



Corvair Society of America

Founded in 1969 by and for those who appreciate the Corvair automobile

Approved: February 2025

Title: Concours d'Elegance Rule Book

Scope/Purpose: To provide uniformity in conduct of CORSA concours events.

Applicability: Applies to all Concours d'Elegance events conducted as part of CORSA-sanctioned events

I Introduction

The Concours d'Elegance is a competition held each year at the Corvair Society of America's International Convention and at CORSA-sanctioned conventions to assess the quality of cars at the convention. This is done for two reasons: to encourage the preservation of the Corvair, and to recognize the efforts of those who are helping to preserve them. The competition is called the Concours d'Elegance.

The rules for this competition are contained within this document. The Concours Committee chair is responsible for maintaining the actual judging process and standards used to judge. The Concours Committee is structured as shown below:

Concours Committee Chair

The Concours Committee Chair is the main point of contact with the CORSA Board of Directors for all Concours-related activities such as competition rules and classification guidelines. The Concours Committee chair's primary duties include:

- Responsible to CORSA's membership for a smoothly run, responsive, and continually upgraded Concours d'Elegance at the International Convention, sanctioned conventions, and other events.

- Appoints the Judging Standards Team Chair and the Classification Team Chair as well as ensures that all committee functions are staffed with responsible members.
- Competition oversight including judging mechanics, tallying activities, quality assurance and resolves protests.
- Reports event results for publication in the Communique and archives them.
- Record judging assignments and awards judge's certificates.

The following committees provide necessary support to this chair.

Judging Standards Team

The Judging Standards Team is responsible for all judging standards, judging related issues, mechanics, criteria, and administration. It shall consist of the Judging Standards Chair, the judging team leaders, and other event workers as appointed by the CORSA Concours Chair. In conjunction with the Concours Chair, the Team's responsibilities are:

- To ensure judging consistency, the judges shall be assigned to judging units and teams, so that to the greatest practical degree, the same judge evaluates the same areas of all vehicles in an assigned class or classes.
- Judges are prohibited from judging their own vehicles, or those of family members.
- All committee members are empowered to enforce these rules.

Judging Standards Team Chair

In addition to being the chair of the Judging Standards Team, the chair's responsibilities include:

- Meeting with the judging unit leaders before the Concours begins to receive final unit assignments, and instructions on consistency, conduct, and schedule.
- Oversees judging at events.

- Disseminate and interpret Concours rules and judging sheets.
- Review the Concours rules and judging sheets annually and recommends changes to the Concours Chair.
- Develop judging training and education.
- Act as Concours Committee Chair in his absence.

Classification Team Chair

The Classification Team Chair works with the Judging Standards Team in creating the classification guidelines, and in administrating those guidelines during an event.

Specific tasks during a convention are:

- Classify entrants at Concours elegance.
- Disseminate and interpret the classification process for entrants.

Local Concours Liaison

The Local Concours Liaison is the point of contact with the Concours Committee for all matters related to the Concours d'Elegance competition. Specifically:

- Coordination between the Concours Committee Chair and the local convention planning committee.
- Recruit local judges.
- Assist with awards and trophies.
- Assist with arrangements for the judges' lunches.

These Concours d'Elegance rules must be used at all CORSA International Conventions and sanctioned regional conventions. There are to be no local option exceptions to these rules, no different interpretations nor innovations at CORSA Concours. The contents of these rules provide the essential national standard of uniformity for the conduct of fair and impartial Concours d'Elegance.

II Event Schedule

Entrants are advised that the conduct of all phases of the event is controlled by the CORSA Concours Chair and by judging committees. All judges and committee members have the authority to fully enforce these rules.

Entrants are responsible for obtaining a copy of the CORSA Concours rules prior to the event. It is the responsibility of the entrant to study and understand these rules. Copies may be obtained at <http://www.corvair.org> or upon request to the CORSA National Office or the CORSA Concours Chair.

