

BMW CCA Puget Sound Region Concours d'Elegance Judging Philosophy

The following guidelines are meant to give a general idea of the philosophy of CCA Puget Sound Concours d'Elegance judging. As indicated on the last page of the judging package, our procedures stem from the rules used by the Classic Car Club of America for their national competitions. Our standards differ in some significant ways, however. Most notably, we do not deduct points for lack of originality. In that sense, our judging reflects what would more accurately be described as a "clean car contest".

In order to put our event in perspective, it is important to note some of the differences between a "classic" car show and our event. When the Classic Car Club of America first began holding judged events in 1952, the idea was to have bona fide classics, as chosen by the organization, compete on a national level under a "100 point" concept. Examples were Rolls Royce, Duesenberg, Packard, etc. As most of these cars were 20 years old at *that* time, quality of restoration, with particular emphasis on originality, was the hallmark. Another important difference was the concept of judging against an established national standard rather than against one another. In other words, a car would be awarded a first place if it attained a minimum point score (97 out of 100, for example) as established by the national organization.

Obviously, for a club of our type these rules needed to be modified to reflect our desire to allow cars of different mileage within a class to compete more equally. Hence our use of the "points added" for miles. One point is given for each 25,000 miles. No partial points are given. This levels the playing field between low mileage cars and high mileage cars. BMWs with 5-digit odometers who wish to claim mileage in excess of 100,000 must provide proof of mileage in the form of repair records that document the history of the vehicle.

In general, then, here are the main points of our judging philosophy:

1. Cleanliness and condition, rather than originality, are the standards to be applied.
2. Judging within a particular category will be done with the primary goal of using the exact same standard for each item on each car.
3. Personal taste should not enter into the judge's evaluation.

With this in mind, here is what we believe are the primary factors to consider when making point deductions:

1. Deductions should be based on concrete observation of visual flaws, which can be viewed without removing parts. Only those items listed will be scored. For example, wheels are judged but brake calipers, although potentially visible, are not.
2. When deducting for flaws in repair or restoration, the standard should be “workmanlike” quality, not “perfection”. For example, when judging paint, excessive dust particles in the paint would not be considered to meet the standards of a professional body shop. However, a multiple coat lacquer paint job that looks “a foot deep” should not add value to a car’s score.
3. Emphasis is placed on identified components being functional, with particular emphasis on safety items.
4. When deducting for cleanliness, the judge should use the standard of “could the item have been made more clean with reasonable effort?”
5. When deduction for condition, the standard should be “could the item have been repaired/restored using accepted and readily available materials and methods?”
6. No value should be placed on over restoration. A 310-point car is not a perfect car. Rather it reflects the condition of the car when it was new.

These points are by no means the only standards to be used, rather they are meant to stimulate thought and provide a philosophical framework. Keep in mind that each judge is responsible for scoring a particular area by themselves and only within the group to which they are assigned. Therefore, the main consideration should be to judge each item on each car with a consistent standard. Again keep in mind that we are not scoring against a national standard of 100 points. Rather, we are attempting to select a 1st, 2nd and 3rd place car within a given category.