary	Mandatory	My total credits are _____.			
(circle one)						
Today's Date		Place of Show				
Credit is earned when you complete a judging assignment in a National Meet within the calendar year.						

SECTION 2 - APPENDIX

2-4 Judges CJE Participation Card

Continuing judges Education ONLY					DO NOT WRITE	
(one number in each block)						
AACA Membership No.						
Last Name		First Name		MI		
Complete Mailing Address with ZIP CODE						
Extra	Voluntary	Mandatory	My total credits are _____.			
(circle one)						
Today's Date		Place of Show				
This card must be filled out completely and Correctly to receive credit.						

SECTION 2 - APPENDIX

2-5. Judges Participation Card

AACA JUDGES PARTICIPATION CARD FOR AACA MEMBERS ONLY						DO NOT WRITE
AACA Membership No.	1	2	3	4	5	6
<u>Duryea</u>	<u>Sam</u>					
Last Name	First Name				MI	
<u>123 Main Street Anytown PA 12345</u>						
Complete Mailing Address with ZIP CODE						
Today is the <u>6th</u> time I have judged at AACA Nationals or attended AACA Judging Schools.						
Class Judged <u>27C</u>						
Today's Date <u>9-14-12</u> Place of Show <u>Canyon TX</u>						

SECTION 2 - APPENDIX

2-6. Judges Team Captain Participation Card

AACA TEAM CAPTAIN PARTICIPATION CARD						DO NOT WRITE
AACA Membership No.	1	2	3	4	5	6
<u>Duryea</u>	<u>Sam</u>					
Last Name	First Name				MI	
<u>123 Main Street Anytown PA 12345</u>						
Complete Mailing Address with ZIP CODE						
Today is the <u>43rd</u> time I have judged at AACA Nationals or attended AACA Judging Schools (1 school credit per year).						
Class Judged <u>27C</u>						
Today's Date <u>10-13-17</u> Place of Show <u>Hershey PA</u>						

SECTION 2 - APPENDIX

2-7. Judges Apprentice Participation Card

APPRENTICE TRAINING ONLY FOR AACA MEMBERS ONLY						DO NOT WRITE
AACA Membership No.	1	2	3	4	5	6
<u>Duryea</u>	<u>Sam</u>					
Last Name	First Name				MI	
<u>123 Main Street Anytown PA 12345</u>						
Complete Mailing Address with ZIP CODE						
I attended school <u>Charlotte NC</u> <u>4-4-12</u>						
Place Date						
This is my ___ 1st ___ 2nd <input checked="" type="checkbox"/> or more judging credit(s). (check one)						
Today's Date <u>4-4-12</u> Place of Show <u>Charlotte NC</u>						

SECTION 2 - APPENDIX

2-8 Engine Category Worksheet

Class _____ Vehicle # _____

ENGINE	M	D	A	E	X	D
Air Cleaner / Carburetor	5	ea				
Air Cond. Compressor	3					
Condenser / Evaporator	3	ea				
Non-Authentic	(10)					
Battery	5					
Bells	2	ea				
Block / Crankcase	15					
Coil	3					
Dirt Excessive	3					
Distributor / Magneto	5					
Emissions (After 1967)	5					
Expansion Tank (cool reserv)	3					
Fan Blade / Clutch / Shroud	3	ea				
Filters	2	ea				
Firewall	3					
Fuel Supply / Lines	5					
(Electric if Added Post war)	(10)					
Generator / Alternator	5					
Heads / Valve Covers	5	ea				
Heater Fan Motor	3					
Hood Hinge/Catch/Insulation	5	ea				
Horns	3	ea				
Hose	2	ea				
Clamps	1*					
Manifold: Exhaust / Intake	5	ea				
Non-Authentic	(10)					
Master Cylinder	3					
Power Assists: Brakes	5					
Steering	5					
Plumbing: Cups	(10)					
Radiator Cap / Core / Tank	1*					
Radiator Support	5	ea				
Spark Plugs	1*					
Spark Plug Wires	1*					
Splash Pans	3					
Starter	5					
Tape / Tubing / Terminals	1*					
Voltage Regulator	3					
Water Pump	5					
Windshield Washer	3					
Wiper Motor	3					
Wiring	1*					
Other - Identify						
Total Deduction						

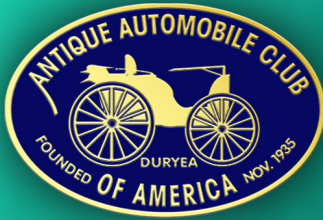
LEGEND * Times Component to max of 10 points Mandatory deductions are **CIRCLED NUMBERS** which must match deductions taken.
 ** Times Component to max of 120 points **UNDERLINED** items apply MOSTLY to "Pre-War" vehicles.

AMWS/18

PRINT NAME _____ MEMBER # _____ PHONE # _____ EMAIL _____

NATIONALS _____ YEAR _____

ANTIQUE AUTOMOBILE CLUB OF AMERICA - AUTOMOBILE WORKSHEET



SECTION 3



SECTION 3

SECTION 3

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**JUDGING PERSONNEL AND
RESPONSIBILITIES**

This section contains a description of the responsibilities of each official, team, and team member working in the judging system. The composition and function of the Judging Committee is also explained.

**I. POSITION DESCRIPTIONS OF AACA
JUDGING SYSTEM OFFICIALS**

A. AACA NATIONAL PRESIDENT

The President shall preside at all meetings of the Board of Directors and the Annual Meeting of the members. He/she shall appoint all committee chairpersons and such other committee members as he/she may deem appropriate. The President may appoint from the National Directors additional Vice Presidents (VPs) for specific duties.

B. VP JUDGING

The VP Judging is appointed by the AACA National President and is a National Director. He/she is Chairman of the Judging Committee, approves the selection of all Chief Judges at all Nationals, oversees in general the judges training program, is the final authority on matters in question involving judging, retains the completed Nationals judging forms for the past two years, and replies to questions involving class judging. He/she collects from the Chairpersons their committee member lists and distributes them to the Nationals Chairman, Registration Chairman, and Chief Judge 6-to-8 weeks prior to each Nationals. He/she also serves – through research – AACA members in matters of vehicle component authenticity. Requests from AACA members concerning vehicle placement in various classic, prestige, limited production, and prototype classes are researched and recommended by the VP Judging. Vehicle owners competing for, but not receiving, a First Junior, Senior, AGN First, or AGN Senior award may request, in writing, judging information from the VP Judging that would indicate why the award was not given.

C. CHAIRMAN JUDGING ADMINISTRATION

The Chairman Judging Administration is appointed by the AACA National President is a member of the Judging Committee, and assists the VP Judging as needed. The Chairman Judging Administration coordinates with the Chief Judge and administrative personnel at each Nationals in establishing administrative procedure at that Nationals and insuring that there is continuity in judges administration at all Nationals.

D. VP NATIONAL AWARDS

The VP National Awards is appointed by the National President and is a National Director. He/she serves as chairman of the National Awards Committee. He/she sends a list of the approved National Awards judges to the VP Judging for each Nationals. He/she selects the captain of the National Awards team at all Nationals that he/she cannot attend, maintains a file on all vehicles under consideration for National Awards, and ensures the National Awards Committee meets at the proper time to select the winners of the National Awards for vehicles and the Winters Racing, Divisional Tour, Augustus Post, AACA Plaque, and Senior Master Judge awards for members. The Baily, Wells, and Senior Master Judge awards are selected in concert with the Judging Committee.

E. CHAIRMAN JUDGES TRAINING

The Chairman Judges Training is appointed by the AACA National President. The Chairman serves on the Judging Committee and is responsible for the complete training program of AACA judges, conducts National Judging Schools or provides complete information to the person who will conduct the school in his/her absence, administers the staffing and conducting of the Apprentice Judges Training program at Nationals, and is responsible for developing and maintaining up-to-date judges training materials to include judges training slides, training films, tapes, and CD-ROM/DVD.

**F. ASSISTANT CHAIRMAN
JUDGES TRAINING**

The Assistant Chairman Judges Training is appointed by the National President. This position is utilized as back-up for the Chairman Judges Training, and in the absence of the Chairman will act in his/her stead.

G. CHAIRMAN JUDGES RECORDS

The Chairman Judges Records is appointed by the National President. The Chairman maintains an active and inactive file of the judging records of all AACA national judges, determines when the awards of judges are earned, arranges for the proper certificates for these awards to be completed and presented, and furnishes the VP Judging with the information required for annual reports.

H. CHAIRMAN HPOF

The Chairman Historical Preservation of Original Features (HPOF) Class is appointed by the National President. This Chairman is responsible for the HPOF program. He/she will send a list of approved HPOF judges to the VP Judging for each Nationals (except the AGN). He/she will select the captain of the HPOF team at all Nationals that he/she cannot attend.

I. CHAIRMAN DPC

The Chairman Driver Participation Class (DPC) is appointed by the National President. This Chairman is responsible for the DPC program. He/she will send a list of approved DPC judges to the VP Judging for each Nationals (except the AGN). He/she will select the Captain of the DPC team at all Nationals that he/she cannot attend.

J. CHAIRMAN SCC

The Chairman Specified Class Committee (SCC) is appointed by the National President. The Specified Class Committee evaluates specified vehicle additions to the specified classes. The Chairman is responsible for the SCC program.

K. CHAIRMAN CJE

The Chairman Continuing Judges' Education (CJE) is appointed by the National President. The chairman maintains a roster of judge instructors to ensure adequate CJE seminars at every AACA Nationals. At each Nationals, the chairman ensures that the appropriate CJE participation cards and chips are available and makes announcements about CJE at the Judging School and Judges Breakfast. He/she also monitors and maintains quality assurance of CJE instructor subject material consistent with our judging guidelines.

L. CHAIRMAN RACE CAR CERTIFICATION

The Chairman Race Car Certification is appointed by the National President. He/she chairs the Race Car Certification Committee and is responsible for reviewing, along with his/her committee, the applications for vehicles into Class 24. Upon the Committee's agreement for certification, the owner shall be notified in writing of the Committee's decision of "Preliminary Certification." The owner will also be notified that the Race Car Certification badge will be presented to the owner when he/she first presents the vehicle for inspection at a Nationals.

M. CHAIRMAN JUDGES HONOR SOCIETY

The Chairman Judges Honor Society is elected by the Judges Honor Society Board of Governors. He/she chairs the Judges Honor Society Committee and is responsible for receiving applications for selection into the society. The Chairman will report to the designated Judging Committee Liaison-Judges Honor Society.

N. CHAIRMAN CLASS ACCEPTANCE

The Chairman of the Class Acceptance Committee (CAC) is the current VP Judging. The Chairman maintains a roster of CAC members and administers the functions of the CAC for the admittance of vehicles in Classes 1A through 5H, Class 12, and Class 39, excluding those vehicles under the SCC and Race Car Certification Committee's jurisdiction.

O. CHAIRMAN JUDGING GUIDELINES

The Chairman of the Guidelines Committee is appointed by the VP Judging. The members (not to exceed 5) of the committee will be chosen by the Chairman and approved by the VP Judging. All information regarding the Judging Guidelines changes and upgrades for the following years issue will be processed by the committee and a final draft will be accepted by the Judging Committee no later than the Eastern Fall Nationals Judging Committee meeting.

II. COMPOSITION AND FUNCTIONS OF THE JUDGING COMMITTEE

A. MEMBERSHIP OF THE JUDGING COMMITTEE

The Judging Committee is made up of the following AACA members:

1. VP Judging
2. Chairman Judges Administration
3. VP National Awards
4. Chairman Judges Training
5. Chairman Judges Records
6. Chairman HPOF
7. Chairman DPC
8. Chairman CJE
9. Chairman SCC
10. Chairman Race Car Certification
11. Liaison Judges Honor Society
12. Chairman Class Acceptance
13. Chairman Judging Guidelines
14. Secretary Judging Committee
15. Immediate Past VP Judging
16. Any other contributing members at the discretion of the VP Judging.

B. FUNCTIONS OF THE JUDGING COMMITTEE

The duties of the Judging Committee are:

1. Make a periodic review of vehicle classifications and submit recommendations to the National Board of Directors for the revision or addition of classes.
2. Review applications for inclusion in the list of specified Classic, Prestige, and Limited Production and Prototype vehicles, and make recommendations for approval to the National Board of Directors.

3. Make recommendations for the improvement of the judging forms and other forms used in class judging.
4. Determine when items for deduction should be added or deleted on the judging forms and submit same to the National Board of Directors.
5. Maintain a continuing review of all aspects of class judging and make recommendations as needed.
6. When necessary establish a Judges Proficiency Committee from members of the Judging Committee to review the conduct and proficiency of any member of the AACA judging system.
7. Update the *AACA Official Judging Guidelines* to include all appropriate revisions.
8. Review all applications for Nationals Chief Judges prior to final approval by VP Judging.

III. SPECIFIED CLASS COMMITTEE

A. Specified Committee Members

Members will be active National judges with at least 25 AACA National judging credits. SCC members shall be approved by the VP of Class Judging.

B. Functions of the Specified Class Committee

1. Evaluate the suitability of specific vehicles for specified competitive judged classes such as, but not limited to, 4a-c, 19a-e, 29, and 35.
2. Evaluate guidelines for AACA vehicle classes.

IV. CLASS ACCEPTANCE COMMITTEE

A. Class Acceptance Committee Members

1. Immediate Past President
2. Current President
3. Immediate Past VP Judging
4. Current VP Judging
5. Current Chairman Judges Administration
6. Headquarters Representative
7. Chairman SCC
8. Replacements will be nominated and approved by the committee and presented to the AACA President for acceptance.

B. Functions of the Class

Acceptance Committee

1. Review any and all questionable vehicle entries for Nationals, primarily but not exclusively for entry into Class 1a through 5h, Class 12 and Class 39; excluding those vehicles under the SCC and the Race Car Committee's jurisdiction.
2. Research thoroughly using all available technology.
3. Consider the era of manufacture and what the regulations could have been during the era.
4. Compare results to existing classifications.
5. Make a determination for acceptance or rejection. If rejected, provide reasoning for rejection.
6. Make designated class recommendation to the Judging Committee, if accepted.
7. Timely results are mandatory within 3 to 5 days from receipt of request.

V. ORGANIZATION OF NATIONALS JUDGES AND OFFICIALS

A. POSITION DESCRIPTION OF NATIONALS CHAIRMAN

The Nationals Chairman is responsible for all matters pertaining to the AACA Nationals being sponsored by his/her region/chapter. The Registration Chairman and the Chief Judge will report to the Nationals Chairman in all matters pertaining to their areas of responsibility. The Nationals Chairman will serve as liaison between the region/chapter and AACA. All reporting and other matters required by AACA will be monitored by the Nationals Chairman. All tours, social events, banquet, parking, security, and housing arrangements will be arranged under the close supervision of the Nationals Chairman.

B. POSITION DESCRIPTION OF THE NATIONALS REGISTRATION CHAIR

The Nationals Registration Chairman receives the official Nationals registration forms submitted by the owners and processes them using the AACA Nationals computer program. The Registration Chairman works closely with the Nationals Chairman regarding all Nationals activities

and also coordinates with the Nationals Chief Judge regarding the vehicle information submitted on the AACA Nationals registration forms.

C. POSITION DESCRIPTION OF NATIONALS CHIEF JUDGE

1. The Nationals Chief Judge is responsible for all matters pertaining to the judging of vehicles at an AACA Nationals and must have earned at least 25 field judging credits prior to becoming Chief Judge.
2. The name of the Chief Judge of all AACA Nationals must be submitted to the VP Judging for approval.
3. The Chief Judge is required to attend at least one Nationals the prior year to serve as Assistant Chief Judge. This individual should contact the Chief Judges at those Nationals and request an assignment as their immediate assistant. As the judging system evolves, new ideas are implemented and the responsibilities of the Chief Judges are affected. These assignments, which must be specifically requested by the approved Chief Judge, are an important part of the training experience.

The approved Chief Judge/or assistant Chief Judge is required to attend the Chief Judges seminar held in Philadelphia two (2) years in a row prior to the approved Chief Judge's scheduled Nationals.

4. **Chief Judge Duties/Responsibilities**
The Chief Judge is responsible for all matters pertaining to the judging of vehicles at a Nationals. His/her responsibilities include the following:
 - a. Provides details of time and location for the Judging School and Judges Breakfast to the editor of *The Judge* newsletter for inclusion in the registration form for the Nationals printed in *The Judge* newsletter.
 - b. Receives all judges' registration forms.
 - c. Predetermines the number of judges who will be attending the Nationals.
 - d. Selects an adequate location for the Judges Breakfast.

