



# Official Judging Manual

*Fifth Edition* **2024**





# ADDENDUM

---

## to the **2024 CLC Official Judging Manual** 5th Edition

**NOTE TO USERS**—This Addendum has been published to implement changes made during 2024 after the 5th Edition was published in early January 2024. Deletions from the original manual are shown using strikeouts (example—~~Manual~~) and additions to the original manual are shown using red text (**new words**).

### PREFACE TO THE ADDENDUM

The Board of Directors approved two changes to the judging rules in January 2024 to address problems with those adopted in 2017. Experience has proven that many cars entered in the Primary and Specialty & Unique Divisions were not properly prepared for the detailed scrutiny provided by the current rules, and consequently, took extra time to judge. These changes were implemented at the 2024 CLC Grand National.

The first change required that only previous First Place Primary Division and Specialty and Unique winners or Senior level award winners be evaluated using the expanded judging forms.

All others entered in these two Divisions will be judged using the 200-point judging form.

The second change required that Primary or Specialty and Unique Division vehicles that had not been judged using CLC judging procedures must first receive a First-Place award. Then, at a following GN, that vehicle will then be able to compete for a Senior-level award.

Other minor changes to the judging rules were made subsequent to the 2024 GLC Grand National and are included in this Addendum

On October 31, 2024, National Chief Judge William C. “Bill” Anderson retired after 10 years of service to the CLC as the National Chief Judge, having implemented significant improvements to the judging process. Improvements made under Bill’s leadership have been documented in the *CLC Official Judging Manual* starting with the second edition in 2017. Fred Butalla III has been appointed as the new National Chief Judge. Under Fred’s leadership, a new Judging Committee has been established to continue the process of continuous improvement.

The current Judging Committee includes:

Fred Butalla III, chair  
Eric DeVirgilis  
Jeffrey S. Hansen  
Frank Nicodemus Jr.

William C. “Bill” Anderson  
Jim Eccleston  
Ronnie Hux  
Richard Sills

Paul E. Ayres  
Dan Graziadei  
Lars Kneller  
Anthony Vanacore

Michael Cascio  
Scott Halver  
Jeff Montgomery

# CHAPTER 1

## Judging Program

### Judging Day Operations (Paragraph 1)

All cars—judged and display—are to be on the show field both Friday and Saturday of the Grand National Meet. Friday is the primary judging day and cars are to be ready for judging beginning at 9 a.m. Judging will continue until at least 4 p.m. or until judging stops. Judged and display cars may be removed from the show field Friday night once the National Chief Judge declares judging over and are to return to their assigned spots on the show field Saturday at 9 a.m. They are to remain on the field until 4 p.m. on Saturday. Judged cars not complying with these requirements will forfeit any awards earned during judging.

## CHAPTER 2

### Entrants

#### Responsibilities: During Car Judging (Paragraph 6)

All cars—judged and display—are to be on the show field both Friday and Saturday of the Grand National Meet. Friday is the primary judging day and cars are to be ready for judging beginning at 9 a.m. Judging will continue until at least 4 p.m. or until judging is stopped by the National Chief Judge. Judged and display cars may be removed from the show field Friday night once the Chief Judge declares judging over. All cars—judged and display—are to return to their assigned spots on the show field Saturday at 9 a.m. and are to remain on the field until 4 p.m. Judged cars not complying with these requirements will forfeit any awards earned during judging unless the National Chief Judge has authorized the car to leave early as evidenced by an Early Departure Form that bears his signature.

Note that the show field will be closed to entry beginning at 9 a.m. on both Friday and Saturday. Vehicles not on the show field by that time will not be allowed entry and will automatically be disqualified.

## CHAPTER 8

### Scoring and Awards

#### General (Paragraph 3)

Any and all cars entered at a particular judged event in a specified Division and Class will receive the award determined by the points obtained and specified below regardless of the award(s) received at a prior event(s). Example: If all cars entered in a particular class obtain between 95.00 and 96.99 points, all will receive the award for a Senior car. A car that is scored with 87 points at an event after previously winning a Senior Crown award will be given a Second Place award.

#### Primary and Specialty & Unique Division Cars

##### Required Scores and Awards

Primary and Specialty & Unique Division Cars are judged using three different forms determined by the Class of the car. (See Appendices DH, EI, and FJ.) Any vehicle that has previously won a CLC Primary First Place, Senior, Senior Wreath, or Senior Crown award will be judged using the more detailed forms shown in Appendix I and J. All other Primary Division (including Specialty & Unique Division) cars will be judged using the 200-point judging form shown in Appendix H. They will be given awards as follows:

Senior Crown	99 points minimum
Senior Wreath	97 points minimum
Senior	95 points minimum
First Place	90 points minimum
Second Place	80 points minimum
Third Place	70 points minimum

The maximum award for any car judged using the 200-point judging form shown in Appendix H that obtains 90 points or more will be a Primary First Place Award except for cars from 1903 to 1923 that have previously obtained a First Place Award.

## CHAPTER 9

### Judging Rules

#### Rules Applicable to All Primary, Touring, and Specialty & Unique Judged Cars

An additional item is added to the list of items.

**Stickers and Badges**—No points will be deducted for:

- Any decals or badges that provide contextual evidence relative to the history of the car
- Dealer badges on trunk lids
- Front license filler plates that are Cadillac, CLC, or CLC Region related

#### Authenticity Issues

**Wheels and Tires**—(first sentence only) Wheels and Tires must be the same size, and type, and manufacture, except for those models with asymmetric tires; in this instance, the sizes must be the same as the original or optional tires.

#### Rules Applicable to Touring Division Cars Only

An additional item is added to the list of items.

No authenticity deductions will be made for:

- Halogen headlights on cars originally equipped with non-halogen headlights

## APPENDIX B

---

### Judging Tires

**Manufacturer**—A 1-point per tire deduction will be taken if an OEM supplier's name is not listed on the tire's sidewall. Any one of the OEM manufacturers listed in the first paragraph above and in some instances in the following table are accepted. However, if the Owner proves by written documentation during judging that a correct tire with manufacturer's name is not commercially available, **No** deduction for manufacturer's name, or **lack of name** will be made.

## APPENDIX D

---

**Recommended Deductions by Category**—**Primary Class 1, All First-Time Primary Entries, and All Touring Division Cars, Form I**

## APPENDIX E

---

**Recommended Deductions by Category**—**Primary and Specialty & Unique Division Cars (that have previously been awarded a Primary First Place or Senior level award), Form II—1924–1966**

## APPENDIX F

---

**Recommended Deductions by Category**—**Primary and Specialty & Unique Division Cars (that have previously been awarded a Primary 1st Place or Senior-level award), Form III—1967 and Later**

## APPENDIX H

---

**Judging Form I—Class 1, All First-Time Primary Entries, and all Touring**

## APPENDIX I

---

**Judging Form II—Primary and Specialty & Unique Division Cars (that have previously been awarded a Primary First Place or Senior-level award) 1924–1966**

## APPENDIX J

---

**Judging Form III—Primary and Specialty & Unique Division Cars (that have previously been awarded a Primary First Place or Senior-level award) 1967 and later**





# Official Judging 2024 Manual

---

*Fifth Edition*

*By*

**William C. “Bill” Anderson**

*National Chief Judge  
Cadillac & LaSalle Club*

Copyright © 2024  
Cadillac & LaSalle Club Inc.  
All Rights Reserved  
Last Updated: December 2023

No part of this book may be reproduced in any form or by any means  
without permission in writing from the Cadillac & LaSalle Club Inc.,  
except for brief quotations embodied in critical articles and reviews.

For information, contact  
Cadillac & LaSalle Club Inc.  
c/o Cornerstone Registration Ltd.  
P.O. Box 1715  
Maple Grove, MN 55311-6715  
(763) 420-7829  
CLCOffice@cadillaclasalleclub.org  
cadillaclasalleclub.org

For more information about the contents  
of this Judging Manual, please contact:  
William C. “Bill” Anderson  
CLC National Chief Judge  
2198 Johns Hopkins Rd.  
Gambrills, MD 21054-1614  
rivrgr8@aol.com  
443-994-5455  
410-721-1746 fax

Production and design by  
Ad Type & Design  
Cheyenne, Laramie County, Wyoming  
adtypeanddesign.com

Printed in the United States of America  
1 3 5 7 9 10 8 6 4 2



# TABLE OF CONTENTS

---

**PREFACE** ..... **vii**

Acknowledgments

**INTRODUCTION** ..... **1**

**CHAPTER 1**  
**Judging Program** ..... **3**

Purpose

Standard

Judging and Award Disclaimer

Policies

    Judging Committee

    General Judging Policy

    Divisions and Standards

Judging Procedures and Practices

Judges Recruitment, Training and Rewards

Program Administration

**CHAPTER 2**  
**Entrants** ..... **5**

Eligibility

Responsibilities

    Preparation

    Documentation

    Entry

    Event Registration

    Show Day

    During Car Judging

    Authenticity Issues

Conduct

Senior Awards

**CHAPTER 3**  
**Local Arrangements** ..... **9**

General Information

Personnel

    Event Head Judge

    Entry Control/Welcoming Personnel

    Field Marshals—Show Field

    Field Marshals—Trailer Parking

Show Field

Judges' Amenities and Facilities

Trailer Parking

**CHAPTER 4**  
**Judges** ..... **13**

Eligibility

Conduct

Team Captain

Training

Certification—Class Experts

Continuous Improvement

**CHAPTER 5**  
**Judging Administration** ..... **15**

Event Chief Tabulator

Scanner Operator

Form Evaluators

Form Tabulators

Training of Form Evaluators & Form Tabulators

**CHAPTER 6**  
**Judges' and Tabulators'**  
**Recognition Program** ..... **17**

Rewards

Qualified Activities and Related Points

    Points—Judging Activities

    Points—Tabulating Activities

Award Schedules

**CHAPTER 7**  
**Divisions and Classes** ..... **19**

Primary and Touring Division

    Primary and Touring Classes

Specialty & Unique Division

    Specialty & Unique Classes

Preservation Division

    Preservation Classes

Modified Division

    Modified Classes

Display Cars

**CHAPTER 8**  
**Scoring and Awards** ..... **23**

- General
- Primary and Specialty & Unique Division Cars
  - Required Scores & Prizes
  - Senior Crown Winners
- Touring Division
- Preservation Division
- Modified Division
- Judging Results

**CHAPTER 9**  
**Judging Rules** ..... **25**

- Rules Applicable to All Divisions and Classes and Display Cars
- Rules Applicable to All Judged Cars
- Rules Applicable to All Primary, Touring, Specialty & Unique Division Judged Cars
- Authenticity Issues
- Rules Applicable to Primary and Touring Division Cars
  - Rules Applicable to Touring Division Cars Only
- Rules Applicable to Specialty & Unique Division Cars
- Rules Applicable to Preservation Division Cars
- Rules Applicable to Modified Division Cars
- Judging Forms
- Protests
- Judging Results

**APPENDICES**  
**Appendix A** ..... **29**

- Limited Production Cadillacs-Authenticity Details
- Appendix B** ..... **33**
  - Wheel and Tire Authenticity Details by Year and Model
- Appendix C** ..... **43**
  - Engines Used in Cadillac and LaSalle by Year
- Appendix D** ..... **45**
  - Recommended Deductions by Category—  
Primary Class 1 and all Touring Division Cars, Form I
- Appendix E** ..... **49**
  - Recommended Deductions by Category—  
Primary and Specialty & Unique Division Cars,  
Form II—1924–1966
- Appendix F** ..... **55**
  - Recommended Deductions by Category—  
Primary and Specialty & Unique Division Cars,  
Form III—1967 and later
- Appendix G** ..... **59**
  - Recommended Scoring of Modified Cars by Category
- Appendix H** ..... **61**
  - Judging Form I—Class 1 and all Touring Division Cars
- Appendix I** ..... **63**
  - Judging Form II—1924–1966
- Appendix J** ..... **65**
  - Judging Form III—1967 and later
- Appendix K** ..... **67**
  - Application for Judging Recognition Points
  - Application for Tabulation Recognition Points
- Appendix L** ..... **69**
  - Trailer Parking Plan
- Appendix M** ..... **71**
  - CLC Judging Team Captain’s Checklist
- Appendix N** ..... **73**
  - Judging Team Member Evaluation

# PREFACE

---

The judging policies adopted in 2015 embraced the ideal of continuous improvement in CLC car judging. Ever since the “new” judging procedures were first used at the 2017 Grand National in McLean, Virginia, the Judging Committee has reviewed the judging system performance—procedure application by judges, scoring, and judges’ training—after each event. These reviews examined what could be done to better achieve the goals of accuracy, quality, fairness and efficiency in judging each car. Where applicable, changes to procedures are made.

In June 2022, the CLC board of directors changed the day of judging at Grand Nationals from Saturday to Friday to provide for judging on Saturday if it rained on Friday, the primary judging day. This fifth edition of the CLC Judging Manual incorporates this policy change and all other system changes made since 2017.

The current Judging Committee includes:

Paul E. Ayres	Jim Eccleston	Ronnie Hux	Richard Sills
Fred Butalla III	Jeffrey S. Hansen	Lars Kneller	Phil Terry

## Preface to the Second Edition

The first judged Cadillac & LaSalle Club (CLC) Grand National (GN) Meet was held in 1985 using procedures devised by CLC National Chief Judge Carl L. Steig, based on his experience as a judge in the Classic Car Club of America. In 1996, a judging system using 40 different categories to evaluate cars was implemented. To improve judging quality and consistency, the first edition of the *CLC Official Judging Manual* was developed in 2004–2005 and published in 2005. Except for minor changes, the 40-category system and that Manual were used until 2016.

After William C. “Bill” Anderson succeeded Carl L. Steig as CLC National Chief Judge, the CLC Judging Committee performed a comprehensive assessment of the CLC car judging program and identified many areas needing improvement. The results of the Committee’s assessment and recommendations were approved by the CLC board of directors in January 2015. The necessary changes to the judging system to implement the Board’s approval were developed over the next two years. The *CLC Official Judging Manual* second edition was published in 2017 to describe the new procedures that were intended to improve the accuracy and quality of judging and the fairness to the entrants. Quality judging will enhance the market value of the CLC awards and that of the cars receiving awards.

The Judging Committee included:

Paul E. Ayres	Jim Eccleston	Jack Hotz	Lars Kneller
Fred Butalla III	Jeffrey S. Hansen	Ronnie Hux	Richard Sills

William C. “Bill” Anderson  
National Chief Judge  
Cadillac & LaSalle Club

## Acknowledgments

The Judging Committee is most grateful to the many contributions made by Jeffrey S. Hansen that are essential to application of the CLC judging system. He developed, steadily improved, and maintained the necessary software required to register cars and automate scoring of the judging forms. He also developed a system to automate the recordkeeping associated with the CLC Judging Recognition Program.

The Committee is also indebted to Toni Nabholz Huse, assisted by George Huse, for the photography, composition, and production of the CLC Judging Videos that were ably narrated by Phil Terry. These judging videos illustrate application of the procedures to judging a car.

Tim Coy contributed his graphic design talent, layout experience and ample patience to the production of some of the forms employed in the Judging Program. He also applied those same attributes to the production of all editions of the *CLC Judging Manual*.

Finally, the Judging Committee recognizes all those individuals who have volunteered their time to prepare for and judge the cars at each event. Without their contributions, the CLC Judging Program could not exist.



# INTRODUCTION

---

The Cadillac & LaSalle Club Inc. (CLC) was organized to:

- Develop, publish and exchange information pertaining to Cadillacs and LaSalles;
- Encourage the maintenance, preservation, and restoration of Cadillacs and LaSalles;
- Maintain reference materials and other information pertaining to Cadillacs and LaSalles; and
- Promote social fellowship among the Club Members.

Judging of cars at a CLC Grand National Meet or other authorized event is undertaken to further these objectives.

Judging involves many parties—the **entrants** who provide the cars, the **judges** who judge them, the **event host** who provides the facility and local logistics, and the **judging administration team** that tabulates the scores of each car. Mutual courtesy and respect between all are expected. This Manual describes the responsibilities of each.



# CHAPTER 1

## Judging Program

### Purpose

The primary purpose of the CLC Judging Program is to educate owners and members regarding the exact condition and configuration of the various models of Cadillacs and LaSalle as they were delivered new to the first owner.

Through the display at judged events and competition for prizes, the CLC encourages the restoration and maintenance of Cadillac and LaSalle automobiles to preserve the history and heritage of Cadillac.

The judging program awards a graduated series of trophies and plaques that recognize how well the judged cars replicate the “as manufactured” condition.

In 1985, the CLC established the Past Presidents’ Preservation program within the Judging Program to recognize 30-year-old and older preserved original cars that have not been restored.

Many people have long enjoyed the challenge of taking the original design in a new direction; modifying some or all of a car’s features to create the owner’s ideal. For those who undertake such modifications of Cadillacs and LaSalle, the CLC established a unique judging system launched in 2017 that recognizes the creativity of those modified cars.

### Standard

The standard against which all automobiles in the Primary Division and the Specialty and Unique Division will be judged is *that condition, appearance, and equipment as the car was originally delivered to the first owner considering authenticity, condition, operability, and cleanliness of all components*. Any accessory approved by Cadillac, either installed at the factory or by a dealer, is acceptable.

The same standard applies in the Touring Division, with consideration given during judging to the effects of regular usage and

having areas of the vehicles that do not appear as new.

### Judging and Award Disclaimer

The Cadillac & LaSalle Club does not certify or in any other way attest to the originality or authenticity of any car receiving a CLC judging award. CLC judging awards represent the opinions of volunteer judges on a given date as they understand and interpret CLC judging standards and guidance. These opinions may or may not be correct. Any other person should evaluate such cars on the basis of his or her own knowledge without reliance on any CLC judging award.

### Policies

#### Judging Committee

CLC Policy 3.2 covers establishing the Judging Committee and its responsibilities and appointment of the Chief Judge and his/her responsibilities. It reads as follows:

“The Judging Committee has the responsibility to prepare and implement national judging procedures and rules at the Grand National Meet and other authorized judged events and to provide continuity, impartiality, fairness, and uniform standards. This Committee will direct judging matters with assistance of the Grand National Committee and the host of other authorized judged events and shall be the final authority. The Judging Committee may recommend improvements in the judging procedures; develop educational techniques to orient judges or any other means that will facilitate the judging process at officially authorized national activities.

“The CLC President, with the concurrence of the Board of Directors, will appoint the Chief Judge, who will also serve as Chair

of the Judging Committee.

“The CLC Chief Judge shall appoint Deputy Chief Judges, members of the Judging Committee, and members of a Judging Administration Committee, all who will serve at the pleasure of the Chief Judge.”

#### General Judging Policy

All Cadillac- and LaSalle-bodied or Cadillac-powered cars that are owned by National Members in good standing of the Cadillac & LaSalle Club are eligible to participate in the Grand National Meet or other authorized judged events in the appropriate Division and Class. Those vehicles achieving the prescribed score will receive awards.

The CLC may limit the number of automobiles to be judged at a Grand National or other authorized judged events to ensure that an adequate number of qualified judges is available to properly judge each car. If it is necessary to limit the number of automobiles to be judged, the CLC Chief Judge will decide. When limits are imposed, the date when the entry is received will control. Automobiles excluded from judging may be displayed.

Judging of an automobile in a CLC Grand National Meet or other authorized judged events is intended to recognize excellence and educate all involved regarding how the craftsmen of Cadillac designed and built Cadillac and LaSalle automobiles. It shall promote fellowship and sharing of information among CLC members and others interested in Cadillac and LaSalle automobiles.

#### Judging Day Operations

All cars—judged and display—are to be on the show field both Friday and Saturday of the Grand National Meet. Friday is the primary judging day and cars are to be ready for judging beginning at 9 a.m. Judging will continue until at least 4 p.m. or until judging stops. Judged and display cars may be removed from show Friday night once the Chief Judge

declares judging over and are to return to the show field Saturday at 9 a.m. They are to remain on the field until 4 p.m. on Saturday. Judged cars not complying with these requirements will forfeit any awards earned during judging.

**Adverse Weather**—Prior events have proven that the tabulating equipment used by the CLC cannot tolerate damp judging forms. The Chief Judge will decide if weather conditions on Friday, the primary judging day, permit judging. Judging will be suspended when there is a possibility of damaging the judging forms or threaten the safety of the judges. Judging will resume when the Chief Judge decides weather conditions permit. If some or all of the judging cannot be completed on Friday, it will resume on Saturday at 9 a.m. and continue until 4 p.m.

## Divisions and Standards

The **Primary Division** is for Cadillac and LaSalle automobiles manufactured which are 20 years and older as manufactured, assembled and/or authorized for sale by the Cadillac Motor Division of General Motors. The *Judging Manual* will identify all cars that can be entered in the Primary Division and the Classes in which they will be judged. These cars are those that have either had a complete top-to-bottom and inside-and-out restoration and/or have relatively low mileage along with an extensive amount of detailing, including the engine compartment and chassis.

The **Touring Division** is for Cadillac and LaSalle automobiles 10 years old and older as manufactured, assembled and/or authorized for sale by the Cadillac Motor Division of General Motors. The *Judging Manual* will identify all cars that can be entered in the Touring Division and the Classes in which they will be judged. Touring Division cars are those that are regularly driven and do not appear as new in one or more categories judged—chassis, engine compartment, trunk, interior and exterior.

The **Preservation Division** exists to encourage the conservation and preservation of original, unrestored Cadillac and LaSalle automobiles that are 30 years

old and older. Such cars provide a wealth of information about how the craftsmen of Cadillac designed and built them. The *Judging Manual* will identify the Classes in which such automobiles will be judged and the standards by which they will be judged.

The **Specialty & Unique Division** exists to recognize concept cars and prototypes produced by or sponsored by the Cadillac Motor Car Division of General Motors, specialty models with Cadillac chassis, power, and/or body produced by recognized coachbuilders or specialty manufacturers in limited numbers, and Cadillac-powered race cars. The *Judging Manual* will identify all cars that can be entered in the Specialty and Unique Division, the Classes in which they will be judged and the standards by which they will be judged.

The **Modified Division** exists to recognize one-off customs, resto-mods, and hot rods employing Cadillac or LaSalle chassis, body, and/or drivetrain. The *Judging Manual* will identify all cars that can be entered in the Modified Division, the Classes in which they will be judged and the standards by which they will be judged.

## Judging Procedures and Practices

The CLC Judging Committee has developed a system of procedures and practices to enable the objective judging of all automobiles that may be entered in a CLC Grand National Meet or authorized judged meets against the standards specified for a particular Division. These practices and procedures will be documented in the CLC Judging Manual and regularly published in written and electronic form.

## Judges Recruitment, Training and Rewards

Judges are an essential ingredient of any successful automobile judging program. To that end the CLC will:

- Actively recruit individuals to judge at its Grand National and other authorized events;
- Provide training, using appropriate venues and methods, so that those judging can properly apply the judging guidelines, practices and procedures promulgated in the CLC Judging Manual; and
- Provide a system of rewards to recognize the experience and expertise of those who obtain training, demonstrate their knowledge, judge automobiles at a Grand National or other authorized events, and to encourage persons to be judges.

## Program Administration

The Judging Program is administered by the National Chief Judge. Assisting the Chief Judge are:

- **Event Registrar**—This person processes event entries and compiles a list of those volunteering to judge.
- **Car Registrar**—This person processes the car entries for judging and display.
- **Event Chief Tabulator**—This person compiles the car entries and prepares the judging forms.
- **Event Head Judge**—This person is responsible for all show facilities and logistics.
- **Judging Administration Committee Chair**—This person is responsible for tabulating the event judging forms and preparing the scores for each car that are used to determine the awards to be presented.

Each of these positions, except the Judging Administration Committee Chair, are appointed for each event. The current Judging Administration Committee Chair is Ed Ayers.



# CHAPTER 2

## Entrants

### Eligibility

Entrants to a CLC Grand National or other CLC-authorized judged event must be National members of the Cadillac & LaSalle Club, Inc. The entered cars must fall within one of the Divisions and Classes listed in this Manual.

The number of vehicles judged at an authorized event may be limited by the National Chief Judge if there are not sufficient judges. When limiting vehicles for judging, the latest entries will not be judged based on when the car entry form was received by the Car Registrar.

Entries received by the Car Registrar two weeks or less before a judged event will not be displayed on the main show field and not judged. However, they can be displayed in an overflow area of the show field providing that sufficient space is available. Check the car entry form for the exact last possible entry date for each judged event.

### Responsibilities

#### Preparation

The Entrant is responsible for understanding the CLC Judging Program and preparing the entered car for judging. The CLC offers this Judging Manual, Authenticity Manuals for many years, but not all, and a video explaining judging on the show field to assist the Entrant in preparing to show his/her car.

If after studying these materials questions remain or for unusual situations not covered, potential entrants are encouraged to discuss those questions with the National Chief Judge.

#### Documentation

**The Entrant is responsible for proving that all components of the car are as original to the year and model as manufactured by Cadillac or coachbuilder and/or most closely represent original features using items that are currently being reproduced.** For example, not all

tires and convertible top materials used as Original Equipment Manufacturer (OEM) equipment are being regularly reproduced. CLC will not penalize anyone for not incurring the expense to replicate OEM tires or top material, provided that the Entrant provides proof (or provided that the Judges are otherwise aware) that such items are not readily available in the current market.

Documentation that will control in all differences of opinion includes Cadillac published documents, CLC Authenticity Manuals, and the current edition of the *CLC Judging Manual*. Other documentation may be considered by the judges.

The Entrant must have all documentation available at event in which the car is entered.

#### Entry

The Entrant must properly complete the Car Entry form and submit it on or before the deadline (typically two weeks before the event). A written Confirmation of Entry form will be provided and this form must be presented when registering at the event where judging will occur. The Entrant is responsible for ensuring that the information shown on this form is correct.

Cars entered in the **Past Presidents' Preservation Division** must provide a completed additional entry form—Judging Application Preservation Class—and submit it with the primary entry form.

Cars entered in the **Specialty & Unique Division must be entered 60 days before the event**, as supplemental information will be required. The National Chief Judge will advise the entrants in this Division of the additional information required.

Entries in the **Modified Division** also have special entry procedures. Therefore, early entries are encouraged. After submitting the primary entry form, the Car Registrar will provide the Entrant with a special Modified Entry Form along with the Confirmation of Entry

Form. This form and four photos of the entered car must be submitted to the Car Registrar in electronic form before the entry deadline.

Occasionally, a registered car is unable to make it to the judged event and the owner decides to bring a different vehicle instead. Any change in vehicle registration must be completed at least two weeks before the event if the alternate vehicle is to be judged. Any change in registration which occurs less than two weeks before the event will automatically disqualify the alternate vehicle for judging, but it will be placed on the show field for display only. Any changes must be made through the Car Registrar.

### Event Registration

The Entrant must present the Confirmation of Entry form and proof of current car insurance for the entered vehicle when registering at the event.

The Entrant will be provided a Dash Card at registration showing the car's information and its parking spot number on the show field. The Entrant is responsible for ensuring that the information shown on this Dash Card is correct.

### Show Day

The Entrant is responsible for being prepared for show day. In addition, to making the car ready for show, the Entrant must understand his/her responsibilities and be prepared to execute them.

Cars must be on the show field and ready for judging when judging starts, typically 9 a.m. At this time:

- A 2.5-pound ABC or gaseous agent equivalent for car fires fire extinguisher must be placed alongside the left front wheel.
- The trunk and interior emptied of any contents, other than the spare tire, jack, tools and convertible boot and placed nearby so as to not prevent the judges' complete access to the car.

- Carpet saver mats are to be removed so that the car floor covering is visible. Because mats are often a Cadillac-approved accessory, they may be placed near the car so that they can be judged if the owner wishes.
- Any display materials—signs, figures, etc.—are to be removed from the car area. While they might add to showmanship, they are excluded when judging in CLC events.
- All windows must be fully raised and, if a convertible, the top is also fully raised.
- The hood, doors, and trunk will be closed.

**When event judging begins, all detailing of the car must stop!**

## ***During Car Judging***

The Entrant, the car owner or his/her authorized representative, must be present during judging. If it is necessary to leave the car before it is judged, the Entrant or Entrant's representative must leave a cell phone number on the Windshield Card so that the Judging Team can contact the person when it is ready to judge the car. In the rest of this section "Entrant" refers to the Entrant or the Entrant's representative.

First, the Team Captain will verify that the information on the judging sheet is correct for the car to be judged, that the fire extinguisher is in place, the Senior Badge, Wreath and/or Crown, if applicable is affixed, and the car satisfies all requirements to be ready for judging.

When the Team is ready to begin judging, the Team Captain will ask the Entrant to open the hood and turn the ignition on so that the judges may determine the operation of any warning lights. The engine will then be started. The judges will then evaluate the engine and systems for leaks, smoke, etc. While the engine is running, the Team Captain will ask the Entrant to demonstrate all the accessories, interior power equipment, heating and air conditioning systems if equipped, wiper/washer, and interior lights. The judging team will also check all exterior lights—turn signals, headlights, brake lights, license light, and backup lights,

if so equipped. The team will also judge that the brakes, windows, seats, and other powered features are operational. The convertible top will be operated if so equipped and powered. Once the operational features are judged, the engine will be turned off when requested by the Team Captain.

Next, the Team Captain will then ask the Entrant to open the trunk so that it can be judged and that the correct equipment is present—spare tire, jack, tools and jacking instructions. If equipped with a power-operated trunk lid, it will be demonstrated at this time.

The Team Captain will then ask the Entrant to open all the doors so the judging team may inspect the interior of the vehicle. Once that is completed, the Entrant will be asked to close all the doors, windows, and trunk. The judging team will inspect the fit and finish of all exterior body panels, trim pieces, chrome, rubber, and body gaps. They will also inspect the tires and undercarriage of the vehicle.

All cars—judged and display—are to be on the show field both Friday and Saturday of the Grand National Meet. Friday is the primary judging day and cars are to be ready for judging beginning at 9 a.m. Judging will continue until at least 4 p.m. or until judging is stopped by the National Chief Judge. Judged and display cars may be removed from the show field Friday night once the Chief Judge declares judging over. All cars—judged and display—are to return to the show field Saturday at 9 a.m. and are to remain on the field until 4 p.m. Judged cars not complying with these requirements will forfeit any awards earned during judging unless the National Chief Judge has authorized the car to leave early as evidenced by an Early Departure Form that bears his signature. Note that the show field will be closed to entry beginning at 9 a.m. on both Friday and Saturday. Vehicles not on the show field by that time will not be allowed entry and will automatically be disqualified.

## ***Authenticity Issues***

Judging in all Divisions and Classes, except in the Modified Division, is based on originality and/or authenticity. Judges assess the car's authenticity as part of judging each car *vis-à-vis* the CLC

Standard. At the end of judging each car, the Team Captain must present to the Entrant a listing of all deductions for nonauthentic items found by the judges. Entrants may question the judges' authenticity findings. It is incumbent upon the Entrant to disprove any judge's authenticity deduction by supplying written documentation, usually relevant Cadillac-produced documents, CLC Authenticity Manual, or the current edition of the *CLC Official Judging Manual*. If the Entrant does not provide the convincing documentation, the judges' opinion will prevail. If a dispute cannot be resolved by the Team Captain and Entrant, the National Chief Judge, or his authorized representative will be called upon to adjudicate the issue(s). The Chief Judge's decision is final.

**The Entrant must sign the Team Captain's Judging Form after the authenticity issues have been discussed. Refusal by the Entrant to sign the Form will result in the Entry's Disqualification.**

The Entrant's signing of the Judging Form does not preclude the Entrant from protesting a deduction(s). See Protest Procedures on page 27 of this Manual.

**All protests must be made and resolved before the car leaves the show field on the day of judging.**

## **Conduct**

Entrants must not engage in conversation with any members of the Judging Team except for the Team Captain. Conversations with the Team Captain are to be limited to answering the Team Captain's questions and supplying specific information about the car that will aid judging.

The Entrant is expected to follow all instructions from the Team Captain when demonstrating all systems and accessories. If any requested accessory is not demonstrated as requested, it will be concluded that the given accessory does not work and all points for the function of that item will be deducted (5 points).

Once the operations part of judging is complete, the Entrant should retreat from the car and judges and allow them to do

their work unhindered yet be available if needed to operate any parts of the car.

