



FIVA Concours d'Élegance Guidelines

These FIVA Concours d'Élegance Guidelines are provided to guide participants and Judges in what is expected and looked for in a CdE event.

A car is used as the basis for these guidelines.

The basis of assessment is the total vehicle. This includes:

Originality: Is the vehicle as it would have been when new? A modern radio or Air Conditioning can cause points to be lost. If components have been chromed that would not have been, then points can be lost for over restoration. If incorrect hose clamps, bolts, spark plug leads, or other components are present, or if components display rust or a loss of plating, then points can be lost. This type of evaluation is more selective in a competition of single marque cars where the Judges know what is and is not original. In a multi-marque event, if the Judges are uncertain they should not take away points. The burden of proof of originality always lies with the vehicle owner. If you have a component that is "unique" but original, then be prepared to prove it was installed by the factory or the dealer before the time of delivery. Improper radios, and hose clamps are a common point reduction in this area.

Paint: Are there cracks in the finish, bad blends, over-spray, orange-peel? Was the type of paint used in the era of the car? For example if the paint is metallic flake and the car was produced in lacquer points could be lost. Is the finish clean? Judges will deduct for paint chips, but usually not for paint chips that have been touched-up.

Body Panels: The fit of the body panels, doors, bonnet and the boot is critical.

Chrome Finish: Is any of the chrome missing, nicked, dented, pitted, or worn? Has something that was meant to be painted been chromed or the reverse?

Tyres: Does the spare match the tyres on the car? Do the tyres match each other? Are they in good condition and appropriate for the car and its year of manufacture?

The Chassis: Is it clean? Is the paint in good order? Are the components in good condition? This could include the silencer and exhaust pipes (broken exhaust hangers are always checked), if there are spring gaiters, are they in good repair and clean? Is the fuel pump the correct model for the car? Are there any exposed or worn electrical wires? Are there any fluid leaks? Gas shock absorbers on a vintage car would cause the Judges to take off points, as would improper paint and finish.

Rubber Trim: The car is checked to ensure that all the rubber gaskets and seals that are visible are in place. It is common to find seals around headlamps and tail lamps missing, even though it can allow water to invade and cause rust to form. Is there a seal on the boot and is it made from the proper material? Door seals and trim on the bumpers are checked.

The Engine Compartment: This is one area where points are frequently lost. Is the engine compartment clean? Are there any exposed wires, fluid leaks, incorrect fittings, worn or incorrect hoses and belts? Is the radiator clean and the coolant clean and to the recommended level? Are there any incorrect spark plug leads, hose clamps, and non-authentic additions to the engine compartment. Are the bottoms of the carburettor bowls as clean as the top? Are the linkages rust free and clean? Are the fuse boxes in good order and the fuses as they should be? If tools were supplied under the bonnet are they present and correct for the car? Any hazardous conditions, such as an exhaust gas leak, or bare wires that might cause a fire can be grounds for immediate disqualification and the Judges would be duty bound to make you aware of any condition that might endanger you and your family.

The Boot: Is there a jack, a spare tyre, and a tyre pump (if fitted originally)? Is the boot clean? Is the carpeting or matting as it should be?

The Woodwork: Is it all there? Are there any cracks? Has the veneer lifted? Are there any signs of water damage due to a seal that has failed? Is the finish of the woodwork as it should be? Is the fit to the body as it should be?

Headlining, Carpets or Soft-top: Is the material correct? Is it in good condition? Are there any stains, tears, or missing components? Are there any signs of water damage or leaks or worn components? Is the fit correct? If the carpeting has shrunk due to water damage, points could be lost. Is the binding and the material used correct?

Glass: Is the glass in good order? Any sign of scratched or pitted finish? Seals that are missing, or a lack of safety glass? The Judges can tell with a pencil point against the glass if safety glass was used in the windscreen or if it was plate glass. Plate glass in the windscreen is also an automatic disqualification for safety.

Seats: Is the material as supplied originally? Is the binding correct? Are the seats cracked, ripped, stained, or in poor repair? Is the interior clean? Do the front seats match the back seats in terms of colour and finish?