- e. Works closely with the Registration Chairperson in verifying all vehicle registrations for proper class placement.
- f. Assists in preparing the Vehicle Roster of all vehicles according to judging class, clearly indicating Junior, Senior, First Preservation, and Repeat Preservation, etc.
- g. Establishes the judging teams using the Nationals program furnished by National Headquarters (no exceptions). The Administration team, HPOF team, DPC team, National Awards team, and Apprentice Training individuals are pre-established. Consults with the VP Judging in this regard. Field judges should be assigned to classes of their choice if possible, with consideration for their experience. There should be no more than one inexperienced judge per team if possible.
- h. Prepares an alphabetical roster of judges showing team assignments. Three copies should be placed at the check-in tables at Judges Breakfast.
- i. Organizes Judges Breakfast with a head table, National Awards team table, Administration team table, Apprentice team table with additional seating for new judges signing up at Judging School, and individual tables for each judging team. At larger Nationals, two teams can be seated at one table. Two (2) tables and four (4) chairs will be required for judges check-in at the Judges Breakfast.
- j. Prepares the Team Captain packets which will include: Individual Category Worksheets, a Team Captain Reminder List, "JUDGED/EVALUATED" stickers, a Vehicle Roster, a Team Captain Reporting Form, Team Captain Evaluation Form and any other necessary information pertaining to the Nationals. Checks with the Chairman Judges Training for any additional supplies that will be needed for the Apprentice Team.
- k. Presides over the Judges Breakfast.

- l. Establishes the Judging Administration office and coordinates the procedures for the day with the VP Judging Administration.
 - m. Works with the Chairman – Judges Training in assuring an appropriate Apprentice training program is available.
 - n. Administers the judging of vehicles at the Nationals.
 - o. Assigns someone to verify that all vehicles have a “Judged” sticker prior to the vehicles’ release from the field.
 - p. Reads awards at the awards ceremony.
 - q. Provides any needed assistance to all other Nationals Committees connected with the vehicles and judging field (Field Marshall and field layout, Registration Committee, Trophy Committee, Banquet Committee, etc.).
 - r. Completes all post-Nationals Duties as described on Page 3-17.
5. **Certification of Two-Wheel and Racing Vehicles** – In order to be shown at a Nationals or Grand Nationals, at 11:00 AM on the morning prior to the day of the nationals, all Two-Wheel and Race Vehicles must demonstrate the ability to be driven under their own power. Owners must provide their own push or starting equipment to accomplish this test run. The Chief Judge working with the Race Car Verification Liaison has the responsibility to certify that all such vehicles have complied. Therefore the Chief Judge or his/her designated representative ensures that the following items are completed prior to the vehicles’ entrance onto the show field:
- a. Working with the Race Car Verification Liaison, locate a suitable certification area with sufficient room to tow or push vehicles to start and run a reasonable distance.
 - b. Take the necessary safety measures to prevent injury to drivers and crew by providing fire equipment and security if necessary.
 - c. Notify all owners of the time and location of the certification. Make sure they pickup the registration packet, making the windshield card available for Certification.

- d. Date and sign the Race Car judging form and windshield card of the vehicle, making it viewable by the judging team, after the satisfactory completion of the evaluation to demonstrate operation of the vehicle.
6. **Team Captain Selection Procedure**
 - a. Team Captains are selected from the Certified Team Captains list provided by the VP Judging to the Chief Judge. If there are no Certified Team Captains available, or are insufficient numbers, then, and only then, shall the Chief Judge select a Team Captain from the regular judges roster from those who shall have 25 or more judging credits.
 - b. All judging experience will be listed on the judges registration form and the Chief Judge will use this form as his/her guideline in making all assignments.
 7. **Judges Roster**
 - a. From the information mailed to the Chief Judge by each individual judge, the Chief Judge will be responsible for assignments and the preparation of the Judges' Roster. The roster is a listing of each judge and the task assigned to them at that particular Nationals. It shows every team and every official present at the Nationals.
 - b. When possible, a judge who preregisters for the Nationals should be assigned to the class requested. In some instances, this will not be possible, as more requests for a particular class are received than spots on the team. Second choices are then utilized in most cases with the same exception.
 - c. A team member shall never judge in a class where he/she, a family member, or friend has a vehicle registered or for any reason feels his/her judgment could be biased. If a judge is assigned to a team where this rule applies, the judge shall advise the Team Captain and request that the Chief Judge change the assignment during the Judges Breakfast.
 - d. Family members shall not be placed on the same class judging team. This includes spouses or parents and children. If family members are

assigned to the same class judging team, use the procedure identified above to request reassignment for one of the family members.

- e. There should be at least four judges per team, plus the Team Captain. In the event of small classes, a team may be assigned to judge more than one class. No judging team should have fewer than three members, plus the Team Captain. In some instances, very large classes may be split utilizing two teams or more (e.g., one team can judge Senior and Preservation vehicles and the other team the Junior vehicles).
- f. The Chief Judge shall prepare an alphabetical roster of judges WITH THEIR TEAM ASSIGNMENTS for use in determining attendance at the breakfast.

8. Judges Breakfast

A Judges Breakfast shall be planned for the morning of field judging. This function serves as a gathering of all persons who will be associated with the judging of the Nationals. The organization of the day's tasks takes place during the Judges Breakfast.

- a. A location near the judging field should be chosen.
- b. The Chief Judge should select a suitable menu. The cost should not exceed \$16.00 inclusive per person.
- c. The judges either pay via online with credit card or the Chief Judge receives registration forms and a \$8.00 fee. The Chief Judge will forward all fees collected along with the invoice for breakfast to AACA National Headquarters within two weeks following the nationals. AACA will then reimburse the host region/chapter for the cost of the breakfast **up to a maximum** of \$16.00 per registered judge (the total may be less than \$16.00 per judge). The host region/chapter must pay any costs for the breakfast that exceeds this maximum limit.
- d. Judges will be given their assigned team number when they check in. They will join their team at the proper table. The breakfast tables will be identified by Team number.

- e. The Chief Judge will make any necessary announcements and answer any questions concerning the day's activities.
- f. All judges must attend the Judges Breakfast on the morning of the Nationals at which they plan to judge. Exceptions may be granted only by the Chief Judge to individuals who have been previously briefed and have duties requiring that they miss the breakfast.
- g. The Chairman of Judging Records will announce all judges present who have reached a new judging award level. The VP Judging will present those awards.

9. **Special Instructions**

a. **NON-AUTHENTIC BODIES**

The Chief Judge will determine, prior to the Judges Breakfast, if any vehicles have been registered for the Nationals that the owner has indicated have a NON-AUTHENTIC BODY. This information will be given to the Team Captain of the class in which the vehicle will be judged.

b. **ERRORS AT THE AWARDS CEREMONY**

Errors might occur in transferring information from the judging sheets to the computer for the Winner Record. All awards will be determined solely by the information compiled on the official judging form. Do not make any effort to correct the mistake at the Awards Ceremony. Do not present an award where a question exists. Advise the party involved that the proper award will be made when the record has been reviewed. The award will be sent at AACA expense.

D. **POSITION DESCRIPTION OF THE TEAM CAPTAIN**

The Team Captain holds the most responsible position on the judging field. It is the Team Captain who coordinates the activities of the judging team on the field and directs the team in the actual judging of each assigned vehicle. The Team Captain must provide positive leadership, thus enabling the work of the team to be conducted in a fair and impartial manner.

1. Duties at Judges Breakfast

- a. Judges Breakfast is scheduled by the Chief Judge and begins at 8:00 AM at most Nationals, but at large Nationals, like Hershey, it is at 7:00 AM.
- b. Review the information in your Team Captain's packet.
- c. Introduce yourself to the team and make team assignments.
 1. Choose your assistant Team Captain from the four (4) team judges to check the scores and winner category before submitting judging sheets to Administration. Make your assistant responsible for making sure that the Team Captains Evaluation Sheet is confidentially filled out and deposited with the Chairman of Judges Records.
 2. Assign a judging category to each team judge.
 3. Distribute Individual Category Worksheets to each team member.
 4. Assign a team member to install the "Judged" or "Evaluated" sticker to the windshield card.
 5. Assign a team member to check fire extinguishers.
- d. Advise the team of the Class they are judging and anything special about the Class. Set a time and location for the team to meet on the field.
- e. All vehicles must be point judged unless otherwise instructed by the VP Judging. All vehicles visual judged must be marked "Visually Judged" on the judging form.

2. Duties Prior to Judging

- a. Prior to the commencement of judging, the Team Captain will check over all classes assigned to him/her and verify all vehicles to be in their proper class. Inventory the vehicles against the Vehicle by Class List, found in your packet. Check the Windshield Card and Judging Form to insure that the information matches the information on the Vehicle by Class List, i.e., owner's name, award sought, vehicle number, if it was previously awarded, and that the

correct grille badge is displayed. Notify the Chief Judge of any alterations to the Windshield Card or the Judging Form before judging the vehicle. Review the Team Captain Reminder List prior to judging to ensure that all items of judging are understood

- b. A missing fire extinguisher, an unsealed or unusable fire extinguisher, For Sale signs, protective stanchions, ropes, coverings, etc., are prohibited. The Team Captain should report any of the above mentioned items to the owner. If the problem is not rectified by judging time, the vehicle will be disqualified.
- c. The Team Captain will mark the worksheet of any disqualified vehicle "Disqualified." Note on the reverse side of the worksheet the reason the vehicle was disqualified and notify the VP Judging and the Nationals Chief Judge immediately.

3. Duties During Judging

- a. The Team Captain will introduce himself/herself to each vehicle owner if the owner is present, advise them that judging of the vehicle is starting, and thank the owner for bringing the vehicle once judging for that vehicle is completed.
- b. Remind the team to remain together with each vehicle until it has been judged. Upon completion of one (1) vehicle, place the "Judged" or "Evaluated" sticker on the windshield card (NOT on glass or painted surfaces.)
- c. Assist each team member if requested or required. Give special attention to new judges. Provide leadership.
- d. Make all entries on the Judging Form as received from the team members. Ensure that only team members are present when judging discussions are held. All reporting of individual judges must be done as privately as possible.

ANY DISQUALIFIED VEHICLE: the Team Captain will notify the VP Judging of ANY DISQUALIFIED VEHICLE. If confirmed by the VP Judging, 400 points will be entered in

the Deduction box under Summary and also in Total Deductions in Score box, reflecting a -0- Net Score. The Judging Form will clearly be marked "Disqualified" and signed by the VP Judging.

- e. Judge all vehicles in each class. Complete all tabulations on the vehicle judging forms, circle the proper awards. Turn all forms into Judging Administration as a complete class.
- f. Compile scores and determine placement of winners. Double check all mathematics and all other entries.
- g. Sign the Judging Form in the specified location.
- h. Initial any changes which have been entered on the form and **INITIAL ALL MANDATORY DEDUCTIONS.**
- i. Make all entries in the summary column of the Judging Form in INK.
- j. Each of the four columns on the judging form must show all of the point deductions for each incorrect item.
- k. Circled items shown in each column are mandatory deductions and the full amount shown within the circle must be taken as the deduction. Any and all Mandatory Deductions must be confirmed and initialed by the Team Captain.
- l. Items with an asterisk (*) following the point deduction signify a one-point deduction for each of these incorrect items found, up to a total maximum deduction of ten points.
- m. Each column has an "**OTHER**" category at the bottom of the column. This is a place for a deduction that is not specifically listed in the upper portion of the column. Any deduction listed in the "**OTHER**" category should be properly described on both the Judging Form and the Individual Category Worksheet. Use of "**OTHER**" should only be used when none of the listed components could apply.
- n. Each of the four columns must be totaled and double checked. The entries in the four columns may be written in pencil.
- o. The point totals from each of the four

columns must be transferred to the Summary column on the right-hand portion of the Judging Form. The four figures are then totaled and subtracted from 400, giving a final score for that vehicle. The Summary section must be completed in **INK**.

- p. When all of the vehicles have been judged, the correct placement of winners can be determined by using the scoring system as described in Section 4, Page 26. Circle the Multiple Award category if it applies. The forms will then be arranged in the same order as the Vehicle by Class List.
 - q. Double check all entries on the Judging Form as it is the official record for that vehicle and also a factor in determining winners of National Awards.
 - r. The Team Captain must sign the Judging Form and verify all entries.
 - s. Any mathematical errors should be corrected and initialed in ink by the Team Captain.
 - t. Ask for factory documentation when in doubt.
 - u. If you have any questions or are in need of assistance, contact the Chief Judge and/or the VP Judging.
 - v. Make every effort to complete the judging of a vehicle in 10 minutes or less.
 - w. The Team Captain will discuss items of mandatory or maximum deduction or safety concerns with the owner of the vehicle.
- 4. Duties To Be Completed After Judging**
- a. Each Judging Form **MUST** have the fire extinguisher box checked, points totaled, award won (if applicable), and the Team Captain's signature. The summary and signature must be in ink.
 - b. Check your math; initial all major deductions and changes. Have your assistant double check to assure that they are accurate and complete.
 - c. Complete the Team Captain Reporting Form when the team has finished its work. This is a listing of the category each team member participated in during judging. This

form is also used by the Team Captain to offer any comments on an individual judge's performance. A notation should be made of exceptional effort by a judge, or if a judge performed in a less than satisfactory manner. It is important to have this information on record in case of a dispute or other discrepancy which may require further inquiry.

- d. Collect the Judges Participation Cards and each judge's category worksheet (make sure that the worksheet is filled out properly and signed by each judge) at the completion of judging. Give the sheets and participation cards to your assistant.
 - e. The Team Captain will deliver the completed and checked Judging Forms and no show list to the Administration office, in Vehicle by Class List order.
 - f. **The Assistant Team Captain will turn in the Team Captain Reporting Form, individual worksheets, Judges Participation Cards, and the Team Captain Evaluation sheet to the Chairman Judges Records. The assistant will collect the judging chips and any incentive from the Chairman Judges Records for distribution to the judging team members. Distribution of the chips and incentives by the assistant is at the discretion of the Team Captain. The Team Captain will thank the judging team for a job well done.**
5. **Procedure for Becoming a Certified Team Captain**

Volunteer **MUST** be a Senior Master Judge (25+ Judging Credits) to participate.

- a. A Judge must write to the VP Judging requesting participation in the Certified Team Captains' Program.
- b. *The Judge* Newsletter will include a request form specific to participation in the Certified Team Captains' Program, "Do you wish to serve as a Team Captain?"
- c. Once the request is received and

reviewed, the individual's name is entered on the Team Captain List. This list will be stored on the individual judging record in the Judges Database and identification of Team Captain interest will be available to the Chief Judge of each nationals.

Team Captains now begin working toward becoming a "Certified" Team Captain. To become and retain eligibility as a "Certified" Team Captain, a Judge must:

- 1) Attend a Judging School each year; and
- 2) Complete the Team Captains' CJE within the same year or attend a Team Captains Judging School each year;
- 3) Have a positive feedback from team members; and
- 4) Have good evaluations from Judging Administration.
- 5) Have served five (5) successful times as Team Captain, a judge is "Certified" and is entered on the "Certified" Team Captains list. "Certified" Team Captains will be awarded a lapel pin reading "Certified Team Captain."

Judging team members will have the opportunity to confidentially evaluate their Team Captain. Team Captains should encourage their team to fill out and turn in their evaluation form.

At the discretion of the VP Judging, and with documented cause, a judge can be removed from the Team Captains list.

The judge will be notified of this decision.

E. POSITION DESCRIPTION OF THE JUDGING TEAM MEMBER

The judging team member is assigned to one of the four areas of responsibility by the Team Captain (Interior, Exterior, Chassis, Engine). The team member is responsible for that particular category to which he/she has been assigned. He/she will conduct himself/herself in a business-like manner and refrain from discussions which can be overheard by others. He/she shall direct any and all questions through the Team Captain. He/she will judge his/her category, noting all deductions on the

Individual Category Worksheet. He/she will submit his/her results to the Team Captain who will in turn enter the results on the vehicle Judging Form. He/she will be responsible to fill out his/her Judges Participation Card and submit it to the Team Captain at the completion of the day's judging. At the completion of judging, he/she will sign and print his/her name on the individual category worksheet and give it to the Team Captain who will, in turn, submit it to the Judging Administration office. At the conclusion of judging, the team members should work together (with the absence of the Team Captain) to complete the Team Captain Evaluation form and ensure that it is turned in to the Chairman Judges Records.