**Any Entrant or Entrant's representative who attempts to overhear the judges' conversations or who tries to influence the judges by comments about his/her car or that of another or who interferes with judging is subject to disqualification.**

## **Senior Awards**

If a car earns a Senior award, the Owner will be presented with a Senior Badge and a trophy. The Owner is responsible for affixing the badge to the car and to transfer the badge along with the car to the subsequent owner. The Owner may keep the trophy that was awarded.

The foregoing also applies to the Senior Wreath award that consists of a Senior Badge and a metal wreath that surrounds the badge and the Senior Crown award that consists of a Senior Badge and a surrounding metal wreath and a metal crown that tops both.





# CHAPTER 3

## Local Arrangements

### General Information

The following is a guide to preparing for and providing of the necessary facilities, arrangements, and personnel for an efficient and effective CLC-judged car show that is:

- Enjoyable for all participants—entrants, judges, and spectators
- Protective of cars shown and related equipment

The guidance provided must be tailored to the configuration of the event site. It is the ideal. Variances may be required. Any deviations from those described in this document, must be approved by the CLC National Chief Judge.

A determination must be made at least nine months in advance of the event if any governmental permits are required to hold a car show at the site. If required, application for the permit(s) should be made at this time.

A site plan, drawn to scale with dimensions shown, showing the layout of the show site, show field, and trailer parking area, as well as a hotel plan showing the facilities to be used by judging personnel will enable effective communication to all concerned personnel.

- A preliminary version of these plans is to be submitted to the National Chief Judge at least 180 days prior to the judged event showing the hotel plan (judges' training room, tabulation room, judges' lounge), general site layout, access points, and, if separate, the trailer parking area. This preliminary plan should be reviewed with the hotel staff before submitting to the National Chief Judge.
- A detailed version of these plans—showing layout of the show field (with assigned parking space numbers), location of all control points, trailer parking area layout, and hotel rooms assigned judges' training,

tabulation, and judges' lounge is to be submitted to the National Chief Judge at least one (1) month prior to the judged event.

- A roster of personnel assigned to each required position is to be submitted to the National Chief Judge at least seven (7) days prior to the judged event.

### Personnel

#### Event Head Judge

The Event Head Judge is responsible for providing, or arranging for the providing of, the facilities and services necessary for the proper display and judging of cars at a national CLC-judged car show. This includes show field layout, required hotel rooms for judging needs, contracting security services, securing barricades, contracting golf carts, marking the show field, securing the show field, etc.

#### Entry Control/ Welcoming Personnel

People arrive at a judged event after travel of varying durations. Some of these trips will be uneventful, others not. Some are tired; some may be frustrated by their travel experiences. Most are lucky to find the host site without too much difficulty. Once they enter the host property, they have no idea where to go—they could come in cars, in trucks with 20- to 48-foot trailers, RVs with trailers and pro haulers with semi-trailer trucks.

A staffed entry point properly located to control traffic is essential. The staff should provide appropriate instructions—specifically where the participant can park while registering or directions to temporary parking and where to register. A handout map of the grounds with parking areas noted is a big help. Everyone attending will appreciate this courtesy and it will begin the event on a positive note for the event participant.

Finally, the Entry Control Personnel are likely the first persons encountered by

Entrants. They are responsible for setting the first impression and making everyone feel welcomed.

#### Field Marshals— Show Field

Field Marshals must be provided in an adequate number to staff the show field entry point and to assist the entrants in finding their show field space and properly parking the car in it. Field Marshals are also needed to ensure the security of the show field 24 hours per day. Usually, private security firms are contracted to provide overnight security.

#### Field Marshals— Trailer Parking

Field Marshals must be provided in an adequate number to staff the trailer parking area, to control entry and exit and to assist trailer operators in parking in the correct space and properly parking the truck and trailer in it. Field Marshals are also needed to ensure the security of the trailer parking area 24 hours per day. Usually, private security firms are contracted to provide overnight security.

If the trailer parking is not adjacent to the hotel, the Field Marshals or other event personnel should provide transportation between the trailer parking lot and the hotel if a hotel shuttle is not available. Ideally, golf carts could be used if there is a route that is off of main streets.

### Show Field

**Show Field Layout** incorporating the following is required:

1. One main entry point shall be provided for vehicle access to the show field. Vehicles need to get off the access street so that they don't further restrict the site entrance and traffic flow onto the site. The main entry point should therefore be set back from the street. Depending on the site, off-street parking in the entry areas can be

- ample to handle several vehicles, other sites may be constrained, and appropriate provisions must be provided. The incoming traffic flow will increase from Tuesday to Thursday.
2. All other access points to the show field must be closed off to prevent unauthorized access to/from the show field. Each car show field shall be controlled by installation of movable barricades or similar so that entry to and exit from can only be via defined locations. Ideally, there will be only one, the main entry point. Entry/exits must be clearly marked and equipped with a table, chair(s) for the attendants and canopy to protect attendants from rain and sun and enable the protection of all entry/exit materials. Where site conditions require, show field controls must permit access by hotel guest to handicapped parking spaces. Also, the show field must permit easy access for emergency vehicles.
  3. Registered cars are to be arranged in chronological order from 1903 to the latest date allowed on the show field plus spaces for professional cars. All the registered cars in Primary, Touring, Specialty & Unique, Preservation, and Display Divisions shall be included in the space for the chronological placement of cars.
  4. Separate, but preferably adjacent, areas of sufficient size shall be provided for (1) Modified cars and (2) not eligible for judging newer model Cadillacs, plus all Cadillacs or LaSalles that are entered after the entry cutoff date. Ideally, there should be at least 20 spaces for vehicles entered after the entry cutoff date.
  5. Each car space will be a minimum of 6 feet wide, with four feet on each side. If the parking lot is already marked and of sufficient size, the standard parking space lines can be used—every other space divider becomes the center line of the car show stall for each show car. If it is necessary to make a custom layout, then measure and mark the centerline of each space using materials acceptable to the hotel or the show field owner.
  6. Each car show space shall have at least three feet of space behind the car so that the car owner may position chairs, any show-related supplies, and car contents. If car spaces are back-to-back, they should be offset to aid in providing space behind the car. (A car in one row should be backed up to a space in an adjacent row and vice versa.)
  7. Mark each car show space with the car space number in large, legible waterproof numbers using waterproof materials acceptable to the hotel or the show field owner. This number shall be on the center line of the space and positioned so that is visible when the show car is parked. **Note:** Each car dash card will have this “space” number printed on it. It is helpful to blow the area clean for the number before placing the space numbers using a cordless leaf blower.
  8. Stanchions about 3 to 4 feet high and incorporating signs with large legible lettering are used to define the decades of the cars shown, e.g., ← 1910 1920 →. These stanchions are available from the CLC.
  9. All markings, barricades, and show field facilities must be in place by 8 a.m. on the first day of the show (Tuesday at GN) and removed after the last day of the event. For a GN, with approval of the hotel, the parking lot should start being closed off on the preceding Saturday. It will generally take a couple of days to get the lot cleared of guest and staff vehicles. At the same time, parking spots can be numbered before registered vehicles start arriving on Sunday.
  10. A poster size print of the show field plan with space numbers should be displayed adjacent to the Registration room to help entrants find their parking space that is printed on the windshield card in the registration materials packet.
  11. A show field map with space numbers and a list of vehicle registrations by last name (available from the Car Registrar) should be provided to the Field Marshals. Multiple copies are beneficial.
  12. A sound system that can broadcast information to the show field should be provided if practicable.
- Show Field Operation** incorporating the following is required:
1. Attendants to staff and operate the entry/exit point(s) to verify that each car is qualified to park on the show field beginning on the first day of the event. The entry/exit will be operated from 7 a.m. to 10 p.m. each day except for Friday and Saturday, on which the entry/exit point(s) will be open at 6 a.m.
  2. The Car Registrar will provide the Event Head Judge with a list of entered cars after registration closes that can be used by entry/exit point staff to determine who can drive their cars onto the show field.
  3. **Field Marshals**—An appropriate number of field marshals will be provided to assist with parking show cars when the show field is open for entry and exit.
  4. All show cars will be permitted to park in their designated space from the first day of the show until the morning after the event is over.
  5. All show cars must be permitted to leave the show field except on the days of the show—see next item.
  6. No show car can leave the show field on Friday before the Chief Judge declares judging concluded or before 4 p.m. on Saturday. Each car leaving the show field on Saturday before 4 p.m. will provide the entry/exit attendant with an Early Departure Form.
  7. Any car leaving the show field before 4 p.m. on Saturday must have an official permission to exit verified by an Early Departure form signed by the National Chief Judge. Or, the car driver will be provided with a Prize Forfeiture Card informing the driver that

by leaving early, any prize to be provided will be forfeited.

8. Uniformed security guards must be provided for the show field from 10 p.m. on the first day of the event until 7 a.m. the following morning, each night the show is occupied by entrant cars. Daytime security will be provided by the host Field Marshals.

## Judges' Amenities and Facilities

The required judges and tabulators amenities and facilities include the following:

**Judging Seminar**—A room capable of accommodating all judges and tabulators (estimate 80 to 150 people) from 3 to 5 p.m. on the day before the show. This room will be equipped with facilities that can show a CD with sound and PowerPoint™ presentation(s); a lectern with microphone. This room should be set up classroom style. The number of people to accommodate will be provided in time, consistent with the hotel contract, by the National Chief Judge.

**Judges' Breakfast** on the day of the show; breakfast ready to serve at 7 a.m. This room needs to be equipped with a lectern and microphone. The count of meals to be served will be provided in time, consistent with the hotel contract, by the National Chief Judge. The room should be equipped with tables capable of seating eight or 10 people per table.

**Judges' Lunch** on the day of the show—lunch can be served in the Judges' Lounge. The count of meals to be served will be provided in time, consistent with the hotel contract, by the National Chief Judge.

**Judges' Lounge & Support**—The Judges' Lounge should be adjacent to, but separate from the Tabulation Room. It will include tables and chairs for use by the judges when completing their work. The lounge shall be supplied with coffee, tea, soft drinks, and water from the conclusion of breakfast to 5 p.m.

One or more people are needed to distribute water to the judges on the show field throughout the time judging is in progress. One golf cart and two people can effectively handle this task.

**Tabulation Room**—The room in which the judging forms will be tabulated will be separate from but close by the Judges' Lounge. The Tabulation Room shall be such that only one entry/exit will exist. It will be sized to enable 10 people to work comfortably and equipped with at least six 3-by-8-foot tables. Easily accessible power outlets must exist in this room and/or power cords supplied. This room must be available starting on Tuesday at a GN.

**Golf Carts**—A minimum of four golf carts will be provided; one two-passenger cart assigned to and signed "Chief Judge," two four-passenger carts for use by the Past Presidents; and one more for use by the Event Head Judge or Field Marshals; more may be required. At a GN, these golf carts should be available from Monday through Saturday.

**Judges/Entrants Desk** near the Registration Desk—one 3-by-6-foot table with two chairs and a sign "Judges & Entrants Information" are required. This table needs to be staffed at least part of the time registration is open.

## Trailer Parking

Trailer parking is an essential car show amenity, as many show cars arrive in or on trailers. Most are single-car enclosed trailers ranging in length from 20 to 28 feet. A few are two-car trailers and one to three are five-car semi-trailers. For each CLC Grand National, experience proves that 25 to 40 percent of the cars entered will be trailered. The trailer parking area should be adjacent to the show field and, if not, as close to as site conditions permit having the required area.

**Trailer Parking Layout** incorporating the following is required:

1. A separate area will be provided for parking of show car trailers and their tow vehicles. It is critical that this area can be easily accessed by semi-trailer trucks.
2. A layout of this space must accommodate the number of trailers to be expected. The tow vehicles must be able to remain hooked to their trailers.
3. Each space must permit opening of side doors on trailers that can be 4 to 5 feet wide on both sides of

the trailer. Most trailers are 8 feet wide or less.

4. Each trailer space must include enough space to unload a car(s) from the trailer. The length of space required is 40 feet minimum.
5. A drawing is included in Appendix J that illustrates how the foregoing requirements can be accommodated in an open area bounded only by exterior property lines. A space 155 feet wide and 422 feet long will accommodate 24 trailers and a space 279 feet wide and 422 feet long will accommodate 48 trailers. Typically, 25 percent of the cars shown at a judged event will arrive in trailers. For more details, guidance when an open area does not exist, or for a 24" x 36" print of this drawing, please contact the Chief Judge.
6. Some tow vehicles are RVs and these must be allowed in the trailer parking area and permitted to be occupied. Note: if the host hotel owns the trailer parking land, RV occupancy may be prohibited.
7. If this area is not adjacent to the show field (within 1,500 feet or less), shuttle vehicles must be operated on a regular schedule; trips to and from the show headquarters and trailer parking will be on half-hour intervals throughout the day and early evening.

**Trailer Parking Operation** incorporating the following is required:

1. There must be at least one Field Marshal at the trailer parking area at all times it may be entered and exited. This (these) Field Marshal(s) must also direct trailer parking to ensure that trailers are properly parked and the most effective use of the parking area results.
2. Uniformed security guards must be provided for the trailer parking area from 10 p.m. on the first day of the event until 7 a.m. the following morning, each night the show is occupied by entrant trailers. Daytime security will be provided by the host Field Marshal.





# CHAPTER 4

## Judges

Judging at any Grand National or other authorized CLC judged event will be conducted under the direction of the National Chief Judge. He will supervise the Event Head Judge and all judging and tabulating personnel.

### Eligibility

Any Cadillac & LaSalle Club member may volunteer to be a judge at any CLC judged event as part of the event registration process. The registration form provides space for the volunteer to indicate their desire to judge and to indicate any special interest and/or expertise.

While anyone can volunteer, the composition of judging teams is determined by the National Chief Judge based upon the number, year, and models of cars entered and the distribution of those entered cars in their respective Divisions and Classes.

Each judging team will consist of four people, with a minimum of three required. If more people volunteer to judge than the number required, they will be added to teams as observers. Each team should include at least one person with specific knowledge of the cars to be judged by the team. Ideally, this person will be a Certified Class Expert. The Team Captain will be an individual who has experience in CLC judging and proven to have the necessary leadership skills.

### Conduct

The judging process is stressful for the entrant. **It is imperative that judges be courteous and friendly.** Even if the judge possesses substantial experience and expertise with the car(s) being judged, it is best for the judge to be humble; the car entrant may be even more expert.

Judges are expected to bend over the car, look inside, and kneel to see under it, but in all instances **the judge should not touch the car.** Clothing should be appropriate for judging—no belt buckles, pendants, tags or jewelry should be worn

that could scratch the car's finish during the judging inspections.

**Judges are not to operate any part of the car.** The Team Captain will ask the Entrant to operate the car's features, open doors, hood, and trunk.

Judges are to confer with each other regarding technical points and to share their knowledge. The Team Captain is empowered to direct a judge to change an item score if he/she finds the judge has made an error.

**Each judge is representing the Cadillac & LaSalle Club and it is critical that the Entrant be left with a favorable impression of the Club.**

### Team Captain

The Team Captain is in charge of team operations and is responsible for:

- All communications with the Entrant
- Locating the cars to be judged and determining if any registered cars are missing
- Determining the order in which the judged cars will be judged by the team and informing all entrants of the judging order before judging begins
- Distribution of judging forms to team members; only the forms for the car to be judged are to be distributed at the start of judging each car
- Verifying that the car and the judging forms match and that the car's VIN matches that on the judging form
- Verifying the presence of a Senior badge and any attachments if and as appropriate
- Directing operations during the operations judging phase
- Approving the appropriateness of all judges' deductions

- Ensuring all judges have the same authenticity deductions
- Reviewing all authenticity deductions with the owner and having him/her sign the Team Captain's judging form confirming that he/she was informed of the authenticity deductions
- Resolving any disputes with the Entrant over judging deductions if possible and if not, to contact the National Chief Judge for dispute resolution
- Ensuring a colored dot sticker is applied to the windshield card of each car when judging is complete
- Collecting all judging forms from each Team member and verifying that all forms are complete, signed and accounted for before turning the forms into the Tabulation Room
- Rating the performance of each judge and turning in the forms to the Chief Tabulator—a sample Judge Assessment form is provided in Appendix N
- Holding the team members in the judges' lounge until approval is obtained from the Chief Tabulator to disband the team, collect and distribute the event judging pins to the team members

A Team Captain's Checklist is included in Appendix M.

### Training

Judging, like any task, is a learned skill. Formal training as well as the learning gained by judging is important. To that end, the CLC provides a two-hour refresher seminar the day before each judged event. All those who will judge must attend this seminar.

The CLC also provides Judges' Workshops at various locations around the country and at least once per year. These daylong events have more intensive classroom

training than the two-hour seminar and provide a half day of actually judging a representative car together with immediate feedback.

## **Certification— Class Experts**

The CLC will certify Class Experts corresponding to the Classes used for judging cars in the Primary and Touring Divisions. An individual who satisfactorily completes a 100-test-item written examination pertinent to the class will be certified as a Class Expert for five (5) years. The examination must be retaken and a passing score obtained before the end of the five (5)-year period to qualify for certification for a subsequent five (5)-year period. The written examinations are being developed. As they become available, individuals may apply for and take the examination.

An individual may also be certified as a Class Expert who substantially contributes to the preparation of a class CLC Authenticity Manual. Individuals

seeking certification by this method will submit a description of their contribution together with appropriate documentation to the CLC National Chief Judge. The National Chief Judge in consultation with the Judging Committee will decide on granting or not granting certification. This decision is not subject to appeal. Certification so granted will last for five (5) years. A certified Class Expert may renew the certification by substantially



updating the Authenticity Manual or completing the written examination as previously described.

A sample of a typical Certified Class Expert pin is shown below left.

## **Continuous Improvement**

Judging, like most tasks, benefits from experience guided by a commitment to seek a better result. Team Captains evaluate each judge after the completion of an event to identify what was done well and what can be improved. These results are then communicated to the judges. Similarly, the National Chief Judge evaluates the Team Captains after the completion of an event based on the judging results of each car judged by the teams. The regularly-scheduled Judging Seminars held before each event and Judges' Workshops, day-long in-depth training, use the information collected from judging to communicate commonly-occurring problems and techniques to address such problems.

# CHAPTER 5

## Judging Administration

The Judging Administration Committee Chair is responsible to the National Chief Judge for tabulating the event judging forms and preparing the scores for each car that are used to determine the awards to be presented.

The Judging Administration Committee Chair is assisted by several personnel, including:

- Event Chief Tabulator
- Scanner Operator
- Form Evaluator
- Form Tabulator

### Event Chief Tabulator

This person is responsible for:

- Obtaining registration data from the meet registrar
- Generating judging form labels based on the data obtained
- Applying the labels to the judging forms obtained from the Judging Committee \*
- Collating the individual forms by car and class \*
- Grouping forms by judging team assignment \*
- Preparing tracking forms for use by Form Evaluators
- Setting up the scanning equipment in the Tabulation Room on the day of the judged event
- Perform the function of the Scanner Operator when needed
- Taking the data from the scanned forms and importing it into the tabulation database
- Generating and disseminating required reports, mailing labels, and synopses
- Packing up the scanning equipment
- Arranging for storage of the equipment

\* *Other Judging Administration personnel could assist with these tasks for additional points in the Recognition System.*

There should be at least two—and preferably three or four—people who can serve as Event Chief Tabulators in the CLC. At least one person capable of fulfilling the previously described tasks must be available to work at a judged event. Persons will qualify for this position by experience and evaluation by the Judging Administration Committee Chair and the National Chief Judge. Experience with Scantron hardware and software and Microsoft Access is required.

### Scanner Operator

This person is responsible for scanning completed forms. This person should be computer savvy and be able to think on their feet. The Scanner Operator also performs eraser work and mark darkening on forms that won't scan.

### Form Evaluators

Several people are required at each judged event to carry out the following duties under the direction of the Judging Administration Committee Chair or the Event Chief Tabulator:

- Check judging forms to ensure they are filled out properly. Generally, this will be done one team at a time.
- If not filled out properly, make note of the deficiency and set it aside until all judging forms for that car and the forms for all cars judged by the team are completed. Then return the forms with deficiencies to the Team Captain, who will revisit the forms with the Team Judges to make corrections. The team will be waiting in the Judges' Lounge.
- Track forms that are returned to the Team Captain

- Account for forms that have been properly filled out via a checkoff sheet
- Assist the Scanner Operator by performing eraser work and mark darkening on forms that won't scan
- Assist the Judging Administration Committee Chair in accounting of the scanned forms

The more cars there are to be judged, the more Form Evaluators are needed.

A minimum of four or five Form Evaluators are needed for up to 200 judged cars. Probably one more Form Evaluator for each additional 50 cars.

Two Form Evaluators will be assigned the foregoing duties for all Modified Division judging forms—these forms are different and need to be evaluated differently.

### Form Tabulator

The scoring of judging forms for the Modified Division cars are tabulated by hand. One Form Tabulator will add up the score on each judging form and determine the total score. A second Form Tabulator will double check the scoring of the first Tabulator. Together, they shall agree upon the score represented on each Modified Division judging form, and submit to the Judging Administration Committee Chair for signature.

### Training of Form Evaluators and Form Tabulators

The Judging Administration Committee Chair and/or the Event Chief Tabulator will provide instructions to the personnel at the beginning of the day when judging forms will be evaluated and tabulated.



# CHAPTER 6

## Judges'/Tabulators' Recognition Program

This program rewards those who serve the CLC by judging or tabulating judging scores at the events approved by the CLC for judged car shows using the CLC judging system. Points are awarded for CLC judging and related activities.

### Rewards

Judges and Tabulators will be awarded distinctive pins confirming their recognition as an official CLC Judge or Tabulator. These pins will, by their design and construction, indicate the level of training and experience acquired by the Judge or Tabulator. The levels are:

- Bronze
- Silver
- Gold
- Platinum
- Senior
- Master Senior

The Judges' Recognition Program began in 2015. Those who have judged or tabulated in at least one CLC Grand National (GN) at Milwaukee, WI (2015); Lake George, NY (2014); Boston, MA (2013); St. Augustine, FL (2012); and Columbus, OH (2011); can obtain points for judging or tabulating at those events and for GNs in 2010, 2009, 2008, 2007 and 2006. To obtain recognition points for those the events, the CLC member will submit a form provided by the CLC to the National Chief Judge. The information on the form will be compared with records maintained by the National Chief Judge. Proven experience will be granted points consistent with the points assigned according to the following schedule of qualified activities. Copies of these forms to be used for applying for prior experience credit are presented in Appendix K.

Subsequent to Program initiation, the National Chief Judge, or his/her designee, will record points earned after each event or activity in the National Judges and Tabulators Database. Annually, each program participant will be provided a

Bronze (Copper)



Silver (Antique Silver)



Gold



Platinum (Nickel)



Platinum (Nickel)



Platinum (Nickel)



report of the points earned as of the end of the calendar year. Awards to each judge will be distributed as each level of award is achieved.

### Qualified Activities and Related Points

#### Points—Judging Activities

- 1 Attending a two-hour Judging Seminar at a Judged Event (if judge or tabulator)
- 1 Judging in any division and class
- 2 Team Captain for judging in any division and class
- 2 Assistant Event Head Judge for a CLC-authorized judged event
- 3 Event Head Judge for a CLC-authorized judged event
- 3 Points for attending a CLC-authorized Judges' Training Workshop

- 3 Points per year for serving as Deputy Chief Judge
- 4 Points for satisfactorily completing a CLC-authorized Judges' Training Workshop
- 4 Points for Teaching a CLC-authorized Judges' Training Workshop
- 5 Points per year for serving as National Chief Judge
- 5 Certified class judge (earned only in the year granted)

#### Points—Tabulating Activities

- 1 Attending a two-hour Judging Seminar at a Judged Event (if judge or tabulator)
- 1 Form Tabulator and Evaluator
- 2 Event Scanner Operator
- 3 Event Chief Tabulator for a CLC-authorized judged event
- 4 Points per year for serving as Tabulation Committee/Judging Administration Chair



- 5 Developing computer programs to aid judging [5 points/program]

Points may not be combined for a single event, e.g., the Event Head Judge gets only 3 points even if he/she also judges a class or serves as a Team Captain.

### Award Schedule

Points Required	Reward Level
1 point	Bronze Judge or Tabulator
8 points	Silver Judge or Tabulator
20 points	Gold Judge or Tabulator
35 points	Platinum Judge or Tabulator
65 points	Senior Judge and Tabulator
110 Points	Master Senior Judge or Tabulator

When a Judge or Tabulator achieves a higher level and is notified by the Chief Judge, they shall return the pin for their current level and then the Chief Judge will supply the person with the correct pin for their new level.

Bronze (Copper)



Silver (Antique Silver)



Gold



Platinum (Nickel)



Platinum (Nickel)



Platinum (Nickel)





# CHAPTER 7

## Divisions and Classes

Divisions and classes organize the judging of all Cadillacs and LaSalles that might be entered for judging to enable fair competition. All cars—Primary, Touring, Specialty & Unique, and Preservation Division cars—shown at a judged event are parked in chronological order on the show field. Display-only cars are included in the chronological order integrated with the judged cars.

Modified Division cars are parked by classes and within each class in chronological order in a special area on the show field. Any display-only modified cars will be included in the special area for modified cars.

**Note:** *If a car is entered in the wrong Division or Class, it will be assigned to the correct Division and Class by the National Chief Judge. His decision is final.*

After an entry is processed, the Car Registrar issues a Confirmation of Entry identifying the Division and Class to which the car has been assigned. If the Entrant objects to the assignment, it is the Entrant's responsibility to protest the assignment to the National Chief Judge upon receipt of the Confirmation of Entry. At the event, a color-coded windshield card is given to the Entrant: Display—White, Modified —Orange, Senior—Yellow, Primary—Blue, Touring—Green, and Specialty & Unique—Pink. The windshield card identifies the Division, Class, and space number for the car. It authorizes entering the car on the show field and assists field marshals in helping the Entrant locate the assigned space.

### Primary and Touring Divisions

Primary and Touring Division cars share the same classes. Cars classified as Specialty & Unique Division cars (see pages 20–21) may be entered in the Touring Division in the Specialty & Unique Division classes.

The **Primary Division** is for Cadillac and LaSalle automobiles which are 20 years old and older as manufactured, assembled and/or authorized for sale by the Cadillac Motor Car Division of General Motors. Therefore, for example, 2000 Cadillacs will be eligible in 2020, 2001 Cadillacs in 2021, etc. Primary Division cars are those that have either had a complete top to bottom and inside and out restoration and/or have relatively low mileage along with an extensive amount of detailing including the engine compartment and chassis.

This Division includes “Limited Production” Cadillacs produced by (or under the auspices of) the Cadillac Motor Car Division of General Motors.

*Limited Production Cadillacs* as used here means those factory-produced vehicles that differ in certain respects from the standard models. It includes cars modified by outside companies to the specifications of, or with the approval of, Cadillac Motor Car Division prior to delivery to Cadillac dealers.

The **Touring Division** is for Cadillac and LaSalle automobiles 10 years old and older as manufactured, assembled and/or authorized for sale by the Cadillac Motor Car Division of General Motors. This Division includes “Limited Production” Cadillacs produced by (or under the auspices of) the Cadillac Motor Car Division as previously defined. Touring Division cars are those that are regularly driven and do not appear as new in one or more categories judged—chassis, engine compartment, trunk, interior and exterior.

### Primary and Touring Car Classes

Included in this listing are post-World War II cars defined as Limited Production cars. Those models known to exist and to be judged within the Primary and Touring are listed in the classes where they will be judged. If an owner is aware of a Limited Production Cadillac not listed and wants the car to be judged in

the Primary or Touring classes, the owner should contact the National Chief Judge **at least two months before the judged event entry date and obtain a decision on its inclusion.**

Pre-World War II cars with bodies produced by recognized coachbuilders such as Fleetwood (before it was acquired by General Motors), LeBaron, Willoughby, Derham, etc. will be judged in the same classes as the standard production cars based on the year of the chassis and type of engine.

### Class Cars Included

Class	Cars Included
1	1902–1923 Cadillacs
2	1924–1935 Cadillacs with V-8 engines
3	1927–1933 LaSalles
4	1934–1938 LaSalles
5	1939–1940 LaSalles
6	1930–1933 Cadillacs with V-12 or V-16 engines
7	1934–1937 Cadillacs with V-12 or V-16 engines
8	1938–1940 Cadillacs with V-16 engines
9	1936–1938 Cadillacs with V-8 engines
10	1939–1940 Cadillacs with V-8 engines
11	1941 Cadillacs
12	1942–1947 Cadillacs plus 1948–1949 Series 75
13	1948–1949 Cadillacs except 1948–1949 Series 75
14	1950–1953 Cadillacs
15	1954–1956 Cadillacs
16	1957–1958 Cadillacs
17	Reserved
18	1959–1960 Cadillacs
19	1961–1962 Cadillacs
20	1963–1964 Cadillacs including 1965 Series 75
21	1965–1966 Cadillacs excluding 1965 Series 75
22	1967–1970 Cadillacs except Eldorado models

Class	Cars Included
23	1967–1970 Cadillac Eldorados
24	1971–1978 Cadillac Eldorados, includes: <ul style="list-style-type: none"> <li>• 1976 Bicentennial convertible—last 200 convertibles in 1976 model year, all are white with white interiors; red and blue pinstripe; white wheel cover center; special plaque on dash identifying each car as one of 200</li> <li>• 1976 to 1978 Biarritz—Specific colors for each year; 1977 and 1978 had pillowed interiors</li> <li>• 1978 Custom Classic Biarritz—celebrates end of full-size Eldorados; unique color Arizona Beige and Demitasse Brown</li> </ul>
25	1971–1976 Cadillacs, excluding Seville and Eldorado models
26	1977–1984 Cadillacs plus 1976–1979 Seville models, includes: <ul style="list-style-type: none"> <li>• Special Regional Editions [example: 1979 Coupe de Ville d'Marchand produced for Chicago market area; slate gray metallic over sable black with complementary two-tone interior</li> <li>• Philadelphia-area Liberty edition</li> <li>• 1978 and 1979 Phaetons—Coupe de Ville or Sedan de Ville; specific colors, matching or contrasting simulated convertible top</li> </ul> <p>Cadillac approved simulated convertible top will have option code C5 on the option sticker</p>
27	1979–1985 Cadillac Eldorado models plus 1980–1985 Seville models, includes: <ul style="list-style-type: none"> <li>• 1984–1985 Eldorado Biarritz convertibles</li> <li>• 1985 Eldorado, Eldorado Biarritz Convertible, and Seville models with “Commemorative Edition” trim and identification</li> </ul>
28	1985–1996 Rear Wheel Drive Cadillacs

Class	Cars Included
29	1985–1999 Front Wheel Drive Cadillacs, excluding Eldorado and Seville, includes: <ul style="list-style-type: none"> <li>• 1988–1990 Sixty Special</li> <li>• 1985–1987 Series 75</li> <li>• 1997–1999 Fleetwood Limited Extended Models</li> <li>• 1999 50th Anniversary Model</li> </ul>
30	1982–1988 Cadillac Cimarron and Cimarron d'Oro
31	1997–2001 Cadillac Catera and Catera Sport
32	1986–1999 Eldorado and Seville, includes: <ul style="list-style-type: none"> <li>• 1986–1987 Eldorado “America II” Limited Edition</li> <li>• 1990–1991 Eldorado Touring Coupe</li> <li>• Eldorado ESC and ETC</li> <li>• Seville STS and SLS</li> </ul>
33	1987–1993 Cadillac Allanté
34	2000–2005 Cadillac, excluding XLR and Escalade, includes: <ul style="list-style-type: none"> <li>• 2002 Collector Series Eldorado in Alpine White and Aztec Red</li> <li>• 2005 Limited Edition DeVille</li> </ul>
35	2006–2009 Cadillac, excluding XLR and Escalade
36	2004–2009 XLR and XLR-V, includes: <ul style="list-style-type: none"> <li>• 2004 Neiman Marcus special edition</li> <li>• 2007 Passion Red special model</li> </ul>
37	1999–2006 Cadillac Escalade, includes Escalade ESV and Escalade EXT
38	2010–2014 Cadillacs, excluding Escalade
39	2007–2014 Cadillac Escalade, includes Escalade ESV and Escalade EXT
40	2015–2018 Cadillacs, excluding Escalade
41	2015–2018 Cadillac Escalade, includes Escalade ESV
42	2019–2022 Cadillac, excluding Escalade
43	2019–2022 Cadillac Escalade, includes Escalade ESV
44	Reserved for Future Use

45	Reserved for Future Use
99	All Commercial and Professional cars based on Cadillac engine and chassis

**NOTE:** From 1902 to last year judged in either Division, a class may be split at National Chief Judge’s decision to fit the size of the judging teams.