Entrants make an application for the Concours event by using registration event information and paying the entry fee before the published registration deadline. Pre-registration is for the purpose of early determination of the number and classes of vehicles that will be entered. Entrants may also register on-site but should realize that on-site registration places an additional workload on convention workers. Concours registration at the International Convention must be made by Noon the day prior to the event.

Entrants must completely, accurately, and legibly fill out all of the information on the judging information form before their car is classified. They shall indicate how their vehicle arrived at the competition as this will indicate the bonus points earned: none for the enclosed trailer, 50 points for an open trailer, and 100 points if driven. Then entrants shall sign the acknowledgment space on the judging form, indicating understanding and acceptance of these rules that govern the event. Entrants furnishing unsigned forms or improper information, whether in error or on purpose may be disqualified from competition and from trophy eligibility.

The Concours d'Elegance shall be held on a day separate from any other CORSA competition event, unless the meet is a one-day only event. The Concours event schedule shall include the following: participant's meeting, classification, Concours field setup, allotted cleanup time, judging, and dismissal. Entrants will be notified in advance of the time, days, and places of all required Concours activities.

Classification

Entrants shall present their vehicles for classification at a time and place to be announced. They will receive a Concours packet of information including a windshield card with entry number, and the unit judging forms. These shall remain with the car until submitted to the Concours Chair by the team leader of the unit being judged. Individual judging sheets and related information become the property of the Concours Committee.

The judging process will respect the wishes of both those who prefer to open and close doors and lids, move seats, etc., themselves and those who prefer the judges to do these things. An entrant's preferences in this matter must be declared at Unit 6 (Operations check and classification) if they prefer to open and close doors and lids, and other tasks themselves. They will receive a card with the letter "O" to place on the left-hand side of the dash before judging. In this case, the entrant or a representative must be present by the car at all times during the judging. The absence of the entrant or representative may result in a judging unit or units not being scored and the entrant receiving no points for that unit.

Those who prefer that the judges perform these tasks shall leave keys in the ignition switch so that the judges may open lids, etc. Failure to leave keys may result in a judging unit or units not being scored and the entrant receiving no score for that unit.

Concours Field Setup

Entrants shall, at the designated time and place, present their vehicles to be placed on display for judging. The judging field may be static, where parked cars are judged, or may be a "roll-through" where the cars are driven or pushed to stationary judging stations. Only vehicles to be judged may be in the Concours display area.

Final Cleanup Time

Entrants shall strictly adhere to the established cleanup schedule. A minimum of one hour clean-up time shall be provided before judging begins. No clean-up of any kind or amount is allowed after the end of the stated clean-up time or during judging, except as follows:

- Should the Concours participants be collectively engaged in a car caravan to the judging area, additional clean-up time shall be allotted at the discretion of the Concours Committee Chair or their representative.
- Should rain occur during the Concours that stops before judging is completed, the CORSA Concours Chair or his representative may allow a brief period for entrants to dry off their vehicles.
- Fingerprints or smudges which are the result of the judging process, or fresh bird droppings may be removed with the permission of and under the observation of a judge or other Concours Committee members.

No cleanup or other personal items are allowed in the vehicle, package areas, trunk, under seats, under the vehicle, or in the Concours judging and show field display areas.

Judging and Scoring

Concours judging shall begin punctually at the time scheduled. *No vehicles shall be permitted to enter the Concours after judging has begun*, without an approved hardship allowance by the committee Chair.

A consistent and standardized judging and scoring technique is used to assess the quality of the Concours d'Elegance vehicles. There are seven judging units used to organize the scoring. They are: (1) paint and bodywork, (2) trim and trunk or cargo area, (3) wheels, tires, and glass, (4) undercarriage, (5) engine, (6) operations, and (7) interior. Each unit is subdivided into a number of line items that are inspected by a judge, and a quality score assessed for each line item to reflect the cleanliness and workmanship of that line item. Independent of the judge's quality score, each Line Item has a relative worth assigned to it by the Concours Committee that reflects how important it is to the overall quality of the vehicle (for example, paint and body work are more important than shock absorbers). After the judging process is over, a tally group will convene and multiply the judges Line Item 'quality' scores by the Line Item's 'worth' to obtain the points earned by each Line Item. These points are accumulated for each unit to get a score, and then the unit scores accumulated to obtain the overall Concours score.