F. POSITION DESCRIPTION OF THE APPRENTICE JUDGE

An Apprentice judge is a member who has not previously judged at a Nationals. It is required that an Apprentice judge attend an AACA National Judging School prior to becoming a judge. The first "on-field assignment" will be as a member of an AACA Apprentice Judging Team. An Apprentice Team will be formed at every AACA Nationals with the exception of the Annual Grand Nationals. The Apprentice Team instructor staffing is the responsibility of the Chairman Judges Training. As a member of this team, an Apprentice judge will receive information and instruction in the basic fundamentals and philosophy of AACA judging, including familiarization with the various forms and worksheets, discussion of objectives, judging procedures, and actual judging (exterior only) of vehicles with permission of the owners. Scores of vehicles judged by Apprentice Teams will not be turned in or used to determine awards. Every AACA member who wishes to become an AACA field judge must serve on an Apprentice Team prior to becoming an accredited judge. Normally, Apprentice judges will serve in that position only at their first Nationals. At the discretion of the Chairman Judges Training, members may be permitted to repeat this experience if it is deemed appropriate for them to get more experience and confidence before another team assignment.

G. POSITION DESCRIPTION OF THE NATIONAL AWARDS TEAM

The National Awards team, under the supervision of the VP National Awards, observes all of the vehicles judged at all Nationals and compiles a list of the most outstanding vehicles at each Nationals. These vehicles will be considered for the various National Awards by the National Awards Committee. The Chief Judge will assign to the National Awards team only those members who indicate on their judges' registration form that they serve on the National Awards Committee and who are also on the approved judges list provided by the VP Judging.

H. POSITION DESCRIPTION OF JUDGING ADMINISTRATION TEAM

The Administration Team is responsible for accepting and properly recording the completed Nationals Judging Forms. Judges who serve in Administration must complete Judging School, Apprentice Training, and the Judges Administration CJE. It is important that all judges in Administration are physically mobile, be familiar with basic math, and be familiar with basic computer entry.

1. Nationals Judging Administration

a. Office Responsibilities & Duties

Procedures for the day will be established by the Chairman Judging Administration. Generally, the responsibilities are as follows:

1. The check-in team will receive the judging sheets from the Team Captain in the order listed on the Vehicle by Class list, separated by class.
2. Account for any No Show vehicles, by class.
3. Account for any vehicle additions or deletions, by class, after the Vehicle by Class list was printed
4. Insure that the fire extinguisher box was checked, the Team Captain has signed the sheet, the Mandatory deductions and Team Captain's information is filled in correctly and legibly.
5. Account for each vehicle on the Vehicle by Class List.

6. **Any disqualified vehicle, for any reason, must be brought to the attention of the VP of Class Judging before the class is entered into the computer.**
7. Check all math for accuracy. The Team Captain will make all corrections.
8. Judging forms will pass from the check-in team to the pre-check team. Judging forms will pass from the pre-check team to the computer operators for entry into the database.
9. The winners sheets are printed for each class and are passed from the computer operator to the post-check team for verification. Every Judging Form is checked against the database printout to verify that no vehicle was omitted or received the improper award.
10. At the completion of all entries, the Award Count form will be delivered to the Trophy Chairperson.
11. Print all reports required by the VP Judging and the Chairman of Judging Administration.
12. Data is then uploaded to National Headquarters.

VI. RECOGNITION OF JUDGES

- A. The Chairman for Judges Records will distribute the Judges Participation Chips to the Assistant Team Captain, upon receiving the completed Judges Participation Cards.
- B. The Team Captain or Assistant Team Captain will distribute the chips to each team member after receiving them from the Administration office.

VII. POSITION DESCRIPTION OF SPECIFIC JUDGING TEAMS:

HISTORICAL PRESERVATION OF ORIGINAL FEATURES (HPOF) CLASS AND DRIVER PARTICIPATION CLASS (DPC) ARE CERTIFICATION TEAMS.

SECOND GENERATION COLLECTOR VEHICLES (SGCV) CLASS AND THE RACE CAR CLASS ARE JUDGING TEAMS.

The members of the HPOF and DPC teams will be chosen by the respective Chairman of each class in discussion with the VP Judging. At Nationals, the Chief Judge will check to see that all persons wishing to serve on the HPOF and DPC teams are, in fact, on the approved list for that team. The SGCV & Race Car Team Captains will be selected by the VP Judging.

A. HPOF TEAM

1. An AACA National HPOF certification team will be available at every Nationals with the exception of the Annual Grand Nationals. The members of this team are experienced AACA judges appointed by the VP Judging.
2. The duties of the HPOF certification team shall be to evaluate each vehicle entered in the HPOF class to ensure that the vehicle meets the qualifications of the HPOF class. The team will follow the same basic rules as used in class judging pertaining to conduct, good judgment, team effort, and common sense.

B. DPC TEAM

1. An AACA National DPC Certification Team will be available at every Nationals with the exception of the Annual Grand Nationals.
2. The owner of the vehicle entered in DPC must complete the shaded areas (CATEGORY - APPEARS ORIGINAL - ACCEPTED UPGRADES INSTALLED) on their evaluation form as well as signing the evaluation form before the vehicle can be certified. The owner has the option to open or leave the vehicle's trunk closed.

3. The duties of the DPC Certification Team shall be to objectively evaluate vehicles entered in the DPC. The team will follow the same basic rules as used in class judging as they pertain to conduct. The primary task is to ensure that each vehicle conforms to the DPC qualifications. This is a subjective form of certification where common sense and a need for understanding the purpose of DPC must be applied. This class is to recognize vehicles which are primarily used as tour vehicles and weekend drivers.
4. Once accepted as a DPC vehicle, a certification badge will be issued to the vehicle which will be mounted at some visible location on the front of the vehicle. This badge must be on display before recertification can be performed. Certification can be withdrawn should a vehicle be modified beyond the intent of the DPC.

C. RACE CAR CERTIFICATION COMMITTEE AND VERIFICATION TEAM

1. The Race Car Certification Committee shall review all applications for certification to Class 24. Upon the committee's agreement for certification, the owner shall be notified in writing of the committee's decision of "preliminary certification." The owner will also be notified that the Race Car Certification badge will be presented to the owner when he/she first presents the vehicle for inspection at a Nationals.

A member of the Race Car Verification Team will verify that the vehicle matches the documentation submitted to the Race Car Certification Committee, and will witness its test run. Upon successful verification, the Race Car Certification badge will be presented.

VIII. AACA GRAND NATIONALS (AGN)

A. GENERAL INFORMATION

1. Entrants in any AACA Grand Nationals (AGN) are limited to those vehicles that have acquired Senior Award Winner status before the registration deadline for the current year AGN.

2. All entrants in the AGN must display the NATIONAL FIRST PRIZE badge with the SENIOR TAB. Those Senior (Duryea) winners in Nationals prior to 1979 may obtain their “retroactive” Senior Tabs by following the procedure as outlined in Section 4, Paragrah IV.E.
 3. NOTE: A SENIOR award winner may sometimes be referred to as a “SENIOR FIRST PLACE” winner. However, the correct terminology is “SENIOR AWARD WINNER.” The Nationals awards are listed below:
 - a. JUNIOR: First, Second, Third
 - b. SENIOR* Award
 - c. AGN** First, Second, Third
 - d. AGN SENIOR***
- * To be a Senior, the vehicle must have won a FIRST Junior Award and display the National First Prize Winner badge.
- ** To be eligible for showing in an AGN, the vehicle must have won a Senior Award and must correctly display the Senior Tab with the National First Prize Winners badge.
- *** Beginning with the 1992 year, all AGN First Prize winners are eligible to compete for the AGN SENIOR award at any subsequent AGN. The AGN SENIOR award is a Senior Tab to be affixed behind the AGN First Prize winner badge at some location on the front of the vehicle. The trophy is the largest trophy available in the AACA series of AGN awards and can be viewed in Section 4 Appendix, Item 4.5. Repeat AGN SENIOR winners will receive a pewter plate, which also can be viewed in Section 4, Item 4.5. The AGN SENIOR award can be won multiple times. AGN SENIOR winners remain eligible for the Preservation award as well as National Awards.

B. RULES AND REGULATIONS

1. Article VI, Section 4 of the AACA Bylaws authorizes an ANNUAL GRAND NATIONALS (AGN). Approval to institute such a show was granted by the National Board of Directors on October 5, 1978, based on the following Rules and Regulations, as submitted by the Annual Grand Nationals Committee.
2. The ANNUAL GRAND NATIONALS and the SENIOR CAR AWARD SYSTEM have been integrated with the PRESERVATION AWARD SYSTEM.
 - a. The AGN shall be held no more than once a year.
 - b. AGNs are hosted in Western and Central Divisions in odd-numbered years and the Eastern and Southeastern Divisions in even-numbered years.
 - c. The AGN is to be limited to sponsorship by a Region(s) or Chapter(s) that has previously sponsored a national Spring, Fall, Winter or Special Nationals.
 - d. Requests for an AGN must be made a minimum of two years in advance of the proposed AGN date.
 - e. If there is no sponsoring Region available for any given year, the AGN will not be held.
 - f. The AGN is to be overseen by an AGN DIRECTOR, who is appointed by the AACA President.

C. ELIGIBLE VEHICLES

1. All AACA Senior award winning vehicles who obtained the Senior Award before the registration deadline of the AGN are eligible.
2. All AACA Classes (except HPOF, DPC and Special Interest Vehicles).
3. An AGN First Prize can only be won once with any one vehicle.
4. An AGN SENIOR Award can be won repeatedly and remains eligible for the Preservation award and National awards.
5. **All registered Senior Tab vehicles will be judged.**

D. **TROPHIES:**

The AGN trophies will be designated by the National Board of Directors.

E. **GRILLE BADGE:**

A suitable year-dated badge signifying that the vehicle is a GRAND NATIONAL FIRST PRIZE WINNER (similar to the current Junior National First Prize Winner Badge) will be displayed on the vehicle along with the Junior National First Prize winner badge and the Senior tab.

F. **DASH PLAQUE:** These should be similar to the Spring, Fall and Winter Nationals' plaques, of good quality .032" thick brass, etched, enamel filled, envelope size 2-1/2" x 3-1/2" maximum.

G. **Any vehicle displaying a FOR SALE sign at an AGN will be disqualified.**

H. **FEES**

1. A registration fee will be charged for each vehicle entered in an AGN, a portion of which is forwarded to AACA Headquarters and the remainder to remain with the host Region for expenses. The fee is set by the National Board of Directors. Refer to the AACA AGN guidelines in the *Policy & Procedure Manual* for the current set fee.
2. A registration fee for each judge attending the Judges Breakfast will be collected and forwarded to AACA Headquarters to assist in defraying expenses. The current judge's registration fee for all Nationals, including the AGN, is set at \$8.00.

I. **EXPENSES**

The AACA will guarantee and be responsible for the following expenses of an AGN:

1. All First, Second, Third Junior, and Senior trophies.
2. All Preservation awards.
3. All dash plaques with a cost not to exceed \$1.75 each.
4. All judging expenses.
5. All costs of Judges Breakfast up to a limit of \$8.00 per judge.
6. Two ¼-page ads in *Antique Automobile*.

Any and all other expenses will be the responsibility of the sponsoring Region(s)/Chapter(s).

J. **AACA AGN Documents**

The following further clarifies AGN differences in some of these documents.

1. Judging Forms: Judging Forms and Worksheets are the same as those used at a Nationals with the exception of the right-hand summary column.
2. Vehicles competing for the AGN First Place Award will have a yellow Judging Form and windshield card.
3. Vehicles competing for the AGN Senior Award will have a purple Judging Form and windshield card.
4. Other documents are similar to Nationals documents with the possible addition of AGN identification.

K. **Ineligible Vehicles at an AGN**

1. **There will be no "HPOF" vehicles entered in an AGN.**
2. **There will be no "DPC" vehicles entered in an AGN.**
3. **There will be no "SPECIAL INTEREST" vehicles entered in an AGN.**
4. **There will be no "DO NOT JUDGE" vehicles entered in an AGN.**

IX. **AACA NATIONALS DOCUMENTS**

This section contains a complete description of all the documents used in conducting an AACA Nationals.

- A. **JUDGING FORM:** This document is the record of all deductions and contains the winner tabulations. Each vehicle to be judged will have a Judging Form, used by the judging team in the tabulation of scores, turned into the judging Administration office and kept by VP Judging for two years. The following items pertain to the official Judging Form:

1. At the present time, nine separate evaluation/judging forms exist. (See Section 3 Appendix.) They are:
 - a. HPOF Evaluation Form
 - b. HPOF Original Evaluation Form
 - c. DPC Evaluation Form
 - d. Automobile Judging Form
 - e. Two-wheeled Vehicle Judging Form
 - f. Racing Vehicle Judging Form
 - g. Unrestored Racing Vehicle Evaluation Form
 - h. Commercial Vehicle Judging Form
 - i. Special Interest Vehicle Evaluation Form

2. The nine forms come in specific colors. The four forms used for point judging are identical except for minor changes to identify level of competition and minimum award criteria:
 - a. White – Junior vehicles
 - b. Pink – Senior vehicles
 - c. Green – Preservation vehicles
 - d. Yellow – HPOF & AGN vehicles
 - e. Purple – AGN Senior vehicles
 - f. Grey – DPC vehicles
 - g. Blue – HPOF Original vehicles
 - h. Green – Unrestored Racing vehicles
3. A Judging Form will be placed with every vehicle to be judged.
4. The Team Captain will be custodian of the Judging Form once judging has begun. All entries from the team members will be entered thereon by him/her.
5. The individual point deductions in each of the four columns (Exterior, Interior, Chassis, and Engine) will be entered on the Judging Form when presented by a team member. The individual columns may be filled out in pencil.
6. For point-judged vehicles, the totals from each column will be entered under the Summary section of the Judging Form, totaled, and subtracted from 400 points. This is the final score for that particular vehicle. This section must be filled out in **INK**.
7. When all vehicles in a class have been judged, the tabulation of winners is entered in the Award portion of the Summary section, circling the proper designations.
8. All entries on the Judging Form must be double-checked by the Team Captain. Once this is done, the Team Captain signs each Judging Form in the proper location in **INK**.
9. Junior, Senior and Preservation Judging Forms will be delivered to the Judging Administration office.
10. The information entered on the Judging Form by the Team Captain must be kept in total confidence. No score should ever be divulged to an owner.
11. All entries on the Judging Form should be done in a neat manner, completely legible and without error. Every item will be verified by Judging Administration.

B. Windshield Card

1. This card is the sole means of identification of a vehicle as it enters the judging field. It contains the following information:
 - a. Class description
 - b. Year of vehicle
 - c. Make of vehicle
 - d. # of cylinders
 - e. Model of vehicle
 - f. Name of owner
 - g. City/state of owner
 - h. Vehicle #
 - i. Class number
2. Windshield Cards will be found in nine colors. They signify the following:
 - a. White – Junior vehicle. Judging Form with vehicle must be white.
 - b. Pink – Senior vehicle. Judging Form with vehicle must be pink.
 - c. Green – Preservation vehicle. Judging Form with the vehicle must be green.
 - d. Orange – Do Not Judge. The Owner requests the vehicle not be judged.
 - e. Yellow – Historical Preservation of Original Features (HPOF) vehicles. Evaluated vehicles.
 - f. Yellow – AGN Judging Form with the vehicle must be yellow. (Yellow HPOF forms will not be used at the AGN).
 - g. Purple – AGN Senior. Judging Form with vehicle must be purple
 - h. Grey – Driver Participation (DPC) Vehicles. Evaluated vehicles.
 - i. Blue – AACA HPOF Original (ORG) Vehicle. Evaluated vehicles.
3. The Windshield Card should be visible on the windshield on entry to the judging field and at all times until contestants are dismissed.
4. **“JUDGED”** or **“EVALUATED”** stickers. A sticker will be attached to **only** the **WINDSHIELD CARD** of each vehicle when it has been judged or evaluated. Do not affix the sticker until after the vehicle has been judged/evaluated. The sticker should be visible from the front of the vehicle.

- C. **Winner Record Sheets.** These pages are computer generated and all Nationals prize winners will be listed thereon. When completed, four sets of Winners Record

Sheets will be generated. The first set will be given to the Chief Judge to be used in reading the awards at the banquet. The second and third sets are used by the clerical staff for checking award winners at the banquet. At the conclusion of the award ceremony, the Chief Judge may keep one set of the Winners Record Sheets and the other three sets are retained by the VP Judging (1 set) and AACA National Headquarters (2 check-in table sets).