## Specialty & Unique Division

The **Specialty & Unique Cars Division** exists to recognize concept cars and prototypes produced by or sponsored by the Cadillac Motor Car Division of General Motors, specialty models with Cadillac chassis, power, and/or body produced by recognized coachbuilders or specialty manufacturers in limited numbers, and Cadillac-powered race cars.

Frequently, Cadillacs modified by outside firms could be ordered through Cadillac dealers, and in many cases, they were seen in Cadillac showrooms. The purpose of this category is to differentiate between the Cadillacs that were usually modified before the first retail buyer took possession (“Specialty & Unique Cars”) and those cars that were modified later by a private owner to his or her own tastes (“Modified cars”).

A listing of cars to be included in this Division follows. Undoubtedly, there are others that should be similarly recognized. Any owner who believes that his or her car should be included for judging in this Division, but is not included in the list included in this Manual should apply to the National Chief Judge for recognition **at least three months prior to the beginning of a Grand National Meet or other judged event in which the car is to be entered.** The National Chief Judge shall confer with the Judging Committee regarding the proposed entry, and the decision of the National Chief Judge shall be final.

## Specialty & Unique Cars Classes

Class	Cars Included
SU-1	Cadillac-powered race cars and production cars—includes but not limited to:

**Class Cars Included**

- Cunningham, Le Monstre, etc.
  - Allard
  - Muntz Jet
- SU-2** Cadillac Concept Cars—includes but not limited to:
- 1949 Fleetwood Coupe de Ville concept car
  - 1953 Cadillac Orleans
  - 1953 Cadillac Le Mans
  - 1954 Cadillac El Camino
  - 1954 Cadillac La Espada
  - 1954 Cadillac Park Avenue [concept]
  - 1955 Cadillac Eldorado Brougham
  - 1955 LaSalle II sedan and roadster
  - 1956 Eldorado Brougham Town Car
  - 1956 Cadillac Palomino and Maharani
  - 1957 four-door Seviles
  - 1958 Cadillac “Raindrop” convertibles
  - 1959 Cadillac Cyclone
- SU-3** Designer and Celebrity Cars—includes but not limited to:
- 1956 Cadillac Die Valkyrie by Brooks Stevens
  - 1953 Ghia-styled Cadillac coupe created for Aly Khan and Rita Hayworth
  - 1953 Cadillac Elegante
  - Cadillac-produced unique cars made for a Cadillac or GM executive or key employee, or for a friend or relative of an executive or key employee
  - Cadillac-produced unique cars for a “celebrity” or a notable individual
- SU-4** Cadillac Recognized Coachbuilders
- The archives of the GM Heritage Center include the following firms on the list of “approved coachbuilders”: Fleetwood, Derham Body Company, O’Gara Coachworks, Hess & Eisenhardt, Superior Coach, Pininfarina, Don Lee, Miller-Meteor, Sayers & Scovill [later acquired by Hess &

**Class Cars Included**

- Eisenhardt], Sievers & Erdman, O’Gara Hess Eisenhardt, and Superior Coach.
- NOTE:** Some of these coachbuilder-modified vehicles were commercial or professional vehicles, such as hearses, ambulances, “combination” vehicles, and limousines. These vehicles must be entered in Class 99 of the Primary or Touring Divisions.
- SU-5** Cadillac Station Wagons [excluding standard-model CTS and CTS-V station wagons and Escalades] and Pickup Trucks, includes but not limited to:
- 1955 – 1989 Station wagons were constructed using standard or commercial Cadillac models in numbers ranging from 2 to 20
  - Mirage pickup by Traditional Coach Works, Chatsworth, CA
  - Caribou pickup by American Built Cars Inc., San Francisco, CA
- SU-6** Specialty Seviles and Eldorados, includes but not limited to:
- 1976–1979 Seviles were subject to modification by various companies, including:
- EM Conversion [long wheelbase] produced by Moloney Coachbuilders, Palatine, IL
  - Grandeur Formal Sedan produced by Grandeur Motor Car Corporation, Pompano Beach, FL
  - Grandeur Opera Coupe produced by Grandeur Motor Car Corporation, Pompano Beach, FL
  - GT built by GT Enhancements, Inc.
  - Milan Roadster built by Milan Coachbuilders and Milan Convertibles, Simi Valley, CA
  - San Remo Convertible built by Coach Design Group for Hillcrest Motor Co., Beverly Hills, CA

**Class Cars Included**

- San Remo Coupe built by Coach Design Group for Hillcrest Motor Co., Beverly Hills, CA
  - Tomaso Coupe built by Tomaso of America, Little Rock, AR
  - 1978–1979 “Gucci” Seviles; a joint venture of Aldo Gucci and Norman Braman of Braman Cadillac in Miami. The cars were converted by International Auto Design
  - “Pierre Cardin” Seviles and Eldorados; The Pierre Cardin cars were produced by an aftermarket company.
- SU-7** 1960–1975 Specialty Cadillacs, includes but not limited to:
- Cars replicating those used in the “Superfly” film, frequently featuring an oversized headlight surround, a Rolls-Royce styled grille, landau bars, etc. Some were de Villes and Eldorados that were shipped from franchised dealers to Wesco Conversions for installation of special roof treatments and ornamentation, some were sold under the name “El Deora,” and some were modified by the Dunham Coach Company.
- SU-8** 1976–1999 Specialty Cadillacs, includes but not limited to:
- Convertible coupe conversions in model years when no factory-produced or factory-authorized Cadillac convertible was available, including but not limited to Hess & Eisenhardt “LeCabriolet” convertibles [1979–1980]; Cadillacs with special trim created by E&G Classics or similar aftermarket firms—these modifications were often made under contract with Cadillac dealers, with cars bearing this trim appearing in Cadillac new-car showrooms.



## Preservation Division

The **Preservation Division** exists to encourage the conservation and preservation of original, unrestored Cadillac and LaSalle automobiles that are 30 years old and older. Such cars provide a wealth of information about how the craftsmen of Cadillac designed and built them.

Cars entered in this Division may also be simultaneously entered in any other Division.

Judging of cars in the Preservation Division is only performed at Grand National events.

Cars that have won a Past Presidents' Preservation Award in the four years preceding the judged event will not be judged in the Preservation Division, but can be displayed, or entered in other Divisions.

### Preservation Division Classes

There are not established classes in the Preservation Division. Rather, cars to be judged at a particular event are grouped in three general categories based on age. For example, in 2015, the classes consisted of (1) 1942 and earlier, (2) 1946–1975, and (3) 1976–1985. **Note:** In 2015, 1985 was the newest year that satisfied the 30-year limit. These categories will be established at each judged event where Preservation cars are judged, at the discretion of the Past Presidents who are conducting the judging. The categories will vary depending on the mix of cars entered for Preservation judging.

## Modified Division

The **Modified Division** exists to recognize hot rods, customs and resto-mods employing Cadillac or LaSalle chassis, body, and/or drivetrain. A special area on the show field will be provided for all modified cars entered for judging or display only. A modified car may be entered in one of the following classes:



- **Hot Rods** are any 1940 and earlier bodied car constructed with an emphasis on improving speed, handling, and appearance. If the car body is not a Cadillac or LaSalle, the car's engine must be a Cadillac or LaSalle.



- **RestoMods** are any Cadillac or LaSalle 1960 models and the years before which have been modified to incorporate a modern chassis, driver/passenger convenience items (e.g. power steering, air conditioning, power windows, etc.) and/or improved sound systems. These cars may be powered by any engine. The exterior appearance will remain substantially the same as a factory-produced car of the same year and model. There will be no chopping, channeling, sectioning, or other modifications that would alter the stock appearance.
- **Mild Customs** are any Cadillac or LaSalle with minor changes to the body, interior, or changes to upgrade performance or appearance of the stock engine. Installation of air conditioning and sound systems are allowed, along with changes to the exhaust system, brakes, wheels and tires.



- **Radical Customs** are any Cadillac or LaSalle that have had major body changes, chopped, channeled, bumpers removed, and/or major changes to the interior, engine, and suspension changes.

The Modified Division is not intended for cars that have been modified by incorporating modest changes that the owner desires, but generally do not alter the as-manufactured condition of a stock Cadillac or LaSalle. These modifications are those that would receive deductions in the Primary or Touring Divisions; for example, mounting radial tires on a car that is normally equipped with bias-ply tires.

### Modified Division Classes

#### Class Cars Included

<b>M-1</b>	Any car fitting the definition of Hot Rod as defined previously
<b>M-2</b>	Any car fitting the definition of RestoMod as defined previously
<b>M-3</b>	Any car fitting the definition of Mild Custom as defined previously
<b>M-4</b>	Any car fitting the definition of Radical Custom as defined previously

**Note:** The National Chief Judge may subdivide any of the Modified Classes by years if the number of entrants warrants.

## Display Cars

Any vehicle that could be included in any one of the Divisions that the owner wishes to show at the Grand National Meet or other authorized judged event but does not want the vehicle judged.

# CHAPTER 8

## Scoring and Awards

### General

All judges' scores will be included in scoring of each vehicle. If possible, each judging team will consist of four (4) judges, one of whom is the Team Captain. At minimum, there will be three members on the judging team, one of whom is the Team Captain. The scores of Judging Team Observers, if present, are not counted in scoring.

The scores of all judges, whether three or four, are averaged and converted to a 100-point basis to determine the award to be provided to each car. All scores will be calculated to the nearest  $\frac{1}{100}$ th point.

Any and all cars entered at a particular judging event will receive the award determined by the points obtained and specified below. Example: If all cars entered in a particular class obtain between 95.00 and 96.99 points, all receive the awards for a Senior car.

### Primary and Specialty & Unique Division Cars

#### Required Scores and Awards

Primary and Specialty & Unique Division Cars are judged using three different forms determined by the Class of the car. (See Appendices D, E, and F.) They will be given awards as follows:

<b>Senior Crown</b>	99 points minimum
<b>Senior Wreath</b>	97 points minimum
<b>Senior</b>	95 points minimum
<b>First Place</b>	90 points minimum
<b>Second Place</b>	80 points minimum
<b>Third Place</b>	70 points minimum

The Senior Crown winners will be awarded a special trophy and a Senior Badge with associated wreath and crown for mounting on the car.

The Senior Wreath winners will be awarded a special trophy and a Senior Badge with associated wreath for mounting on the car.

The Senior winners will be awarded a special trophy and a Senior Badge for mounting on the car.

Senior Crown, Senior Wreath, and Senior cars are recorded in CLC records and published in its annual *International Membership Directory* and/or on the CLC website. If a Senior Wreath or Senior car enters and is judged at any judged event after it has obtained one of these awards, its Directory listing will not change unless it obtains the next higher award. Also, it will not receive an additional badge, wreath or crown, but it will receive the trophy presented at the event.

Senior badges with wreaths and crowns as applicable are to be affixed to the car and transferred with it when the car is sold or otherwise transferred to another owner.

There will be unique trophies for First Place, for Second Place, and for Third Place.

#### Senior Crown Winners

If a Senior Crown winning car enters any judged event, is judged, and scores 98 points or more, a special award, the Senior Crown Conservation trophy, will be presented recognizing the owner's preservation of the car's high quality.

### Touring Division

Touring Division Cars, regardless of Class, are judged using the same form (see Appendix D). They will be given awards as follows:

<b>First Place</b>	90 points minimum
<b>Second Place</b>	80 points minimum
<b>Third Place</b>	70 points minimum

There will be unique trophies for First Place, for Second Place, and for Third Place.

### Preservation Division

A unique trophy will be presented to all cars that the Preservation Car Judges determine are deserving of recognition.

These awards are only conferred at Grand National events.

### Modified Division

The scores in all categories—OPERATIONS, ENGINE, CHASSIS, BODY and INTERIOR—will be totaled for each judging team member and then those totals averaged to determine the number of points obtained by the car.

To qualify for an award in the Modified Division, the car must have at least four (4) modifications and obtain more than 260 points. Awards will be presented as follows to any car in each class that qualifies for an award:

- The highest score in each Class will receive a First Place trophy.
- The second highest score in each Class will receive a Second Place trophy.
- The third highest score in each Class will receive a Third Place trophy.

Exact numerical ties in scores will be awarded a duplicate trophy.

### Judging Results

Entrants may obtain judging results after the completion of the event by sending the National Chief Judge a stamped, self-addressed #10 business envelope along with information identifying the car judged. If the request is submitted within 90 days after the day of judging, there is no cost. However, requests made after the 90-day limit must include with their request a check made payable to the CLC for \$50.

Historical results may also be available. The cost for prior year events is \$50 per year.

The results are provided by a Judging Synopsis. The Synopsis indicates the overall score and the points deducted by judging category along with the reason A = Authenticity, W = Workmanship, and C = Condition (reason not available for Class 1

and Touring cars). If the judge(s) indicated the specific reason for the deduction, e.g. not authentic headlight, that information will also be included with the report.

**NOTE:** CLC judging awards represent the opinions of volunteer judges on a given date as they understand and interpret CLC judging standards and guidance. These opinions may or may not be correct.



# CHAPTER 9

## Judging Rules

The Judging Rules are organized as follows:

- Rules Applicable to All Divisions and Classes and Display Cars
- Rules Applicable to All Judged Cars
- Rules Applicable to All Primary, Touring, and Specialty & Unique Judged Cars
- Rules Applicable to Primary and Touring Division Cars
- Rules Applicable to Touring Division Cars Only
- Rules Applicable to Specialty & Unique Division Cars
- Rules Applicable to Preservation Division Cars
- Rules Applicable to Modified Division Cars

Therefore, a car entered in a Primary Class must comply with the first four groups of rules while a Specialty & Unique Division car must satisfy the first three and the sixth. A Preservation Division car must comply with the first four groups of rules and the seventh. A Modified Division car must comply with the first two groups of rules and the eighth.

### Rules Applicable to All Divisions and Classes and Display Cars

**CLC Membership**—The car owner must be a current CLC member.

**Confirmation of Entry**—This document, issued by the car registrar, must be presented at registration.

**Proof of Insurance**—A currently valid insurance certificate or similar document establishing that the car to be shown is insured must be presented when submitting the registration form(s) for the car(s).

**Fire Extinguisher**—A UL-approved fire extinguisher, 2.5-pound ABC or

gaseous agent equivalent for car fires, must be placed alongside the left front wheel. This standardized position assures that it can be readily retrieved in an emergency.

*Any car not meeting the foregoing conditions will not be allowed on the show field at a CLC judged event.*

**Professional Cars**—Bizarre decorations and vehicle contents and inappropriate lettering and display materials are not allowed on the show field.

### Rules Applicable to All Judged Cars

**Drivable**—All cars must be driven onto the show field under their own power.

**Personal Items**—All personal items shall be removed from the interior and trunk at the time of judging. This includes any accessory mats—Cadillac or after-market. Accessory mats may be displayed near the car, but will not be judged.

**Professional Cars**—Funeral cars may include flower displays, ambulances may include standard rescue equipment and standard livery nameplates are allowed. However, flower displays and standard rescue equipment that prevents viewing the complete vehicle interior shall be removed at the time of judging.

Emergency equipment such as sirens, emergency lighting, etc., will not be operated when the vehicles are on the show field, except during judging of the car.

**Convertible Tops**—All soft tops or convertible tops must be installed and in the up or closed position. Side curtains and boot or top well cover must be available for examination.

**Windows**—All windows must be in the up or closed position at the start of judging.

**Damage**—There will be no deduction or penalty for any damage incurred en route to or at the judged event.

### Rules Applicable to All Primary, Touring, and Specialty & Unique Judged Cars

**Safety Allowances**—No points will be deducted for:

- Seat belts and shoulder harness if not originally equipped; they should be installed to mimic factory practice
- Dual-reservoir master cylinders, if not originally equipped; they should be installed in the same location as the original single-reservoir master cylinder consistent with a factory installation
- Turn signals, if not originally equipped. Ideally, existing lights will be rewired to accept double-contact bulbs. If auxiliary lights are used, they must be similar to those available in the same period as the year of the car.
- Second taillight, matching the original, if not originally equipped
- Centered, high-mounted stoplights
- Driving aids for handicapped persons if needed by the owner

**Stickers and Badges**—No points will be deducted for:

- Period stickers applicable to the car; for example, gas ration stickers for pre-war cars and vintage inspection stickers approximating the year of the car
- CLC decal
- Badges from other car clubs, such as CCCA, AACA, etc.

## Authenticity Issues

The following are universal rules governing authenticity deductions applicable to items listed below:

**Wheels and Tires**—Wheels and Tires must be the same size, type, and manufacture, except for those models with asymmetric tires; in this instance, the sizes must be the same as the original or optional tires. If tires have whitewalls, all must have the same whitewall width. Original spare tires are allowed without an authenticity deduction. But, if the spare tire has been replaced, the spare tire must match the four on the ground. The foregoing statement about matching spares does not apply to those cars equipped with space-saver spares, no spares (run-flat tires) etc. Also, some cars with alloy wheels will have a different wheel, e.g. steel, for the spare.

See Appendix B, Wheel and Tire Authenticity, for detailed information regarding judging of tires.

### Chrome Instead of Nickel

Chrome may be substituted for any item originally plated with nickel.

### Stainless Steel Wheel Spokes

Polished stainless steel spokes will be accepted in lieu of chrome where chrome spokes were originally used and not incur an authenticity deduction.

**Valve Stem Cap**—Metal valve stem caps were used from the beginning of manufacture through 1950. Plastic valve stem caps were used in 1951 and after. Later models—mid-1990s on—chrome valve stem caps were installed on cars with chrome-plated wheels.

**Phillips Head Screws**—Phillips head screws were first used on 1937 and 1938 Cadillacs on garnish moldings only. (Reference: 1937-'38 Shop Manual.)

**Radial Tires**—Radial tires were first used by all models in 1974, and in 1972 to 1974 as an option. Therefore, radial tires will be accepted on all 1972 and later cars.

**R-134a Refrigerant**—R-134a refrigerant was first used in 1992. It may be used in all cars prior to 1992.

**Exhaust Components**—Steel exhaust piping and mufflers were used through \_?\_ and \_?\_; aluminized steel was used between \_?\_ and \_?\_ and later

stainless steel was adopted. Steel, aluminized steel, and unpolished stainless-steel exhaust system components will be accepted in all years.

## Rules Applicable to Primary and Touring Division Cars

**Accessories**—Any accessory approved by Cadillac will be allowed. Non-factory accessories, including those installed by dealers before initial delivery, will receive the appropriate authenticity deduction.

**Professional Cars**—Professional cars may display items customarily used by these vehicles. However, displays of other materials, such as skeletons, are not allowed on the show field. Also, these ancillary display items must be removed prior to judging so that the entire interior can be clearly viewed.

### Rules Applicable to Touring Division Cars Only

No authenticity deductions will be made for:

- **Radial tires** on cars originally equipped with bias-ply tires; the radial tires must be the equivalent size to that of the standard or optional original bias-ply tires;
- **12-volt batteries** installed in cars originally equipped with 6-volt systems; and
- **Disc brakes** on cars originally equipped with drum brakes.

These exceptions are in addition to all other exemptions extended to all entered cars.

## Rules Applicable to Specialty & Unique Division Cars

**Authenticity**—Specialty & Unique Division cars often include items, finishes, and trim that are not common to cars assembled by the Cadillac Motor Car Division. The Entrant of such cars must furnish the National Chief Judge with documentation of these unusual features as part of the car's entry. Specialty &

Unique Division cars will be judged using the Primary and Touring Judging forms and authenticity will be determined by information in the CLC Authenticity Manuals unless supplemented by Entrant-supplied information describing the different items, finishes, and trim.

## Rules Applicable to Preservation Division Cars

The judging of cars in this Division is performed by CLC Past Presidents and/or their designated representatives available to judge at a particular judged event. These judges use their experience, rather than a point system, in making their determinations.

## Rules Applicable to Modified Division Cars

**Approach**—Judging of Modified Cars operates on the principle of earning points, with some exceptions, instead of deducting points as in other Divisions.

While all Modified cars are judged for operations of all functions and for cleanliness and appearance in each of the four categories—Engine, Chassis, Body, and Interior—the only other items judged are those identified as modified by the entrant on the Entry Form.

**Qualification for a Prize**—The car must have at least four modifications and earn at least 260 points to be considered for a prize.

## Judging Forms

Four different judging forms are used in the CLC Judging appropriate to the vintage and Division of the cars being judged.

- **Form I**—All Primary Division Class 1 cars and all Touring Division cars
- **Form II**—All Primary Division Class 2 to Class 21 (1924 to 1966) cars and Specialty & Unique Division cars produced up to and including 1966

- **Form III**—All Primary Division and Specialty & Unique Division cars produced in 1967 and years thereafter
- **Form IV**—All Modified Division cars

## Protests

Any Entrant taking exception to a judging deduction or scoring of a judged car may protest the Judging Teams' decision(s) to the National Chief Judge at the time the car is judged. An entrant may protest a deduction for Authenticity only, he/she cannot protest any deduction for Workmanship or Condition. It is the Team Captain's duty to inform the National Chief Judge when the entrant protests a deduction. The National Chief Judge will decide the protest upon notification and that decision is final.

In deciding any protest, Cadillac-published documents will control. Absent Cadillac documents, the latest version being sold of the applicable CLC Authenticity Manual will control and these versions of all CLC Authenticity Manuals are available at every judged

event. It is noted that all Authenticity Manuals are regularly updated to contain the latest available information. Sometimes, the latest version is a new, subsequent edition; in other instances minor changes are incorporated without a change to the manual edition or publication date. **It is the Entrant's responsibility to obtain the latest version being sold when making restoration decisions.**

In the absence of written documents, the National Chief Judge will apply his/her best judgment.

An Entrant may not protest the Judges' decisions for Preservation Division and Modified Division cars.

## Judging Results

Actual scores are not announced at the Awards ceremony or in *The Self-Starter*.

Judging results for a specific vehicle may be obtained by the owner or Entrant by written request to the National Chief Judge within ninety (90) days of the judged event. The request must include a self-addressed, stamped #10 business

envelope. The results are provided by a Judging Synopsis. The Synopsis indicates the overall score and the points deducted by judging category along with the reason A = Authenticity, W = Workmanship, and C = Condition (reason is not available for Class 1 and Touring cars). If the judge(s) indicated the specific reason for the deduction, e.g. not authentic headlight, that information will also be included with the report. After 90 days, the request must include a \$50 fee (check made payable to Cadillac & LaSalle Club, Inc.).

A person purchasing a car that has won an award may request a Judging Synopsis from the National Chief Judge for events in which the car has won an award to the extent CLC records are available. The request must identify the car—VIN, year, body style, color, and event(s) where the car was judged along with a check of \$50/event (check made payable to Cadillac & LaSalle Club, Inc.), and a self-addressed, stamped #10 business envelope with sufficient postage. If the record(s) are not available, the payment will not be returned.

Judging records are available from approximately 1996.



# APPENDIX A

## Limited Production Cadillacs—Authenticity Details

Unless otherwise noted, the Limited Production automobiles would be equipped with all standard equipment assigned to the base model in the year of production and could be ordered with any standard paint color, any complementary available interior trim, and all optional equipment.

### Class 24

#### 1976 Eldorado Bicentennial

**Convertible**—This specific designation was reserved to the last 200 convertibles produced on the assembly line in the 1976 model year. The distinguishing features were:

- **Paint**—Cotillion White
- **Convertible top**—White vinyl
- **Upholstery**—White leather seating
- **Carpet, dash and seat piping**—Firethorn
- **Pinstriping**—Blue and red pinstripes on the hood area only; the blue pinstripes are inboard on the hood and the red pinstripes are outboard extend onto the front of the doors
- **Wheel Cover Centers**—White instead of the standard black
- **Dash Plaque**—A special plaque was placed on the dashboard identifying it is one of 200
- **Trim Tag Designation**—S072

**1976 Eldorado Biarritz**—The 1976 Biarritz was introduced in the spring of 1976 to create excitement after the allotment of convertibles had been sold. The cars were mostly produced in monotone colors with the body paint, cabriolet roof treatment, and interior all matching colors.

- **Paint**—The unique Biarritz colors included: Cotillion White, Academy Gray, Sable Black, Innsbruck Blue, and Firethorn

- **Upholstery**—The interior upholstery and trim matched the exterior color, except Cotillion White and Sable Black painted cars could be ordered with Firethorn interior. The interior was the same as the standard Eldorado.
- Unique Features included:
  - Cabriolet vinyl roof with French seams in color matching the exterior paint
  - Small rear quarter windows
  - Smaller than standard rear window enclosure
  - Brushed stainless steel molding along the doors and upper hood.

#### 1977 Eldorado Biarritz

—The 1977 Biarritz was produced in monotone colors, with the body paint, cabriolet roof treatment, and interior all matching colors.

- **Paint**—The unique Biarritz colors included: Cotillion White, Sable Black, Cerulean Blue Firemist, Buckskin Firemist, and Frost Orange Firemist
- **Upholstery**—The interior upholstery and trim matched the exterior color. The interior included 50/50 dual comfort seats with contoured, pillow-style leather seating.
- Unique Features included:
  - Cabriolet vinyl roof with French seams in color matching the exterior paint
  - Small rear quarter windows
  - Smaller than standard rear window enclosure
  - Brushed stainless steel molding along the doors and upper hood.

**1978 Eldorado Biarritz**—The 1978 Biarritz was produced in monotone colors with the body paint, cabriolet roof treatment, and interior all matching colors except as follows:

- **Paint**—The unique Biarritz colors included: Cotillion White, Antique Light Blue, Antique Light Yellow, Antique Medium Saddle, and Dark Carmine Red
- **Upholstery**—The interior upholstery and trim matched the exterior color. The interior included 50/50 dual comfort seats with contoured, pillow-style leather seating. If Dark Carmine Red was the exterior color, the interior could be white or a matching red.
- Unique Features included:
  - Cabriolet vinyl roof with French seams in color matching the exterior paint; the Dark Carmine Red painted car could opt for a white cabriolet roof
  - Small rear quarter windows
  - Smaller than standard rear window enclosure
  - Brushed stainless steel molding along the doors and upper hood.

#### 1978 Eldorado Custom Biarritz

**Classic**—This special version was produced in conjunction with ASC to celebrate the end of the “full-sized” Eldorado. Only 2,000 were produced.

- **Paint**—These automobiles were painted Arizona Beige on the lower body and wheel cover centers with Demitasse Brown on the hood and roof panel
- **Upholstery**—The interior was two tone Light Beige and Dark Saddle Leather pillow top seating.



- Unique Features included:
  - Cabriolet vinyl roof in Arizona Beige
  - Small rear quarter windows
  - Smaller than standard rear window enclosure
  - Brushed stainless steel molding along the doors and upper hood.
  - Exterior gold plated Cadillac emblems.

## Class 26

**1978 and 1979 Phaetons**—Coupe de Ville or Sedan de Ville model produced with a simulated convertible top was termed a Phaeton. These Cadillac-produced specials can be distinguished by the smooth stainless steel metal trim at the bottom of the top. There are no snaps on this trim. The following colors were offered:

- Cotillion White with Dark Blue Stayfast simulated convertible top
- Silver with black Stayfast simulated convertible top
- Western Saddle Firemist with a Dark Brown Stayfast simulated convertible top.

**1979 Special Region Editions**—Dealers in several U.S. major metropolitan markets opted to have Cadillac produce special models for their areas. Typically, these specials were limited in number to no more than 100. Details about two are known:

- Coupe de Ville d'Marchand produced for Chicago-area market featured two-tone paint—Slate Gray Metallic over Sable Black with complementary marching leather interior.
- Liberty Edition models produced for Philadelphia area were painted Chateau Lake Blue body with Dark Green Metallic Cabriolet Vinyl roof and matching Dark Green Leather interior.

**1980s Simulated Convertibles**—Cadillac offered simulated convertible tops in the 1980s. These Cadillac-produced specials can be distinguished by the smooth stainless steel metal trim at the bottom of

the top. There are no snaps on this trim. Some of the tops had simulated bows and others did not. The tops were furnished in Stayfast fabric or vinyl convertible top-ping. Many color choices were available to complement the exterior paint. Also, once Cadillac started attaching option code stickers either in the glove box, under the trunk lid, or inside the right rear door, authenticity can be confirmed by option code CF5 being listed for the roof treatment.

## Class 27

**1979–1985 Eldorado Biarritz**—The Biarritz features a stainless steel roof with a cabriolet vinyl roof covering and stainless steel trim along the top of the doors and along the top of the fenders. They also included diamond-tufted leather seating.

**1985 Eldorado and Seville Commemorative Edition**—These were special production models to celebrate the end of the run of these body styles. They were produced with Cotillion White or Dark Blue exterior paint, special two-tone Dark Blue and White leather interior, and special badging in the steering wheel center, in the wire wheel cover centers, and on the roof sail panel. The cars also had distinctive gold painted pinstriping. While these were generally metal roof cars, the Eldorado could be obtained as a convertible. The Commemorative Edition convertible was the standard Biarritz with standard Biarritz leather interior (special interior not available) the special badging included an embroidered emblem on the convertible top.

## Class 29

**1987–1988 60 Special**—These cars were ordered through the dealer network and then shipped to Hess & Eisenhardt for conversion, stretch, and trim addition. The upgrades included rear footrests and full vinyl roof treatment. Once the Hess & Eisenhart work was complete, they were shipped to dealers as regular stock automobiles.

**1987–1996 Spring Edition Cars**—These were modified Coupe de Villes or Sedan de Villes. Many years had specific color

availability, simulated convertible tops, gold-plated emblems, body-colored outside mirrors, and special interior packages such as perforated seating, two-tone leather seating, and other trim and ornamentation. Specific details are not available at the time of publication.

**1998–1999 Fleetwood Limited**—These cars were a joint venture of Cadillac and Superior Coach in Lima Ohio. Dealers would order a standard automobile with a distinctive “drop ship” code to Superior. Superior would then stretch the car 12 inches in the rear seating area, add fender skirts, and full vinyl roof. Walnut writing tables in the rear compartment were an option. Once complete, the cars were shipped to the dealer of record. Only 800 were produced in the two model years.

## Class 30

**1983–1986 Cimarron D'Oro**—The special edition Cimarron D'Oro was introduced in 1983 and continued with slight modifications through 1986. Available in all Cimarron paint colors in 1983, Sable Black in 1984, and red or white in 1985 and 1986, gold-tone accents replaced all the body chrome including the grille and a lay-down “Cadillac Cimarron” hood ornament. The D'Oro had body-colored bumpers, headlamp bezels, drip rail and window reveal moldings, wheel opening and rocker panel moldings, and door handles. The accent stripes on the hood center and body beltline were gold in color, as were the bumper rub strips and bodyside moldings. “D'Oro” fender plaques were attached at the lower portion of the front fenders. Gold also tinted the steering wheel spokes and horn pad emblem. The cars also included a ride and handling package upgrade to the suspension.

## Class 32

**1986 Eldorado “America II” or “America’s Cup” Edition**—These automobiles had a distinct two-tone paint treatment of Cotillion White over Light Blue Metallic along the lower body of the car and wrapped around the entire car including the lower area under bumpers front and rear. The cast aluminum wheels also had the Light Blue



accents within the design of the fins. The exterior of the car featured unique body striping and an America II insignia on the rear sail panel. The interiors were all leather in color. This is an extremely limited production automobile.

## **Class 34**

**1999 50th Anniversary DeVille**—Cadillac introduced a special edition DeVille equipped with most all optional equipment to commemorate the anniversary of the DeVille. The exterior was painted in premium White Diamond paint. Nuance leather seating areas in neutral color with Zebrano wood accents highlighted the interior. 50th Anniversary identification was provided on the exterior sail panels and in stitching on the seats. The cars also included 16-inch chrome wheels, a cassette player, and a single-slot CD player.

**2002 Eldorado Collector's Series**—This special model was available in Alpine

White or Aztec Red (the original colors of the first Eldorado in 1953). It was equipped with distinctive chrome wheels, special note exhaust system, numbered plaque on dashboard, and unique two-tone, all leather interior—Aztec Red had Black with Red accents, Alpine White had Neutral Shale with Tan accents. 1,596 of these cars were produced (532 Red and 1,064 White).