Mechanical Inspection: When running does the car appear to run correctly, without major exhaust leaks and excessive engine noise suggesting a quick demise maybe close at hand? Do all the lights, indicators, and electrical equipment work as intended? This inspection can even extend to cigar lighters, radio, interior lights, trafficators or turn indicators, and the horn. Windscreen wipers are NOT checked as it might require running them on a dry windscreen. The car needs to come onto the show field under its own power. It cannot be pushed into position!

In summary the Concours d'Élegance is an evaluation of excellence against a standard set by the manufacturer when the car was new. It is an evaluation by teams of individuals who are trained and seasoned in judging of motorcars. Judges are all experienced in preserving, restoring and showing fine motor cars. Most have served as Judges for many years and are true enthusiasts.

Some clubs have attempted to create a "Touring Class" which is separate from Concours where Judges evaluate against a lesser standard that focuses more on originality and safety than finish. Usually in such a Class there is a requirement of driving upwards of 2,500 miles per year and to the event. No trailer transportation is allowed in a Touring Class.

For someone who is serious about winning in any show then it's a good idea to have your car evaluated by a professional Judge of the marque which you are preparing to show. In restoration to top show quality it has been said that the first 90 points are the least expensive. It is the last 10 points to the magic 100 mark that are costly ones.



Concours d'Élegance FIVA Award Judging Form - Cars

Event Name _____

Date _____

Event Name _____			Date _____			Maximum Deduction	A	B	C	D	E	F	G	H	I	J
Weight	No.	Category														
↑ Exterior ↓ 35%	1	Coachwork - body	5													
	2	Coachwork - bumpers	5													
	3	Paint - body	5													
	4	Paint - bumpers	5													
	5	Top (Hard - coachwork and paint; Soft - mechanisms and covering [1]) & Glass [2]	5													
	6	Bumpers, grill, lights, exterior trim, and emblems	5													
	7	Wheels and Tyres	5													
↑ Interior ↓ 25%	8	Upholstery	5													
	9	Floor covering, pedals, gear lever	5													
	10	Headlining, interior hardware, weather strips, moulding and felts	5													
	11	Dash, instruments, steering wheel	5													
	12	Boot space, spare wheel(s), tyre(s) and tools [2]	5													
↑ Engine / Drivetrain ↓ 35%	13	Identity - chassis numbering, chassis plate, engine number, body number	5													
	14	Chassis frame, suspension, axles and brakes	5													
	15	Engine	5													
	16	Engine bay (inner bumpers, bulkhead) and Electrical (battery, coil, ignition, wiring) systems	5													
	17	Fuel and exhaust systems including silencer [3]	5													
	18	Cooling (radiator, hoses, clamps)	5													
	19	Operability of engine and vehicle (noise, leaks, smoke)	5													
	20	Over cleaned, over polished or unnecessarily disassembled and rebuilt (penalty)	5													
100%	-	TOTAL POINTS DEDUCTED														
	22	BASIC SCORE (100 points less deductions)														
	23	AGE FACTOR BONUS (see guidelines)														
	24	PROVENANCE FACTOR BONUS (documentation and significance +1 to +5)														
		FINAL SCORE														

[1] Maximum 2 point deduction for original soft top.

[2] Glass or Plexiglas deductions not normally taken ... only if missing or damaged (safety glass replacements are OK)

[3] Bonus (1/2 point) if original items present (documented) and adequately preserved

Chief Judge Name _____

Judge #2 Name _____

Chief Judge Signature _____

Judge # 3 Name _____



Concours d'Elegance FIVA Award Judging Criteria

General Deduction Criteria	Deduction
Original - less than 10% deteriorated or partly restored "near perfect"	0
Original - 10 - 25% deteriorated, worn or restored "very good condition"	1
Original - 25 - 50% deteriorated, worn or restored "fair condition"	2
Original - over 50% deteriorated or restored "poor condition <i>or</i> has been completely restored"	3
Replacement - original type	4
Altered, modified out-of-period, incorrect or missing	5

Age Bonus:	Bonus
1980 - 1989	n/a
1970 - 1979	1
1960 - 1969	2
1950 - 1959	3
1940 - 1949	5
1930 - 1939	6
1920 - 1929	7
1910 - 1919	8
1900 - 1909	9
Pre 1900	10

General Bonus Criteria:	Bonus
Provenance, significance, care of preservation, documentation, FIVA ID Card, club inspections and other	1 to 5