SECTION III APPENDIX

- 3-1. Team Captain Reporting Form
- 3-2. Team Captain Reminder List
- 3-3. Team Captain Evaluation Sheet
- 3-4. Windshield Card
- 3-5. Automobile Judging Form
- 3-6. Two-Wheeler / Trikes Judging Form
- 3-7. Race Car Judging Form
- 3-8. Unrestored Race Car Evaluation Form
- 3-9. Commercial Vehicle Judging Form
- 3-10. HPOF Certificaton Form
- 3-11. HPOF Original Certification Form
- 3-12. DPC Certification Form
- 3-13. Special Interest Vehicle Form

SECTION 3 APPENDIX

3-1. Team Captain Reporting Form



Antique Automobile Club of America

TEAM CAPTAIN REPORTING FORM

NATIONAL MEET _____ Location _____ Date _____

Class or Classes Judged _____

Team Captain _____

Member # _____ Phone # _____ Email _____

THE FOLLOWING PERSONS JUDGED THE CATEGORIES INDICATED:

EXTERIOR _____

INTERIOR _____

CHASSIS _____

ENGINE _____

SECTION 3 APPENDIX

3-2. Team Captain Reminder List

TEAM CAPTAIN REMINDER LIST
TEAM CAPTAINS ARE REQUIRED TO TAKE ONE TEAM CAPTAINS CJE OR TEAM CAPTAINS SCHOOL EACH YEAR
Team Captain shall review section D (pgs. 3-13) of Guidelines

AT JUDGES BREAKFAST

1. Introduce yourself to the Team and make Judging Category Assignments.
 - a) Choose your Assistant Team Captain (ATC) and explain the following duties: At the completion of judging, the ATC will turn in to Judge's Records: TC's Reporting Form, Individual Category Worksheets, Judge's Participation Cards and the TC Evaluation Sheet to Judge's Records. Distribution of the chips and any incentives shall be at the discretion of the TC. A "Job Well Done" shall be given to each judge at dismissal.
 - b) Assign a team member to check fire extinguishers and another member to place the *Evaluated or Judger* sticker on the windshield card.
 - c) Distribute Individual Category Worksheets and remind judges to review *Guidelines* for areas they are judging. Advise team of category(s) they are judging and what judging special about them.
2. All vehicles must be visually judged unless otherwise indicated by the VP Judging. All vehicles that are visually judged must be marked "Visually Judged" on the judging form.

ON JUDGING HELD – YOU ARE AAACA'S REPRESENTATIVE – WELCOME THE OWNER AND PUT THEM AT EASE - BE PROFESSIONAL - BE A SUCCESSFUL MANAGER!

1. PRIOR TO THE START OF JUDGING inventory the vehicles to assure they are correct for your class. Make sure the windshield card is correct and unaltered for the award the vehicle is seeking. Notify the Chief Judge of any changes before they are made. Check for appropriate vehicle badges.
 - a) "For Sale" signs, protective stanchions, ropes, coverings, etc. are prohibited and disqualification from judging will result – you should inform the owner prior to judging to permit him/her to correct the situation.
2. Judge all vehicles in each class.
3. Judge every effort to complete the judging of a vehicle within 5-10 minutes; ensure that no judge is under or over scoring the category they are assigned.
4. Assist each team member if requested or required giving special attention to newer judges – provide leadership to your team. TC asks for documentation when necessary.
5. Should the "OTHER" category be used, indicate what it was for.
6. Instruct team members to be aware of the multiple components which may exist on a single line of their Worksheet and to use the first letter of the item to clarify the deduction. Circles are to be used only by the TC on the final Judging Sheet.
7. Instruct team members to print name, member number, phone, email and to sign worksheets.
8. If you have any questions or are in need of assistance, contact the Chief Judge and/or the VP Judging.

AFTER JUDGING:

1. Each Judging Form MUST have a fire extinguisher checked; points totaled, award won (if applicable) and your signature; the summary and signatures must be in INK.
2. Check your math, initial all mandatory deductions and any changes – have your assistant double-check the items to assure that they are accurate and complete.
3. One set of judging Cards in the same order as they are listed on the Vehicle by Class list attached to the front of the Team Captain Reporting Form.
4. Complete the Team Captain Reporting Form noting exceptional effort by a judge or less than satisfactory effort of a judge. This form shall be sealed in the envelope provided in the Team Captain's packet and turned in to Judge's Records by the ATC.
5. The TC shall report to the Administration Office with only the completed final Vehicle Judging Form and the no-show sheets. Remember the ATC takes all other paperwork to Judge's Records.

SECTION 3 APPENDIX

3-3. Team Captains Evaluation Sheet



TEAM CAPTAINS EVALUATION SHEET
COMPLETED BY THE JUDGING TEAM

Team Number 130 or Team Captain Name _____

1. Did the Team Captain introduce himself/herself to the team at Judges Breakfast?

YES NO _____

Comments _____

2. Did the Team Captain introduce himself/herself to the vehicle owner and thank them for bringing their vehicle to the meet?

YES NO _____

Comments _____

3. Did the Team Captain offer assistance/guidance to less experienced judges on the team?

YES _____ NO

Comments Was in a hurry to get done

4. Did the Team Captain make you feel at ease while performing your duties?

YES _____ NO

Comments Anything was good enough

5. Did the need arise to ask for Factory Documentation and did the Team Captain ask for it?

YES NO

Comments Yes - Vehicle had wrong tires

No - We took major deduction, didn't talk to the owner

6. Did the Team Captain choose an Assistant from the team?

YES NO _____

Comments _____

SECTION 3 APPENDIX

3-4. Windshield Card

Antique Automobile Club of America

Eastern Fall Meet
October 10 - 13, 2012
Herstev, PA

PLACE JUDGE EVALUATED STICKER HERE

Original HPOF

1953 Packard

8 clys Sedan

Hulon C McCraw

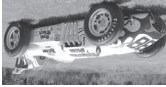
Hendersonville, NC

22294 HPOF

Vehicle # _____ Class Number _____
Historical Preservation of Original Features

SECTION 3 APPENDIX

3-7 Race Car Judging Form



JUNIOR RACE CAR ONLY ANTIQUE AUTOMOBILE CLUB OF AMERICA

Information on this form or a copy of the completed form is NOT available to vehicle owners.

JRC/18

EXTERIOR / INTERIOR	M A X	D E D	CHASSIS	M A X	D E D	ENGINE	M A X	D E D
Accelerator / Toe Strap	5 ea		Axles: Front	10		Battery		5
Body: Attachment	1*		Rear	10		Block		5
Cowl / Hood / Tail	10 ea		Belly Pan:	10		Carburetor		5 ea
Bolts / Rivets	1*		Fasteners	2*		Cotter Pins		2*
Dash Panel	5		Brakes:	5 ea		Crankcase		5
Dirt - Excessive	3		Brake Rods & Lines	3 ea		Dirt - Excessive		3
Gas Tank / Cap	3 ea		Cotter Pins / Link Pins	2*		Firewall		5
Gauges	3 ea		Dirt - Excessive	3		Fuel Injector		10
Modern Gauges	5 ea		Exhaust: Pipe	5		Fuel Supply		5
Hood: Straps / Latches	3 ea		Fasteners	5		Heads		5 ea
Ignition Kill Switch	5		Frame	10		Hose & Belts		2 ea
Incorrect: Body Section	40		Hand Crank	3		Hose Clamps		2*
Material (Body Component)	40		Hub Caps	5 ea		Ignition: Mag. / Dist.		5
Lettering	5		Lock Rings	2		Coil		3
Linkage	5		Lube: Fittings	2*		Wires		2 ea
Pedals: Brake / Clutch	5 ea		Excessive Lube	2		Linkage		5
Mirror	3 ea		Lug Nuts (if visible)	1*		Manifold: Intake		5
Clutch Assy's	5		Modern Hardware	2*		Exhaust		5
Steering: Wheel	15		Oil Tank	5		Modern Hardware		2*
Assembly	5		Pins Missing	2*		Oil Filter		3
Trim / Striping / Moulding / Decal	10		(if drilled)	2*		Oil Lines		5
Upholstery	15		Push Bar	5		Radiator Core / Cap / Shell / Grille		5 ea
Windscreen	5		Push Bar Added	10		Safety Wire		2*
Other - Identify:			Rims	2 ea		Spark Plugs		1*
			Safety Wire	2*		Super Charger		10
			Shocks	5 ea		Tape / Tubing		2
			Springs	3 ea		Water Pump		5
			Tires	2 ea		Wiring (other)		3
			Valve Covers	2 ea		Other - Identify:		
			Valve Stems	2 ea				
			Wheels	5 ea				
			Other - Identify:					
Total Deduction			Total Deduction			Total Deduction		

LEGEND: * TIMES COMPONENT TO MAX OF 10 POINTS Mandatory deductions are **CIRCLED NUMBERS** which must match deductions taken.
 ** TIMES COMPONENT TO MAX OF 120 POINTS **UNDERLINED** items apply MOSTLY to "Pre-War" vehicles.

RACE CAR ONLY

THIS VEHICLE HAS
A/U/ APPROVED FIRE
EXTINGUISHER.

SUMMARY
Entries in this area to be in ink
DEDUCTIONS
Exterior/ Interior _____
Chassis _____
Engine _____
TOTAL _____

SCORE	400
Perfect Score	400
TOTAL Deductions From Above	
NET SCORE	

REQUIRED MINIMUM POINTS
 1ST - 365, 2ND - 350, 3RD - 295

Multiple awards for scores within 10 points of highest scoring car in each class.

AWARD
1ST 2ND 3RD
MULTIPLE AWARD

Was owner notified of any major deductions

TEAM CAPTAIN
Signature

SECTION 3 APPENDIX

3-8. Unrestored Race Car Evaluation Form

"UNRESTORED" RACE VEHICLES (CLASS 24D)
 ANTIQUE AUTOMOBILE CLUB OF AMERICA

DOCUMENTATION AVAILABLE (YES/NO)	CONFORMS TO DOCUMENTATION (YES/NO)	CONDITION ACCEPTABLE (YES/NO)	COMMENTS
EXTERIOR			
INTERIOR			
CHASSIS			
ENGINE			

THIS VEHICLE HAS A UL-APPROVED FIRE EXTINGUISHER

SUMMARY

FIRST PRESERVATION
 REPEAT PRESERVATION
 REJECTED
 (CIRCLE ONE)

APPROVED
 TEAM CAPTAIN
 TEAM MEMBER

OWNER NOTIFIED
 VEHICLE NOT CERTIFIED

SECTION 3 APPENDIX

3-10. HPOF Certification Form

HPOF CERTIFICATION FORM

This vehicle has a UL- approved fire extinguisher

OWNER MUST CHECK THOSE COMPONENTS AND FINISHES KNOWN TO BE NON-ORIGINAL

- Judge INTERIOR Comments – Owner _____
- Seat panel _____
 - Back rest _____
 - Door panels, headliner _____
 - Floor Covering, sills, trim, welting _____
 - Console, shifter _____
 - Dash/instruments/AC/sound system _____
 - Steering wheel, column, pedals _____
 - Handles, cranks, windows _____
 - Trunk _____
 - Other _____

- Judge ENGINE / DRIVE TRAIN Comments – Owner _____
- Heads, valve covers _____
 - Block, manifolds, crankcase _____
 - Battery, starter _____
 - Gen/Alt, A/C, pumps _____
 - Wiring, ignition _____
 - Fuel system, carburetor, filters _____
 - Radiator/fan, horn _____
 - Clamps, fasteners, hoses, belts _____
 - Firewall, finish _____
 - Drive system, steering _____
 - Wheels, rims, tires _____
 - Suspension, chassis, exhaust _____
 - Other _____

- Judge BODY / EXTERIOR Comments – Owner _____
- Hood, front fenders _____
 - Trunk, rear fenders _____
 - Doors _____
 - Roof, panels _____
 - Bumpers, grill, radiator shell _____
 - Trim, striping, molding _____
 - Lights _____
 - Accessories _____
 - Missing / non-authentic parts _____
 - Other _____

I CERTIFY THAT THIS INFORMATION IS CORRECT _____

OWNER'S SIGNATURE (Mandatory) _____ DATE _____

Evaluation summary

- CERTIFICATION**
 Compliance
 Not met
 Maintenance
 Authenticity

CIRCLE AWARD

HPOF Oval

REPEAT HPOF (HP2)

COMPLIANCE TABLE (Judges Use Only)		
Thru 1931	1932 Thru 1959	1960 And Newer
HPOF Oval or Repeat HPOF	21-30	23-30 24-30

Full Compliance	30
Less Non-compliance	—
COMPLIANCE TOTAL	_____

Signatures: _____
 Team Capt: _____
 Team Members: _____

Owner notified of major non-compliant areas Yes No

Suggested for:
 DPC
 Class Judging

Owner SHOULD place a check mark next to each component and finishes known to be non-original. If the owner is not ABSOLUTELY CERTAIN, please leave the box empty.

There is no penalty for not marking a box.

SECTION 3 APPENDIX

3-11. HPOF Original Certification Form

ORIGINAL HPOF CERTIFICATION FORM
OWNER MUST CHECK THOSE COMPONENTS AND FINISHES KNOWN TO BE NON-ORIGINAL

This vehicle has a UL-approved fire extinguisher

<p>Judge INTERIOR Comments – Owner</p> <p><input type="checkbox"/> Seat panel _____</p> <p><input type="checkbox"/> Back rest _____</p> <p><input type="checkbox"/> Door panels, headliner _____</p> <p><input type="checkbox"/> Floor Covering, sills, trim, welting _____</p> <p><input type="checkbox"/> Console, shifter _____</p> <p><input type="checkbox"/> Dash/instruments/AC/sound system _____</p> <p><input type="checkbox"/> Steering wheel, column, pedals _____</p> <p><input type="checkbox"/> Handles, cranks, windows _____</p> <p><input type="checkbox"/> Trunk _____</p> <p><input type="checkbox"/> Other _____</p>	<p>Judge ENGINE / DRIVE TRAIN Comments – Owner</p> <p><input type="checkbox"/> Heads, valve covers _____</p> <p><input type="checkbox"/> Block, manifolds, crankcase _____</p> <p><input type="checkbox"/> Battery, starter _____</p> <p><input type="checkbox"/> Gen/Alt, A/C, pumps _____</p> <p><input type="checkbox"/> Wiring, ignition _____</p> <p><input type="checkbox"/> Fuel system, carburetor, filters _____</p> <p><input type="checkbox"/> Radiator/fan, horn _____</p> <p><input type="checkbox"/> Clamps, fasteners, hoses, belts _____</p> <p><input type="checkbox"/> Firewall, finish _____</p> <p><input type="checkbox"/> Drive system, steering _____</p> <p><input type="checkbox"/> Wheels, rims, tires _____</p> <p><input type="checkbox"/> Suspension, chassis, exhaust _____</p> <p><input type="checkbox"/> Other _____</p>
<p>Judge BODY / EXTERIOR Comments – Owner</p> <p><input type="checkbox"/> Hood, front fenders _____</p> <p><input type="checkbox"/> Trunk, rear fenders _____</p> <p><input type="checkbox"/> Doors _____</p> <p><input type="checkbox"/> Roof, panels _____</p> <p><input type="checkbox"/> Bumpers, grill, radiator shell _____</p> <p><input type="checkbox"/> Trim, striping, molding _____</p> <p><input type="checkbox"/> Lights _____</p> <p><input type="checkbox"/> Accessories _____</p> <p><input type="checkbox"/> Missing / non-authentic parts _____</p> <p><input type="checkbox"/> Other _____</p>	<p>Judge CIRCLE AWARD</p> <div style="border: 1px solid black; padding: 5px; width: fit-content;"> <p>AACA ORIGINAL (Requires HPOF Oval)</p> </div> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-top: 5px;"> <p>REPEAT HPOF (HP2)</p> </div> <div style="border: 1px solid black; padding: 5px; width: fit-content; margin-top: 5px;"> <p>REPEAT AACA ORIGINAL (OR2)</p> </div>

Evaluation summary

CERTIFICATION

Compliance

Not met

Maintenance

Authenticity

COMPLIANCE TABLE (Judges Use Only)			
	Thru 1931	1932 Thru 1959	1960 And Newer
Repeat HPOF	21-30	23-30	24-30
AACA Original or Repeat Original	26-30	27-30	28-30

Full Compliance	30
Less Non-compliance	-
COMPLIANCE TOTAL	

Signatures: _____
 Team Capt: _____
 Team Members: _____

Owner notified of major non-compliant areas Yes No

Suggested for:

DPC

Class Judging

I CERTIFY THAT THIS INFORMATION IS CORRECT

OWNER'S SIGNATURE (Mandatory) _____ DATE _____

Owner SHOULD place a check mark next to each component and finishes known to be non-original. If the owner is not ABSOLUTELY CERTAIN, please leave the box empty.

There is no penalty for not marking a box.