**2005 Limited Edition DeVille**—This special model commemorated the end of the DeVilles, which were produced for 56 years. The “Limited Edition” package included: chromed grill with wreath and crest (in lieu of standup hood ornament); chrome plated wheels (16-inch); genuine wood interior trim; special seat trim with contrasting piping and “Corinthian Detailing,” genuine wood steering wheel with heat feature; express open sunroof; six-disc CD changer; XM satellite radio; and trunk convenience package. The Limited Edition package added \$3,810 to the standard DeVille price.

## **Class 36**

There were several special XLR models produced during the production of this car between 2004 and 2009.

**2004 Neiman Marcus edition**—99 were produced for retail sale during Christmas 2003. They had a special Ultra Violet exterior paint with Neutral leather seats, and a special door sill plate with production number.

**2006 Star Black**—This car had special Black Metallic paint and a numbered door sill plate.

**2007 Passion Red**—This car had special Passion Red paint and a numbered sill plate from 1 to 250.

**2008 Aspen White**—This car had Aspen White paint and a numbered door sill plate.

**2006–2009 XLR-V**—This high performance model XLR-V had a special engine and suspension. It had a mesh grille and special badges denoting the V-Series.



# APPENDIX B

## Wheel and Tire Authenticity Details by Year and Model

The *Wheel and Tire Authenticity Guide* covers the years 1903 to 2000. The information is from a variety of sources (some, but not all Cadillac documents), but it is believed to be accurate. However, anyone possessing Cadillac-produced documents that contradict this chart will control in deciding authenticity during judging. Copies of such documents should be provided to the National Chief Judge.

OEM tire suppliers for Cadillac were commonly U.S. Royal (Uniroyal), Firestone, B.F. Goodrich, and Goodyear in the 20th century. In the late 20th century, Michelin became an OEM supplier. Reproductions of original tires matching all specifications—type, size, whitewall width, and manufacturer—are available for many tires listed in this chart. If exact matches are not available, make the best match possible according to this priority: (1) type; (2) size; (3) whitewall width; (4) manufacturer. New Old Stock (NOS) tires are sometimes available, particularly for the 1990s and 2000s matching original specifications.

It is the Owner's responsibility to establish that the information in this chart is not correct for a particular car and/or that it is not possible to obtain a tire that complies in all respects with the listed characteristics and to present such information to the Judging Team at the time of judging.

### Judging Tires

Owners may install any type and size of tire they desire. However, the CLC will deduct points in official CLC judging when the tires fitted do not conform to those listed in this chart unless the owner supplies written documentation using Cadillac-produced documents that differs from that in this chart; in that instance, the Cadillac-produced documents will control.

Tires are judged on four criteria in this priority—type of tire (bias or radial), size, whitewall size, and manufacturer.

**Tire Type**—Radial tires on 1971 and before models will receive a 1-point deduction for each mounted radial tire. Radial tires were offered by Cadillac in 1972 and the correct optional radial size tire will not receive a deduction in 1972 and years after. **Note:** Tire type point deductions do not apply to the Touring Division.

**Tire Size**—If a radial is fitted where only bias-ply tires are allowed, the size is also wrong and a 1-point deduction for each mounted radial tire will be taken.

**Whitewall Size**—A 1-point deduction per tire will be taken if the whitewall configuration and width do not appear to match that specified in this chart.

**Manufacturer**—A 1-point per tire deduction will be taken if an OEM supplier's name is not listed on the tire's sidewall. Any one of the OEM manufacturers listed in the first paragraph above and in some instances in the following table are accepted. However, if the Owner proves by written documentation during judging that a correct tire with the manufacturer's name is not commercially available, no deduction for manufacturer's name will be made.

### CADILLAC

Year	Models Type	Wheel Type	Wheel Size (Inches)	Type	Tire Size (inches)	Whitewall (inches)	Notes
1903	N/A	Wood-12-spoke	22 in	Pneumatic	28 x 3		
1904	A	Wood-12-spoke	22	Pneumatic	28 x 3 Clincher		Carbon black use was phased in over time. Tires could be white, grey or black during the period 1903-19??
	B	Wood-12-spoke	24	Pneumatic	28 x 3 Clincher		
	A and B Delivery	Wood-12-spoke	23	Pneumatic	30 x 3½ Clincher		
1905	B and C	Wood-12-spoke	24	Pneumatic	30 x 3 Clincher		Treads were initially smooth, when ribbed tread was first used is unknown
	D	Wood-12-spoke	24	Pneumatic	34 x 4½ Dunlop		
	E	Wood-12-spoke	24	Pneumatic	28 x 3 Clincher		
	F and F Delivery	Wood-12-spoke	24	Pneumatic	30 x 3½ Clincher		

Year	Models Type	Wheel Type	Wheel Size (Inches)	Type	Tire Size (inches)	Whitewall (inches)	Notes
1906	K	Wood-12-spoke	22	Pneumatic	28 x 3		
	L Touring	Wood-12-spoke	28 front, 27 rear	Pneumatic	36 x 4 front, 36 x 4½ rear		
	L Limousine	Wood-12-spoke	28 front, 26 rear	Pneumatic	36 x 4 front, 36 x 5 rear		Tread blocks and/or "non-skid treat" was added during the
	M and M Delivery	Wood-12-spoke	23	Pneumatic	30 x 3½		early years on a date unknown
	H	Wood-12-spoke	24	Pneumatic	32 x 4		
1907	G	Wood-10-spoke front, 12-spoke rear	25	Pneumatic	32 x 3½		
	H	Wood-12-spoke	24	Pneumatic	32 x 4		
	K	Wood-12-spoke	24	Pneumatic	30 x 3		
	M	Wood-12-spoke	23	Pneumatic	30 x 3½		
1908	G	Wood-10-spoke front, 12-spoke rear	25	Pneumatic	32 x 3½		
	G Limousine	Wood-10-spoke front, 12-spoke rear	26	Pneumatic	34 x 4		
	H	Wood-12-spoke	26	Pneumatic	34 x 4		
	M Delivery	Wood-12-spoke	23	Pneumatic	30 x 3½		
	S	Wood-12-spoke	24	Pneumatic	30 x 3½		
	T	Wood-12-spoke	23	Pneumatic	30 x 3½		
1909	"Thirty"	Wood-10-spoke front, 12-spoke rear	24	Pneumatic	32 x 3½		
1910	Thirty	Wood-10-spoke front, 12-spoke rear	26; 25 Limo	Pneumatic	34 x 4, 34 x 4½ Limo		
1911	Thirty	Wood-10-spoke front, 12-spoke rear	26; 27 Limo	Pneumatic	34 x 4; 36 x 4½ Limo		
1912		Wood-10-spoke front, 12-spoke rear	28	Pneumatic	36 x 4		
1913		Wood-10-spoke front, 12-spoke rear	27	Pneumatic	36 x 4½		
1914		Wood-10-spoke front, 12-spoke rear	27	Pneumatic	36 x 4½		
1915	Type 51	Wood-Artillery; wire wheels [Optional]	27	Pneumatic	36 x 4½		
1916	Type 53	Wood-Artillery; R-W wire wheel [Optional]	27	Pneumatic	36 x 4½		
1917	Type 55	Wood-Artillery; R-W or Houk wire wheel [Optional]	27 27	Pneumatic Pneumatic	37 x 5 37 x 5		
1918	Type 57	Wood-Artillery; R-W wire wheel [Optional]	25	Pneumatic	35 x 5		
1919	Type 57 and Limo	Wood-Artillery; R-W wire wheel [Optional]	25	Pneumatic	35 x 5		
	Type 57 Roadster	Wood-Artillery; R-W wire wheel [Optional]	25	Pneumatic	34 x 4½		
1920-	Type 59t		25	Pneumatic	34 x 4½		
1921	Limo, Brougham, Suburban		25	Pneumatic	35 x 5		
1922- 1923	Type 61	Wood-10 spoke; R-W wires [Optional]	23	Pneumatic	33 x 5		Balloon Tires Introduced in 1923
1924	V-63A	Wood; Metal Disc, R-W Wire	23	Bias-Ply	33 x 5		
1925	V-63B	Wood; Metal Disc, R-W Wire	23	Bias-Ply	33 x 5		
1926	314	Wood; Metal Disc, R-W Wire	20	Bias-Ply	6.75 x 32; 7:00 x 20		
1927	314	Wood; Metal Disc, R-W Wire	20	Bias-Ply	6.75 x 32; 7:00 x 20		
1928	341-A	Wood; Metal Disc, R-W Wire	20	Bias-Ply	6.75 x 32; 7:00 x 20	4% Optional	First Year Optional
1929	341-B	Wood; Metal Disc, R-W Wire	20	Bias-Ply	6.75 x 32; 7:00 x z20	4% Optional	
1930	353	Wood; Metal Disc, R-W Wire	19	Bias-Ply	7.00 x 19	4% Optional	
1930	452	Wood; Metal Disc, R-W Wire	19	Bias-Ply	7.00 x 19 [E] 7.50 x 19	4% Optional	

Year	Models Type	Wheel Type	Wheel Size (Inches)	Type	Tire Size (inches)	Whitewall (inches)	Notes
1931	355-A	Wire and Wood	19; Optional 18	Bias-Ply	6.50 x 19; 7.00 x 18 [Optional]	4½ Optional	
	370-A	Wire and Wood	19; Optional 18	Bias-Ply	7.00 x 19; 7.00 x 18 [Optional]	4½ Optional	
	452-A	Wire and Wood	19	Bias-Ply	7.50 x 19	4½ Optional	
1932	355-B	Wire and Wood	17	Bias-Ply	7.00 x 17	4½ Standard	
	370-B	Wire and Wood	17	Bias-Ply	7.50 x 17	4½ Standard	
	452-B	Wire and Wood	18	Bias-Ply	7.50 x 18	4½ Standard	
1933	355-C	Wire and Wood	17	Bias-Ply	7.00 x 17	4½ Standard	
	370-C	Wire and Wood	17	Bias-Ply	7.50 x 17	4½ Standard	
	452-C	Wire and Wood	17	Bias-Ply	7.50 x 17	4½ Standard	
1934	355-D	Wire and Wood	17	Bias-Ply	7.00 x 17	4½ Standard	
	370-D	Wire	17	Bias-Ply	7.50 x 17	4½ Standard	
	452-D	Wire	17	Bias-Ply	7.50 x 17	4½ Standard	
1935	355-D	Wire	17	Bias-Ply	7.00 x 17	4½ Standard	
	452-D	Wire	17	Bias-Ply	7.50 x 17	4½ Standard	
1936	36-60	Disc	16	Bias-Ply	7.00 x 16	4½ Standard	
	36-70, 75, 80, 85	Disc	16	Bias-Ply	7.50 x 16	4½ Standard	
	36-90	Wire with disc cover	17	Bias-Ply	7.50 x 17	4½ Standard	
1937	All Series but 16	Disc	16	Bias-Ply	7.50 x 16	4½ Standard	
	37-90	Wire with disc cover	17	Bias-Ply	7.50 x 17	4½ Standard	
1938	Series 60, 60S, 61	Disc	16	Bias-Ply	7.00 x 16	4½ Standard	
	Series 75, 90	Disc	16	Bias-Ply	7.50 x 16	¾ Optional	
1939	Series 60S, 61	Disc	16	Bias-Ply	7.00 x 16	¾ Optional	
	Series 75, 90	Disc	16	Bias-Ply	7.50 x 16	¾ Optional	
1940	Series 60S, 62	Disc	16	Bias-Ply	7.00 x 16	¾ Optional	
	Series 72, 75, 90	Disc	16	Bias-Ply	7.50 x 16	¾ Optional	
1941	Series 60S, 61, 62, 63	Disc	15	Bias-Ply	7.00 x 15	4½ Optional	
	Series 67, 75	Disc	16	Bias-Ply	7.50 x 16	4½ Optional	
1942	Series 60S, 61, 62, 63	Disc	15	Bias-Ply	7.00 x 15	4½ Optional	
	Series 67, 75	Disc	16	Bias-Ply	7.50 x 16	4½ Optional	
1946	Series 60S, 61, 62	Disc	15	Bias-Ply	7.00 x 15	4½ Optional	
	Series 67, 75	Disc	16	Bias-Ply	7.50 x 16	4½ Optional	
1947	Series 60S, 61, 62	Disc	15	Bias-Ply	7.00 x 15	4½ Optional	
	Series 67, 75	Disc	16	Bias-Ply	7.50 x 16	4½ Optional	
1948	Series 60S, 61, 62	Disc	15	Bias-Ply	8.20 x 15	¾ to 4 Optional	
	Series 75	Disc	16	Bias-Ply	7.50 x 16	¾ to 4 Optional	
1949	Series 60S, 61, 62	Disc	15	Bias-Ply	8.20 x 15	¾ to ¾ Optional	
	Series 75	Disc	16	Bias-Ply	7.50 x 16	¾ to ¾ Optional	
1950	Series 60S, 61, 62	Disc	15	Bias-Ply	8.00 x 15, 8.20 x 15 Optional	¾ to ¾	Optional on 8.20 x 15 only
	Series 75	Disc	15	Bias-Ply	8.20 x 15	¾ to ¾ Optional	
1951	Series 60S, 62	Disc	15	Bias-Ply	8.00 x 15; 8.20 x 15 Optional	¾ to ¾	Optional on 8.20 x 15 only
	Series 61	Disc	15	Bias-Ply	7.60 x 15; 8.00 x 15 Optional	¾ to ¾	Optional on 8.00 x 15 Only
	Series 75	Disc	15	Bias-Ply	8.20 x 15	¾ to ¾ Optional	



Year	Models Type	Wheel Type	Wheel Size (Inches)	Wheel Type	Tire Size (inches)	Whitewall (inches)	Notes
1952	Series 60S, 61, 62	Disc	15	Bias-Ply	8.00 x 15, 8.20 x 15 Optional	3¼ to 3¾	Optional on 8.20 x 15 only
	Series 75	Disc	15	Bias-Ply	8.20 x 15	3¼ to 3¾ Optional	
1953	Series 60S, 61, 62	Disc	15	Bias-Ply	8.00 x 15; 8.20 x 15 Optional	3¼	Optional on 8.20 x 15 only
	Eldorado	Chrome Wire	15	Bias-Ply	8.20 x 15	3¼ Standard	
	Series 75	Disc	15	Bias-Ply	8.20 x 15	3¼ Optional	
1954	Series 60S, 61, 62	Disc; Chrome Wire Optional	15	Bias-Ply	8.00 x 15, 8.20 x 15 Optional	3¼	Optional on 8.20 x 15 only
	Eldorado	Disc; Chrome Wire Optional	15	Bias-Ply	8.20 x 15	3¼ Standard	
	Series 75	Disc	15	Bias-Ply	8.20 x 15	3¼ Optional	
1955	Series 60S, 61, 62	Disc; Sabre- Aluminum Optional	15	Bias-Ply	8.00 x 15, 8.20 x 15 Optional	3¼	Optional on 8.20 x 15 only
	Eldorado	Sabre–Aluminum	15	Bias-Ply	8.20 x 15	3¼ Standard	
	Series 75	Disc	15	Bias-Ply	8.20 x 15	3¼ Optional	
1956	Series 60S, 61, 62	Disc; Sabre–Aluminum or Gold Optional	15	Bias-Ply	8.00 x 15, 8.20 x 15 Optional	3¼	Optional on 8.20 x 15 only
	Eldorado	Sabre–Aluminum or Gold	15	Bias-Ply	8.20 x 15	3¼ Standard	
	Series 75	Disc	15	Bias-Ply	8.20 x 15	3¼ Optional	
1957	Series 60S, 61, 62	Disc; Sabre Chrome Optional.	15	Bias-Ply	8.00 x 15, 8.20 x 15 Optional	2⅝	Optional on 8.20 x 15 only
	Eldorado	Sabre Chrome	15	Bias-Ply	8.20 x 15	2⅝ Standard	
	Eldorado Brougham	Forged Aluminum	15	Bias-Ply	8.40 x 15	1 Standard	
	Series 75	Disc	15	Bias-Ply	8.20 x 15	2⅝ Optional	
1958	Series 60S, 61, 62	Disc Sabre Chrome Optional.	15	Bias-Ply	8.00 x 15, 8.20 x 15 Optional	2⅝	Optional on 8.20 x 15 only
	Eldorado	Sabre Chrome	15	Bias-Ply	8.20 x 15	2⅝ Standard	
	Eldorado Brougham	Forged Aluminum	15	Bias-Ply	8.40 x 15	1 Standard	
	Series 75	Disc	15	Bias-Ply	8.20 x 15	2⅝ Optional	
1959	Series 60S, 62, 63	Disc	15	Bias-Ply	8.00 x 15, 8.20 x 15 Optional	2¼	Optional on 8.20 x 15 only
	Eldorado/Series 75	Disc	15	Bias-Ply	8.20 x 15	2¼ Standard	
	Eldorado Brougham	Disc	15	Bias-Ply	8.40 x 15	1 Standard	
1960	Series 60S, 62, 63	Disc	15	Bias-Ply	8.00 x 15, 8.20 x 15 Optional	2¼	Optional on 8.20 x 15 only
	Eldorado/Series 75	Disc	15	Bias-Ply	8.20 x 15	2¼ Standard	
	Eldorado Brougham	Disc	15	Bias-Ply	8.20 x 15	2¼ Standard	
1961	Series 60S, 62, 63	Disc	15	Bias-Ply	8.00 x 15, 8.20 x 15 Optional	2¼	Optional on 8.20 x 15 only
	Eldorado	Disc	15	Bias-Ply	8.20 x 15	2¼ Standard	
	Series 75	Disc	15	Bias-Ply	8.20 x 15	2¼ Optional	
1962	Series 60S, 62, 63	Disc	15	Bias-Ply	8.00 x 15, 8.20 x 15 Optional	1¼	Optional on 8.20 x 15 only
	Eldorado and Series 75	Disc	15	Bias-Ply	8.20 x 15	1¼ Standard	
	Series 75	Disc	15	Bias-Ply	8.20 x 15	1¼ Optional	
1963	Series 60S, 62, 63	Disc	15	Bias-Ply	8.00 x 15, 8.20 x 15 Optional	1¼	Optional on 8.20 x 15 only
	Eldorado	Disc	15	Bias-Ply	8.20 x 15	1¼ Standard	
	Series 75	Disc	15	Bias-Ply	8.20 x 15	1¼ Standard	
1964	Series 60S, 62, 63	Disc	15	Bias-Ply	8.00 x 15, 8.20 x 15 Optional	1¼	Optional on 8.20 x 15 only
	Eldorado	Disc	15	Bias-Ply	8.20 x 15	1¼ Standard	
	Series 75	Disc	15	Bias-Ply	8.20 x 15	1¼ Standard	

Year	Models Type	Wheel Type	Wheel Size (Inches)	Type	Tire Size (inches)	Whitewall (inches)	Notes
1965	Series 680, 682, 683	Disc	15	Bias-Ply	8.00 x 15, 9.00 x 15 Optional	1/4 Optional Triple Whitewall	3/16+1/2+3/16
	Series 684 Eldorado	Disc	15	Bias-Ply	9.00 x 15	Triple Whitewall	3/16+1/2+3/16 Standard
	Series 75	Disc	15	Bias-Ply	8.20 x 15	1/4 Optional	
1966	Series 680, 682, 683	Disc	15	Bias-Ply	8.00 x 15, 9.00 x 15 Optional	1/4 Optional Triple Whitewall	3/16+1/2+3/16
	Series 684 Eldorado	Disc	15	Bias-Ply	9.00 x 15	Triple Whitewall	3/16+1/2+3/16 Standard
	Series 75	Disc	15	Bias-Ply	8.20 x 15, 9.00 x 15 Optional	1/4 Optional Triple Whitewall	3/16+1/2+3/16
1967	Series 680, 682, 683	Disc	15	Bias-Ply	9.00 x 15	Dual Whitewall	5/8 inner+3/16 outer Optional
	Series 693 Eldorado	Disc	15	Bias-Ply	9.00 x 15	Dual Whitewall	5/8 inner+3/16 outer Optional
	Series 75	Disc	15	Bias-Ply	8.20 x 15	Dual Whitewall	5/8 inner+3/16 outer Optional
1968	Series 680, 682, 683	Disc	15	Bias-Ply	9.00 x 15	Dual Whitewall	5/8 inner+3/16 outer Optional
	Series 693 Eldorado	Disc	15	Bias-Ply	9.00 x 15	Dual Whitewall	5/8 inner +3/16 outer Optional
	Series 75	Disc	15	Bias-Ply	8.20 x 15	Dual Whitewall	5/8 inner+3/16 outer Optional
1969	Series 680, 682, 683	Disc	15	Bias-Ply	9.00 x 15	Dual Whitewall	5/8 inner+3/16 outer Optional
	Series 693 Eldorado	Disc	15	Bias-Ply	9.00 x 15	Dual Whitewall	5/8 inner+3/16 outer Optional
	Series 75	Disc	15	Bias-Ply	8.20 x 15	Dual Whitewall	5/8 inner+3/16 outer Optional
1970	Series 680, 682, 683	Disc	15	Bias-Ply	L78 x 15	Dual Whitewall	5/8 inner+3/16 outer Optional
	Series 693 Eldorado	Disc	15	Bias-Ply	L78 x 15	Dual Whitewall	5/8 inner+3/16 outer Optional
	Series 75	Disc	15	Bias-Ply	8.20 x 15, L78 x 15	Dual Whitewall	5/8 inner+3/16 outer Optional
1971	Series 681, 682, 683	Disc	15	Bias-Ply	L78 x 15	Dual Whitewall	3/16 inner +5/8 outer Optional
	Series 693 Eldorado	Disc	15	Bias-Ply	L78 x 15	Dual Whitewall	3/16 inner +5/8 outer Optional
	Series 75	Disc	15	Bias-Ply	L78 x 15	Dual Whitewall	3/16 inner+5/8 outer Optional
Note: Until letter size radials are reproduced, they can be replaced with their metric equivalent; see metric equivalents in 1975 and later in this chart.							
1972	Series 681, 682, 683	Disc	15	Bias-Ply	L78 x 15	Dual Whitewall	3/16 inner+ 5/8 outer Optional
	Series 693 Eldorado	Disc	15	Bias-Ply	L78 x 15	Dual Whitewall	3/16 inner+ 5/8 outer Optional
	Series 75	Disc	15	Bias-Ply	L78 x 15	Dual Whitewall	3/16 inner+ 5/8 outer Optional
1973	Series 6B, 6C, 6D	Disc	15	Bias-Ply	L78 x 15	Dual Whitewall	3/16 inner+ 5/8 outer Optional
	Series 6L Eldorado	Disc	15	Bias-Ply	L78 x 15	Dual Whitewall	3/16 inner+ 5/8 outer Optional
	Series 6F Fleetwood 75	Disc	15	Bias-Ply	L78 x 15	Dual Whitewall	3/16 inner+ 5/8 outer Optional

Year	Models Type	Wheel Type	Wheel Size (Inches)	Wheel Type	Tire Size (inches)	Whitewall (inches)	Notes
1974	Series 6C, 6D	Disc	15	Bias-Ply	L78 x 15	Dual Whitewall 3/8 inner+ 5/8 outer Optional	Optional LR78 Radial Tires with 1.3-inch Whitewall
	Series 6B Brougham	Disc	15	Bias-Ply	L78 x 15	Dual Whitewall 3/8 inner+ 5/8 outer Optional	LR78 Radial Standard after with 1.3-inch Whitewall
	Series 6L Eldorado	Disc	15	Bias-Ply	L78 x 15	Dual Whitewall 3/8 inner+ 5/8 outer Optional	LR78 Radial Standard after with 1.3-inch Whitewall
	Series 6F Fleetwood 75	Disc	15	Bias-Ply	L78 x 15	Dual Whitewall 3/8 inner+ 5/8 outer Optional	LR78 Radial Standard after with 1.3-inch Whitewall
1975	Series 6C, 6D	Disc	15	Radial	LR78 x 15	1.6 Standard	Substitute P235/75R15 with 1.6-inch Whitewall
	Series 6B Brougham	Disc	15	Radial	LR78 x 15	1.6 Standard	Substitute P235/75R15 with 1.6-inch Whitewall
	Series 6L Eldorado	Disc	15	Radial	LR78 x 15	1.6 Standard	Substitute P235/75R15 with 1.6-inch Whitewall
	Series 6F Fleetwood 75	Disc	15	Radial	LR78 x 15	1.6 Standard	Substitute P235/75R15 with 1.6-inch Whitewall
	Series 6S Seville	Disc	15	Radial	GR78 x 15	1.3 Standard	Substitute P215/75R15 with 1.3-inch Whitewall
1976	Calais and de Ville	Disc	15	Radial	LR78 x 15	1.6 Standard	Substitute P235/75R15 with 1.6-inch Whitewall
	Brougham	Disc	15	Radial	LR78 x 15	1.6 Standard	Substitute P235/75R15 with 1.6-inch Whitewall
	Series 6E Eldorado	Disc	15	Radial	LR78 x 15	1.6 Standard	Substitute P235/75R15 with 1.6-inch Whitewall
	Series 6D Fleetwood 75	Disc	15	Radial	LR78 x 15	1.6 Standard	Substitute P235/75R15 with 1.6-inch Whitewall
	Series 6K Seville	Disc	15	Radial	GR78 x 15	1.3 Standard	Substitute P215/75R15 with 1.3-inch Whitewall
1977	de Ville	Disc	15	Radial	GR78 x 15	1.6 Standard	Substitute P215/75R15 with 1.6-inch Whitewall
	Brougham	Disc	15	Radial	LR78 x 15	1.6 Standard	Substitute P235/75R15 with 1.6-inch Whitewall
	Series 6E Eldorado	Disc	15	Radial	LR78 x 15	1.6 Standard	Substitute P235/75R15 with 1.6-inch Whitewall
	Series 6D Fleetwood Limo	Disc	15	Radial	HR78 x 15	1.6 Standard	Substitute P225/75R15 with 1.6-inch Whitewall
	Series 6K Seville	Disc	15	Radial	GR78 x 15	1.3 Standard	Substitute P215/75R15 with 1.3-inch Whitewall
1978	de Ville	Disc	15	Radial	GR78 x 15	1.6 Standard	Substitute P215/75R15 with 1.6-inch Whitewall
	Brougham	Disc	15	Radial	HR78 x 15	1.6 Standard	Substitute P225/75R15 with 1.6-inch Whitewall
	Series 6E Eldorado	Disc	15	Radial	LR78 x 15	1.6 Standard	Substitute P235/75R15 with 1.6-inch Whitewall
	Series 6D Fleetwood Limo	Disc	15	Radial	HR78 x 15	1.6 Standard	Substitute P225/75R15 with 1.6-inch Whitewall
	Series 6K Seville	Disc Chrome Wire Optional	15	Radial	GR78 x 15	1.3 Standard	Substitute P215/75R15
1979	de Ville	Disc	15	Radial	GR78 x 15	1 Standard	Substitute P215/75R15
	Brougham	Disc	15	Radial	LR78 x 15	1 Standard	Substitute P235/75R15
	Series 6E Eldorado	Disc	15	Radial	P205/75R15	1 Standard	
	Series 6D Fleetwood Limo	Disc	15	Radial	HR78 x 15	1 Standard	Substitute P225/75R15
	Series 6K Seville	Disc; Chrome Wire Optional	15	Radial	GR78 x 15	1 Standard	Substitute P215/75R15
1980	de Ville	Disc	15	Radial	P215/75R15	1 Standard	
	Brougham	Disc	15	Radial	P215/75R15	1 Standard	
	Series 6E Eldorado	Disc	15	Radial	P205/75R15	1 Standard	
	Series 6D Fleetwood Limo	Disc	15	Radial	HR78 x 15	1 Standard	Substitute P225/75R15
	Series 6K Seville	Disc	15	Radial	P205/75R15	1 Standard	

Year	Models Type	Wheel Type	Wheel Size (Inches)	Type	Tire Size (inches)	Whitewall (inches)	Notes
1981	de Ville	Disc	15	Radial	P215/75R15	1 Standard	
	Brougham	Disc	15	Radial	P215/75R15	1 Standard	
	Series 6E Eldorado	Disc	15	Radial	P205/75R15	1 Standard	
	Series 6D Fleetwood Limo	Disc	15	Radial	HR78 x 15	1 Standard	Substitute P225/75R15
	Series 6K Seville	Disc	15	Radial	P205/75R15	1 Standard	
1982	Cimarron	Disc	13	Radial	P195/70R13	1 Optional	
	de Ville	Disc; Chrome Wire Optional	15	Radial	P215/75R15	1 Standard	
	Brougham	Disc; Chrome Wire Optional	15	Radial	P215/75R15	1 Standard	
	Series 6E Eldorado	Disc	15	Radial	P205/75R15	1 Standard	
	Eldorado Touring Coupe	Aluminum Alloy	15	Radial	P225/70R15		
	Series 6D Fleetwood Limo	Disc	15	Radial	HR78 x 15	1 Standard	Substitute P225/75R15
	Series 6K Seville	Disc	15	Radial	P205/75R15	1 Standard	
1983	Cimarron	Disc	13	Radial	P195/70R13	1 Optional	
	de Ville	Disc; Chrome Wire Optional	15	Radial	P215/75R15	1 Standard	
	Brougham	Disc; Chrome Wire Optional	15	Radial	P215/75R15	1 Standard	
	Series 6E Eldorado	Disc	15	Radial	P205/75R15	1 Standard	
	Eldorado Touring Coupe	Aluminum Alloy	15	Radial	P225/70R15		White letter tires
	Series 6D Fleetwood Limo	Disc	15	Radial	HR78 x 15	1 Standard	Substitute P225/75R15
	Series 6K Seville	Disc; Aluminum Alloy	15	Radial	P205/75R15	1 Standard	
1984	Cimarron	Disc	13	Radial	P195/70R13	1 Optional	
	de Ville	Disc; Chrome Wire Optional	15	Radial	P215/75R15	1 Standard	
	Brougham	Disc; Chrome Wire Optional	15	Radial	P215/75R15	1 Standard	
	Series 6E Eldorado	Disc	15	Radial	P205/75R15	1 Standard	
	Eldorado Touring Coupe	Aluminum Alloy	15	Radial	P225/70R15		White letter tires
	Eldorado Convertible	Disc	15	Radial	P205/75R15	1.3 Standard	
	Series 6D Fleetwood Limo	Disc	15	Radial	HR78 x 15	1 Standard	Substitute P225/75R15
	Series 6K Seville	Disc	15	Radial	P205/75R15	1 Standard	
1985	Cimarron	Disc	13 and 14	Radial	P195/70R13	1 Optional	P205/60R14 Goodyear Eagle OWL
	de Ville, Fleetwood	Disc	14	Radial	P205/75R14	1 Standard	
	Brougham	Disc; Chrome Wire Optional	15	Radial	P215/75R15	1 Standard	
	Series 6E Eldorado	Disc	14	Radial	P205/75R14	1 Standard	
	Eldorado Touring Coupe	Aluminum Alloy	15	Radial	P225/70R15		White letter tires Optional
	Eldorado Convertible	Disc	15	Radial	P205/75R15	1.3 Standard	
	Series 6D Fleetwood Limo	Disc	14	Radial	P205/75R14	1 Standard	
	Series 6K Seville	Disc	14	Radial	P205/75R14	1 Standard	
1986	Cimarron	Disc [13]; Aluminum Alloy [14]	13 and 14	Radial	P195/70R13*	1 Optional	*P205/60R14 BSW or RWL
	de Ville, Fleetwood	Disc; Aluminum Alloy [15]	14; 15 Optional	Radial	P205/75R14*	1 Standard	*P215/65R15 WSW Optional
	Brougham	Disc; Chrome Wire Optional	15	Radial	P215/75R15	1 Standard	
	Series 6E Eldorado	Disc; Aluminum Alloy [15]	14; 15 Optional	Radial	P205/70R14*	1 Standard	*P215/60R15 WSW Optional
	Series 6D Fleetwood Limo	Disc	14	Radial	P205/75R14	1 Standard	
	Series 6K Seville	Disc	14; 15 Optional	Radial	P205/70R14*	1 Standard	*P215/60R15 WSW Optional