SECTION 3 APPENDIX

3-12. DPC Certification Form

Driver Participation Class (DPC)
ANTIQUE AUTOMOBILE CLUB OF AMERICA

NOTE: VEHICLE OWNERS PLEASE COMPLETE THE SHADED AREAS **TRUNK OPEN AT OWNER'S OPTION**

CATEGORY (LIST ANY ALTERATIONS)	APPEARS ORIGINAL YES/NO	ACCEPTED UPGRADES INSTALLED	CONFORMS TO DPC STANDARDS	COMMENTS
EXTERIOR				
Replace Side Trim	✓		✓	Plated Originals
INTERIOR				
Replace Floor Mats	✓		✓	Replaced After Market
CHASSIS				
Replaced Tires		✓	✓	One Size Larger Original Not Available
ENGINE				
New Radiator		✓	✓	Original Replacement

This vehicle has a UL- approved fire extinguisher

SUMMARY

FIRST CERTIFICATION

REPEAT CERTIFICATION

REJECTED

(CIRCLE ONE)

APPROVED

A. Smith
TEAM CAPTAIN

D. Jones
TEAM MEMBER

OWNER NOTIFIED VEHICLE NOT CERTIFIED

The following are exceptions that will not disqualify the vehicle: seat belts, seat coverings, turn signals, stop lights, sealed beam/halogen headlights, radial tires, alloy wheels of the same era and/or same vehicle manufacture, electrical upgrades (bolt on), steering upgrades (bolt on), air conditioning, overdrive system and altered exhausts.

OWNER'S CERTIFICATION: I CERTIFY THAT THE INFORMATION SUPPLIED IS TRUE TO THE BEST OF MY KNOWLEDGE.

J. Smith
Owner's Signature

SECTION 3 APPENDIX

3-13. Special Interest Vehicle Form

**SPECIAL INTEREST CLASS (CLASS 39)
ANTIQUE AUTOMOBILE CLUB OF AMERICA**

DOCUMENTATION AVAILABLE (YES/NO)	CONFORMS TO DOCUMENTATION (YES/NO)	CONDITION ACCEPTABLE (YES/NO)	COMMENTS
EXTERIOR			
INTERIOR			
CHASSIS			
ENGINE			

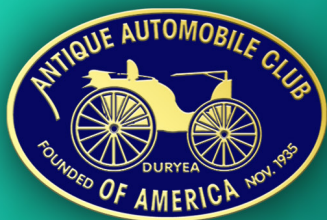
THIS VEHICLE HAS A UL-
APPROVED FIRE EXTINGUISHER

SUMMARY

FIRST
CERTIFICATION
REPEAT
CERTIFICATION
REJECTED
(CIRCLE ONE)

APPROVED
TEAM CAPTAIN
TEAM MEMBER

OWNER NOTIFIED
VEHICLE NOT
CERTIFIED



SECTION 4



SECTION 4

SECTION 4

..... SECTION 4
OFFICIAL AACA VEHICLE
INFORMATION & CLASSIFICATION LIST

I. VEHICLE REGISTRATION
INFORMATION AND FORMS

A. All vehicles entering an AACA Nationals must register on the official registration card received from AACA Headquarters via mail or on-line registration. If an owner registers more than one vehicle, **EACH VEHICLE** must be registered on an individual official registration card. No changes in the registration card will be accepted after the deadline has passed. All vehicles will be listed in the official Nationals roster in order to be accepted for judging. The VP Judging will have final authority in this matter.

B. HOW TO REGISTER A VEHICLE
FOR A NATIONALS

1. The reverse side of the mailing cover of *Antique Automobile* magazine contains the registration request for upcoming Nationals. You must complete and return this form to National Headquarters (or register online and/or download a registration form from www.aaca.org) to request registration materials for the Nationals you are interested in attending. NOTE: You must request one registration card for each vehicle you plan to enter. Upon receiving this request form, AACA Headquarters will send you the information brochure, registration card, and AACA Exhibitors Brochure that applies to the Nationals of interest to you. You will note that each Nationals is hosted by a division region/chapter of the AACA.
2. The registration card must be completed and returned to the host region/chapter, along with your check for vehicle registrations, luncheons, tours, banquets, and flea market spaces. You may attend as many events as you wish. **Please note that each brochure gives a deadline date for registration, NO EXCEPTIONS.** Any entrant after the deadline can be accepted at the discretion of the Chief Judge and/or Nationals Chairman, but the vehicle will

not be eligible for judging or evaluation. The vehicle can be placed in the Bonus Area or, preferably, in a separate and distinct display area. The vehicle will not be integrated into the pre-registered display area.

3. **The host region or chapter does not confirm your registration unless you include a self-addressed stamped envelope (SASE) with your registration.** There will be a packet ready for you with your tickets when you arrive at the Nationals. Keep your Nationals brochure, which always gives the time schedules, accommodation information, and the names and telephone numbers of the Nationals officials.

- C. Any change made in the windshield identification card must be approved by the Chief Judge and VP Judging. Any unauthorized changes shall be considered as grounds for disqualification from class judging competition.

D. **LATE ARRIVALS / DEPARTURES**

1. No vehicle will be allowed on the judging field without being preregistered.
2. The normal hour for commencement of judging is 11:00 AM except the Grand Nationals (AGN) and Hershey which are 10:00 AM. All entrants arriving after the 11:00 AM deadline (or 10:00 AM at AGN and Hershey) without just cause will be allowed to enter the field, but will be disqualified from judging. Occasionally, an extenuating circumstance will cause tardiness, and an exception will be allowed. This decision will be at the discretion of the Chief Judge. Team Captains should be informed of the status of all late arrivals.
3. If a vehicle is disqualified, the windshield card will be changed to ORANGE, which designates DO NOT JUDGE.
4. All vehicles entered in a Nationals will be required to remain on the show field until 3:00 PM unless announced otherwise by the Nationals Chief Judge. Those vehicles leaving before being released by the Chief Judge will be disqualified.

E. TROPHY/AWARD PICK UP:

1. For those not attending the awards ceremony (i.e., those not purchasing banquet tickets), the owner may designate a person to pick up his/her trophy/award at the awards ceremony.
2. At the awards ceremony, the person picking up for the owner will come forward at the time the owner's name is announced by the Nationals Chief Judge, check in at the appropriate table, and receive the trophy/award.
3. Owners who win an award and do not pick up the award at the awards ceremony (or designate someone to pick it up) will be notified by AACA Headquarters that the owner's trophy/award will be sent to them at the owner's cost. The current cost for shipping the owners trophy/award is \$20.00 and will be specified in the notification letter.

II. AACA OFFICIAL VEHICLE CLASSIFICATION LIST

A. AACA "VEHICLE" DEFINITION

The objective of AACA judging is to evaluate an antique vehicle, which has been restored to the same state as the dealer could have prepared the vehicle for delivery to the customer. This includes any feature, option or accessory shown in the original factory catalog, parts book, sales literature, or company directives for the model year of the vehicle. AACA accepts motorized vehicles 25 years old or older, which were built in factories and specifically designed and manufactured for transportation use on public roadways and highways.

B. CERTIFICATION CLASSES

1. Historical Preservation of Original Features (HPOF)

The vehicles in this class represent the evolution of automobile history and depict originality over restoration. A cornerstone belief of AACA is based upon originality, and this class allows us to see history as it was and establish a program to encourage the saving and display of collector vehicles in their original, as manufactured, condition.

Definition: Since its founding, AACA has been dedicated to the preservation, restoration, and maintenance of

automobiles. In the furtherance of the "preservation" mission, the AACA Board of Directors in 1987 established a program to encourage the saving and display of collector vehicles in their original, as-manufactured condition. The HPOF program encourages owners of vehicles 25 years old or older, to maintain significant original features in this original condition, and to show them at AACA Nationals. A vehicle may be entirely "original" or it may have certain original features such as paint, chassis, upholstery, engine compartment, etc., that are essentially as delivered. These vehicles will not be point judged. A vehicle being evaluated for the first time, if certified, will receive an HPOF board, HPOF chip, and HPOF badge. **The badge should be visibly mounted on the vehicle. No vehicle will be re-certified if it does not display the HPOF badge.** The badge will be engraved with the year awarded. A vehicle having achieved the HPOF certification award is now eligible for certification at a subsequent Nationals in order to achieve the AACA "Original" award. If certified as an AACA "Original", the owner will receive an AACA "Original" tab to be mounted behind the HPOF badge on the vehicle and an AACA "Original" preservation chip for mounting on the board. If the vehicle does not certify at the AACA "Original" level, it will receive a repeat HPOF chip provided it meets the HPOF certification standards.

If a vehicle is not certified as an AACA "Original," it can be reconsidered for the award if the owner submits a request to the VP Judging. The VP will inform the owner whether the request has been granted or denied. If granted, the vehicle can be entered in a subsequent Nationals to be evaluated again for the AACA "Original" award. The vehicle will either be certified at that time as an AACA "Original" or, if it still does not meet the criteria, it may continue to be eligible for repeat HPOF awards provided it meets the certification standards.

If the re-consideration is denied, the vehicle maintains HPOF status and is eligible to be shown for HPOF repeat awards at all future AACA Nationals. No previous National First Prize winners are accepted unless they are original and have been maintained to preserve their originality. An HPOF certified vehicle that is significantly restored will lose its HPOF certification.

2. Driver Participation Class (DPC)

The AACA Board of Directors in 2000 established the DPC. This class is for the great 25 year old or older vehicles that our members enjoy driving whether it is on a tour, a cruise-in, or just having fun. DPC vehicles must be roadworthy and able to pass a State Safety Inspection. This class allows for some non-authentic upgrades, but in general, the vehicle looks essentially as it did when it came from the factory. DPC vehicles are not rigorously point judged: they are evaluated according to the guidelines of AACA. This class is for vehicles that have not obtained a National First Prize. A vehicle that has received National awards is eligible for DPC only if the awards have been retired or returned to AACA National Headquarters. They may receive a Second or Third Junior Award and still compete in DPC. This is a noncompetitive or non-judged class and will not be point judged, but vehicles will be certified upon passing a visual inspection. The shaded areas of the DPC evaluation form must be completed by the vehicle owner and the owner must sign the evaluation form before the vehicle can be certified. The owner has, the option to open or leave the vehicle's trunk closed. Certification will be based on vehicle components that have the same appearance as when the vehicle was manufactured and the overall condition of the vehicle in general appears acceptable. The exterior, interior, chassis, and engine components must appear period correct per the original manufacturer. The following are exceptions that will not disqualify the

vehicle: seat belts, seat coverings, turn signals, stop lights, sealed beam/halogen headlights, radial tires, alloy wheels of the same era and/or same vehicle manufacturer, radio upgrades, electrical upgrades, brake upgrades (bolt on), steering upgrades (bolt on), air conditioning, overdrive system, and altered exhausts systems.

A vehicle being evaluated for the first time, if certified, will receive a DPC board, a DPC chip, and a DPC badge.

The badge should be visibly mounted on the vehicle.

No vehicle will be re-certified if it does not display the DPC badge. A DPC certified vehicle that is significantly modified will not receive its Repeat DPC certification.

3. Unrestored Race Cars (Class 24D)

Class 24D will include all unrestored race vehicles and race vehicles still being campaigned in vintage racing events. These vehicles may have upgrades which are allowed in order to compete in those events. The goal in this class is to be able to view and experience vintage race vehicles without requiring them to be fully restored nor do they have to maintain their original status.

The procedures of certification are the same as 24A, 24B & 24C. These unrestored vehicles do not compete for Junior or Senior awards. Unrestored race vehicles do receive a certified race car badge when the vehicle is shown the first time. Upon the first showing of the vehicle, it is automatically eligible for and evaluated for a Preservation tab, a Preservation board and first Preservation chip. Unrestored race vehicles subsequently are evaluated to receive a Preservation chip and are not judged, but judged on the Preservation form.

4. Special Interest Vehicles (Class 39)

A display only, non-judged class. All vehicles in this class must be approved by the Class Acceptance Committee.

The owner of such vehicle must provide documentation and authenticity documents to the Class Acceptance Committee. Consideration will be for the following examples:

- a. Celebrity vehicles;
- b. Vehicles in movies or on television;
- c. Vehicles of historical significance;
- d. Vehicles of innovative design that never matured.

This class is not for modified vehicles, hot rods, street rods, choppers etc.

C. COMPETITION JUDGED CLASSES

- 1A. 3-wheel vehicles, Orient Buckboards, Cycle carsthru 1941
- 1B. 3-wheel vehicles, Gas .. 1942 thru 1997
- 1C. Auto Red Bugs, Smith Flyers, Briggs & Stratton Flyers and similar vehiclesthru 1997
- 2. High-Wheel vehicles, w/solid tires, buggy typethru 1919
- 3A. Electric vehicles,thru 1905
- 3B. Electric vehicles, 1906-1997
- 4A. & 4B.

The vehicles displayed in the Small Vehicle Class were marketed as sub-compact/economy vehicles and must meet the following criteria:

95" wheelbase or shorter, 161" total length or shorter, with 1 to 4 cylinders, 91cid 50hp engine or smaller. The vehicles listed below are typical of recognized small cars but are not limited to those listed.

American Austin, American Bantam, Austin Cooper, Autobianchi, Bantam, BMW Isetta, Citroen 2CV, Crofton, Crosley, DKW, Honda S500/S600, Isetta, Iso Isetta, Kestrel 1100, King Midget, Metropolitan, Nash Metropolitan, Morris Mini Cooper, Morris Minor, Peel, Playboy, Renault Caravelle, Sabaru 360, Vespa 400, Velorex, Zastava (Yugo)

- 4A. Small vehiclesthru 1941
- 4B. Small vehicles 1942-1997
- 4C. All Volkswagensthru 1997
- 5A. Motorcyclesthru 1919
- 5B. Motorcycles 1920-1945
- 5C. Motorcycles 1946-1959
- 5D. Motorized Bicycles & Mopeds, Whizzer, Sportsman & Ambassador models.....thru 1997

- 5E. Cushman Eaglethru 1965
- 5F. All motor scooters and other 2- or 3-wheel vehicles w/small diameter wheels (excluding Mustang cycles) thru 1960
(all motorbikes with engine size 50cc must be street legal to be judged).
- 5G. All motor scooters and other 2- or 3-wheeled vehicles with small diameter wheels (excluding Mustang cycles) 1961-1993
- 5H. Motorcycles 1960-1997
- 6. Steam Vehicles thru 1905
- 7. Steam Vehicles1906-1914
- 8. Steam Vehicles1915-1929
- 9A. Gas Vehicles, 1 cyl. thru 1912
- 9B. Gas Vehicles, 2 & 3 cyl..... thru 1913
- 10A. Ford "T", Brass radiator1909-1912
- 10B. Ford "T", Brass radiator1913-1916
- 11. Ford "T", Steel Shell radiator 1917-1927
- 12. Gas vehicles, not previously classified thru 1905
- 13A. Gas Vehicles, 4 cyl.1906-1909
- 13B. Gas Vehicles, 4 cyl.1910-1912
- 14. Gas Vehicles, more than 4 cyl.1906-1912
- 15. Gas vehicles, 4 cyl.1913-1919
- 16. Gas vehicles, more than 4 cyl.1913-1919
- 17A. Gas Vehicle, 2-wheel brakes, 4 cyl.....1920-1929
- 17B. Gas Vehicles, 2-wheel brakes, more than 4 cyl. and less than 8 cyl.....1920-1929
- 17C. Gas Vehicles, 2-wheel brakes, 8 cyl. or more1920-1929
- 18. Gas Vehicles, originally produced with 2-wheel brakes, such as Rolls-Royce Silver Ghost, and to which factory front wheel brakes were later added.
- 18A. Gas Vehicles, 4-wheel brakes, 4-cyl.....1920-1929
- 18B. Gas Vehicles, 4-wheel brakes, more than 4-cyl. but less than 8 cyl.....1920-1929
- 18C. Gas Vehicles, 4-wheel brakes, 8 cyl. or more1920-1929
- 19. Specified Classic Vehicles
Specifically named vehicles recognized by the Classic Car Club of America (CCCA) are accepted into this class. Vehicles accepted into this class prior to October 6, 2017, that are not recognized

as Classic vehicles by the CCCA will remain in Class 19. Please contact the AACA Vice President of Judging if you believe your vehicle belongs in this class and is not one of the following specific vehicles. (Membership in the CCCA is not required.)

- 19A. CCCA vehicles1915-1931
- 19B. CCCA vehicles1932-1933
- 19C. CCCA vehicles1934-1936
- 19D. CCCA vehicles1937-1939
- 19E. CCCA vehicles1940-1948

Partial list - complete approved CCCA Classics list can be found on CCCA website (classiccarclub.org)
 (Alfa-Romeo, Alvis, Auburn 8 and V12, Bentley, Bugatti, Buick (Series 60, 1931-1942), Buick (Series 80, 1931-1933 and 1936-1939), Buick Limited (Series 90, 1931-1942), Buick Roadmaster (1940-1941), Buick Lancefield, Cadillac, Chrysler (1931-1933 Imperial Models CG,CH,CL,CQ), Chrysler (1930-1942 Derham and LeBaron), Cord, Cunningham, Darracq, Daimler, Delage, Delahaye, Diana (1925-26), Duesenberg, DuPont, Franklin, Hispano-Suiza, Horch, Invicta, Isotta-Fraschini, Lagonda, Lancia, LaSalle, Lincoln (not Zephyr), Lincoln Continental (thru 1948), Marmon 16, Marmon (Model 88 and Big 8), Maybach, Mercedes, Mercer, Minerva, Nash (1932 990 Series), Nash (1940 Saknoffsky Cabriolet), Packard Darrin 120 Series 1938-1942, Packard (except Models 110, 115C, 120, Clipper), Peerless (8 cyl), Peerless V16, Pierce Arrow, Railton (8 cyl), Rolls-Royce, Ruxton, Rohr, Stutz, Talbot, Wills Sainte Claire.

- 20A. Production Vehicles, excluding Ford 1930-1931
- 20B. Production Vehicles, excluding Ford 1932-1933
- 20C. Production Vehicles, excluding Ford 1934-1935
- 20D. Production Vehicles, excluding Ford 1936-1937
- 20E. Production Vehicles, excluding Ford 1938-1939
- 20F. Production Vehicles, excluding Ford 1940-1945

21. Any Ford "A" with a fixed rigid top, not removable, such as a station wagon, will be classified as a "closed car."
 - 21A. Ford "A", open vehicles 1928-1929
 - 21B. Ford "A", closed vehicles ... 1928-1929
 - 21C. Ford "A", open vehicles 1930-1931
 - 21D. Ford "A", closed vehicles ... 1930-1931
 - 21E. Ford Vehicles, 4 cyl & V-8 ... 1932-1934
 - 21F. Ford Vehicles, 4 cyl & V-8.. 1935-1937
 - 21G. V-8 Ford Vehicles..... 1938-1940
 - 21H. Ford Vehicles, 6 cyl & V-8 .. 1941-1948
22. Commercial vehicles are basically trucks and buses of any kind, but not station wagons, which are classed as passenger vehicles.
 - 22A. Commercial Vehicles, load capacity under 1 ton.....thru 1927
 - 22B. Commercial Vehicles, load capacity under 1 ton..... 1928-1942
 - 22C. Commercial Vehicles, load capacity under 1 ton..... 1943-1966
 - 22D. Commercial Vehicles, load capacity 1 ton and overthru 1927
 - 22E. Commercial Vehicles, load capacity 1 ton and over..... 1928-1942
 - 22F. Commercial Vehicles, load capacity 1 ton and over..... 1943-1966
 - 22G. Commercial Vehicles, load capacity under 1 ton..... 1967-1997
 - 22H. Commercial Vehicles, load capacity 1 ton and over..... 1967-1997
 - 22I. Military Vehicles
Any Military vehicle designed specifically for highway use, e.g., Staff Cars, Ambulances, Jeeps, and Trucks will be accepted as delivered from the Military Depot, not the manufacturer. No track laying vehicles, water-bound or aircraft support vehicles will be allowed..... all thru 1997
 - 22J. Motorhomesthru 1997
23. Fire Vehicles
Self-propelled vehicles used for fighting fires. This includes pumpers, chemical wagons, hose trucks, brush buggies, ladder trucks, and deluge wagons. Personnel carriers are included in a previously mentioned class. No ATVs or water-bound vehicles will be allowed.
..... all thru 1997
24. Documented Race Vehicles
Each race car, before it can be shown at an AACA Nationals, must be certified by the Race Car Certification

Committee. First-time entrants must apply to National Headquarters to receive an application for certification. The owner will provide all required documentation. If the vehicle is certified, National Headquarters will return all documentation to the owner including a signed and dated photograph of the vehicle being presented for judging, which must accompany the vehicle at each AACA event it attends. National Headquarters will number and date a grille badge to be presented to the owner at the vehicle's first AACA Nationals. Upon the vehicle's arrival at its first Nationals and its completion of its test run, the Race Car Verification liaison will present the numbered grille badge to the owner. The grille badge must be attached to the vehicle for all subsequent Nationals. **In order to be shown at all future Nationals or Grand Nationals, at 11 AM on the morning prior to the day of the nationals, all race vehicles must demonstrate the ability to be driven under their own power.** Owners must provide their own push or starting equipment to accomplish the test run. The test run will be under the direction of the Chief Judge and the Race Car Verification liaison.

National First Prize winners prior to 1986 in Class 24A (including competition motorcycles) and in Class 24B will be considered to have been certified. A numbered certification badge will be issued upon request to the VP Judging. All motorcycles certified in Class 24A prior to 1986 or during the period 1986 thru 1996 will be considered to have been certified in Class 24C. When a vehicle certified in either Class 24A or 24B prior to 1989 changes hands by sale or transfer, it must be recertified to be eligible for class judging.

- 24A. Documented Competition Vehicles;
Oval, Straight or Circular Track
.....thru 1997
This class is for any 3- or 4-wheel self-propelled vehicle, excluding competition

motorcycles, which was actually operated in a recognized or documented contest of speed or acceleration (other than a reliability run) on an oval, circular or straight course. Regardless of the contest documented, the VP Judging shall have the discretion to assign the vehicle to either Class 24A or Class 24B if the vehicle is of a type that customarily ran on the courses relevant to each class.

- 24B. Documented Competition Vehicles;
Road, Hill Climb, or Gymkhana Course
.....thru 1997
This class is for any 3- or 4-wheel self-propelled vehicle, excluding competition motorcycles, which was actually operated in a recognized or documented contest of speed or acceleration (other than a reliability run) on a road, hill climb, or gymkhana course. The contest may or may not have involved other vehicles. Regardless of the contest documented, the VP Judging shall have the discretion to assign the vehicle to either Class 24A or Class 24B if the vehicle is of a type that customarily ran on the courses relevant to each class.
- 24C. Documented Competition Motorcycles-
All Courses.....thru 1997
This class is for any 2- or 3- wheel motorcycle, which was actually operated in a recognized or documented contest of speed or acceleration (other than a reliability run) on any type of course. The contest may or may not have involved other motorcycles.
- 24D. Documented Unrestored Race
Vehicles.....thru 1997
This class includes all unrestored race vehicles and all unrestored race vehicles being campaigned in vintage racing events. These vehicles may have upgrades which are allowed in order to compete in those events. The goal in this class is to be able to view, see, and experience vintage race vehicles without requiring them to be fully restored and allow maintaining their original status. This also includes 2-wheeled unrestored race vehicles.

25. Sports Vehicle
A sports vehicle is a small, usually two-seat, two-door automobile, designed for spirited performance and nimble handling. Sports vehicles may be spartan or luxurious, but high maneuverability and minimum weight are requisite.
- 25A. Sports VehiclesAll thru 1960
- 25B. Sport Vehicles, Open 1961-1969
- 25C. Sports Vehicles, Closed 1961-1969
Targa & "T" tops are considered closed
- 25D. Sports Vehicles, Open 1970-1997
- 25E. Sports Vehicles, Closed 1970-1997
Targa & "T" tops are considered closed
26. Production Vehicle
The characteristics of a production vehicle are mass produced identical models, offered for sale to the public, and able to be legally driven on public roads.
- 26A. Production Vehicles;
(excluding Ford) 1946-1947
- 26B. Production Vehicles
(excluding 1948 Ford) 1948-1949
- 26C. Production Vehicles 1950-1951
- 26D. Production Vehicles 1952-1953
- 27A. Production Vehicles
(excluding 1955 Chevrolet) . 1954-1955
- 27B. Production Vehicles
(excluding Chevrolet) 1956-1957
- 27C. Production Vehicles..... 1958-1959
- 27D. Production Vehicles 1960-1961
- 27E. Production Vehicles 1962-1963
- 27F. Production Vehicles 1964-1965
- 27G. Production Vehicles 1966-1967
- 27H. Production Vehicles 1968-1969
- 27I. Production Vehicles..... 1970-1971
- 27J. Production Vehicles 1972-1973
- 27K. Production Vehicles..... 1974-1975
- 27L. Production Vehicles 1976-1977
- 27M. Production Vehicles 1978-1979
- 27N. Production Vehicles 1980-1981
- 27O. Production Vehicles 1982-1983
- 27P. Production Vehicles 1984-1985
- 27Q. Production Vehicles 1986-1987
- 27R. Production Vehicles 1988-1989
- 27S. Production Vehicles 1990-1997
29. SPECIFIED PRESTIGE VEHICLES
Post-war vehicles built to appeal to the upscale buyer in style, material and quality. The cost was usually well above the manufacturer's standard production line and may have only had

a small production run. The Prestige Class is a post-war extension and continuation of many of the vehicles in the pre-war Specified Classic Classes plus additional makes and models. Applications for additional vehicles to be added to the existing list of accepted vehicles must be submitted in writing, along with any accompanying factory documentation, to the VP Judging for review by the Specified Class Committee (SCC), that will make a recommendation to the Judging Committee. The name and address of the VP Judging can be found in each issue of the *Antique Automobile*. Always check with AACA Headquarters for the most current listing of accepted vehicles in this class.

Bentley

Buick Skylark (1953-1954)

Cadillac (Model 75, Eldorado

(1953-1960),

Saoutchik body (1948),

Pininfarina body (1954)

Chrysler Crown Imperial

(1946-1990)

Chrysler Imperial convertible

(1956)

Continental Mark II (1956-1957)

Daimler (Mark II Empress, all Hooper bodied)

Delahaye 135M (1948)

Dual-Ghia (1957-58 convertible,

1961-62 hardtop)

Hudson Italia

Jaguar Mark IV

Jaguar Mark V drophead coupe

Lehmann-Peterson Limousine

(1963-1971)

Mercedes 300 (1951-1958)

Mercedes 600

Oldsmobile Fiesta (1953)

Packard (Caribbean, PanAmerican

Patrician Limo Model 5426)

Rolls-Royce

Talbot-Lago

Triumph Renown Limousine (1954)

30A. Chevrolet Corvette 1953-1962

30B. Chevrolet Corvette 1963-1967

30C. Chevrolet Corvette 1968-1977

30D. Chevrolet Corvette 1978-1983

30E. Chevrolet Corvette 1984-1997

- 31. Ford Thunderbird 1955-1957
- 32. Chevrolet; excluding Corvette
..... 1955-1957
- 34A. Ford Mustang 1965-1966
- 34B. Ford Mustang 1967-1970
- 34C. Ford Mustang, including Mustang II
..... 1971-1997
- 34G. Chevrolet Camaro, excluding
High Performance 1967-1969
- 34H. Chevrolet Camaro, excluding
High Performance 1970-1981
- 34I. Chevrolet Camaro, excluding
High Performance 1982-1997
- 35. DESIGNATED LIMITED
PRODUCTION, PROTOTYPE &
EXPERIMENTAL VEHICLES
Classic, Prestige, Limited Production,
Prototype, and Experimental vehicles,
that were factory built, may be accepted
in these categories by individual model
upon written application with adequate
documentation submitted to the
Specified Class Committee (SCC) via
National Headquarters or the VP
Judging, to be evaluated and accepted
or denied. The Chairman of the SCC
will forward the SCC's decision to the
VP Judging. Competition models (race
cars) of specified Classic, Prestige or
Limited Production, Prototype, and
Experimental vehicles shall be entered
in the proper competition class.
- 35A. Vehicles having a minimum of 4
cylinders, 75hp, and 100" wheelbase.
All three requirements must be met or
exceeded to be included in this class.
All other vehicles not meeting this
criteria will be placed in Class 35B.
- Avanti, Avanti II 1965-1985
- Bricklin SV-1 1974-1976
- Buick Landau 1954
- Buick 4dr hardtop Motorama 1955
- Chrysler Imperial Convertible 1955
- Dodge Derham Coupe 1948
- Dodge Fire Arrow 1954
- El Morocco 1956-1957
- Fitch Firebird 1967
- Ford Mustang Indy 500
Pace Car 1965
- Ford Thunderbird Apollo 1967
- Ford Deluxe Sedan, Allegheny
Ludlum Stainless Steel 1936

- | | |
|------------------------------------|-----------|
| Glasspar, G-52..... | 1953 |
| Hudson Jet Convertible..... | 1954 |
| Iso Ri Volta | 1962-1970 |
| Kaiser Darrin | 1953-1954 |
| Kurtis 500M..... | 1954-1955 |
| Maverick..... | 1954 |
| Muntz Jet | 1951-1954 |
| Mohs Safarikar | 1973 |
| Nash Ambassador Pininfarina.... | 1956 |
| Nash Heally..... | 1951-1954 |
| Packard Balboa..... | 1953 |
| Packard Panther | 1954 |
| Plymouth Belmont..... | 1954 |
| Pontiac Catalina Safari Pickup ... | 1959 |
| Pontiac X400..... | 1963 |
| Tucker | 1948 |
- 35B. Vehicles which do not meet or exceed all three requirements of 4 cylinders, 75hp, and a wheelbase of 100" will be placed in this class thru 1988.
- | | |
|--|-----------|
| Amphicar | 1961-1968 |
| AMX-R..... | 1968 |
| Berkeley | 1956-1961 |
| Bugatti (bodied to the specifications of Bugatti only) | |
| DeLorean DMC-12..... | 1981-1983 |
| Gremlin XP..... | 1971 |
| Keller | 1948-1949 |
| Pontiac Fiero Indy Pacecar | |
| Prototype..... | 1984 |
| Westland Empire Aristocrat..... | 1958 |
- 35C. This competition class is for factory assembled, manufactured vehicles that replicate the look and style of a previous make or model.
- Documented "Second Generation Collector Vehicles" (SGCVs) first-time entrants must apply to AACA National Headquarters to receive an application for certification. The completed application, after being returned to AACA National Headquarters, will be forwarded to the SCC for certification. If the vehicle is certified, the SCC will return to National Headquarters, with its findings all of the documentation provided by the owner. At National Headquarters the vehicle documentation will be processed. A copy of the documentation will be dated, marked, and signed, certifying the vehicle. One (1) copy of the information will be sent

to the owner and the remaining copy will be retained at National Headquarters. The documentation sent to the owner must be with the vehicle each time the vehicle is being shown at an AACA Nationals event. The application process may require several weeks.

A letter and a signed photograph must have an acceptance number that matches the number on the vehicle's grille badge. The grille badge will be presented to the owner at the first Nationals the vehicle attends by the Team Captain of the judging team after the judging team verifies the vehicle and the acceptance information matches, after which the vehicle will be point judged. The badge must be attached to the vehicle and acceptance information must be available at all future Nationals. If this vehicle wins its First Junior Award the owner will receive from AACA National Headquarters a First Junior badge with its AACA vehicle number and the date of winning. The First Junior badge must be mounted on the vehicle along with the previously mentioned grille badge where they are readily visible in order to be judged at future AACA Nationals.

AACA DOES NOT ACCEPT KIT CARS. Any vehicle not complying with all of the above will be disqualified.

- 35C. Alfa Romeo 4R Zagato 1966-1968
Avanti 1986-1992
Camelot Fifty Seven, Camelot T-bird,
Clenet, Duesenberg II, Duke 1984
Excalibur, Series II 1975
Glenn Pray Auburn, Glenn Pray Cord,
Phillips Berlina, Shay Model A, Shay
Thunderbird, Southeastern Cord,
Zimmer

36. FACTORY HIGH PERFORMANCE VEHICLES

The Factory High Performance class has been developed especially for performance oriented domestic vehicles, from their beginnings in the 1950s thru their "heyday" of the late 1960s and early 1970s and on. Eligibility for vehicles in this category is evaluated on a case by case basis,

taking into consideration individual merits such as weight to horsepower ratio, the manufacturer's actual intent, and the era in which the vehicle was built. These are just a few of the qualifying points of consideration. This class is a work in progress and will continue to develop over time. Applications for additional vehicles to be added to the existing list of accepted vehicles must be submitted in writing, along with any accompanying factory documentation, to the VP Judging for review by the Specified Class Committee (SCC), which will make a recommendation to the Judging Committee. The name and address of the VP Judging can be found in each issue of the *Antique Automobile*. Always check AACA Headquarters for the most current listing of accepted vehicles in this class. NOTE: "v" refers to carburetor barrels.