Year	Models Type	Wheel Type	Wheel Size (Inches)	Type	Tire Size (inches)	Whitewall (inches)	Notes
1987	Cimarron	Disc; Aluminum Alloy [14]	14	Radial	P195/70R14	1 Optional	
	de Ville, Fleetwood	Disc; Aluminum Alloy [15]	14; 15 Optional	Radial	P205/75R14* Michelin	1 Standard	*P215/65R15 BSW Optional
	Brougham	Disc; Chrome Wire Optional	15	Radial	P225/75R15 Michelin	1 Standard	
	Series 6E Eldorado	Disc; Aluminum Alloy [15]	14; 15 Optional	Radial	P205/70R14*	1 Standard	*P215/60SR15 WSW Optional
	Series 6D Fleetwood Limo	Disc	14	Radial	P205/75R14	1 Standard	
	Series 6K Seville	Disc; Aluminum Alloy [15]	14; 15 Optional	Radial	P205/70R14*	1 Standard	*P215/60SR15 WSW Optional
	Series 6V Allanté	Aluminum Alloy	16	Radial	P225/55VR16 Goodyear Eagle VL		
1988	Cimarron	Disc [13]; Aluminum Alloy [14]	13 and 14	Radial	P195/70R14 Michelin		1.3-inch Narrow Stripe WSW Optional
	de Ville, Fleetwood, 60S	Disc; Aluminum Alloy [15]	14; 15 Optional	Radial	P205/70R14* Michelin	1 Standard	*P215/65R15 BSW Optional
	Brougham	Disc; Chrome Wire Optional	15	Radial	P225/75R15 Michelin	1 Standard	Michelin
	Series 6E Eldorado	Disc [14]; Aluminum Alloy [15]	14; 15 Optional	Radial	P205/70R14*		*P215/60R15 Goodyear Eagle GT4
	Series 6K Seville	Disc [14]; Aluminum Alloy [15]	14; 15 Optional	Radial	P205/75R14*		*P215/60R15 Goodyear Eagle GT4
	Series 6V Allanté	Aluminum Alloy	16	Radial	P225/55VR16 Goodyear Eagle VL		
1989	de Ville, Fleetwood, 60S	Disc; Aluminum Alloy	15	Radial	P205/70R15 Michelin	1 Standard	
	Brougham	Disc; Chrome Wire Optional	15	Radial	P225/75R15 Michelin	1 Standard	
	Series 6E Eldorado	Disc; Aluminum Alloy	15	Radial	P205/70R15*	1 Standard Michelin	*P215/65R15 Goodyear Eagle GT4
	Series 6K Seville	Disc; Aluminum Alloy	15	Radial	P205/75R15* Michelin	1 Standard	*P215/65R15 Goodyear Eagle GT4
	Series 6V Allanté	Aluminum Alloy	16	Radial	P225/55VR16 Goodyear Eagle VL		
1990	de Ville, Fleetwood, 60S	Disc; Aluminum Alloy	15	Radial	P205/70R15 Michelin	1 Standard	
	Brougham	Disc; Chrome Wire Optional	15	Radial	P225/75R15 Michelin	1 Standard	
	Series 6E Eldorado	Disc; Aluminum Alloy	15	Radial	P205/70R15* Michelin	1 Standard	*P215/65R15 Goodyear Eagle GT4
	Series 6K Seville	Aluminum Alloy	15	Radial	P205/70R15* Michelin	1 Standard	*P215/60R15 Goodyear Eagle GT4
	Seville STS	Aluminum Alloy	16	Radial	P225/60R16 Goodyear Eagle GT4		
	Series 6V Allanté	Aluminum Alloy	16	Radial	P225/55VR16 Goodyear Eagle VL		
1991	de Ville, Fleetwood, 60S	Disc; Aluminum Alloy	15	Radial	P205/70R15 Michelin	1 Standard	
	Brougham	Disc; Chrome Wire Optional	15	Radial	P225/75R15 Michelin	1 Standard	
	Series 6E Eldorado	Disc; Aluminum Alloy	15	Radial	P205/70R15* Michelin	1 Standard	*P215/65R15 Goodyear Eagle GT4
	Series 6K Seville	Disc; Aluminum Alloy	15	Radial	P205/70R15* Michelin	1 Standard	*P215/60R15 Goodyear Eagle GT4
	Seville STS	Aluminum Alloy	16	Radial	P225/60R16 Goodyear Eagle GT4		
	Series 6V Allanté	Aluminum Alloy	16	Radial	P225/55VR16 Goodyear Eagle VL		
1992	de Ville, Fleetwood, 60S	Disc; Aluminum Alloy	15	Radial	P205/70R15* Michelin	1 Standard	
	Brougham	Disc; Chrome Wire Optional	15	Radial	P225/75R15 Uniroyal	1 Standard	
	Series 6E Eldorado	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60R16* Michelin		*P225/60HR16 Goodyear Eagle GA
	Series 6K Seville	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60R16* Michelin		*P225/60HR16 Goodyear Eagle GA
	Series 6V Allanté	Aluminum Alloy	16	Radial	P225/55VR16 Goodyear Eagle VL		



Year	Models Type	Wheel Type	Wheel Size (Inches)	Type	Tire Size (inches)	Whitewall (inches)	Notes
1993	de Ville, 60S	Disc; Aluminum Alloy, Chrome Alloy Optional	15; 16 Optional	Radial	P205/70R15* Michelin	1 Standard	*P215/60R16 Goodyear Eagle
	Fleetwood	Aluminum Alloy	15	Radial	P235/70R15 Michelin	1 Standard	
	Series 6E Eldorado	Aluminum Alloy	16	Radial	P225/60R16* Michelin	1 Optional	*P225/60ZR16 Goodyear Eagle GA
	Series 6K Seville	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60R16* Michelin		*P225/60ZR16 Goodyear Eagle GA
	Series 6V Allanté	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60ZR16 Goodyear Eagle		
1994	de Ville	Aluminum Alloy, Chrome Alloy Optional	15; 16 Optional	Radial	P215/70R15* Michelin	1 Standard	*P225/60HR16 Goodyear Eagle GA
	Fleetwood	Chrome Alloy	15	Radial	P235/70R15 Michelin	1 Standard	
	Series 6E Eldorado	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60R16* Michelin		*P225/60R16 Goodyear Eagle GA
	Series 6K Seville	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60R16* Michelin		*P225/60R16 Goodyear Eagle GA
1995	de Ville	Aluminum Alloy, Chrome Alloy Optional	15; 16 Optional	Radial	P215/70R15* Michelin	1 Standard	*P225/60R16 Goodyear Eagle RS-A
	Fleetwood	Chrome Alloy	15	Radial	P235/70R15 Michelin	1 Standard	
	Series 6E Eldorado	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60R16* Michelin		*P225/60ZR16 Goodyear Eagle GA
	Series 6K Seville	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60R16* Michelin		*P225/60ZR16 Goodyear Eagle GA
1996	de Ville	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P215/60SR16* Michelin	1 Standard	*P225/60R16 Goodyear Eagle RS-A
	Fleetwood	Chrome Alloy	15	Radial	P235/70R15 Michelin	1 Standard	
	Series 6E Eldorado	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60SR16* Michelin		*P225/60HR16 Goodyear Eagle RA
	Series 6K Seville	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60SR16* Michelin		*P215/60HR16 Goodyear Eagle RA
1997	Catera	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/55HR16* Goodyear Eagle GS-A		
	de Ville	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60SR16* Michelin	1 Standard	*P225/60HR16 Goodyear Eagle RS-A
	Series 6E Eldorado	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60SR16* Michelin		*P225/60HR16 Goodyear Eagle RS-A
	Series 6K Seville	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60SR16* Michelin		
1998	Catera	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/55HR16* Goodyear Eagle RS-A		
	de Ville	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60SR16* Michelin	1 Optional	*P225/60R16 Goodyear Eagle RS-A
	Series 6E Eldorado	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60SR16* Michelin	1 Optional	*P225/60HR16 Goodyear Eagle RS-A
	Series 6K Seville	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P235/60HR16* Goodyear Eagle LS		
1999	Catera	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/55HR16* Goodyear Eagle RS-A		
	de Ville	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60SR16* Michelin		*P225/60HR16 Goodyear Eagle RS-A
	Series 6E Eldorado	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60SR16* Michelin		*P225/60HR16 Goodyear Eagle RS-A
	Series 6K Seville	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P235/60SR16* Goodyear Eagle LS		
	Escalade	Aluminum Alloy, Chrome Alloy Optional	16	Radial	265/70R16		

Year	Models Type	Wheel Type	Wheel Size (Inches)	Wheel Type	Tire Size (inches)	Whitewall (inches)	Notes
2000	Catera	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/55HR16* Goodyear Eagle RS-A		
	de Ville	Aluminum Alloy, Chrome Alloy Optional	16 and 17	Radial	P225/60SR16* Michelin		*P235/60R17 Goodyear
	Series 6E Eldorado	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P225/60R16* Michelin		*P235/60R16 Goodyear Eagle RS-A
	Series 6K Seville	Aluminum Alloy, Chrome Alloy Optional	16	Radial	P235/60R16* Goodyear Integrity		*P235/60R16 Goodyear Eagle LS
	Escalade	Aluminum Alloy, Chrome Alloy Optional	16	Radial	265/70R16		

## LASALLE

Year	Models Type	Wheel Type	Wheel Size (Inches)	Wheel Type	Tire Size (inches)	Whitewall (inches)	Notes
1927	Series 303	Wire and Wood	20	Bias-Ply	6.00 x20; 6.50 x20		
1928	Series 303	Wire and Wood	20	Bias-Ply	6.00 x20; 6.50 x20	4% Optional	
1929	Series 328	Wire and Wood	19	Bias-Ply	6.50 x 19; 7.00 x 18 Optional	4% Optional	
1930	Series 340	Wire [18] Wood [19]	18 and 19	Bias-Ply	7.00 x 18; 6.50 x 19	4% Optional	
1931	Series 345-A	Wire and Wood	19	Bias-Ply	6.50 x 19; 7.00 x 18 Optional	4% Optional	
1932	Series 345-B	Wire and Wood	17	Bias-Ply	7.00 x 17	4% Optional	
1933	Series 345-C	Wire and Wood	17	Bias-Ply	7.00 x 17	4% Optional	
1934	Series 50	Disc	16	Bias-Ply	7.00 x 16	3¼ Optional	
1935	Series 35-50	Disc	16	Bias-Ply	7.00 x 16	3¼ Optional	
1936	Series 36-50	Disc	16	Bias-Ply	7.00 x 16	3¼ Optional	
1937	Series 37-50	Disc	16	Bias-Ply	7.00 x 16	3¼ Optional	
1938	Series 38-50	Disc	16	Bias-Ply	7.00 x 16	3¼ Optional	
1939	Series 39-50	Disc	16	Bias-Ply	7.00 x 16	3¼ Optional	
1940	Series 40-50 and 52	Disc	16	Bias-Ply	7.00 x 16	3¼ Optional	

# APPENDIX C

## Engines Used in Cadillacs and LaSalles by Year

**Note:** The information in this Appendix was prepared by Tim Pawl.

### Engines Produced by Cadillac and used in Cadillacs and LaSalles

Years	Configuration	Displacement	Years	Configuration	Displacement
1902–1909	1-cylinder	98.2 CID	1977–1978	V-8 FWD Eldorado Carbureted and fuel-injected	425 CID
1905–1908	4-cylinder Model D&H	300.7 CID	1977–1979	V-8 RWD Carbureted and fuel-injected	425 CID
1906 only	4-cylinder Model L	392.7 CID	1980 only	V-8 Carbureted and fuel-injected	368 CID
1907–1909	4-cylinder Model G & 30	226.2 CID	1981 only	V-8 Fuel-injected V-8-6-4	368 CID
1910 only	4-cylinder	255 CID	1981–1984	V-8 Factory Limo Fuel-injected V-8-6-4	368 CID
1911–1912	4-cylinder	286 CID	1982–1985	V-8 RWD	4.1L 249 CID
1913–1914	4-cylinder	366 CID	1982–1987	V-8 FWD	4.1L 249 CID
1915–1927	V-8 Cadillac	314.5 CID Note A	1988–1990	V-8 FWD	4.5L
1927–1928	V-8 LaSalle	303 CID	1987–1988	V-8 FWD Allanté	4.1L
1928–1929	V-8 Cadillac	341 CID	1989–1992	V-8 FWD Allanté	4.5L
1929 only	V-8 LaSalle	328 CID	1991–1993	V-8 FWD Excluding 1993 STS and ETC	4.9L
1930–1935	V-8 Cadillac	353 CID	1993–2010	V-8 FWD Northstar Excluding 1993 SLS and Eldorado and 1993–1995 DeVille	4.6L
1930 only	V-8 LaSalle	340 CID	2002–2010	V-8 RWD Northstar	4.6L
1930–1937	V-16 Cadillac	452 CID	2006–2009	V-8 RWD V-Series Northstar Supercharged	4.4L
1931–1937	V-12 Cadillac	368 CID			
1931–1933	V-8 LaSalle	353 CID			
1934	Straight 8 LaSalle	240.3 CID			
1935–1936	Straight 8 LaSalle	248 CID			
1936 only	V-8 Cadillac Series 60	322 CID			
1936 only	V-8 Cadillac all others	346 CID Note B			
1937–1948	V-8 Cadillac	346 CID			
1937–1940	V-8 LaSalle	322 CID			
1938–1940	V-16 Cadillac	431 CID			
1949–1955	V-8	331 CID			
1956–1958	V-8	365 CID			
1959–1963	V-8	390 CID Note C			
1964–1967	V-8 RWD	429 CID			
1967 only	V-8 FWD Eldorado	429 CID			
1968–1974	V-8 RWD	472 CID			
1968–1969	V-8 FWD Eldorado	472 CID			
1970 only	V-8 FWD Eldorado High Compression	500 CID			
1971–1976	V-8 FWD Eldorado Carbureted and fuel-injected	500 CID			
1975–1976	V-8 RWD Carbureted and fuel-injected	500 CID			

**Note A:** 1927 engine changes at Engine No. 1–41001 and Chassis No. 1–40994 to new V-8 \*314 CID

**Note B:** The 1936 engine is same displacement, but it is entirely different than 1937–1948 engines

**Note C:** The 1963 engine is same displacement as the 1959–1962 engines, but it is a different design.

## Engines Used in Cadillacs or LaSalles But Produced by Others

Years	Configuration	Displacement	Manufacturer
1976-1979	V-8 Seville	350 CID	Oldsmobile
1979 only	V-8 Eldorado	350 CID	Oldsmobile
1980 only	V-8 Seville California	350 CID	Oldsmobile
1978-1985	V-8 Diesel	350 CID	Oldsmobile
1980-1982	V-6	4.1L	Buick
1982 only	4-cylinder Cimarron	1.8L	Chevrolet
1983-1986	4-cylinder Cimarron	2.0L	Chevrolet
1985-1988	V-6 Cimarron	2.8L	Chevrolet
1985 only	V-6 Diesel FWD	4.3L	Oldsmobile
1986-1990	V-8 RWD	307 CID	Oldsmobile
1991-1992	V-8 RWD	305 CID	Chevrolet
1990-1996	V-8 RWD	350 CID	Chevrolet
1997-2001	V-6 Catera	3.0L	Opel
1999-2005	V-8 RWD Escalade	6.0L	Chevrolet
2003-2007	V-6 CTS	3.2L, 2.6L, 2.8L and 3.6L	GM Powertrain
2004-2007	V-8 CTS-V Series	5.7L	Corvette
2006-2012	V-8 RWD Escalade	6.2L	Chevrolet
2008-2012	V-6 RWD CTS	3.6L	GM Powertrain SIDI
2010-2012	V-6 RWD SRX	3.6L	GM Powertrain
2010-2011	V-6 RWD SRX	3.0L	GM Powertrain

## Cadillac Engines Used in Other Brands

Year(s)	Brand	Configuration	Displacement
1949-1953	Allard	V-8 RWD	331 CID
1950-1952	Kurtis	V-8 RWD	331 CID
1951-1953	Cunningham	V-8 RWD	331 CID
1953	Muntz	V-8 RWD	331 CID
1999-2003	Shelby Series I	Northstar V-8	4.0L

*\*Unresolved or unconfirmed*

# APPENDIX D

## Recommended Deductions by Category— Primary Class 1 and All Touring Division Cars, Form I

This document provides the deductions to be made for various reasons in each category. If a single value is listed, the judge shall use that value. If a range is indicated, the judge may choose from among the values according to the condition of the item.

### GENERAL NOTES

**NOTE 1.** If a Category listed is not present on the car judged and is not standard equipment, color in the “0” circle and write “N/A” for not applicable.

**NOTE 2.** If a Category is applicable to the car and the standard equipment does not exist, color in the “5” circle and write “NONE.”

**NOTE 3.** Judges observing a non-authentic component, finish, or assembly not otherwise listed below are to deduct 1 point for each.

**NOTE 4.** If the car’s condition accumulates more than 5 points to be deducted for a judging category, the most points that can be deducted is 5.

**NOTE 5.** Authenticity deductions are taken using Items 19, 20, 39, and 40. All authenticity deductions must be described at the bottom of the form and reviewed with the Owner/Entrant. The Owner/Entrant must sign the Team Captain’s form indicating he has been informed of all authenticity deductions.

### BEGINNING ITEMS

#### 1. Senior Badge/Wreath/Crown

If the car has received a Senior badge, including a Wreath and/or Crown, and it is not mounted on the car, color in the circle on the judging form.

#### 2. Engine Start, Idle, Noise & Smoke; Oil & Fuel Leaks

Engine will not start .....	-5
Heavy or obvious knocking .....	-3
Missing on one or more cylinders ...	-3
Slow or difficult to start .....	-2
Exhaust smoke.....	-1 to -3
Fast idle to idle transition problems ...	-1
Rough idle .....	-1
Valve noises .....	-1
Major leaks of oil & fuel .....	-5
Major leak of oil or exhaust .....	-4
Minor leaks of two fluids.....	-2
Minor leak of oil or exhaust.....	-1

#### 3. Wipers & Washer—Operation & Appearance Without Plating

Both front wipers inoperative .....	-3
Driver side wiper inoperative.....	-2
Passenger side wiper inoperative ...	-1
Rear window wiper inoperative .....	-1
Wiper blades missing .....	-1 per blade
Wiper blades in poor condition.....	-1
Washer inoperative .....	-2
Weak washer performance or only one side.....	-1

#### 4. Horns—Operation & Appearance (Without Plating)

Horns don’t work .....	-4
Poor horn tone or intermittent operation .....	-2
Horn button/ring has to be pressed several times to sound .....	-2
One horn silent out of two horns ...	-1
Appearance (without plating).....	-1

#### 5. Lights—All Turn Signals & Accessory—Operation & Appearance Without Plating

*Includes brake, backup, corner, driving, fog, engine compartment*

Each inoperative light .....	-1/ea., Max -4
Dim lights.....	-1
Dull reflector .....	-1
Appearance (without plating).....	-1/ea., Max -4

#### 6. Lights—Exterior—Operation & Appearance Without Plating

*Includes head, park, tail & license*

Each inoperative light. -1/ea., Max -4	
Dim lights.....	-1
Dull reflector.....	-1
Appearance (without plating).....	-1/ea., Max -4

#### 7. Brakes—Main & Emergency Including Booster; Operation Only

Main brakes don’t work, pedal goes to floor.....	-5
Emergency brake doesn’t work.....	-3

#### 8. Lights—Interior and Instruments—Operation & Appearance Including Plating

Each inoperative light .....	-1/ea., Max -4
Broken lens.....	-1/ea., Max -4
Appearance (with plating).....	-1/ea., Max -3

#### 9. Instruments—Operation & Appearance Including Plating

Inoperative instrument .....	-1/ea., Max -4
Instrument face .....	-1/ea., Max -4
Appearance (with plating).....	-1/ea., Max -3

#### 10. Clocks, Radio, & Power Antenna—Operation & Appearance Including Plating

Inoperative clock .....	-1/ea.
Radios inoperative.....	-3
Each inoperative radio function .....	-1
<i>e.g. Signal Seek, AM, FM, Tape, etc.</i>	
Power antenna inoperative.....	-2
Sluggish power antenna operation.....	-1
Speaker inoperative .....	-1/ea.

#### 11. Lighters, Heater, Air Conditioning, Intercom, Accessories—Operation & Appearance Including Plating

Each inoperative unit.....	-2
Appearance (with plating).....	-1/ea., Max -3
Missing lighters (no operation check).....	-1/ea.

#### 12. Windows, Convertible Top, Sunroof, Power Seat, Power Door Locks & Trunk—Operation Only

Each inoperable window .....	-1
Each inoperable door lock .....	-1
Each power seat function (forward, back, raise, lower, tilt) .....	-1
Each inoperable bucket seat .....	-2
Inoperable manual bench seat.....	-3
Power top inoperable .....	-4
Power top sluggish operation.....	-2
Power pulldown inoperable .....	-2
Power release inoperable .....	-1
Sunroof inoperable.....	-4
Sunroof sluggish operation.....	-2



- 13. Cooling System Leaks, Thermostat—Operation & Appearance—DO NOT REMOVE CAP**  
Evidence of rusty coolant .....-1  
Evidence of overheating.....-2  
Poor condition or leaking overflow tank .....-1  
Leaking water pump .....-1 to -2  
Leaking water connections.....-1  
Leaking radiator.....-2  
Rusty or deteriorated hose clamps .....-1  
Noisy operation.....-1  
Shutter inoperative or poor.....-1 to -2
- 14. Engine Including Manifolds—Leaks, Appearance & Plating**  
Accumulations of grease and dirt..... -1 to -4  
Paint or component finish condition..... -1 to -4  
Pitted and/or excessive rust—exhaust manifolds.....-2  
*Note: There is no deduction for minor checking/cracking of porcelain*
- 15. Engine Compartment & Splash Pans—Appearance Including Plating**  
Accumulations of grease and dirt..... -1 to -4  
Paint or component finish condition..... -1 to -4  
Wiring & hoses condition ..... -1 to -4  
Dents or rust ..... -1 to -4
- 16. Exhaust System (except manifolds)—Leaks, Noise, & Appearance**  
*Note: Light surface rust and stainless steel is acceptable*  
Rusty components ..... -1 to -4  
Dented or holes..... -1 to -4
- 17. Undercarriage Including Fuel Tank (except exhaust & wheels)—Appearance Only**  
Rusty, dirty and not as new ... -1 to -4  
Dented or holes..... -1 to -4  
Painted over pitted metal .....-2  
Spring Covers not as new.....-1  
Undercoating .....-1  
*Note: There will be no deduction for factory-applied rust preventative coating to underside areas, or factory-applied sound-deadening. However, it must be clean.*
- 18. Wiring Under Dash—Appearance & Workmanship**  
Wiring not safely installed .....-1  
Corroded or missing terminals .....-1  
Missing grommets.....-1  
Cracked or frayed insulation.....-1  
Bare wire showing.....-1  
Loose ends.....-1
- 19. Authenticity—Engine/Chassis—Appearance Only (Must List)**  
Manifolds painted, coated or porcelainized where originally bare .....-1  
Wrong color or finish on components..... -1 to -4  
Wrong basic engine color .....-1  
Incorrect use of plating.....-1
- 20. Authenticity—Engine/Chassis—Components (Must List)**  
Wrong engine year, but same series .....-3  
Wrong components.....-1 to -5  
Flexible exhaust pipe if not original .....-2  
Plastic wiring where fabric originally used .....-1  
Wrong style hose clamps .....-2  
Universal convoluted radiator hose.....-2  
Wrong voltage battery .....-3  
Battery case wrong for year .....-1  
Missing or deteriorated decals and/or labels.....-1  
Wrong material for fuel lines .....-2  
Nonauthentic spark plugs .....-2  
*Note: AC spark plugs were used exclusively by Cadillac beginning in 1927. Any brand is acceptable in 1926 and before.*  
*Note: Delco batteries were used exclusively by GM beginning in the summer of 1928. Any brand, such as Exide, Prestolite, USL and Willard is acceptable in years before then.*
- 21. Interior Trim, Hardware, Window Frames & Sill Plates—Appearance Including Plating**  
Wood trim.....-1  
Woodgraining .....-1  
Painted surfaces.....-1  
Hardware .....-1  
Plating.....-1  
Interior mirrors .....-1
- 22. Dash, Steering Wheel & Pedals**  
Damaged finish on dashboard/ dashboard pad.....-1  
Plating on dashboard fixtures  
Control knobs or handles defaced or missing; must match.....-1  
Steering wheel assembly .....-1  
Pedal pad or pedals.....-1
- 23. Upholstery—Seats & Floor Covering**  
*Note: Deduct for Incorrect Material Under Authenticity #40*  
Scuffed leather.....-1  
Dye worn off leather .....-1  
Worn material, cuts or tears .....-1 to -3  
Buttons missing.....-1  
Moth holes or stains.....-1 to -3  
Crooked or poor seams or poor seam designs .....-2  
Slip-on Seat Covers (Opaque) ..... -4  
*Note: Except official Cadillac Accessory Seat Covers. Cadillac offered opaque seat covers from 1941 to 1969.*  
Clear Slip-on Seat Covers.....-1 to -3  
*Includes condition of covers and underlying seat fabric*  
Door Sill Plate condition .....-1/ea.  
Carpet seams poor or poor edge trim.....-1  
Cuts or tears.....-1 to -2  
Carpet unfinished edges.....-1  
Carpet moth holes or stains.....-1 to -2
- 24. Upholstery—Sides, Headliner, Inside of Convertible Top**  
Scuffed Leather.....-1  
Dye worn off leather .....-1  
Worn material, cuts or tears ...-1 to -2  
Buttons missing.....-1  
Moth holes or stains.....-1 to -2  
Crooked or poor seams .....-1  
Inside of convertible top.....-1 to -2  
Top bows and irons .....-2  
Interior of top well .....-1  
Interior of rumble seat .....-1 to -2
- 25. Trunk, Including Operation of Lid**  
Lining very bad or missing.....-4  
Lining worn and/or dirty.....-1 to -3  
Trunk light missing or inoperative.....-1  
Trunk release inoperative.....-1  
Automatic pulldown Inoperative .....-1  
Auto raise and lower (full or partial).....-1
- 26. Weatherstripping, Welting, Rubber Including Running Board Mat**  
Weatherstripping.....-1 to -2  
Welting.....-1 to -2  
Running board cover material.....-1 to -2
- 27. Glass, and/or side curtains, top boot**  
*Note: Deduct for incorrect materials under Authenticity #39*  
Non-Safety Exterior Glass .....-1/window; -3/windshield  
Minor cracks or chips .....-1  
Large crack .....-2 to -3  
Discolored or delamination .....-2  
Torn or stained side curtains.....-2  
Missing side curtain.....-1/ea.  
Side curtains missing all.....-3  
Top boot missing (if standard equipment).....-2  
Top boot condition.....-1

<p><b>28. Convertible Top or Roof (Beltline Up) Including Trim, Paint, and Condition of Sheet Metal</b></p> <p>Stains.....-1 to -3</p> <p>Cuts, tears, or chipping.....-1 to -2</p> <p>Sags or wrinkles not consistent with use.....-1 to -3</p> <p>Missing driver compartment top of town cars.....-2</p> <p>Poor paint.....-1</p> <p>Sheet metal condition.....-1</p>	<p><b>34. Paint—Body, Doors, Running Boards, Decklid (Except Roof)</b></p> <p>Scratches or chips.....-1 to -2</p> <p>Orange peel (unless original).....-2</p> <p>Fading.....-1 to -2</p> <p>Rubbed through.....-1 to -3</p> <p>Color not uniform.....-1 to -3</p> <p>Cracking or checking.....-1 to -2</p> <p>Defects in paint application ...-1 to -2</p> <p>Metallic paint before 1936 (unless SO).....-2</p> <p>Heavy (large) metallic paint prior to 1953.....-2</p>	<p><b>39. Authenticity—Exterior Including Tire Size (Must List)</b></p> <p>Incorrect whitewall width and/or pattern.....-1/wheel</p> <p>Incorrect size tire.....-1/wheel</p> <p>Paint stripes missing.....-1/wheel</p> <p>Incorrect size wheel.....-1/wheel</p> <p>Incorrect valve stem caps.....-1</p> <p>Incorrect convertible top material.....-2</p> <p>Incorrect convertible top rear window or installation.....-2</p> <p>Incorrect side curtain material.....-2</p> <p>Incorrect accessory.....-2</p> <p>Sealed beam headlight bulbs prior to 1940.....-1/ea.</p> <p>Sealed beam aiming pads prior to 1956.....-1</p> <p>Modern or commercial design directional signals.....-2</p> <p>Other based on Authenticity Manual or Cadillac literature.....-1 to -3</p>
<p><b>29. Paint—Fenders &amp; Hood</b></p> <p>Scratches or chips.....-1 to -2</p> <p>Orange peel (unless original).....-2</p> <p>Fading.....-1 to -2</p> <p>Rubbed through.....-1 to -3</p> <p>Color not uniform.....-1 to -3</p> <p>Cracking or checking.....-1 to -2</p> <p>Defects in paint application.....-1 to -2</p> <p>Metallic paint before 1936 (unless SO).....-2</p> <p>Heavy (large) metallic paint prior to 1953.....-2</p>	<p><b>35. Condition—Body, Doors, Running Boards, Decklid (Except Roof)</b></p> <p>Dents.....-1 to -3</p> <p>Rust—light surface.....-1</p> <p>Rust—penetrating.....-2</p> <p>Metal cracks.....-1 to -3</p> <p>Wavy panels.....-1 to -3</p> <p>Rotted or broken wood members.....-2</p> <p>Running boards.....-1 to -2</p>	<p><b>40. Authenticity—Interior (Must List)</b></p> <p>Incorrect upholstery material for seats, carpet, headliner.....-2</p> <p>Incorrect instrument or accessory...-1</p> <p>Incorrect or missing woodgraining.....-1 to -2</p> <p>Dash pad incorrect.....-2</p> <p>Various appearance items.....-1 to -3</p> <p>Quartz clock operation of analog clock.....-1</p>
<p><b>30. Condition—Fenders &amp; Hood Sheet Metal</b></p> <p>Dents.....-1 to -3</p> <p>Rust—light surface.....-1</p> <p>Rust—penetrating.....-2</p> <p>Metal cracks.....-1 to -3</p> <p>Wavy panels.....-1 to -3</p> <p>Rotted or broken wood members.....-2</p>	<p><b>36. Fit—Doors &amp; Decklid</b></p> <p>Gap—doors to body (too wide or too narrow).....-1</p> <p>Doors drop when opened.....-1/door</p> <p>Doors in/out adjustment.....-1</p> <p>Uneven gap.....-1</p> <p>Lid in/out.....-1</p> <p>Hood.....-1</p>	<p><b>41. Incorrect Engine Series (Design)</b></p> <p>If an incorrect engine is installed...-22</p> <p><i>An incorrect engine is one of different design. For example, installation of a 1949 engine (OHV) installed in a 1948 and earlier chassis receives the mandatory deduction. However, a 1948 engine installed in a 1941 chassis would receive an authenticity deduction [#20]. Similarly, a 1953 engine in a 1950 chassis receives an authenticity deduction.</i></p>
<p><b>31. Fit—Fenders &amp; Hood</b></p> <p>Fit, hood to cowl.....-1 to -3</p> <p>Gap—grille to hood &amp; fenders.....-1 to -3</p> <p>Fit hood &amp; doors.....-1 to -3</p>	<p><b>37. Wheels—Including Paint, Plating &amp; Hubcaps/Wheel Covers</b></p> <p>Paint—chipped, scratched, etc.....-2</p> <p>Plating of wheel.....-1</p> <p>Wheel scraped or gouged.....-2</p> <p>Plating and condition of wheel cover or hubcap.....-1</p> <p>Emblems condition.....-1</p>	<p><b>42. Incorrect Chassis Series</b></p> <p>If an incorrect chassis is installed...-22</p> <p><i>A 1949 body and fenders installed on a 1979 chassis receives the mandatory deduction. However, a 1971 body and fenders installed on a 1973 chassis would receive an authenticity deduction [#20].</i></p>
<p><b>32. Plating—Exterior Forward of Cowl (Except Wheels)</b></p> <p>Scratched, pitted or peeling....-1 to -2</p> <p>Rusted.....-1 to -2</p> <p>Blistered.....-1 to -2</p> <p>Worn through.....-1 to -2</p> <p>Nickel showing.....-1 to -2</p>	<p><b>38. Tires—Condition &amp; Appearance (Except Size)</b></p> <p>More than 50% tread left.....No Deduction</p> <p>Heavy wear [1/8th inch or more tread].....-1/ea.</p> <p>Less than 1/8th inch tread left....-2/ea.</p> <p>Cupping or uneven wear.....-2/ea.</p> <p>Hairline cracks or small nonhazardous cut.....-1/ea.</p> <p>Serious cuts, lumps or blisters or cord showing.....-5</p> <p>Breaks in tread grooves but not in cord.....-2/ea.</p>	<p><b>43. Non-Authentic Body</b></p> <p>If an incorrect body is installed.....-22</p> <p><i>A conversion of a Series 62 body to an Eldorado of the same year is an example that should receive the mandatory deduction.</i></p>
<p><b>33. Plating—Balance of Exterior (Except Wheels)</b></p> <p>Scratched, pitted or peeling....-1 to -2</p> <p>Rusted.....-1 to -2</p> <p>Blistered.....-1 to -2</p> <p>Worn through.....-1 to -2</p> <p>Nickel showing.....-1 to -2</p>		



# APPENDIX E

## Recommended Deductions by Category— Primary and Specialty & Unique Division Cars, Form II—1924–1966

### GENERAL NOTES

1. If a Category listed is not present on the car judged and is not standard equipment, color in the “0” circle and write “N/A” for not applicable.
2. If a Category is applicable to the car and the standard equipment does not exist, color in the “5” circle and write “NONE.”
3. Except for Operations categories, each deduction is to be identified as either Authenticity (color the “A” circle), Workmanship (color the “W” circle), and/or Condition (color the “C” circle). Deductions may be identified as just one of these, two of these, or all three depending on the judge’s observations and judgment.
4. This document provides the deductions to be made for various reasons in each category. If a single value is listed, the judge shall use that value. If a range is indicated, the judge may choose from among the values according to the condition of the item. Where an (A) follows the value the deduction is for Authenticity.