- 36A. Buick & Pontiac..... 1957-1969
- Buick**
- Grand Sport w/400cid and Stage 1
..... 1967-1969
- Riviera GS w/425cid or larger
(includes 2-4v)
- Skylark GS 4v, w/401cid 1965-1966
- Wildcat 2dr. 4v, w/425cid or larger
(includes 2-4v) 1964-1969
- Wildcat GS w/Y-4 option 1966
- Pontiac**
- Bonneville 2dr, w/fuel injection
315hp or higher..... 1957-1958
- Bonneville & all Chief models 2dr,
3-2v, w/370cid (330hp)..... 1958
- Catalina/Ventura 2dr, 4v or 3-2v,
w/389cid (345hp or higher)
..... 1959-1962
- Catalina 2dr, 4v & 3-2v w/412cid
..... 1962-1966
- Super Duty 1963
- 2+2 1966
- Catalina 2+2, w/4v & 428cid..... 1967
- Firebird 4v, w/400cid, includes
H.O. & Ram Air 1967-1969
- Firebird 4v w/350cid H.O.
320hp 1968-1969
- Firebird Trans Am 4v, w/400cid
includes H.O. & Ram Air 1969

- Grand Prix 4v, w/421cid includes
3-2v 1962-1966
- Grand Prix 4v, w/428cid
includes H.O. 1967-1969
- GTO/LeMans 2dr, 4v, w/389cid
includes 3-2v 1964-1966
- GTO/LeMans 2dr, 4v, w/400cid
includes H.O. & Ram Air 1967-1969
- 36B. Chevrolet & Oldsmobile 1957-1969
- Chevrolet**
- Biscayne, Bel Air, Impala 2dr, 3-2v,
w/348cid (350hp) 1961
- Biscayne, Bel Air, Impala 2dr, 4v or
2-4v, w/409cid 1961-1965
- includes models w/427 Z-11
option 1963
- Biscayne, Bel Air, Impala
w/396cid 4v 1965-1969
- Biscayne, Bel Air, Impala 2dr, 4v
or 3-2v w/427cid 1966-1969
- Camaro, Z/28, SS, RS/SS, COPO and
Yenko 302, 396, 427 & 350 w/295 &
300hp 1967-1969
- Camaro, 4v, 327 w/275 hp 1967-1968
- Camaro, 350 LM1 4v w/250/255hp
..... 1969
- Chevelle/Malibu 2dr, 4v, w/Hi-Perf.
327cid (300hp) 1964-1968
- 350cid (300hp) 1969
- Chevelle/Malibu 2dr, 4v, w/396cid
includes SS 1966-1969
- Chevelle & Camaro COPO 4v,
w/427cid 1969
- Camaro Yenko 4v, w/427cid
..... 1967-1969
- Chevelle & Nova Yenko 4v,
w/427 cid 1969
- Chevy II Nova 2dr, 4v, w/Hi-Perf.
327cid (275hp) or higher 1965-1967
- Nova 2dr, 4v w/350cid 295 hp
or higher 1968-1969
- Nova 2dr, 4v, w/396cid & includes
SS 1968-1969
- Nova Yenko Deuce 4v, w/350cid 1969
- Oldsmobile**
- Cutlass 442 4v, w/330cid 310hp
..... 1964
- Cutlass F-85 442 4v, w/400cid
(310hp) includes W-30 1965-1969
- Cutlass 442 4v, w/400cid
includes W30 1965-1969
- Cutlass & 442 3-2v L-69 option
w/400cid 1966

- Cutlass/F-85 2dr, 4v, w/350cid
 Hi-Pro (325hp) W31 1968-1969
 Hurst/Olds 4v, w/455cid 1968-1969
 36C. Chrysler, Dodge, Plymouth
 1955-1969

Chrysler

- Chrysler "300" all letter series
 1955-1965

Dodge

- A-Body 2dr, 4v or 3-2v, w/383cid
 or larger..... 1967-1969
 A-Body 2dr, 4v, 2-4v or 3-2v,
 w/340 includes Dart GT, 2dr., 4v,
 w/275hp..... 1966
 Dart GT, Dart Swinger &
 GT Sport..... 1968-1969
 B-Body 2dr, 4v, 2-4v or 3-2v,
 w/383cid or larger, includes
 Charger 1960-1969
 and early Polara to 1964
 C-Body 2dr, 4v or 2-4v, w/383cid
 1960-1969
 C-Body 2dr, 4v or 2-4v or 3-2v,
 w/413cid or larger, includes 880
 1962-1969

Plymouth

- A-Body 2dr, 4v or 3-2v, w/383cid
 or larger..... 1967-1969
 A-Body 2dr, 4v, w/340
 includes Valiant, Barracuda &
 Formula S 1968-1969
 B-Body 2dr, 4v, 2-4v or 3-2v,
 w/383cid or larger, includes Satellite,
 Belvedere, Road Runner & GTX
 1965-1969
 C-Body 2dr, 4v, w/383cid
 or larger includes Fury, Sport Fury,
 & VIP 1960-1969
 Fury 1956-1958

- 36D. Ford & Mercury 1957-1969

Ford

- Ford, dual 4v 1957
 Ford F code 312 cid/300hp..... 1957
 Fairlane 2dr, 4v, w/289cid K Code
 1963-1966
 Fairlane Thunderbolt w/427cid.... 1964
 Fairlane 2dr, 4v, w/390cid or larger
 includes GT, XL, 500 1966-1969
 Galaxie 2dr., 4v or 3-2v, w/390cid
 375hp or 401hp 1960-1961
 Galaxie 2dr, 4v 2-4v or 3-2v, w/406cid
 or larger includes Galaxie lightweight
 w/427cid 1962-1964

- Galaxie 500 & XL 2dr., 4v, or 2-4v
w/427cid or larger 1965-1969
- Mustang 4v, w/K-code 289cid or
larger includes 390 & 428 cid
..... 1965-1967
- Mustang 4v, Boss 302, 390,
428 & 429 1969-1970
- Shelby Mustang All Models of
GT350 & GT500..... 1965-1969
- Torino & Torino GT 2dr, 4v,
w/390cid or larger 1968-1969
- Torino Talladega w/428cid 1969
- Torino Cobra w/428cid..... 1969
- Shelby**
- Shelby All Models 1962-1968
- Mercury**
- Cougar XR-7 4v, w/302cid Boss
or larger..... 1968-1969
- Cougar Eliminator 4v, w/302cid Boss
or larger..... 1969
- Cyclone & Comet 2dr, 4v,
w/K-Code 289cid..... 1964-1966
- Cyclone & Comet GT 2dr, w/390cid
..... 1966
- Cyclone & Montego 2dr, 4v, w/390cid
or larger includes MX & models
w/427cid & 428cid 1966-1969
- Cyclone Spoiler II w/428cid CJ
..... 1969
- Monterey 2dr, 3-2v, w/430cid
390hp or higher..... 1958-1959
- Monterey Parklane 2dr, 4v or 2-4v,
w/427cid or 428cid includes,
S-55 sport series 2dr..... 1963-1967
- 36E. American Motors Corp..... 1960-1969
- AMX 4v, w/343cid or larger
..... 1968-1969
- AMX Craig Breedlove edition 4v,
w/390cid..... 1968
- Hurst-SST/AMX edition 4v,
w/390cid..... 1969
- Javelin & SST 4v, w/343cid
or larger..... 1967-1969
- Rambler Hurst S/C 4v, w/390cid
..... 1969
- Rambler Rogue 4v, w/343cid
or larger 1967-1969
- Rebel & SST 2dr., 4v, w.343cid
or larger..... 1967-1969
- 36F. Buick & Pontiac 1970-1987
- Buick**
- Century GS 4v, w/455cid includes
Stage 1..... 1973-1974

- Grand National 1984-1987
 GNX 1987
 GS 350, w/315hp 1970
 Rivera GS 4v, w/455cid
 includes Stage 1 1970-1973
 Skylark GS 4v, w/455cid includes
 GSX & Stage 1 1970-1972
 Wildcat GS 4v, w/455cid includes
 Stage 1 1970
Pontiac
 Can Am 4v, w/400cid 1977
 Firebird 4v, w/400cid or larger
 includes H.O. & SD 1970-1976
 Grand Prix Hurst SSJ/SJ/LJ 4v
 w/455cid 1970-1976
 GTO/Judge 4v, w/400cid H.O.
 or Ram Air 1970
 GTO/Judge 4v, w/455cid
 includes H.O. 1970-1972
 GTO 4v, w/400cid or larger includes
 455cid SD 1973
 Lemans 2dr,4v, w/400cid H.O. or
 Ram air 1970
 Lemans T-37 2dr, 4v, w/455cid
 includes H,O & SD 1970-1976
 Trans Am 4v, w/400cid or larger
 includes H.O. & SD 1970-1979
 36G. Chevrolet & Oldsmobile 1970-1981
Chevrolet
 Camaro 4v, w/350cid/LT-1 and
 all Z-28 1970-74
 Chevelle/Malibu 2dr, 4v, w/396cid
 or 454cid includes SS 1970
 Chevelle/Malibu 2dr, 4v, w/big block,
 w/400 cid or 454cid 1971
 Chevelle/Malibu 2dr, 4v, w/402cid
 or 454cid, includes SS 1972
 Monte Carlo SS 4v, w/455cid
 1970-1971
 Nova 2dr, 4v, w/396cid,
 includes SS 1970
 Nova 2dr, 4v, w/350cid/LT-1,
 includes SS 1970-1972
 Nova Yenko Deuce
 w/350cid/LT-1 1970
Oldsmobile
 Cutlass 2dr, 4v, w/455cid includes
 W-30 1970-1975
 Cutlass 4v, w/455cid includes W-30
 1970-1975
 Cutlass Rallye 4v, w/350cid, w/310hp
 1970-1975

- Hurst/Olds 4v, w/455cid 1970-1975
- 36H. Chrysler, Dodge & Plymouth.. 1970-1980
- Chrysler**
 300 Series 2dr, Hurst special edition
 4v, w/440cid 1970
- Dodge**
 A-Body 2dr, 4v or 3-2v w/340cid and
 larger, includes Dart, GTS,
 Swinger & Demon 1970-1974
 B-Body 2dr, 4v, 2-4v or 3-2v
 w/383cid and larger, includes Coronet,
 Charger 1970-1973
 C-Body 2dr, 4v or 3-2v w/440cid
 Magnum, includes Monaco & Polara
 1970-1972
 E-Body 2dr, 4v, 2-4v or 3-2v
 w/340cid & larger, includes Challenger,
 Challenger R/T & T/A..... 1970-1974
- Plymouth**
 A-Body 2dr, 4v or 3-2v w/340cid
 and larger, includes Valiant,
 Scamp & Duster..... 1970-1974
 B-Body 2dr, 4v, 2-4v or 3-2v
 w/383cid and larger, includes
 Satellite, Road Runner, Superbird &
 GTX..... 1970-1973
 C-Body 2dr, 4v or 3-2v w/440cid
 Super Commando, includes
 Fury Sport Fury & Fury G/T .. 1970-1972
 E-Body 4v, 2-4v or 3-2v w/340cid
 & larger, includes Barracuda,
 Hemi-Cuda, Cuda AAR.... 1970-1974
- 36I. Ford & Mercury 1970-1980
- Ford**
 Falcon 2dr, 4v, w/429cid includes
 CJ models 1970
 Galaxie 500 & XL 2dr, 4v, or 2-4v,
 w/429cid or 460cid 1970-1974
 Mustang all 4v..... 1970-1973
 Shelby Mustang All Models of GT350
 & GT500..... 1970
 Torino 500 & GT 2dr, 4v, w/429 or
 460cid 1970-1974
 Torino Cobra 4v, w/429cid.... 1970-1971
 Torino Gran 2dr, 4v, w/351 CJ's,
 429cid or 460cid..... 1972-1974
- Mercury**
 Cougar Eliminator 4v, w/302,351
 or 429cid boss..... 1970
 Cougar & XR-7 4v, w/302cid Boss
 or larger, includes Boss 351cid,
 Boss 429cid & CJ models ... 1970-1973

- Cyclone & GT 4v, w/429cid
 1970-1971
 Cyclone Spoiler II w/429cid 1970
 Marauder X-100 2dr, 4v,
 429 cid 1970
 Montego MX & GT 2dr, 4v, w/351cid
 CJ or 429cid..... 1970-1973
- 36J. AMC 1970-1980
 AMX 4v, w/360cid or larger..... 1970
 Hornet SC/special edition 4v,
 w/360cid 1971
 Javelin AMX & SST 4v, w/360cid
 or larger..... 1970-1974
 Matador 2dr, 4v, w/401cid 1971-1974
 Matador 2dr, 4v, w/360cid ... 1971-1976
 Matador Machine special edition 4v,
 w/401cid 1971
 Rebel & SST 2dr, 4v, w/360cid or
 390cid..... 1970
 Rebel Machine special edition 4v,
 w/390cid 1970
- 36K. Trucks 1966-1989
- Chevrolet**
 El Camino 4v, w/327cid 275hp or
 larger, includes SS 1964-1967
 El Camino 4v, w/396cid or larger,
 includes SS 1966-1972
 El Camino 4v, w/327cid 300hp or
 larger, includes SS 1968
 El Camino 4v, w/350cid 300hp or
 larger, includes SS 1969-1970
- Ford**
 Ranchero 4v w/428cid or larger,
 includes CJ models..... 1968-1972
- GMC**
 Sprint 4v, w/454cid..... 1971-1972
- Dodge**
 Little Red Express 4v w/360cid
 1978-1979
- 36L. Buick & Pontiac..... 1990-1997
- Pontiac**
 Trans Am & Formula 1993-1997
- 36M. Chevrolet & Oldsmobile 1990-1997
- Chevrolet**
 Camaro Z28 1993-1997
 Impala SS 1994-1997
- 36N. Chrysler, Dodge & Plymouth
 1990-1997
- Dodge**
 Viper 8.0L, V10 and 400 hp
 1992-1997
 Neon ACR 1995-1997
- Plymouth**

- Neon ACR 1995-1997
- 36O. Ford & Mercury 1990-1997
- Ford**
- SVT Mustang Cobra 1993-1997
- 36P. Trucks 1990-1997
- Chevrolet**
- 454 SS pickup 7.4L, V8 and 230 hp
..... 1990
- 454 SS pickup 7.4L, V8 and 255 hp
..... 1991-1993
- Ford**
- SVT F150 Lightning 1993-1995
- GMC**
- Typhoon SUV 4.3L, turbo V6 and 280
hp 1990-1993
- Sycolne pickup 4.3L, turbo V6 and 280
hp 1992-1993
- 37. PROFESSIONAL VEHICLES
- Professional vehicles shall include all
ambulances, funeral vehicles, taxis,
police vehicles, and other 4-wheeled
automobile-based professional
vehicles (no ATVs or water-bound
vehicles.)
- 37A. Professional vehiclesthru 1942
- 37B. Professional vehicles 1943-1997
- 38. SPORT UTILITY VEHICLES
- A sport utility vehicle (SUV) is a vehicle
similar to a station wagon or estate
car, usually equipped with 4-wheel
drive for on or off road ability. Some
SUVs contain a towing capacity of a
pickup truck with passenger carrying
space of a mini-van or large sedan.
Sport Utility vehicles includes Broncos,
Blazers & other similar vehicles.
..... 1966-1997
- 39. SPECIAL INTEREST VEHICLES
- A display only, non-judged class. All
vehicles in this class must be approved
by the Class Acceptance Committee.
The owner of such vehicle must
provide documentation and authenticity
documents to the Class Acceptance
Committee. Consideration will be for
the following examples:

 - a. Celebrity vehicles
 - b. Vehicles in movies or on television
 - c. Vehicles of historical significance
 - d. Vehicles of innovative design that
never matured

- This class is not for modified vehicles, hot
rods, street rods, choppers, etc.

III. COMPETITION CATEGORIES

This section defines and explains the categories of competition within the AACA judging system at Nationals.

A. GENERAL JUDGING STATEMENT

1. AACA accepts motorized vehicles 25 years old or older, which were built in factories and specifically designed and manufactured for transportation use on public roadways and highways. A vehicle registered in the proper class is judged with other vehicles in the same class. All vehicles are given 400 points at the start of the judging. Judges deduct points according to accepted AACA standards.
2. There are three categories of competition in the AACA award system. Vehicles are judged in the JUNIOR category at AACA Nationals until they win the FIRST JUNIOR Award. Vehicles that have won the FIRST JUNIOR Award are then known as SENIOR vehicles and will compete in the SENIOR category with other SENIOR vehicles. When the SENIOR Award is won, the vehicle will compete in the PRESERVATION category with other PRESERVATION vehicles. The different categories are further explained in the following paragraphs.

B. JUNIOR CATEGORY

1. The highest scoring vehicle in a class, at or above the 365 point minimum, is a FIRST JUNIOR winner, together with all other vehicles scoring within 10 points thereof and at or above the 365 minimum. The vehicle whose score is 11 or more points below the top scoring First Junior winner and at or above 330 points is the SECOND JUNIOR winner, together with all others scoring within 10 points thereof and at or above the 330 minimum. The vehicle whose score is 11 or more points below the top scoring Second Junior winner and at or above 295 points is the THIRD JUNIOR winner together with all other vehicles scoring within 10 points and at or above the 295 minimum. Junior vehicles compete only with other Junior vehicles.

2. Upon winning a FIRST JUNIOR Award, the vehicle receives a NATIONAL FIRST PRIZE badge which must be affixed to the vehicle. The badge indicates that the vehicle is a NATIONAL FIRST PRIZE WINNER and must be on the vehicle for it to be judged as eligible in the Senior category. The badge remains with the vehicle upon change of ownership.

C. SENIOR CATEGORY

1. AACA SENIOR vehicles are eligible to win only one Senior trophy, commonly called the Duryea trophy. The vehicle must have the highest score in the class with a minimum score of 375 points to win this SENIOR Award. Any other vehicle scoring within 10 points of the highest score and at or above 375 will also be awarded a SENIOR Award. SENIOR vehicles compete only with other SENIOR vehicles.
2. In addition to the Duryea trophy, the vehicle receives a SENIOR tab which is designed to be affixed behind the NATIONAL FIRST PRIZE WINNER badge. This SENIOR tab must be properly displayed at all subsequent Nationals to enable the vehicle to compete for the Preservation award. The SENIOR Tab may or may not be returned to National Headquarters upon change of ownership. (See Section 4, IV. A.)

D. PRESERVATION CATEGORY

1. The PRESERVATION Award was inaugurated in 1979. The Senior Tab was introduced to identify those vehicles eligible to compete in the Preservation category. There has been a procedure established to enable Senior winners, prior to 1979, to obtain a Senior Tab. (See Retroactive Proof of Senior Award-Section 4, IV, E.)
2. At the first Nationals where the vehicle scores 350 points or more, it will be awarded the PRESERVATION Award plaque. The plaque is a wooden board upon which is mounted a large, polished metal Preservation Award medallion (embossed with the AACA logo),

a name plate, engraved with the name and year of the vehicle, the owner's name, and one wheel tab showing the year, division and season of the Nationals (e.g., 2004 Eastern Spring, 2006 Western Fall, etc.). At subsequent Nationals, Senior vehicles that have won the Preservation Award plaque and score 350 points or more will be awarded an additional wheel tab. Each tab will be engraved as outlined above. The tab is to be affixed to the Preservation Award board which is designed to accommodate up to 20 tabs. The Preservation Award is a great way to display, in one spot, the accomplishments of a vehicle. The greatest advantage will be that, as long as a vehicle is maintained to score 350 or more, it can be driven, enjoyed, and still receive the wheel tab at Nationals.

3. Vehicles which have won an AGN First Prize are still eligible to receive a Preservation Award at any AACA Nationals if they score 350 or above.

4. **POINT JUDGING**

All vehicles will be point judged in the normal manner with the following sole exception: at exceptionally large Nationals, if the number of judges is not sufficient to point judge all registered vehicles, the VP Judging may permit the "VISUAL" judging of the Preservation vehicles to confirm that they meet the required minimum score of 350 points. If, in the opinion of the judging team, a particular Preservation vehicle might not make the 350 score, then that vehicle shall be point judged in the normal manner by that team. Any vehicle that has NOT been point or visual judged will be denied a Preservation award.

E. SENIOR CAR PARTICIPATION AWARD

1. The Senior Car Participation Award is given to Preservation vehicles for attendance at multiple AACA Nationals. The award is currently in the form of a pewter tray. The award is presented after participation at five (5) Nationals. When a vehicle wins a Preservation award at a Nationals, a participation card is included with the award. A Preservation Award must be won to be

eligible for a Senior Car Participation Award credit.

When a vehicle accumulates five (5) participation cards, they are to be completed and mailed to the AACA Headquarters. The award will be confirmed and mailed from AACA Headquarters.

The participation cards from one vehicle may not be added to those of another vehicle to reach the total of five (5). Each vehicle's participation record is kept separately for the purposes of receiving the Senior Car Participation Award.

2. Effective in 2006, the following awards – when applicable – will be presented with the Nationals

Preservation Award:

- a. A vehicle with ten (10) Preservation Awards will receive a Bronze Preservation Participation Award.
- b. A vehicle with a total of fifteen (15) Preservation Awards and the Bronze Award will receive the Silver Preservation Participation Award.
- c. A vehicle with a total of twenty (20) Preservation Awards and the Silver Award will receive the Gold Preservation Participation Award.
- d. A vehicle with a total of twenty-five (25) Preservation Awards and the Gold Award will receive the Cloisonné Preservation Participation Award.

IV. CHANGE OF OWNERSHIP

A. OPTION 1

When a Senior Award-winning vehicle changes hands by sale or transfer, the vehicle reverts to the status of a Junior. The badges are returned to the National Headquarters by the seller or person transferring the vehicle. If the vehicle has received the AGN FIRST PRIZE plaque, the plaque will be returned to AACA Headquarters. (This plaque may be returned to the previous owner, stamped "RETIRED," for a covering fee of \$15.00.) If the vehicle is an Annual National Award winner and has received a National Award winner tab, the tab will remain the property of the seller and must be removed from the vehicle upon transfer of ownership.

B. OPTION 2

Effective 2006, it is permissible for an AACA class judging award-winning vehicle to retain the awards it has previously won. In this case, the new owner can continue entering the vehicle in Nationals and pursue the next eligible award. For example, if the highest award the vehicle has previously won is a Senior, then the vehicle can compete for the Annual Grand Nationals Award. Please contact AACA National Headquarters to advise us of your purchase and judging status of the vehicle.

C. OPTION 3

When an HPOF or DPC vehicle changes ownership by sale or transfer. The new owner may continue with the next eligible award or can start fresh. The new owner must contact AACA Headquarters to advise them of their purchase and choice of judging class for the vehicle.

D. ADDITIONAL COMMENTS

1. Judging Forms are not returned to owners. The forms are used only to determine the award winners at a particular Nationals and are the **OFFICIAL** record of the awards. The Winner Records that are prepared for the awards ceremony are advisory only, and any question regarding any award will be resolved by referring to the Judging Form.
2. Team Captains are instructed to advise owners (on the judging field) of any major items of deduction.

E. RETROACTIVE PROOF OF SENIOR AWARD

An owner of a Senior vehicle which has won a Senior trophy prior to 1979 may request that he/she be sent a Senior Tab in order to establish eligibility for the Preservation award. Request for a "retroactive" Senior Tab should be directed to AACA Headquarters. The following information should accompany the request: the issue of the *Antique Automobile* in which the account of the Nationals at which the vehicle won the Senior Award is carried, and identification of vehicle and class in which it was shown. The owner may, if he/she wishes, make a photocopy of the page in the "Antique Automobile" that carried this information and send it with his/her request.

**F. RECYCLING OF VEHICLES
FOR CLASS JUDGING**

On the tenth anniversary of the date (or any time thereafter) that a vehicle was awarded the First Junior Award, the owner has the option to restart the vehicle through the AACA judging awards system from the beginning (Junior level). The date on the NATIONAL FIRST PRIZE badge will establish if the ten-year period required has passed. The NATIONAL FIRST PRIZE badge must be returned to AACA Headquarters. If the vehicle has received a Senior Tab, it must be returned to the AACA Headquarters. Also, if the vehicle has received an AGN FIRST PRIZE and Senior badges, the badges must be returned to AACA National Headquarters. Badges, at the request of the owner, may be returned to the owner, stamped "RETIRED," for a covering charge of \$15.00 per badge. The owner retains all other trophies and awards won by the vehicle.

G. CLASS REGISTRATION CHANGE

1. If a member decides he/she wants to move his/her vehicle to a different class (Class Judging, HPOF, DPC) after the vehicle has won an award in any such class, he/she may do so.
2. Switching to a different class will be accommodated only once every 10 years. Once you make a switch, the vehicle is required to stay in that class until a total of 10 years has passed. At the 10-year mark you are eligible to use the recycle method and thereby choose a new class. This guideline is effective beginning 2013.
3. To make the switch it will be necessary to contact AACA National Headquarters and speak to the person in charge of vehicle records. If a member chooses to move his/her vehicle to a different class, he/she must return all badges to National Headquarters. The badges must **NOT** remain on the vehicle. If the owner wishes, he/she may enclose \$15 per badge to have the badge engraved "RETIRED" and sent back to the owner.
4. A vehicle that has won a First Junior Award cannot then enter the HPOF or DPC class. The only exception would be if it is after 10 years since it won the First Junior Award and elects to return any

- award badges (i.e., Junior, Senior, AGN) to AACA and implement the Recycle option. A vehicle that has won a 2nd Junior or 3rd Junior Award or no award competing in the Junior class can enter either the HPOF or DPC class.
5. A vehicle that has been HPOF Certified cannot then enter the Junior Class or DPC class. The following two exceptions apply:
 - a. If the owner decides to restore the vehicle, can then be entered in the Junior class when AACA is so notified and the HPOF badge is removed from the vehicle and returned to AACA; or
 - b. If after 10 years from the original HPOF certification date, the owner elects to implement the Recycle option and returns the HPOF badge that had been on the vehicle.
 6. A vehicle that has been DPC Certified cannot then enter the Junior Class or the HPOF class. The following three exceptions apply:
 - a. If the vehicle becomes eligible for HPOF since the change to the 25 year-old rule for HPOF and had not been eligible at the time of DPC certification, then the vehicle may then enter the HPOF class by advising AACA and returning the DPC badge from the vehicle.
 - b. If the owner decides to restore the vehicle, it can then be entered in the Junior class when AACA is notified and the DPC badge has been removed from the vehicle and returned to AACA.
 - c. If after 10 years from the original DPC certification date the owner elects to implement the Recycle option and returns the DPC badge that had been on the vehicle.

SECTION IV APPENDIX

1. Sample Vehicle Registration Card
2. Trophy/Award Pickup Form
3. Owners Briefing Notification
4. The Family Tree of National Prizes
5. AACA Nationals Trophies/Badges/Tabs

SECTION 4 APPENDIX

4-1. Sample Vehicle Registration Form

XXXXX Division
City, State
Date

AACA Vehicle # 58247 (for vehicles previously entered in an AACA Nationals)
select only **ONE**: HPOF or DPC or Class Judging - If Class Judging Enter Class # 17B

Model Year 1922, Make Marron Model 34B
(Packard, Chevrolet, Ford, etc.)

Body Style Roadster Color Red
(Roadster, Sedan, Truck, etc.)

No of Cyl 6, Cu In. 340 Horsepower 34 Brakes: 2 wheel 4 wheel Spouse Car
VIN XVZ123456

Name of Previous AACA Owner if this is a transfer _____

In signing this registration form to enter a vehicle in a Nationals, I acknowledge that its completed judging form will be the sole official record upon which the vehicle will receive any award. I further acknowledge, as stated on the official judging form, that the information on the completed form or copies of the same are not available to me as a vehicle owner.
I affirm that this vehicle has current liability insurance in accordance with all applicable state and local laws.

I certify that this vehicle entry meets the rules as required by the Official Judging Guidelines. Furthermore, I understand that the burden of proof as to the authenticity of this vehicle is solely mine.

I DO NOT WANT
MY VEHICLE
JUDGED/
EVALUATED

DISPLAY ONLY

Owner's Signature John Smith
Owner's Telephone 416-555-9228
Owner's Email Jsmith@email.com

IMPORTANT: All vehicles judged must have a fully charged, clearly visible, UL-approved fire extinguisher.

FOR ABOVE NAMED ACTIVE MEMBER ONLY—NOT TRANSFERABLE
To register additional vehicles, write to AACA, 800 West Hersheypark Drive, Hershey, PA 17033 or go to www.aaca.org or phone (717) 534-1910 for additional forms.

SECTION 4 APPENDIX

4-2. Trophy/Award Pickup Form



ANTIQUE AUTOMOBILE CLUB OF AMERICA



Nationals Award Pick-up Form

MEET _____

DATE _____

This form is to be completed by the **VEHICLE OWNER** at an AACA Nationals who will be unable to attend the Awards Banquet and wishes to arrange to have someone pick up his award for him. You, the vehicle owner, must give this form to the person who has agreed to pick up and be responsible for your award. Do not give this form to members of the Judging Team, the Chief Judge, the Judging Administration office, or leave it with your judging form.

CLASS

VEHICLE

AWARD

Owner's name and address (print)

_____ Zip

(Owner's Signature)

Award picked up by:

(print)

(To be signed at time of award pick-up)

Note: This form must be completed prior to the Awards Ceremony as outlined above. Please note that if you are not able to attend the Banquet, you are invited to attend the Awards Ceremony without purchasing a banquet ticket. All vehicle owners are welcome at the Awards presentation.

SECTION 4 APPENDIX

4-3. Owners Briefing Notification

**OWNERS
BRIEFING**

**9:30 AM
SHARP**

**AT SHOW CAR
ENTRANCE**

***THE DO'S & DON'TS OF SHOWING
A VEHICLE AT AN AACA NATIONALS.***

SECTION 4 APPENDIX

4-4. The Family Tree of National Prizes

THE FAMILY TREE OF NATIONAL PRIZES

Minimum Points	Nationals			Grand Nationals	
	Junior Category	Senior Category	Preservation Category	Participant Category**	Senior*** Category
390					Senior
380				1st	
375		Senior			
370				2nd	
365	1st				
360				3rd	
350			Preservation		
330	2nd				
295	3rd				
Point Spread for Ties*	10 pts.	10 pts.	N/A	5 pts.	N/A

* Tying Points must be above the respective minimum required.

** All participating vehicles at a Grand Nationals are eligible to receive a Preservation Award if they score 350 points or above.

*** A Grand National Senior competitor is a vehicle which has previously won a Grand National First Prize. A Senior Award is won if the vehicle scores 390 points or above. The GN Senior can be won repeatedly.

SECTION 4 APPENDIX

4-5. AACA Nationals Trophy/Badge/Tab Sheet



JUNIOR TROPHIES



ANNUAL GRAND NATIONALS TROPHIES



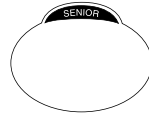
PRESERVATION AWARD BOARD



NATIONAL FIRST PRIZE WINNER BADGE



A.G.N.M. FIRST PRIZE BADGE



SENIOR TAB



AGN REPEAT SENIOR TROPHY



SENIOR TROPHY ("Duryea")



NATIONAL AWARD TAB



HISTORICAL PRESERVATION OF ORIGINAL FEATURES BADGE



SECOND GENERATION COLLECTOR VEHICLE BADGE



DRIVER PARTICIPATION BADGE



ORIGINAL TAB

2022 AACA NATIONAL EVENTS

Annual Convention

February 10–12, 2022, Philadelphia, PA

Winter Nationals

February 24–26, 2022, Melbourne, FL

Western Spring Nationals

March 10–12, 2022, Henderson, NV

Founders Tour

March 20–26, 2022, Mobile, AL

Southeastern Spring Nationals

April 7–9, 2022, Charlotte, NC

Central Divisional Tour

April 17–23, 2022, LaPorte, TX

Special Winter Nationals

April 21–22, 2022, Guaynabo, Puerto Rico

Special Grand Nationals

April 23, 2022, Guaynabo, Puerto Rico

Grand Nationals

May 19–21, 2022, Virginia Beach, VA

Eastern Divisional Tour

May 22–25, 2022, Johnstown, PA

Eastern Spring Nationals

June 16–18, 2022, Beckley, WV

Central Fall Nationals

August 11–13, 2022, Moline, IL

Sentimental Tour

September 10–16, 2022, Gettysburg, PA

(TBD) Reliability Tour

Shepherdsville, KY

Revival AAA Glidden Tour® (VMCCA)

September 25–30, 2022, Central New Jersey

Eastern Fall Meet

October 4–7, 2022, Hershey, PA

For more information, visit www.aaca.org

A photograph of the Antique Automobile Club of America building at dusk. The building is a two-story structure with a prominent brick facade and large glass windows. The interior lights are on, and the building is illuminated from within. A sign on the brick wall reads "ANTIQUE AUTOMOBILE CLUB AMERICA". The building is surrounded by landscaping, including trees and shrubs. The sky is a deep blue, and the overall scene is well-lit by the building's lights and some outdoor lighting.

ANTIQUE AUTOMOBILE CLUB
AMERICA

America's Premier Resource for the Collectible Vehicle Community!