### BEGINNING ITEMS

#### Senior, Senior Wreath, and Senior Crown

If the car has received a Senior badge, including a Wreath and/or Crown, and it is not mounted on the car, color in the circle on the judging form.

#### Incorrect Engine

If an incorrect engine is installed in the car—color in the circle.

#### Incorrect Chassis

If an incorrect chassis is installed in the car—color in the circle.

#### Incorrect Body

If an incorrect body is installed on the car—color in the circle.

### OPERATIONS

<b>OP.1 Engine Start, Fast Idle, Slow Idle</b>	
Engine will not start .....	-5
Heavy or obvious knocking .....	-3
Missing on one or more cylinders .....	-3
Slow or difficult to start .....	-2
Exhaust smoke.....	-1 to -3
Fast idle to idle transition problems .....	-1
Rough idle .....	-1
Valve noises .....	-1
<b>OP.2 Leaks—Oil, Coolant, Exhaust</b>	
Major leak of two or more fluids.....	-5
Major leak of oil or coolant or exhaust .....	-4
Minor leaks of all three fluids.....	-3
Minor leaks of two fluids.....	-2
Minor leak of oil, coolant, or exhaust.....	-1
<b>OP.3 Exterior Lights—Head, Tail, Park, Fog</b>	
Each inoperative light.....	-1
<b>OP.4 Signal Lights—Turn, Stop, Corner</b>	
Each inoperative light.....	-1
<b>OP.5 Auxiliary Lights—Fog, Driving, Backup, Marker</b>	
Each inoperative light.....	-1
<b>OP.6 Horn, Brake (main and emergency), Alarm</b>	
Horns don’t work.....	-2
Poor horn tone or intermittent operation.....	-1
Main brakes don’t work.....	-3
Emergency brake doesn’t work.....	-1
Alarm doesn’t work .....	-1

<b>OP.7 Instruments, Courtesy Lights, Clock, Heads-up Display</b>	
Each inoperative instrument .....	-1
Each inoperative courtesy light.....	-1
Inoperative clock .....	-1
Quartz clock operation of analog clock .....	-1 (A)
Inoperative heads-up display .....	-1
<b>OP.8 Wipers, Washers (front and rear)</b>	
Both front wipers inoperative .....	-3
Driver’s side wiper inoperative.....	-2
Passenger side wiper inoperative .....	-1
Rear window wiper inoperative.....	-1
Windshield washer inoperative .....	-2
Rear window washer inoperative .....	-1
Weak washer performance or only one side.....	-1
<b>OP.9 Radio, Power Antenna, and Speakers</b>	
Radio inoperative .....	-3
Each inoperative radio function .....	-1
<i>e.g. Signal Seek, AM, FM, Tape, etc.</i>	
Power antenna inoperative.....	-2
Sluggish power antenna operation.....	1
One speaker inoperative .....	-1
<b>OP.11 Tape Player, CD Player, CB Radio</b>	
Each inoperative unit.....	-2
<b>OP.12 Navigation System, Backup Camera, DVD Player</b>	
Each inoperative unit.....	-2
<b>OP.13 Heater, Defroster and Air Conditioner</b>	
Each inoperative unit.....	-2
<b>OP.14 Power Windows (includes power shades)</b>	
Each inoperable window or shade .....	-1
<b>OP.15 Power Locks (switches and fob)</b>	
Inoperative locks by switch [all] .....	-2
Inoperative locks by key fob [all] .....	-2
Each inoperative lock.....	-1
<b>OP.16 Exterior Mirror (manual and power)</b>	
Each inoperable mirror.....	-1
<b>OP.17 Seats—Manual or Power Operation and Recliner</b>	
Each power seat function [forward, back, raise, lower, tilt].....	-1
Each inoperable bucket seat .....	-2
Inoperable manual bench seat.....	-3
Inoperable recliner.....	-1
<b>OP.18 Heated and Cooled Seats, Heated Wheel</b>	
Each inoperative unit.....	-1

<b>OP.19 Trunk—Auto Release (switch and key fob) and Pulldown</b>	
Power pulldown inoperable .....	-2
Power release inoperable (switch or fob) .....	-1
<b>OP.20 Convertible Top</b>	
Power top inoperable .....	-5
Power top sluggish operation .....	-2
<b>OP.21 Sunroof</b>	
Sunroof inoperable .....	-5
Sunroof sluggish operation .....	-2
<b>OP.22 Limousine Rear Compartment Facilities</b>	
Power divider window inoperable ..	-2
Clock inoperable .....	-1
Quartz clock operation of analog clock .....	-1 (A)
Rear radio control inoperable .....	-1
Separate rear radio inoperable .....	-3
Each inoperable function of separate rear radio .....	-1
Each inoperable auxiliary seat .....	-1
<b>OP.23 Power Third Row Seats and Running Boards</b>	
Each inoperative unit .....	-2

## ENGINE COMPARTMENT

**NOTE 1.** Judges observing a non-authentic component, finish, or assembly not otherwise listed below are to deduct 1 point for each.

**NOTE 2.** If the car's condition accumulates more than 5 points to be deducted for a judging category, the most points that can be deducted is 5.

<b>EN.1 Block, Heads, Crankcase</b>	
Accumulations of grease and dirt .....	-1 to -4
Non-authentic color .....	-3 (A)
Paint condition .....	-1 to -4
Wrong engine year .....	-3
Wrong engine series .....	-5
<b>EN.2 Intake Manifold, Exhaust Manifold and Shields</b>	
Accumulations of grease and dirt .....	-1 to -4
Non-authentic color or finish .....	-3 (A)
Paint or finish condition .....	-1 to -4
Pitted and/or excessive rust—exhaust manifolds .....	-2
Each missing shield .....	-1
<b>EN.3 Carburetor, Throttle Body, Fuel Injectors Fuel Rail Fuel Pump</b>	
Non-authentic carburetor or throttle body .....	-4 (A)
Non-authentic fuel pump .....	-3 (A)
Rusty throttle linkage .....	-1
Components finish not as new .....	-1 to -4

<b>EN.4 Fuel Filter, Fuel Lines</b>	
Non-authentic fuel filter .....	-2 (A)
Copper used for fuel lines .....	-2 (A)
Rubber used in place of steel .....	-2 (A)
Each non-authentic clamp, fastener, or fitting .....	-1 (A)
Non-authentic fuel line routing or fuel filter placement .....	-2 (A)
Fuel Filter and/or Fuel Lines—finish not as new .....	-1 to -4
<b>EN.5 Alternator, Regulator</b>	
Each non-authentic component .....	-3 (A)
Each component finish not as new .....	-1
<b>EN.6 Water Pump, Fan, Fan Clutch and Belts</b>	
Each non-authentic water pump, fan, and fan clutch .....	-3 (A)
Each water pump, fan, fan clutch finish not as new .....	-1
Each belt non-authentic or not new condition .....	-1 (A or C)
<b>EN.7 Distributor, Coil</b>	
Each non-authentic distributor or coil .....	-3 (A)
Each distributor, coil and bracket finish not as new .....	-1
<b>EN.8 Spark Plugs, Coil on Plugs, Ignition System Wiring</b>	
Spark plugs other than AC .....	-2 (A)
Non-authentic spark plug wire or terminal ends .....	-2 (A)
Non-authentic or missing plug wire brackets/conduits .....	-2 (A)
Wire condition not as new .....	-1 to -4
<b>EN.9 Starter, Relays, Starter Wiring</b>	
Non-authentic starter .....	-3 (A)
Non-authentic relay or wiring .....	-1 (A)
Each starter, relay, or wiring finish not as new .....	-1
<b>EN.10 Oil Filter and Air Cleaner</b>	
Non-authentic oil filter or air cleaner .....	-2 (A)
Oil filter or air cleaner finish not as new .....	-1 to -2
Oil filter, air cleaner decals missing or not as new .....	-1
<b>EN.11 Radiator—Core, Cap, Overflow Coolant Reservoir</b>	
Non-authentic radiator .....	-3 (A)
Each non-authentic radiator cap, radiator overflow .....	-1 (A)
Radiator core not as new—bent fins, corrosion .....	-1 to -4
Radiator, cap, overflow or reservoir finish not as new .....	-1 to -3
<b>EN.12 Battery, Battery Box, Battery Hold-down, Remote Connection</b>	
Battery not correct size or not Delco .....	-3 (A)
Each non-authentic box, hold-down, cables or terminals ..	-1 (A)
Each component finish, condition not as new .....	-1

<b>EN.13 Wiper and Washer Equipment and Hoses</b>	
Missing or worn decals .....	-1
Each non-authentic component .....	-1 (A)
Each component finish, condition not as new .....	-1
<b>EN.14 Horns—Relay and Wiring</b>	
<i>Includes all horns</i>	
Each non-authentic component .....	-1 (A)
Each component finish, condition not as new .....	-1
<b>EN.15 Hoses—Radiator, Heater, PCV</b>	
Each non-authentic component .....	-1 (A)
Each component finish, condition not as new .....	-1
<b>EN.16 Clamps—Hoses, Ducts, Wiring</b>	
Each non-authentic component .....	-1 (A)
Each component finish, condition not as new .....	-1
<b>EN.17 Brakes, Master Cylinder, Power Booster, Piping</b>	
<i>Includes master cylinder, master cylinder cover, power brake booster and associated piping and hoses</i>	
Each non-authentic component .....	-2 (A)
Each component finish, condition not as new .....	-1
<b>EN.18 Power Steering Equipment and Hoses</b>	
Each non-authentic component .....	-1 (A)
Each component finish, condition not as new .....	-1
Each missing decal or label .....	-1 (A)
<b>EN.19 Cruise Control and Level Ride Equipment</b>	
Each non-authentic component .....	-2 (A)
Each component finish, condition not as new .....	-1
<b>EN.20 Emissions Control Equipment</b>	
Each non-authentic component .....	-2 (A)
Each component finish, condition not as new .....	-1
<b>EN.21 Heater, Defroster, Associated Ducts</b>	
Each non-authentic component .....	-1 (A)
Each component finish, condition not as new .....	-1
<b>EN.22 Air Conditioning System</b>	
<i>Includes compressor, condenser, evaporator, dryer, ST valve or equivalent, and hoses and piping and insulators</i>	
Each non-authentic component .....	-1 (A)
Each component finish, condition not as new .....	-1



<b>EN.23 Engine Cover</b>	
Missing cover(s) .....	-3 (A)
Cover finish, condition, not as new.....	-1 to -4
<b>EN.24 Engine Finish and Color, Valve Covers</b>	
Non-authentic color on engine components.....	-2 (A)
Each component finish, condition not as new .....	-1
<b>EN.25 Hood Underside— Finish and insulation</b>	
Hood underside finish, condition not as new .....	-1 to -4
Missing insulation.....	-3 (A)
Insulation condition not as new.....	-1 to -2
<b>EN.26 Hood—latch and hinges</b>	
Each non-authentic component finish .....	-1 (A)
Each component finish, condition not as new .....	-1
<b>EN.27 Core Support and Area Forward of Core Support</b>	
Each non-authentic component finish .....	-2 (A)
Each component finish, condition not as new .....	-1 to -2
<b>EN.28 Wheel Housings, Splash Pans, and Belly Pans</b>	
Each non-authentic component finish .....	-2 (A)
Each component finish, condition not as new .....	-1 to -4
<b>EN.29 Firewall and Steering Column</b>	
Non-authentic firewall finish.....	-2 (A)
Non-authentic steering column finish.....	-1 (A)
Firewall finish condition not as new.....	-1 to -4
Steering column finish condition not as new .....	-1 to -4
<b>EN.30 Decals and Tags</b>	
Each missing decal and/or tag [authenticity] .....	-1 (A)
Each decal or tag condition not as new.....	-1

## CHASSIS

**NOTE 1.** Judges observing a non-authentic component, finish, or assembly not otherwise listed below are to deduct 1 point for each.

**NOTE 2.** If the car's condition accumulates more than 5 points to be deducted for a judging category, the most points that can be deducted is 5.

**NOTE 3.** There will be no deduction for factory-applied rust preventative coating to under side areas, or factory-applied sound-deadening. However, it must be clean.

<b>CH.1 Frame, Cradle</b>	
Rusty, dirty and not as new ...	-1 to -4
Non-authentic finish.....	-2 (A)
Painted over pitted metal .....	-2
Undercoating .....	-1
<b>CH.2 Underbody</b>	
Rusty, dirty and not as new ...	-1 to -4
Non-authentic finish.....	-3 (A)
Painted over pitted metal .....	-2
Undercoating .....	-1
<b>CH.3 Wheel Wells</b>	
Rusty, dirty and not as new ...	-1 to -4
Non-authentic finish.....	-3 (A)
Painted over pitted metal .....	-2
Undercoating .....	-1
<b>CH.4 Front Bumper, includes brackets, Bumper Cover</b>	
Chrome or finish condition not as new.....	-1 to -4
Minor scratches in chrome or finish.....	-1
Back side of bumper rusty.....	-2
Bent or dented .....	-2
Brackets and fasteners finish not as new .....	-1
<b>CH.5 Rear Bumper, includes brackets, Bumper Cover</b>	
Chrome or finish condition not as new .....	-1 to -4
Minor scratches in chrome or finish.....	-1
Back side of bumper rusty.....	-2
Bent or dented .....	-2
Brackets and fasteners finish not as new .....	-1
<b>CH.6 Rear Axle, Rear Suspension</b>	
Accumulated grease and dirt .....	-1 to -3
Rusty components .....	-1 to -3
Paint over rust pits .....	-2
Finishes not as new.....	-1 to -3
<b>CH.7 Transmission Driveshaft, Transaxle</b>	
Accumulated grease and dirt .....	-1 to -3
Rusty components .....	-1 to -3
Paint over rust pits .....	-2
Finishes not as new.....	-1 to -3
<b>CH.8 Front Suspension, Steering</b>	
Accumulated grease and dirt .....	-1 to -3
Rusty components .....	-1 to -3
Paint over rust pits .....	-2
Finishes not as new.....	-1 to -3
<b>CH.9 Brakes, Brake Piping</b>	
Backing plates finish not as new.....	-1 to -3
Brake Drums finish not as new.....	-1 to -3
Calipers finish not as new.....	-1 to -2
Brake piping routing and/or finish not as new .....	-1 to -3
<b>CH.10 Exhaust (excluding manifolds)</b>	
<i>NOTE: Light surface rust and stainless steel is acceptable</i>	
Rusty components .....	-1 to -3
Missing insulators .....	-3 (A)
Non-authentic hangers.....	-2 (A)
Non-authentic muffler(s) or resonator(s).....	-3 (A)

<b>CH.11 Fuel Tank, Fuel Piping</b>	
Dented and/or rusty.....	-1 to -3
Finishes not as new.....	-1 to -3
<b>CH.12 Wheels (including nuts and hub covers)</b>	
Finish type/color not as new.....	-1/wheel (A)
Paint or Chrome chipped, scratched, etc. ....	-1 to -3
Wheel rim scraped, gouged, etc.....	-1 to -3
Condition of finish not as new.....	-1 to -4
<b>CH.13 Tire Type and Condition</b>	
Tire Type, not as new.....	-1/wheel (A)
<i>Note: Check inside and outside of tire for condition</i>	
Less than 50 percent tread, cord showing .....	-5
Condition not as new.....	-1 to -4
<b>CH.14 Tire Size</b>	
Not as new— standard or optional .....	-1/wheel (A)
<b>CH.15 Tire Whitewall and Manufacturer</b>	
Incorrect whitewall width and/or pattern .....	-1/wheel (A)
Manufacturer name missing or not OEM .....	-1/wheel (A)
<b>CH.16 Wheel Covers</b>	
Condition of finish not as new.....	-1 to -4
Type of cover and medallion not as new .....	-1/wheel (A)

## INTERIOR

**NOTE 1.** Judges observing a non-authentic component, finish, or assembly not otherwise listed below are to deduct 1 point for each.

**NOTE 2.** If the car's condition accumulates more than 5 points to be deducted for a judging category, the most points that can be deducted is 5.

<b>IN.1 Headliner</b>	
Incorrect material or color .....	-3 (A)
Condition not as new.....	-1 to -4
<b>IN.2 Rear Window and Package Shelf or Top Well, Excluding Glass</b>	
Incorrect molding finish.....	-3 (A)
Incorrect package shelf material or color.....	-3 (A)
Condition not as new.....	-1 to -4
<b>IN.3 Rear Side Windows and Trim, Excluding Glass</b>	
Incorrect molding finish.....	-3 (A)
Condition not as new.....	-1 to -4
<b>IN.4 Rear Door or Quarter Panels and Armrests</b>	
Incorrect material, pattern, or trim .....	-3 (A)
Condition not as new.....	-1 to -4

<b>IN.5</b>	<b>Rear Seat</b> <i>If clear seat covers, judge the underlying materials.</i> Aftermarket opaque seat covers..... <b>-5 (A)</b> <i>Cadillac offered opaque seat covers from 1941-1969</i> Clear seat covers..... <b>-1 (A)</b> Incorrect material or pattern..... <b>-3 (A)</b> Incorrect or missing trim..... <b>1 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.6</b>	<b>Auxiliary Seats (limo and third row)</b> Incorrect material or pattern..... <b>-3 (A)</b> Incorrect or missing trim..... <b>1 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.7</b>	<b>Limousine Rear Compartment Special Features</b> Incorrect or missing features..... <b>-1/each (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.8</b>	<b>Front Door Windows and Trim, Excluding Glass</b> Incorrect molding finish..... <b>-3 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.9</b>	<b>Front Door Panels and Armrests</b> Incorrect material, pattern, or trim..... <b>-3 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.10</b>	<b>Front Seat</b> <i>If clear seat covers, judge the underlying materials.</i> Aftermarket opaque seat covers..... <b>-5 (A)</b> <i>Cadillac offered opaque seat covers from 1941-1969</i> Clear seat covers..... <b>-1 (A)</b> Incorrect material or pattern..... <b>-3 (A)</b> Incorrect or missing trim..... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.11</b>	<b>Kick Panels and Underdash Area</b> Incorrect kick panel material..... <b>2 (A)</b> Period incorrect wiring..... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.12</b>	<b>Carpet</b> Incorrect material or color..... <b>-3 (A)</b> Missing or incorrect heel plate.... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.13</b>	<b>Sill Plates</b> Incorrect material or pattern..... <b>-3 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.14</b>	<b>Steering Wheel, Turn Signal Lever, Shift Lever</b> <i>Note: Steering Wheel includes horn ring, column, and trim</i> Incorrect steering wheel..... <b>-2 (A)</b> Other components not correct.... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.15</b>	<b>Dash</b> Incorrect material or finish..... <b>-3 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.16</b>	<b>Instruments, Clock, Radio, Navigation</b> Each incorrect instrument..... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>

<b>IN.17</b>	<b>Console and Shift Lever</b> Each incorrect component or finish..... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.18</b>	<b>Windshield Trim, Mirror and Sun visors</b> Each incorrect component, material or finish..... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.19</b>	<b>Accessories</b> Each missing standard accessory..... <b>-2 (A)</b> Each incorrect component..... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.20</b>	<b>Trunk Interior, including Weatherstripping</b> Incorrect upholstery material.... <b>-2 (A)</b> Missing trunk components.. <b>-1 to -2 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.21</b>	<b>Jack/Tools, Decals</b> Missing jack, jack base and lever..... <b>-2 (A)</b> Missing other tools, tool case, tire wedge, decal[s]... <b>-1 (A) each</b> Condition not as new..... <b>-1 to -4</b>
<b>IN.22</b>	<b>Spare Wheel and Tire</b> <i>Note: Original Spare Tire does not need to match tires on the ground</i> Missing spare wheel and tire..... <b>-3 (A)</b> Spare tire does not match tires on the ground..... <b>-2 (A)</b> Missing spare wheel cover..... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>

## CONVERTIBLE TOP

**NOTE 1.** Judges observing a non-authentic component, finish, or assembly not otherwise listed below are to deduct 1 point for each.

**NOTE 2.** If the car's condition accumulates more than 5 points to be deducted for a judging category, the most points that can be deducted is 5.

<b>CT.1</b>	<b>Material</b> Incorrect material..... <b>-3 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>CT.2</b>	<b>Headliner and Pads</b> Incorrect upholstery material..... <b>2 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>CT.3</b>	<b>Top Irons (Linkage and Bows)</b> Incorrect finish..... <b>-2 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>CT.4</b>	<b>Rear Window, including glass</b> Incorrect window frame..... <b>-2 (A)</b> Use of plastic where glass is original and vice-versa..... <b>-2 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>CT.5</b>	<b>Trim/Bindings/Fasteners</b> Each incorrect trim or bindings or fasteners..... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>

<b>CT.6</b>	<b>Top Boot and Filler Panels</b> Incorrect material of top boot or filler panel..... <b>-2 (A)</b> Missing top boot..... <b>-2 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>CT.7</b>	<b>Wind Screen</b> Missing wind screen..... <b>-2 (A)</b> Condition not as new..... <b>-1 to -4</b>

## EXTERIOR

**NOTE 1.** Judges observing a non-authentic component, finish or assembly not otherwise listed below are to deduct 1 point for each.

**NOTE 2.** If the car's condition accumulates more than 5 points to be deducted for a judging category, the most points that can be deducted is 5.

**NOTE 3.** If a deduction is made for wrong paint color on one exterior panel, then each panel painted the same color must receive the same deduction.

<b>EX.1</b>	<b>Roof, Sunroof and Moonroof</b> Incorrect color..... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>EX.2</b>	<b>Hood</b> Incorrect color..... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>EX.3</b>	<b>Front Fenders</b> Incorrect color..... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>EX.4</b>	<b>Grille</b> Condition not as new..... <b>-1 to -4</b>
<b>EX.5</b>	<b>Headlights, Headlight Doors</b> Incorrect headlight lenses..... <b>-2 (A)</b> Incorrect bulb type..... <b>-2 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>EX.6</b>	<b>Parking Lights, Fog Lights</b> Incorrect lenses..... <b>-2 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>EX.7</b>	<b>Driving Lights, Cornering Lights</b> Incorrect lenses or trim..... <b>-2 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>EX.8</b>	<b>Windshield and Wipers</b> Condition not as new..... <b>-1 to -4</b>
<b>EX.9</b>	<b>Front Doors</b> Incorrect color..... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>EX.10</b>	<b>Rear Doors</b> Incorrect color..... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>
<b>EX.11</b>	<b>Door Weatherstripping</b> Condition not as new..... <b>-1 to -4</b>
<b>EX.12</b>	<b>Side Glass, Glass Trim</b> Condition not as new..... <b>-1 to -4</b>
<b>EX.13</b>	<b>Rocker Panels, Rocker Panel Trim</b> Condition not as new..... <b>-1 to -4</b>
<b>EX.14</b>	<b>Rear Fenders, Rear Quarters, Trim</b> Incorrect color..... <b>-1 (A)</b> Condition not as new..... <b>-1 to -4</b>

- EX.15 Fender Skirts & Trim**
- Incorrect color..... **-1 [A]**
- Condition not as new..... **-1 to -4**
- EX.16 Trunk Lid and Handle**
- Incorrect color..... **-1 [A]**
- Condition not as new..... **-1 to -4**
- EX.17 Rear Window and Trim**
- Condition not as new..... **-1 to -4**

- EX.18 Taillights, Turn Signals**
- Incorrect lenses..... **-2 [A]**
- Condition not as new..... **-1 to -4**
- EX.19 Backup, License, Marker Lights**
- Each missing light..... **-1 [A]**
- Condition not as new..... **-1 to -4**
- EX.20 Hood and Trunk Ornaments**
- Each missing Ornament..... **-1 [A]**

- Condition not as new..... **-1 to -4**
- EX.21 Medallions and Emblems**
- Each missing medallion  
or emblem..... **-1 [A]**
- Extra Cadillac emblems..... **-1 [A]**
- Condition not as new..... **-1 to -4**



# APPENDIX F

## Recommended Deductions by Category— Primary and Specialty & Unique Division Cars, Form III—1967 and Later

### GENERAL NOTES

1. If a Category listed is not present on the car judged and is not standard equipment, color in the “0” circle and write “N/A” for not applicable.
2. If a Category is applicable to the car and the standard equipment does not exist, color in the “5” circle and write “NONE.”
3. Except for Operations categories, each deduction is to be identified as either Authenticity (color the “A” circle), Workmanship (color the “W” circle), and/or Condition (color the “C” circle). Deductions may be identified as just one of these, two of these, or all three depending on the judge’s observations and judgment.
4. This document provides the deductions to be made for various reasons in each category. If a single value is listed, the judge shall use that value. If a range is indicated, the judge may choose from among the values according to the condition of the item. Where an (A) follows the value the deduction is for Authenticity.

### BEGINNING ITEMS

#### Senior, Senior Wreath, and Senior Crown

If the car has received a Senior badge, including a Wreath and/or Crown, and it is not mounted on the car, color in the circle on the judging form.

#### Incorrect Engine

If an incorrect engine is installed in the car—color in the circle.

#### Incorrect Chassis

If an incorrect chassis is installed in the car—color in the circle.

#### Incorrect Body

If an incorrect body is installed on the car—color in the circle.

### OPERATIONS

#### OP.1 Engine Start, Fast Idle, Slow Idle

Engine will not start .....	-5
Heavy or obvious knocking.....	-3
Missing on one or more cylinders .....	-3
Slow or difficult to start.....	-2
Exhaust smoke.....	-1 to -3
Fast idle to idle transition problems.....	-1
Rough idle .....	-1
Valve noises .....	-1

#### OP.2 Leaks—Oil, Coolant, Exhaust

Major leak of two or more fluids.....	-5
Major leak of oil or coolant or exhaust .....	-4
Minor leaks of all three fluids.....	-3
Minor leaks of two fluids.....	-2
Minor leak of oil, coolant, or exhaust.....	-1

#### OP.3 Exterior Lights—

Head, Tail, Park, Fog	
Each inoperative light.....	-1

#### OP.4 Signal Lights—

Turn, Stop, Corner	
Each inoperative light.....	-1

#### OP.5 Auxiliary Lights—Fog,

Driving, Backup, Marker	
Each inoperative light.....	-1

#### OP.6 Horn, Brake (main

and emergency), Alarm	
Horns don't work.....	-2
Poor horn tone or intermittent operation.....	-1
Main brakes don't work.....	-3
Emergency brake doesn't work.....	-1
Alarm doesn't work .....	-1

#### OP.7 Instruments, Courtesy Lights,

Clock, Heads-up Display	
Each inoperative instrument .....	-1
Each inoperative courtesy light.....	-1
Inoperative clock .....	-1
Quartz clock operation of analog clock.....	-1 [A]
Inoperative heads-up display .....	-1

#### OP.8 Wipers, Washers (front and rear)

Both front wipers inoperative .....	-3
Driver's side wiper inoperative.....	-2
Passenger side wiper inoperative .....	-1
Rear window wiper inoperative.....	-1
Windshield washer inoperative .....	-2
Rear window washer inoperative .....	-1
Weak washer performance or only one side.....	-1

#### OP.9 Radio, Power Antenna, and Speakers

Radio inoperative .....	-3
Each inoperative radio function .....	-1
e.g. Signal Seek, AM, FM, Tape, etc.	
Power antenna inoperative.....	-2
Sluggish power antenna operation.....	1
One speaker inoperative .....	-1

#### OP.11 Tape Player, CD Player, CB Radio

Each inoperative unit.....	-2
----------------------------	----

#### OP.12 Navigation System, Backup Camera, DVD Player

Each inoperative unit.....	-2
----------------------------	----

#### OP.13 Heater, Defroster and Air Conditioner

Each inoperative unit.....	-2
----------------------------	----

#### OP.14 Power Windows (includes power shades)

Each inoperable window or shade...-	1
-------------------------------------	---

#### OP.15 Power Locks (switches and fob)

Inoperative locks by switch [all] .....	-2
Inoperative locks by key fob [all].....	-2
Each inoperative lock.....	-1

#### OP.16 Exterior Mirror (manual and power)

Each inoperable mirror.....	-1
-----------------------------	----

#### OP.17 Seats—Manual or Power Operation and Recliner

Each power seat function [forward, back, raise, lower, tilt].....	-1
Each inoperable bucket seat .....	-2
Inoperable manual bench seat.....	-3
Inoperable recliner.....	-1

#### OP.18 Heated and Cooled Seats, Heated Wheel

Each inoperative unit.....	-1
----------------------------	----

#### OP.19 Trunk—Auto Release (switch and key fob) and Pulldown

Power pulldown inoperable .....	-2
Power release inoperable [switch or fob] .....	-1

#### OP.20 Convertible Top

Power top inoperable .....	-5
Power top sluggish operation.....	-2



<b>OP.21 Sunroof</b>	
Sunroof inoperable.....	-5
Sunroof sluggish operation.....	-2
<b>OP.22 Limousine Rear Compartment Facilities</b>	
Power divider window inoperable...	-2
Clock inoperable.....	-1
Quartz clock operation of analog clock.....	-1 (A)
Rear radio control inoperable.....	-1
Separate rear radio inoperable.....	-3
Each inoperable function of separate rear radio.....	-1
Each inoperable auxiliary seat.....	-1
<b>OP.23 Power Third Row Seats and Running Boards</b>	
Each inoperative unit.....	-2

## ENGINE COMPARTMENT

**NOTE 1.** Judges observing a non-authentic component, finish, or assembly not otherwise listed below are to deduct 1 point for each.

**NOTE 2.** If the car's condition accumulates more than 5 points to be deducted for a judging category, the most points that can be deducted is 5.

<b>EN.1 Block, Heads, Crankcase</b>	
Accumulations of grease and dirt.....	-1 to -4
Non-authentic color.....	-3 (A)
Paint condition.....	-1 to -4
Wrong engine year.....	-3
Wrong engine series.....	-5
<b>EN.2 Intake Manifold, Exhaust Manifold and Shields</b>	
Accumulations of grease and dirt.....	-1 to -4
Non-authentic color or finish.....	-3 (A)
Paint or finish condition.....	-1 to -4
Pitted and/or excessive rust—exhaust manifolds.....	-2
Each missing shield.....	-1
<b>EN.3 Carburetor, Throttle Body, Fuel Injectors Fuel Rail Fuel Pump</b>	
Non-authentic carburetor or throttle body.....	-4 (A)
Non-authentic fuel pump.....	-3 (A)
Rusty throttle linkage.....	-1
Components finish not as new.....	-1 to -4
<b>EN.4 Fuel Filter, Fuel Lines</b>	
Non-authentic fuel filter.....	-2 (A)
Copper used for fuel lines.....	-2 (A)
Rubber used in place of steel.....	-2 (A)
Each non-authentic clamp, fastener, or fitting.....	-1 (A)
Non-authentic fuel line routing or fuel filter placement.....	-2 (A)
Fuel Filter and/or Fuel Lines—finish not as new.....	-1 to -4
<b>EN.5 Alternator, Regulator</b>	
Each non-authentic component.....	-3 (A)
Each component finish not as new.....	-1

<b>EN.6 Water Pump, Fan, Fan Clutch and Belts</b>	
Each non-authentic water pump, fan, and fan clutch.....	-3 (A)
Each water pump, fan, fan clutch finish not as new.....	-1
Each belt non-authentic or not new condition.....	-1 (A or C)
<b>EN.7 Distributor, Coil</b>	
Each non-authentic distributor or coil.....	-3 (A)
Each distributor, coil and bracket finish not as new.....	-1
<b>EN.8 Spark Plugs, Coil on Plugs, Ignition System Wiring</b>	
Spark plugs other than AC.....	-2 (A)
Non-authentic spark plug wire or terminal ends.....	-2 (A)
Non-authentic or missing plug wire brackets/conduits.....	-2 (A)
Wire condition not as new.....	-1 to -4
<b>EN.9 Starter, Relays, Starter Wiring</b>	
Non-authentic starter.....	-3 (A)
Non-authentic relay or wiring.....	-1 (A)
Each starter, relay, or wiring finish not as new.....	-1
<b>EN.10 Oil Filter and Air Cleaner</b>	
Non-authentic oil filter or air cleaner.....	-2 (A)
Oil filter or air cleaner finish not as new.....	-1 to -2
Oil filter, air cleaner decals missing or not as new.....	-1
<b>EN.11 Radiator—Core, Cap, Overflow Coolant Reservoir</b>	
Non-authentic radiator.....	-3 (A)
Each non-authentic radiator cap, radiator overflow.....	-1 (A)
Radiator core not as new—bent fins, corrosion.....	-1 to -4
Radiator, cap, overflow or reservoir finish not as new.....	-1 to -3
<b>EN.12 Battery, Battery Box, Battery Hold-down, Remote Connection</b>	
Battery not correct size or not Delco.....	-3 (A)
Each non-authentic box, hold-down, cables or terminals..	-1 (A)
Each component finish, condition not as new.....	-1
<b>EN.13 Wiper and Washer Equipment and Hoses</b>	
Missing or worn decals.....	-1
Each non-authentic component.....	-1 (A)
Each component finish, condition not as new.....	-1
<b>EN.14 Horns—Relay and Wiring</b>	
<i>Includes all horns</i>	
Each non-authentic component.....	-1 (A)
Each component finish, condition not as new.....	-1
<b>EN.15 Hoses—Radiator, Heater, PCV</b>	
Each non-authentic component.....	-1 (A)
Each component finish, condition not as new.....	-1

<b>EN.16 Clamps—Hoses, Ducts, Wiring</b>	
Each non-authentic component.....	-1 (A)
Each component finish, condition not as new.....	-1
<b>EN.17 Brakes, Master Cylinder, Power Booster, Piping</b>	
<i>Includes master cylinder, master cylinder cover, power brake booster and associated piping and hoses</i>	
Each non-authentic component.....	-2 (A)
Each component finish, condition not as new.....	-1
<b>EN.18 Power Steering Equipment and Hoses</b>	
Each non-authentic component.....	-1 (A)
Each component finish, condition not as new.....	-1
Each missing decal or label.....	-1 (A)
<b>EN.19 Cruise Control and Level Ride Equipment</b>	
Each non-authentic component.....	-2 (A)
Each component finish, condition not as new.....	-1
<b>EN.20 Emissions Control Equipment</b>	
Each non-authentic component.....	-2 (A)
Each component finish, condition not as new.....	-1
<b>EN.21 Heater, Defroster, Associated Ducts</b>	
Each non-authentic component.....	-1 (A)
Each component finish, condition not as new.....	-1
<b>EN.22 Air Conditioning System</b>	
<i>Includes compressor, condenser, evaporator, dryer, ST valve or equivalent, and hoses and piping and insulators</i>	
Each non-authentic component.....	-1 (A)
Each component finish, condition not as new.....	-1
<b>EN.23 Engine Cover</b>	
Missing cover(s).....	-3 (A)
Cover finish, condition, not as new.....	-1 to -4
<b>EN.24 Engine Finish and Color, Valve Covers</b>	
Non-authentic color on engine components.....	-2 (A)
Each component finish, condition not as new.....	-1
<b>EN.25 Hood Underside— Finish and Insulation</b>	
Hood underside finish, condition not as new.....	-1 to -4
Missing insulation.....	-3 (A)
Insulation condition not as new.....	-1 to -2
<b>EN.26 Hood—latch and hinges</b>	
Each non-authentic component finish.....	-1 (A)
Each component finish, condition not as new.....	-1

<b>EN.27 Core Support and Area Forward of Core Support</b>	
Each non-authentic component finish .....	-2 (A)
Each component finish, condition not as new .....	-1 to -2
<b>EN.28 Wheel Housings, Splash Pans, and Belly Pans</b>	
Each non-authentic component finish .....	-2 (A)
Each component finish, condition not as new .....	-1 to -4
<b>EN.29 Firewall and Steering Column</b>	
Non-authentic firewall finish.....	-2 (A)
Non-authentic steering column finish.....	-1 (A)
Firewall finish condition not as new.....	-1 to -4
Steering column finish condition not as new .....	-1 to -4
<b>EN.30 Decals and Tags</b>	
Each missing decal and/or tag (authenticity) .....	-1 (A)
Each decal or tag condition not as new.....	-1

## CHASSIS

**NOTE 1.** Judges observing a non-authentic component, finish, or assembly not otherwise listed below are to deduct 1 point for each.

**NOTE 2.** If the car's condition accumulates more than 5 points to be deducted for a judging category, the most points that can be deducted is 5.

**NOTE 3.** There will be no deduction for factory-applied rust preventative coating to under side areas, or factory-applied sound-deadening. However, it must be clean.

<b>CH.1 Frame, Cradle</b>	
Rusty, dirty and not as new ...	-1 to -4
Non-authentic finish.....	-2 (A)
Painted over pitted metal .....	-2
Undercoating .....	-1
<b>CH.2 Underbody</b>	
Rusty, dirty and not as new ...	-1 to -4
Non-authentic finish.....	-3 (A)
Painted over pitted metal .....	-2
Undercoating .....	-1
<b>CH.3 Wheel Wells</b>	
Rusty, dirty and not as new ...	-1 to -4
Non-authentic finish.....	-3 (A)
Painted over pitted metal .....	-2
Undercoating .....	-1
<b>CH.4 Front Bumper, includes brackets, Bumper Cover</b>	
Chrome or finish condition not as new.....	-1 to -4
Minor scratches in chrome or finish.....	-1
Back side of bumper rusty.....	-2
Bent or dented .....	-2
Brackets and fasteners finish not as new .....	-1

<b>CH.5 Rear Bumper, includes brackets, Bumper Cover</b>	
Chrome or finish condition not as new .....	-1 to -4
Minor scratches in chrome or finish.....	-1
Back side of bumper rusty.....	-2
Bent or dented .....	-2
Brackets and fasteners finish not as new .....	-1
<b>CH.6 Rear Axle, Rear Suspension</b>	
Accumulated grease and dirt .....	-1 to -3
Rusty components .....	-1 to -3
Paint over rust pits .....	-2
Finishes not as new.....	-1 to -3
<b>CH.7 Transmission Driveshaft, Transaxle</b>	
Accumulated grease and dirt .....	-1 to -3
Rusty components .....	-1 to -3
Paint over rust pits .....	-2
Finishes not as new.....	-1 to -3
<b>CH.8 Front Suspension, Steering</b>	
Accumulated grease and dirt .....	-1 to -3
Rusty components .....	-1 to -3
Paint over rust pits .....	-2
Finishes not as new.....	-1 to -3
<b>CH.9 Brakes, Brake Piping</b>	
Backing plates finish not as new.....	-1 to -3
Brake Drums finish not as new.....	-1 to -3
Calipers finish not as new.....	-1 to -2
Brake piping routing and/or finish not as new .....	-1 to -3
<b>CH.10 Exhaust (excluding manifolds)</b>	
<i>NOTE: Light surface rust and stainless steel is acceptable</i>	
Rusty components .....	-1 to -3
Missing insulators .....	-3 (A)
Non-authentic hangers.....	-2 (A)
Non-authentic muffler(s) or resonator(s).....	-3 (A)
<b>CH.11 Fuel Tank, Fuel Piping</b>	
Dented and/or rusty.....	-1 to -3
Finishes not as new.....	-1 to -3
<b>CH.12 Wheels (including nuts and hub covers)</b>	
Finish type/color not as new.....	-1/wheel (A)
Paint or Chrome chipped, scratched, etc. ....	-1 to -3
Wheel rim scraped, gouged, etc.....	-1 to -3
Condition of finish not as new.....	-1 to -4
<b>CH.13 Tire Type and Condition</b>	
Tire Type, not as new.....	-1/wheel (A)
<i>Note: Check inside and outside of tire for condition</i>	
Less than 50 percent tread, cord showing .....	-5
Condition not as new.....	-1 to -4
<b>CH.14 Tire Size</b>	
Not as new—standard or optional .....	-1/wheel (A)

<b>CH.15 Tire Whitewall and Manufacturer</b>	
Incorrect whitewall width and/or pattern .....	-1/wheel (A)
Manufacturer name missing or not OEM.....	-1/wheel (A)
<b>CH.16 Wheel Covers</b>	
Condition of finish not as new.....	-1 to -4
Type of cover and medallion not as new .....	-1/wheel (A)

## INTERIOR

**NOTE 1.** Judges observing a non-authentic component, finish, or assembly not otherwise listed below are to deduct 1 point for each.

**NOTE 2.** If the car's condition accumulates more than 5 points to be deducted for a judging category, the most points that can be deducted is 5.

<b>IN.1 Headliner</b>	
Incorrect material or color .....	-3 (A)
Condition not as new.....	-1 to -4
<b>IN.2 Rear Window and Package Shelf or Top Well, Excluding Glass</b>	
Incorrect molding finish.....	-3 (A)
Incorrect package shelf material or color.....	-3 (A)
Condition not as new.....	-1 to -4
<b>IN.3 Rear Side Windows and Trim, Excluding Glass</b>	
Incorrect molding finish.....	-3 (A)
Condition not as new.....	-1 to -4
<b>IN.4 Rear Door or Quarter Panels and Armrests</b>	
Incorrect material, pattern, or trim .....	-3 (A)
Condition not as new.....	-1 to -4
<b>IN.5 Rear Seat</b>	
<i>If clear seat covers, judge the underlying materials.</i>	
Aftermarket opaque seat covers.....	-5 (A)
<i>Cadillac offered opaque seat covers from 1941-1969</i>	
Clear seat covers.....	-1 (A)
Incorrect material or pattern .....	-3 (A)
Incorrect or missing trim .....	1 (A)
Condition not as new.....	-1 to -4
<b>IN.6 Auxiliary Seats (limo and third row)</b>	
Incorrect material or pattern .....	-3 (A)
Incorrect or missing trim .....	1 (A)
Condition not as new.....	-1 to -4
<b>IN.7 Limousine Rear Compartment Special Features</b>	
Incorrect or missing features .....	-1/each (A)
Condition not as new.....	-1 to -4
<b>IN.8 Front Door Windows and Trim, Excluding Glass</b>	
Incorrect molding finish.....	-3 (A)
Condition not as new.....	-1 to -4

<b>IN.9</b>	<b>Front Door Panels and Armrests</b> Incorrect material, pattern, or trim.....-3 (A) Condition not as new..... -1 to -4
<b>IN.10</b>	<b>Front Seat</b> <i>If clear seat covers, judge the underlying materials.</i> Aftermarket opaque seat covers.....-5 (A) <i>Cadillac offered opaque seat covers from 1941-1969</i> Clear seat covers.....-1 (A) Incorrect material or pattern.....-3 (A) Incorrect or missing trim.....-1 (A) Condition not as new..... -1 to -4
<b>IN.11</b>	<b>Kick Panels and Underdash Area</b> Incorrect kick panel material.....2 (A) Period incorrect wiring.....-1 (A) Condition not as new..... -1 to -4
<b>IN.12</b>	<b>Carpet</b> Incorrect material or color.....-3 (A) Missing or incorrect heel plate....-1 (A) Condition not as new..... -1 to -4
<b>IN.13</b>	<b>Sill Plates</b> Incorrect material or pattern.....-3 (A) Condition not as new..... -1 to -4
<b>IN.14</b>	<b>Steering Wheel, Turn Signal Lever, Shift Lever</b> <i>Note: Steering Wheel includes horn ring, column, and trim</i> Incorrect steering wheel.....-2 (A) Other components not correct....-1 (A) Condition not as new..... -1 to -4
<b>IN.15</b>	<b>Dash</b> Incorrect material or finish.....-3 (A) Condition not as new..... -1 to -4
<b>IN.16</b>	<b>Instruments, Clock, Radio, Navigation</b> Each incorrect instrument.....-1 (A) Condition not as new..... -1 to -4
<b>IN.17</b>	<b>Console and Shift Lever</b> Each incorrect component or finish.....-1 (A) Condition not as new..... -1 to -4
<b>IN.18</b>	<b>Windshield Trim, Mirror and Sun visors</b> Each incorrect component, material or finish.....-1 (A) Condition not as new..... -1 to -4
<b>IN.19</b>	<b>Accessories</b> Each missing standard accessory.....-2 (A) Each incorrect component.....-1 (A) Condition not as new..... -1 to -4
<b>IN.20</b>	<b>Trunk Interior, including Weatherstripping</b> Incorrect upholstery material.....-2 (A) Missing trunk components -1 to -2 (A) Condition not as new..... -1 to -4
<b>IN.21</b>	<b>Jack/Tools, Decals</b> Missing jack, jack base and lever.....-2 (A) Missing other tools, tool case, tire wedge, decal(s)....-1 (A) each Condition not as new..... -1 to -4

<b>IN.22</b>	<b>Spare Wheel and Tire</b> <i>Note: Original Spare Tire does not need to match tires on the ground</i> Missing spare wheel and tire.....-3 (A) Spare tire does not match tires on the ground.....-2 (A) Missing spare wheel cover.....-1 (A) Condition not as new..... -1 to -4
--------------	--

## CONVERTIBLE TOP

**NOTE 1.** Judges observing a non-authentic component, finish, or assembly not otherwise listed below are to deduct 1 point for each.

**NOTE 2.** If the car's condition accumulates more than 5 points to be deducted for a judging category, the most points that can be deducted is 5.

<b>CT.1</b>	<b>Material</b> Incorrect material.....-3 (A) Condition not as new..... -1 to -4
<b>CT.2</b>	<b>Headliner and Pads</b> Incorrect upholstery material.....2 (A) Condition not as new..... -1 to -4
<b>CT.3</b>	<b>Top Irons (Linkage and Bows)</b> Incorrect finish.....-2 (A) Condition not as new..... -1 to -4
<b>CT.4</b>	<b>Rear Window, including glass</b> Incorrect window frame.....-2 (A) Use of plastic where glass is original and vice-versa.....-2 (A) Condition not as new..... -1 to -4
<b>CT.5</b>	<b>Trim/Bindings/Fasteners</b> Each incorrect trim or bindings or fasteners.....-1 (A) Condition not as new..... -1 to -4
<b>CT.6</b>	<b>Top Boot and Filler Panels</b> Incorrect material of top boot or filler panel.....-2 (A) Missing top boot.....-2 (A) Condition not as new..... -1 to -4
<b>CT.7</b>	<b>Wind Screen</b> Missing wind screen.....-2 (A) Condition not as new..... -1 to -4

## EXTERIOR

**NOTE 1.** Judges observing a non-authentic component, finish or assembly not otherwise listed below are to deduct 1 point for each.

**NOTE 2.** If the car's condition accumulates more than 5 points to be deducted for a judging category, the most points that can be deducted is 5.

**NOTE 3.** If a deduction is made for wrong paint color on one exterior panel, then each panel painted the same color must receive the same deduction.

<b>EX.1</b>	<b>Roof, Sunroof and Moonroof</b> Incorrect color.....-1 (A) Condition not as new..... -1 to -4
-------------	---

<b>EX.2</b>	<b>Hood</b> Incorrect color.....-1 (A) Condition not as new..... -1 to -4
<b>EX.3</b>	<b>Front Fenders</b> Incorrect color.....-1 (A) Condition not as new..... -1 to -4
<b>EX.4</b>	<b>Grille</b> Condition not as new..... -1 to -4
<b>EX.5</b>	<b>Headlights, Headlight Doors</b> Incorrect headlight lenses.....-2 (A) Incorrect bulb type.....-2 (A) Condition not as new..... -1 to -4
<b>EX.6</b>	<b>Parking Lights, Fog Lights</b> Incorrect lenses.....-2 (A) Condition not as new..... -1 to -4
<b>EX.7</b>	<b>Driving Lights, Cornering Lights</b> Incorrect lenses or trim.....-2 (A) Condition not as new..... -1 to -4
<b>EX.8</b>	<b>Windshield and Wipers</b> Condition not as new..... -1 to -4
<b>EX.9</b>	<b>Front Doors</b> Incorrect color.....-1 (A) Condition not as new..... -1 to -4
<b>EX.10</b>	<b>Rear Doors</b> Incorrect color.....-1 (A) Condition not as new..... -1 to -4
<b>EX.11</b>	<b>Door Weatherstripping</b> Condition not as new..... -1 to -4
<b>EX.12</b>	<b>Side Glass, Glass Trim</b> Condition not as new..... -1 to -4
<b>EX.13</b>	<b>Rocker Panels, Rocker Panel Trim</b> Condition not as new..... -1 to -4
<b>EX.14</b>	<b>Rear Fenders, Rear Quarters, Trim</b> Incorrect color.....-1 (A) Condition not as new..... -1 to -4
<b>EX.15</b>	<b>Fender Skirts &amp; Trim</b> Incorrect color.....-1 (A) Condition not as new..... -1 to -4
<b>EX.16</b>	<b>Trunk Lid and Handle</b> Incorrect color.....-1 (A) Condition not as new..... -1 to -4
<b>EX.17</b>	<b>Rear Window and Trim</b> Condition not as new..... -1 to -4
<b>EX.18</b>	<b>Taillights, Turn Signals</b> Incorrect lenses.....-2 (A) Condition not as new..... -1 to -4
<b>EX.19</b>	<b>Backup, License, Marker Lights</b> Each missing light.....-1 (A) Condition not as new..... -1 to -4
<b>EX.20</b>	<b>Hood and Trunk Ornaments</b> Each missing Ornament.....-1 (A) Condition not as new..... -1 to -4
<b>EX.21</b>	<b>Medallions and Emblems</b> Each missing medallion or emblem.....-1 (A) Extra Cadillac emblems.....-1 (A) Condition not as new..... -1 to -4
<b>EX.22</b>	<b>Running Boards</b> Condition not as new..... -1 to -4
<b>EX.23</b>	<b>EXT Bed, EXT Mid-Gate</b> Condition not as new..... -1 to -4
<b>EX.24</b>	<b>Trailer Hitch, Trailer Electrical Connection</b> Condition not as new..... -1 to -4

# APPENDIX G

## Recommended Scoring of Modified Cars by Category

Judging of Modified cars involves giving points to each category, with some exceptions. This is different from other CLC judging that operates on the basis of deducting points. The Modified Division Judging Form has five (5) judging categories. The maximum number of points that can be awarded in each judging category is listed on the Modified Division Judging Form. They are:

- **Operation**—140 plus
- **Engine**—310 points
- **Chassis**—360 points
- **Body**—465 points
- **Interior**—270 Points

### Reminders

- Do not penalize a car for damage incurred while the vehicle was en route to or at the Meet.
- Equal time is to be spent judging each car.
- Each entry is **judged objectively** in the five Categories, and **not against other entries**.
- Except for the Operations category, **judge only those categories checked on the Official Judging Form** provided for your use.

### Step 1—GETTING STARTED

- Check for fire extinguisher by the side of the left front wheel—**No Fire Extinguisher**—Check Disqualified and **Do Not Judge the car**.
- Verify the Official Judging Form descriptive information in the box on the Form matches that shown on the windshield card. **If this information doesn't match**, contact the National Chief Judge—**Do Not Judge**
- Mark the form for the type of vehicle being judged—Hot Rod, Resto-mod, Mild Custom, or Radical Custom

### Step 2—JUDGING OPERATIONS

#### Engine—Start and Idle (Maximum 30 Points)

Points Awarded

Engine starts and idles properly with no fuel leaks and no unusual noises .....	30
Engine will not start.....	0
Slow or difficult to start, but starts and idles properly .....	15
Rough, ragged or poor idle after normal starting .....	15
Excessive exhaust smoke after proper start and good idle.....	15
Missing on one or more cylinders after proper start and at idle.....	10
Knocking noise after proper start and at idle .....	5
Unusual valve noise with proper start and at idle.....	20

#### Exhaust—(Maximum 10 Points)

Points Awarded

No leaks and noise level consistent with system installed.....	10
Minor audible leaks along the system .....	7
Exhaust manifold audible leak.....	3
Audible exhaust leaks at muffler(s) or pipes.....	4

#### Cooling System—(Maximum 10 Points)

Cooling system in good shape with no visible leaks.....	10
Rusty radiator or other evidence of leaks.....	7
Water pump leaks, leaking connections, radiator leaks, noisy operation .....	4

#### Exterior Lights—(Maximum 20 Points)

All lights work properly and in good shape.....	20
All lights are inoperative.....	0

If any headlight, turn signal, stop light, license, or backup light does not operate, deduct 3 points for each inoperative light and subtract that total from 20 for the score

#### Interior Lights—(Maximum 10 Points)

5 points are assigned to Instrument Lights and 5 to interior convenience lights	
All instrument and convenience lights work.....	10

If any instrument light or interior convenience light does not operate, deduct 2 points for each inoperative light and subtract that total from 10 for the score

#### Instruments—(Maximum 20 Points)

All instruments work.....	20
---------------------------	----

If any instrument does not operate, deduct 4 points for each inoperative instrument and subtract that total from 20 for the score

#### Wipers, Washers, Horns, Clocks (Maximum 20 Points)

All the components are present and all work properly.....	20
All the components do not work .....	0

If there is a clock and any one unit [e.g., one wiper, washer] does not work, deduct 4 points for each unit that does not work and subtract that total from 20 for the score

If there is no clock and any one unit [e.g., one wiper, washer] does not work, deduct 7 points for each unit that does not work and subtract that total from 20 for the score



### Accessories—(Maximum 5 per accessory)

Accessory means heater, A/C, power steering, seats, windows, locks, trunk latch, etc.

**For every existing accessory that works .....5/Accessory**  
**Any existing accessory that doesn't work .....0/Accessory**

### Sound System (Radio, CD, Navigation)— (Maximum 10 Points)

**If all work properly as designed..... 10**  
If any component does not operate properly, deduct 4 points for each inoperative unit and subtract that total from 10 for the score

### Air or Hydraulic Suspension—(Maximum 10 Points)

**If the system works properly..... 10**  
**If the system doesn't work properly ..... 0**  
**If there is obvious system leakage (car level will not hold)..... 5**

## Step 3—JUDGING THE ENGINE

### Points Awarded

#### Engine Compartment Cleanliness..... Maximum 20

To achieve the maximum points, the engine and any visible part of the underhood area must be devoid of any and all dirt, grease, visible engine fluids, rust and missing finishes. A light amount of recent dust is to be ignored.

#### Engine Compartment Appearance .....Maximum 20

This category is the judge's individual assessment of the overall appearance of the engine compartment taking into account the routing of wiring, tubing and hoses, fasteners, paint, plating, and upholstery and modifications to underhood sheet metal if present. Is the overall design and configuration of the underhood area consistent with the car as presented for judging?

#### Checked Engine Compartment Categories .....As Specified

Each judged category is to be assessed for difficulty of modification, innovation, ingenuity, workmanship and condition. The judge may award the number points he/she thinks appropriate up to the maximum allowed.

## Step 4—JUDGING THE CHASSIS

### Points Awarded

#### Chassis Cleanliness ..... Maximum 20

To achieve the maximum points, the chassis, any visible part underneath the car, and wheels and tires must be devoid of any and all dirt, grease, visible fluids, rust, corrosion, and missing finishes. A light amount of recent dust is to be ignored.

#### Chassis Appearance..... Maximum 20

This category is the judge's individual assessment of the overall appearance of the chassis, underbody area and components, and wheels and tires taking into account wiring, tubing and hose routing, fasteners, paint, plating, and modifications to underbody sheet metal and frame if present. Is the overall design and configuration of the chassis and underbody area consistent with the car as presented for judging?

#### Checked Chassis Categories.....As Specified

Each judged category is to be assessed for difficulty of modification, innovation, ingenuity, workmanship and condition. The judge may award the number points he/she thinks appropriate up to the maximum allowed.

## Step 5—JUDGING THE BODY

### Points Awarded

#### Body Cleanliness..... Maximum 20

To achieve the maximum points, the total exterior of the car must be devoid of any and all dirt, bug residue, wax residue, rust, corrosion, pitting, and missing finishes. A light amount of recent dust is to be ignored.

#### Body Appearance..... Maximum 20

This category is the judge's individual assessment of the overall appearance of the car's exterior taking into account the fit of all components, fasteners, paint, plating, and modifications to the body sheet metal and exterior components if present. Is the overall design and configuration of the car's exterior consistent with the car as presented for judging?

#### Checked Body Categories.....As Specified

Each judged category is to be assessed for difficulty of modification, innovation, ingenuity, workmanship and condition. The judge may award the number points he/she thinks appropriate up to the maximum allowed.

## Step 6—JUDGING THE INTERIOR

### Points Awarded

#### Interior Cleanliness..... Maximum 20

To achieve the maximum points, the total interior of the car must be devoid of any and all dirt, wax residue, rust, stains, pitting, and missing finishes. A light amount of recent dust is to be ignored.

#### Interior Appearance ..... Maximum 20

This category is the judge's individual assessment of the overall appearance of the car's interior, taking into account the fit of all components, fasteners, paint, plating, upholstery and modifications to the interior components if present. Is the overall design and configuration of the car's interior consistent with the car as presented for judging?

#### Checked Interior Categories .....As Specified

Each judged category is to be assessed for difficulty of modification, innovation, ingenuity, workmanship and condition. The judge may award the number points he/she thinks appropriate up to the maximum allowed.



# APPENDIX H Judging Form I—Class 1 and all Touring

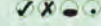
## CADILLAC & LASALLE CLUB JUDGING FORM Primary Division (Class 1 Only) and Touring Division (All Classes)



### MARKING INSTRUCTIONS

- Use a No. 2 pencil only.
- Make solid marks that fill the circle completely.

INCORRECT



CORRECT



LABEL AREA

Fire extinguisher NOT on hand  Auto disqualification  
 Engine Never Used by Cadillac/LaSalle  Auto disqualification

### Legend of Scores (Deductions/Condition):

Excellent = 0 (As it was when new); Very Good = -1; Good = -2; Fair = -3; Poor = -4; Unsatisfactory = -5

NOTE: Fill the "0" circle if the category is not applicable. SCORE

- |  |             |
|--|-------------|
| 1. Senior Badge/Wreath/Crown: -5 if missing for Primary Class 1.<br>Check box if displayed for Primary Class 1 and for ALL Touring Division vehicles. <input type="checkbox"/> | 5           |
| 2. Engine - Start, idle, noise & smoke; oil & fuel leaks   | 0 1 2 3 4 5 |
| 3. Wipers & Washer - Operation & appearance without plating  | 0 1 2 3 4 5 |
| 4. Horns - Operation & appearance without plating  | 0 1 2 3 4 5 |
| 5. Lights - Turn Signals & Accessory - Operation & appearance without plating  | 0 1 2 3 4 5 |
| 6. Lights - Exterior - Operation & appearance without plating  | 0 1 2 3 4 5 |
| 7. Brakes - Main & emergency including booster; operation only   | 0 1 2 3 4 5 |
| 8. Lights - Interior and instrument - Operation & appearance including plating   | 0 1 2 3 4 5 |
| 9. Instruments - Operation & appearance including plating  | 0 1 2 3 4 5 |
| 10. Clocks, radios, power antenna - Operation & appearance including plating   | 0 1 2 3 4 5 |
| 11. Lighters, heater, air cond., intercom, accessories - Operation & appearance including plating  | 0 1 2 3 4 5 |
| 12. Windows, convertible top, sunroof, power seat, power door locks & trunk - Operation only   | 0 1 2 3 4 5 |
| 13. Cooling system leaks, thermostat. Operation & appearance. DO NOT remove cap.   | 0 1 2 3 4 5 |
| 14. Engine incl. manifolds - Leaks, appear. & plating (Very minor porcelain cracks - NO deduction)   | 0 1 2 3 4 5 |
| 15. Engine Compartment & Splash Pans - Appearance including plating  | 0 1 2 3 4 5 |
| 16. Exhaust System (except manifolds) - Leaks, noise & appearance  | 0 1 2 3 4 5 |
| 17. Undercarriage including fuel tank (except exhaust and wheels) - Appearance only  | 0 1 2 3 4 5 |
| 18. Wiring including under dash - Appearance & workmanship   | 0 1 2 3 4 5 |
| 19. Authenticity - Engine/Chassis - Appearance only. (Must List)   | 0 1 2 3 4 5 |
| 20. Authenticity - Engine/Chassis - Components (Must List)   | 0 1 2 3 4 5 |

OWNER - I have been informed of all authenticity deductions.

Signature \_\_\_\_\_

Note: ALL AUTHENTICITY deductions MUST be listed in the category box, below or back of sheet.

INITIALED by the Team Leader who discussed with "Owner." (Comments on all deductions requested.)

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Team Captain  Yes  No

Print Judge Name \_\_\_\_\_

Judge Signature \_\_\_\_\_

Scantron OpScan R/SIGHT™ M-303789-1:654321 A599

SCORE

- |   |             |
|---|-------------|
| 21. Interior Trim, Hardware, Window Frames & Sill Plates - Appearance including plating           | 0 1 2 3 4 5 |
| 22. Dash, steering wheel & pedals   | 0 1 2 3 4 5 |
| 23. Upholstery - Seats & floor covering   | 0 1 2 3 4 5 |
| 24. Upholstery - Sides, headliner, inside of conv. top  | 0 1 2 3 4 5 |
| 25. Trunk - Including operation of lid  | 0 1 2 3 4 5 |
| 26. Weatherstrip, welting, rubber incl. running board mat.  | 0 1 2 3 4 5 |
| 27. Glass and/or side curtains, top boot  | 0 1 2 3 4 5 |
| 28. Convertible/Soft Top or Roof (beltline up) - including trim, paint & condition of sheet metal | 0 1 2 3 4 5 |
| 29. Paint - Fenders & hood  | 0 1 2 3 4 5 |
| 30. Condition - Fenders & hood sheet metal  | 0 1 2 3 4 5 |
| 31. Fit - Fenders & hood  | 0 1 2 3 4 5 |
| 32. Plating - Exterior forward of cowl (except wheels)  | 0 1 2 3 4 5 |
| 33. Plating - Balance of exterior (except wheels)   | 0 1 2 3 4 5 |
| 34. Paint - Body, doors, running boards, decklid, etc. (except roof)                              | 0 1 2 3 4 5 |
| 35. Condition - Body, doors, running boards & decklid sheetmetal (except roof)                    | 0 1 2 3 4 5 |
| 36. Fit - Doors & decklid   | 0 1 2 3 4 5 |
| 37. Wheels (incl. paint, plating, hubcaps)  | 0 1 2 3 4 5 |
| 38. Tires - Condition & appearance (Size is an authenticity deduction)                            | 0 1 2 3 4 5 |
| 39. Authenticity - Exterior including tire size (Must list)                                       | 0 1 2 3 4 5 |
| 40. Authenticity - Interior (Must list)   | 0 1 2 3 4 5 |
| 41. Incorrect engine series (Design) Mandatory -22 points   | ⊗           |
| 42. Incorrect chassis series Mandatory -22 points   | ⊗           |
| 43. Non-authentic body Mandatory -22 points   | ⊗           |





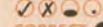


**CADILLAC & LASALLE CLUB**  
**JUDGING FORM**  
Primary/Touring Divisions — Classes 1 to 21 — 1903 to 1966

**MARKING INSTRUCTIONS**

- Use a No. 2 pencil only.
- Make solid marks that fill the circle completely.

**INCORRECT**



**CORRECT**



**SPECIAL ITEMS**

Senior Badge, Wreath, Crown Missing	(15)
Non-Authentic Engine (60)	(60)
Non-Authentic Chassis (60)	(60)
Non-Authentic Body (60)	(60)

**DISQUALIFIED**     No Fire Extinguisher     Engine Never Used by Cadillac/LaSalle

**Score Definition**    "A" for Authenticity; "W" for Workmanship; "C" Condition  
As Manufactured = 0; Very Good = -1; Good = -2; Fair = -3; Poor = -4; Unsatisfactory = -5  
NOTE: Fill the "0" circle if the judged component(s) is not applicable

**OPERATIONS (80 possible points)**

OP.1 Engine Start, Fast Idle and Idle	0 1 2 3 4 5
OP.2 Leaks – oil, coolant, exhaust	0 1 2 3 4 5
OP.3 Exterior Lights – head, tail, park	0 1 2 3 4 5
OP.4 Signal Lights – turn left, turn right, stop, corner	0 1 2 3 4 5
OP.5 Auxiliary Lights – fog, driving, backup	0 1 2 3 4 5
OP.6 Horn, Brake (main & emergency)	0 1 2 3 4 5
OP.7 Instruments, Courtesy Lights, Clock	0 1 2 3 4 5
OP.8 Wipers, Washer	0 1 2 3 4 5
OP.9 Radio, Power Antenna, Speakers	0 1 2 3 4 5
OP.10 Heater, Defroster, Air Conditioner	0 1 2 3 4 5
OP.11 Windows	0 1 2 3 4 5
OP.12 Seat	0 1 2 3 4 5
OP.13 Trunk – auto release & pull-down	0 1 2 3 4 5
OP.14 Convertible Top	0 1 2 3 4 5
OP.15 Sunroof	0 1 2 3 4 5
OP.16 Limousine (Rear Compartment Facilities)	0 1 2 3 4 5

**ENGINE COMPARTMENT (135 possible points)**

EN.1 Block, Heads, Crankcase	A W C 0 1 2 3 4 5
EN.2 Manifolds – Intake & Exhaust	A W C 0 1 2 3 4 5
EN.3 Carburetor and Fuel Pump	A W C 0 1 2 3 4 5
EN.4 Fuel Filter and Fuel Lines	A W C 0 1 2 3 4 5
EN.5 Generator/Alternator, Regulator	A W C 0 1 2 3 4 5
EN.6 Water Pump, Fan, Fan Clutch, Belts	A W C 0 1 2 3 4 5
EN.7 Distributor/Magneto, Coil	A W C 0 1 2 3 4 5
EN.8 Spark Plugs, Ignition System Wiring	A W C 0 1 2 3 4 5
EN.9 Starter, Crank, Relays, Starter Wiring	A W C 0 1 2 3 4 5
EN.10 Oil Filter and Air Cleaner	A W C 0 1 2 3 4 5
EN.11 Radiator – core, cap, overflow	A W C 0 1 2 3 4 5
EN.12 Battery – box, holddown, cables	A W C 0 1 2 3 4 5

**ENGINE COMPARTMENT (continued)**

EN.13 Wiper and Washer Equipment and Hoses	A W C 0 1 2 3 4 5
EN.14 Horns – relay and wiring	A W C 0 1 2 3 4 5
EN.15 Hoses – radiator, heater, PCV	A W C 0 1 2 3 4 5
EN.16 Clamps – hoses, ducts, wiring	A W C 0 1 2 3 4 5
EN.17 Brake – master cylinder, power booster, piping	A W C 0 1 2 3 4 5
EN.18 Power Steering Equipment and Hoses	A W C 0 1 2 3 4 5
EN.19 Heater, Defroster, Assoc. Ducts	A W C 0 1 2 3 4 5
EN.20 Air Conditioning System	A W C 0 1 2 3 4 5
EN.21 Engine Finish and Color and Valve Covers	A W C 0 1 2 3 4 5
EN.22 Hood Underside – finish and insulation	A W C 0 1 2 3 4 5
EN.23 Hood – latch and hinges	A W C 0 1 2 3 4 5
EN.24 Core Support and Area Forward of Core Support	A W C 0 1 2 3 4 5
EN.25 Wheel Housings, Splash Pans, and Belly Pans	A W C 0 1 2 3 4 5
EN.26 Firewall and Steering Column	A W C 0 1 2 3 4 5
EN.27 Decals and Tags	A W C 0 1 2 3 4 5

**CHASSIS (85 possible points)**

CH.1 Frame	A W C 0 1 2 3 4 5
CH.2 Underbody	A W C 0 1 2 3 4 5
CH.3 Wheel Wells	A W C 0 1 2 3 4 5
CH.4 Front Bumper	A W C 0 1 2 3 4 5
CH.5 Rear Bumper	A W C 0 1 2 3 4 5
CH.6 Rear Axle and Suspension	A W C 0 1 2 3 4 5
CH.7 Transmission and Driveshaft	A W C 0 1 2 3 4 5
CH.8 Front Suspension & Steering	A W C 0 1 2 3 4 5
CH.9 Brakes & Piping	A W C 0 1 2 3 4 5
CH.10 Exhaust (excluding manifolds)	A W C 0 1 2 3 4 5
CH.11 Fuel Tank and Piping	A W C 0 1 2 3 4 5
CH.12 Wheels	A W C 0 1 2 3 4 5
CH.13 Wheel Covers	A W C 0 1 2 3 4 5
CH.14 Tire Type	A W C 0 1 2 3 4 5



**Score Definition**

"A" for Authenticity; "W" for Workmanship; "C" Condition  
 As Manufactured = 0; Very Good = -1; Good = -2; Fair = -3; Poor = -4; Unsatisfactory = -5  
 NOTE: Fill the "0" circle if the judged component(s) is not applicable

**CHASSIS (continued)**

CH.15 Tire Size	A W C
	0 1 2 3 4 5
CH.16 Tire Whitewall and Manufacturer	A W C
	0 1 2 3 4 5
CH.17 Tire Condition	A W C
	0 1 2 3 4 5

**INTERIOR (110 possible points)**

IN.1 Headliner	A W C
	0 1 2 3 4 5
IN.2 Rear Window & Package Shelf or Top Well excluding glass	A W C
	0 1 2 3 4 5
IN.3 Rear Side Windows and Trim excluding glass	A W C
	0 1 2 3 4 5
IN.4 Rear Door or Quarter Panels & Arm Rests	A W C
	0 1 2 3 4 5
IN.5 Rear Seat	A W C
	0 1 2 3 4 5
IN.6 Auxiliary Seats	A W C
	0 1 2 3 4 5
IN.7 Limousine Rear compartment Special Features	A W C
	0 1 2 3 4 5
IN.8 Front Door Windows & Trim excluding glass	A W C
	0 1 2 3 4 5
IN.9 Front Door Panels & Arm Rests	A W C
	0 1 2 3 4 5
IN.10 Front Seat	A W C
	0 1 2 3 4 5
IN.11 Kick Panels & Underdash Area	A W C
	0 1 2 3 4 5
IN.12 Carpet or Floor Mat	A W C
	0 1 2 3 4 5
IN.13 Sill Plates	A W C
	0 1 2 3 4 5
IN.14 Steering Wheel, Turn Signal Lever, Shift Lever	A W C
	0 1 2 3 4 5
IN.15 Dash	A W C
	0 1 2 3 4 5
IN.16 Instruments including Clock	A W C
	0 1 2 3 4 5
IN.17 Console & Shift Lever	A W C
	0 1 2 3 4 5
IN.18 Windshield Trim, Mirror, & Sunvisors	A W C
	0 1 2 3 4 5
IN.19 Accessories	A W C
	0 1 2 3 4 5
IN.20 Trunk Interior including Weatherstripping	A W C
	0 1 2 3 4 5
IN.21 Jack/Tools/Decals	A W C
	0 1 2 3 4 5
IN.22 Spare Wheel & Tire	A W C
	0 1 2 3 4 5

**CONVERTIBLE TOP (30 possible points)**

CT.1 Material	A W C
	0 1 2 3 4 5
CT.2 Headliner & Pads	A W C
	0 1 2 3 4 5
CT.3 Top Irons	A W C
	0 1 2 3 4 5
CT.4 Rear Window including glass	A W C
	0 1 2 3 4 5
CT.5 Trim/Bindings/Fasteners	A W C
	0 1 2 3 4 5
CT.6 Top Boot & Side Curtains	A W C
	0 1 2 3 4 5

**EXTERIOR (120 possible points)**

EX.1 Roof	A W C
	0 1 2 3 4 5
EX.2 Hood and Cowl	A W C
	0 1 2 3 4 5
EX.3 Front Fenders	A W C
	0 1 2 3 4 5
EX.4 Grille	A W C
	0 1 2 3 4 5
EX.5 Headlights	A W C
	0 1 2 3 4 5
EX.6 Parking and Fog Lights	A W C
	0 1 2 3 4 5
EX.7 Driving and Cornering Lights	A W C
	0 1 2 3 4 5
EX.8 Horns and Antenna	A W C
	0 1 2 3 4 5
EX.9 Windshield and Wipers	A W C
	0 1 2 3 4 5
EX.10 Front Doors	A W C
	0 1 2 3 4 5
EX.11 Rear Doors	A W C
	0 1 2 3 4 5
EX.12 Weatherstripping - doors	A W C
	0 1 2 3 4 5
EX.13 Side Glass & Trim	A W C
	0 1 2 3 4 5
EX.14 Rocker Panels & Trim	A W C
	0 1 2 3 4 5
EX.15 Running Boards & Trim	A W C
	0 1 2 3 4 5
EX.16 Rear Fenders/Quarters & Trim	A W C
	0 1 2 3 4 5
EX.17 Fender Skirts & Trim	A W C
	0 1 2 3 4 5
EX.18 Exterior-Mounted Spares	A W C
	0 1 2 3 4 5
EX.19 Trunk Lid and Handle	A W C
	0 1 2 3 4 5
EX.20 Rear Window & Trim	A W C
	0 1 2 3 4 5
EX.21 Taillights & Turn Signals	A W C
	0 1 2 3 4 5
EX.22 Backup & License Lights	A W C
	0 1 2 3 4 5
EX.23 Hood & Trunk Ornaments	A W C
	0 1 2 3 4 5
EX.24 Medallions & Emblems	A W C
	0 1 2 3 4 5

OWNER-I have been informed of all authenticity deductions.

Signature \_\_\_\_\_

AUTHENTICITY DEDUCTIONS \_\_\_\_\_

JUDGE Team Captain  Yes  No

Name \_\_\_\_\_

Signature \_\_\_\_\_





**CADILLAC & LASALLE CLUB**  
**JUDGING FORM**  
 Primary/Touring Divisions — Classes 22 and up — 1967 and up

**MARKING INSTRUCTIONS**

- Use a No. 2 pencil only.
  - Make solid marks that fill the circle completely.
- INCORRECT**
- CORRECT**

**SPECIAL ITEMS**

Senior Badge, Wreath, Crown Missing	(15)
Non-Authentic Engine (65)	(65)
Non-Authentic Chassis (65)	(65)
Non-Authentic Body (65)	(65)

**DISQUALIFIED**     No Fire Extinguisher     Engine Never Used by Cadillac/LaSalle

**Score Definition**    "A" for Authenticity; "W" for Workmanship; "C" Condition  
 As Manufactured = 0; Very Good = -1; Good = -2; Fair = -3; Poor = -4; Unsatisfactory = -5  
 NOTE: Fill the "0" circle if the judged component(s) is not applicable

**OPERATIONS (115 possible points)**

OP.1 Engine Start, Fast Idle, Slow Idle	(0 1 2 3 4 5)
OP.2 Leaks – Oil, Coolant, Exhaust	(0 1 2 3 4 5)
OP.3 Exterior Lights – Head, Tail, Park, Fog	(0 1 2 3 4 5)
OP.4 Signal Lights – Turn Left, Turn Right, Stop, Corner	(0 1 2 3 4 5)
OP.5 Auxiliary Lights – Fog, Driving, Backup, Marker	(0 1 2 3 4 5)
OP.6 Horn, Brake (main & emergency), Alarm	(0 1 2 3 4 5)
OP.7 Instruments, Courtesy Lights, Clock, Heads-up Display	(0 1 2 3 4 5)
OP.8 Wipers & Washers (front & rear)	(0 1 2 3 4 5)
OP.9 Headlight Wipers & Washers	(0 1 2 3 4 5)
OP.10 Radio, Power Antenna, Speakers	(0 1 2 3 4 5)
OP.11 Tape Player, CD Player, CB Radio	(0 1 2 3 4 5)
OP.12 Navigation System, Backup Camera, DVD Player	(0 1 2 3 4 5)
OP.13 Heater, Defroster, Air Conditioner	(0 1 2 3 4 5)
OP.14 Power Windows (includes power shades)	(0 1 2 3 4 5)
OP.15 Power Locks (switches & key fob)	(0 1 2 3 4 5)
OP.16 Exterior Mirrors (manual & power)	(0 1 2 3 4 5)
OP.17 Seats – Manual or Power Operation & Recliner	(0 1 2 3 4 5)
OP.18 Heated & Cooled Seats, Heated Wheel	(0 1 2 3 4 5)
OP.19 Trunk – Auto Release (switch & key fob) & Pull-down	(0 1 2 3 4 5)
OP.20 Convertible Top	(0 1 2 3 4 5)
OP.21 Sunroof	(0 1 2 3 4 5)
OP.22 Limousine (rear compartment facilities)	(0 1 2 3 4 5)
OP.23 Power Third Row Seats and Running Boards	(0 1 2 3 4 5)

**ENGINE COMPARTMENT (150 possible points)**

EN.1 Block, Heads, Crankcase	(A W C)	(0 1 2 3 4 5)
EN.2 Intake Manifold, Exhaust Manifold & Shields	(A W C)	(0 1 2 3 4 5)
EN.3 Carburetor, Throttle Body, Fuel Injectors, Fuel Rail, Fuel Pump	(A W C)	(0 1 2 3 4 5)
EN.4 Fuel Filter, Fuel Lines	(A W C)	(0 1 2 3 4 5)
EN.5 Alternator, Regulator	(A W C)	(0 1 2 3 4 5)

**ENGINE COMPARTMENT (continued)**

EN.6 Water Pump, Fan, Fan Clutch, Belts	(A W C)	(0 1 2 3 4 5)
EN.7 Distributor, Coil	(A W C)	(0 1 2 3 4 5)
EN.8 Spark Plugs, Coil on Plugs, Ignition System Wiring	(A W C)	(0 1 2 3 4 5)
EN.9 Starter, Crank, Relays, Starter Wiring	(A W C)	(0 1 2 3 4 5)
EN.10 Oil Filter, Air Cleaner	(A W C)	(0 1 2 3 4 5)
EN.11 Radiator – Core, Cap, Overflow, Coolant Reservoir	(A W C)	(0 1 2 3 4 5)
EN.12 Battery, Battery Box, Battery Holddown, Remote Connection	(A W C)	(0 1 2 3 4 5)
EN.13 Wiper & Washer Equipment and Hoses	(A W C)	(0 1 2 3 4 5)
EN.14 Horns – Relay & Wiring	(A W C)	(0 1 2 3 4 5)
EN.15 Hoses – Radiator, Heater, PCV	(A W C)	(0 1 2 3 4 5)
EN.16 Clamps – Hoses, Ducts, Wiring	(A W C)	(0 1 2 3 4 5)
EN.17 Brakes, Master Cylinder, Power Booster, Piping	(A W C)	(0 1 2 3 4 5)
EN.18 Power Steering Equipment & Hoses	(A W C)	(0 1 2 3 4 5)
EN.19 Cruise Control & Level Ride Equipment	(A W C)	(0 1 2 3 4 5)
EN.20 Emissions Control Equipment	(A W C)	(0 1 2 3 4 5)
EN.21 Heater, Defroster, Assoc. Ducts	(A W C)	(0 1 2 3 4 5)
EN.22 Air Conditioning System	(A W C)	(0 1 2 3 4 5)
EN.23 Engine Cover	(A W C)	(0 1 2 3 4 5)
EN.24 Engine Finish & Color, Valve Covers	(A W C)	(0 1 2 3 4 5)
EN.25 Hood Underside – Finish, Insulation	(A W C)	(0 1 2 3 4 5)
EN.26 Hood Latch, Hinges	(A W C)	(0 1 2 3 4 5)
EN.27 Core Support, Area Forward of Core Support	(A W C)	(0 1 2 3 4 5)
EN.28 Wheel Housings, Splash Pans	(A W C)	(0 1 2 3 4 5)
EN.29 Firewall, Steering Column	(A W C)	(0 1 2 3 4 5)
EN.30 Decals, Tags	(A W C)	(0 1 2 3 4 5)

**CHASSIS (80 possible points)**

CH.1 Frame, Cradle	(A W C)	(0 1 2 3 4 5)
CH.2 Underbody	(A W C)	(0 1 2 3 4 5)
CH.3 Wheelwells	(A W C)	(0 1 2 3 4 5)
CH.4 Front Bumper, Bumper Cover	(A W C)	(0 1 2 3 4 5)



**CHASSIS (continued)**

CH.5 Rear Bumper, Bumper Cover	A W C 0 1 2 3 4 5
CH.6 Rear Axle, Rear Suspension	A W C 0 1 2 3 4 5
CH.7 Transmission, Driveshaft(s), Transaxle	A W C 0 1 2 3 4 5
CH.8 Front Suspension, Steering	A W C 0 1 2 3 4 5
CH.9 Brakes, Brake Piping	A W C 0 1 2 3 4 5
CH.10 Exhaust (excluding manifolds)	A W C 0 1 2 3 4 5
CH.11 Fuel Tank, Fuel Piping	A W C 0 1 2 3 4 5
CH.12 Wheels (incl. nuts & hub covers)	A W C 0 1 2 3 4 5
CH.13 Tire Type	A W C 0 1 2 3 4 5
CH.14 Tire Size	A W C 0 1 2 3 4 5
CH.15 Whitewall/Manufacturer	A W C 0 1 2 3 4 5
CH.16 Wheel Covers	A W C 0 1 2 3 4 5

**INTERIOR (110 possible points)**

IN.1 Headliner	A W C 0 1 2 3 4 5
IN.2 Rear Window, Package Shelf or Top Well (excluding glass)	A W C 0 1 2 3 4 5
IN.3 Rear Side Windows & Trim, (excluding glass)	A W C 0 1 2 3 4 5
IN.4 Rear Door or Quarter Panels, Arm Rests	A W C 0 1 2 3 4 5
IN.5 Rear Seat	A W C 0 1 2 3 4 5
IN.6 Auxiliary Seats (limo & third row)	A W C 0 1 2 3 4 5
IN.7 Limousine Rear Compartment Special Features	A W C 0 1 2 3 4 5
IN.8 Front Door Windows & Trim, (excluding glass)	A W C 0 1 2 3 4 5
IN.9 Front Door Panels, Arm Rests	A W C 0 1 2 3 4 5
IN.10 Front Seat	A W C 0 1 2 3 4 5
IN.11 Kick Panels, Underdash Area	A W C 0 1 2 3 4 5
IN.12 Carpet	A W C 0 1 2 3 4 5
IN.13 Sill Plates	A W C 0 1 2 3 4 5
IN.14 Steering Wheel, Turn Signal Lever, Shift Lever	A W C 0 1 2 3 4 5
IN.15 Dash	A W C 0 1 2 3 4 5
IN.16 Instruments, Clock, Radio, Navigation	A W C 0 1 2 3 4 5
IN.17 Console, Shift Lever	A W C 0 1 2 3 4 5
IN.18 Windshield Trim, Mirror, Sunvisors	A W C 0 1 2 3 4 5
IN.19 Accessories	A W C 0 1 2 3 4 5
IN.20 Trunk Interior (including weatherstripping)	A W C 0 1 2 3 4 5

OWNER—I have been informed of all authenticity deductions.

Signature \_\_\_\_\_

AUTHENTICITY DEDUCTIONS \_\_\_\_\_

JUDGE Team Captain  Yes  No

Name \_\_\_\_\_ Signature \_\_\_\_\_

**INTERIOR (continued)**

IN.21 Jack/Tools/Decals	A W C 0 1 2 3 4 5
IN.22 Spare Wheel & Tire	A W C 0 1 2 3 4 5

**CONVERTIBLE TOP (35 possible points)**

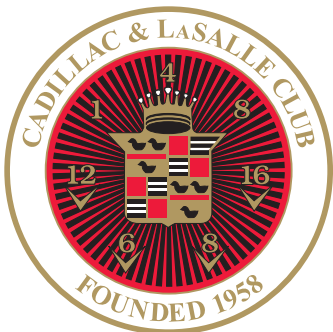
CT.1 Material	A W C 0 1 2 3 4 5
CT.2 Headliner & Pads	A W C 0 1 2 3 4 5
CT.3 Top Irons	A W C 0 1 2 3 4 5
CT.4 Rear Window	A W C 0 1 2 3 4 5
CT.5 Trim, Bindings, Fasteners	A W C 0 1 2 3 4 5
CT.6 Top Boot & Filler Panels	A W C 0 1 2 3 4 5
CT.7 Wind Screen	A W C 0 1 2 3 4 5

**EXTERIOR (120 possible points)**

EX.1 Roof	A W C 0 1 2 3 4 5
EX.2 Hood	A W C 0 1 2 3 4 5
EX.3 Front Fenders	A W C 0 1 2 3 4 5
EX.4 Grille	A W C 0 1 2 3 4 5
EX.5 Headlights, Headlight Doors	A W C 0 1 2 3 4 5
EX.6 Parking Lights, Fog Lights	A W C 0 1 2 3 4 5
EX.7 Driving Lights, Cornering Lights	A W C 0 1 2 3 4 5
EX.8 Windshield, Wipers	A W C 0 1 2 3 4 5
EX.9 Front Doors	A W C 0 1 2 3 4 5
EX.10 Rear Doors	A W C 0 1 2 3 4 5
EX.11 Door Weatherstripping	A W C 0 1 2 3 4 5
EX.12 Side Glass, Glass Trim	A W C 0 1 2 3 4 5
EX.13 Rocker Panels, Rocker Panel Trim	A W C 0 1 2 3 4 5
EX.14 Rear Fenders, Rear Quarters, Trim	A W C 0 1 2 3 4 5
EX.15 Fender Skirts, Trim	A W C 0 1 2 3 4 5
EX.16 Trunk Lid, Trunk Handle	A W C 0 1 2 3 4 5
EX.17 Rear Window, Trim	A W C 0 1 2 3 4 5
EX.18 Taillights, Turn Signals	A W C 0 1 2 3 4 5
EX.19 Backup, License, Marker Lights	A W C 0 1 2 3 4 5
EX.20 Hood & Trunk Ornaments	A W C 0 1 2 3 4 5
EX.21 Medallions & Emblems	A W C 0 1 2 3 4 5
EX.22 Running Boards	A W C 0 1 2 3 4 5
EX.23 EXT Bed, EXT Mid-Gate	A W C 0 1 2 3 4 5
EX.24 Trailer Hitch, Trailer Electrical Connection	A W C 0 1 2 3 4 5

# APPENDIX K

## Applications for Points



# Application for Judging Recognition Points

Those persons who have judged during at least one Grand National in 2011 to 2015 may apply for points for judging-related activities in any of the years listed below.

	Judged	Team Captain	Classes	Other List other qualifying activities this year
<b>2014</b> Lake George	_____	_____	_____	_____ _____ _____
<b>2013</b> Quincy	_____	_____	_____	_____ _____ _____
<b>2012</b> St. Augustine	_____	_____	_____	_____ _____ _____
<b>2011</b> Columbus	_____	_____	_____	_____ _____ _____
<b>2010</b> Overland Park	_____	_____	_____	_____ _____ _____
<b>2009</b> Las Vegas	_____	_____	_____	_____ _____ _____
<b>2008</b> Cherry Hill	_____	_____	_____	_____ _____ _____
<b>2007</b> Savannah	_____	_____	_____	_____ _____ _____
<b>2006</b> Orange	_____	_____	_____	_____ _____ _____

I, \_\_\_\_\_, CLC No. \_\_\_\_\_, certify that the information on this form is accurate to the best of my information and belief.

Signature

Date



# Application for Tabulation Recognition Points

Those persons who have judged during at least one Grand National in 2011 to 2015 may apply for points for judging-related activities in any of the years listed below.

	<b>Tabulation</b>	<b>Scanner Operator</b>	<b>Other</b> List other qualifying activities this year
<b>2014</b> Lake George	_____	_____	_____ _____ _____
<b>2013</b> Quincy	_____	_____	_____ _____ _____
<b>2012</b> St. Augustine	_____	_____	_____ _____ _____
<b>2011</b> Columbus	_____	_____	_____ _____ _____
<b>2010</b> Overland Park	_____	_____	_____ _____ _____
<b>2009</b> Las Vegas	_____	_____	_____ _____ _____
<b>2008</b> Cherry Hill	_____	_____	_____ _____ _____
<b>2007</b> Savannah	_____	_____	_____ _____ _____
<b>2006</b> Orange	_____	_____	_____ _____ _____

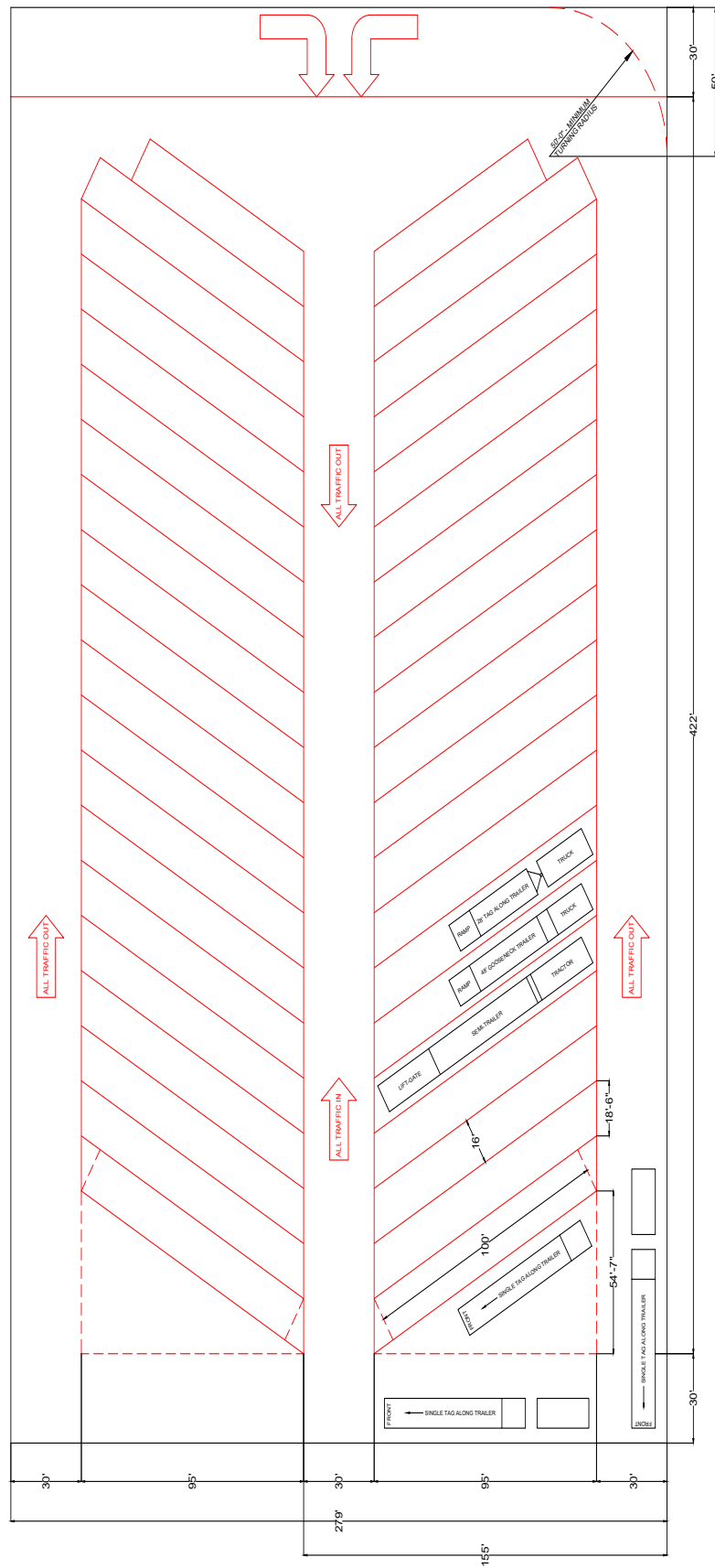
I, \_\_\_\_\_, CLC No. \_\_\_\_\_, certify that the information on this form is accurate to the best of my information and belief.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

# APPENDIX L

## Trailer Parking Plan





# APPENDIX M

## CLC Judging Team Captain's Checklist

---

The Team Captain is in charge of team operations and is responsible for the following items related to Team operations and judging.

### Before Judging

- Assembling his/her team for the Judges' Seminar and the Judges' Breakfast
- Locating all cars the team will judge
- Determining the order in which the cars will be judged
- Advising each owner or his/her representative of the approximate time their car will be judged

### During Judging

- Verifying that the car and the judging forms match and that the car's VIN matches that on the judging form
- Distributing the judging forms to team members; only the forms for the car to be judged are to be distributed at the start of judging each car
- Verifying the presence of a Senior badge and any attachments if and as appropriate
- Managing the time of judging—45 minutes is the maximum time per car
- Communicating with the owner or owner's representative—all communications with the entrant are to be by the Team Captain only
- Directing operations during the operations judging phase
- Approving the appropriateness of all judges' deductions
- Reviewing all authenticity deductions with the owner and having him sign the Team Captain's judging form confirming that he/she was informed of the authenticity deductions
- Resolving any disputes with the owner regarding judging deductions if possible and if not to contact the Chief Judge for dispute resolution

### After Judging

- Notifying the Chief Judge upon the completion of judging of any Primary or Specialty & Unique car that has an average deduction of 11 points or less (1966 and earlier) 13 points or less (1967 and later)
- Rating the performance of each judge
- Obtaining approval from the Chief Tabulator to disband the team once judging is complete; then, collect and distribute the event judging pins to the team members





# APPENDIX N

## Judging Team Member Evaluation



Team Captain \_\_\_\_\_ Event/Date \_\_\_\_\_

Judge \_\_\_\_\_

<i>Circle your evaluation</i>	Poor			Very Good	
<b>PERSONAL CONDUCT</b> Courteous, Friendly, Humble, Did not talk to entrant; Avoided touching the car	1	2	3	4	5
<b>COLLABORATION WITH TEAM</b> Shared knowledge with Team; Followed Team Captain directions	1	2	3	4	5
<b>FOLLOWS CLC PROCEDURES</b> Deducted points according to recommended deductions	1	2	3	4	5
<b>JUDGING QUALITY</b> Uses proper judgment in applying Point deductions—not too picky, not too easy—S, SW, SC candidates should be like a new car or very close	1	2	3	4	5
<b>OTHER COMMENTS</b> <i>[Write any other comments below.]</i>					

---



---



---

Judge \_\_\_\_\_

<i>Circle your evaluation</i>	Poor			Very Good	
<b>PERSONAL CONDUCT</b> Courteous, Friendly, Humble, Did not talk to entrant; Avoided touching the car	1	2	3	4	5
<b>COLLABORATION WITH TEAM</b> Shared knowledge with Team; Followed Team Captain directions	1	2	3	4	5
<b>FOLLOWS CLC PROCEDURES</b> Deducted points according to recommended deductions	1	2	3	4	5
<b>JUDGING QUALITY</b> Uses proper judgment in applying Point deductions—not too picky, not too easy—S, SW, SC candidates should be like a new car or very close	1	2	3	4	5
<b>OTHER COMMENTS</b> <i>[Write any other comments below.]</i>					

---



---



---