Other than answers to the judges' questions, there shall be no conversation with the judges. The entrant or representative shall remain at least six feet from the judges during the judging process and shall not interfere with the judging process in any way. If partially completed judging sheets are left by the judges on or in the car for the next judging team, the entrant or representative shall not look at or touch the judging sheet, nor allow any other person to do so at any time, under penalty of immediate disqualification. All judges and Concours Committee members are empowered to enforce this absolute requirement. There will be no leniency nor discussion allowed on this point. No scoring information of any form is to be released by anyone before formal announcement of the results at the conclusion of the event.

Any unsportsmanlike conduct, abusive language, or arguments by an entrant, may be cause for disqualification from the Concours.

During judging, nothing is to be displayed with the vehicle other than the Concours windshield placard, a Senior Division award, and the card with the letter "O" if applicable. Stickers and decals on painted surfaces, glass, and bumpers, other than those required by law, such as inspection stickers may result in lower scores. Trophies, literature, or a sign describing the car may be displayed only when judging is concluded.

Dismissal

Vehicles are to be left on display in the Concours area until released by the Concours Committee Chair or his representative at the conclusion of judging of all vehicles, or in accordance with the event schedule.

Scores for each unit and totals will be provided to each participant with the award or sent from the Concours Chair. Overall event results will be published in the *CORSA Communique*.

Judging by definition is subjective. Our goal is scoring accuracy. Competitors are encouraged to check their results for calculation errors and notify the Concours Chair immediately. Subjective judging scores cannot be protested.

If you have questions concerning these rules, be sure to correspond with the CORSA Concours Chair or seek out the Chair prior to judging.

III Classification

The classification of entries shall be the responsibility of the Classification Committee, operating under the direction of the CORSA Concours Chair. Notification of the classification schedule and location shall be included with the event schedule. Entrants are responsible for getting their entry classified within the published schedule.

Entrants are advised that Unit 6 (operations check) judging is customarily performed at or immediately after classification. The actual operations will be performed by the entrants under the direction and observation of the Unit 6 judges.

Class Definitions

Modifications are any changes made to a regular production vehicle that alter it from the way it could have left the factory. Specific questions on originality and modifications may be addressed to the Concours Classification Chair.

Chevrolet Custom Feature dealer-installed accessories do not count as modifications when properly installed and correct for that model.

Changes performed by Chevrolet dealers to bring vehicles in compliance with Chevrolet Technical Service Bulletins are not considered modifications. Non-stock equipment required by law (such as seat belts) will not count as a modification where such equipment was not standard.

A fire extinguisher of any style is encouraged and is not considered a modification whether mounted or not.

Class 1: Factory Stock

Factory Stock shall be defined as all regular production Corvairs that are in appearance just as they were available from the factory that year. Factory Stock shall further be divided into Original and Restored. Vehicles in Factory Stock Original and Factory Stock Restored are expected to have "matching numbers." Date coded items such as engine, transaxle, carburetors, alternator, glass, etc. *may* be checked for consistency

and their relation to the body build date. Paint, trim, and accessory codes may also be verified.

Factory Stock Original shall be defined as any Factory Stock vehicle bearing original paint, exterior bright-work, weatherstrips, glass, interior upholstery, (carpet or rubber mat), and headliner. Undercoating must be the original applied at delivery. Painting or plating of surfaces that were natural metal finish is not allowed when such painting or plating alters that finish.

Sectional body repair, upholstery repair, and mechanical component repair are permissible, not to exceed 25% of each area. In this context, "repair" is defined as necessary to correct damage resulting from a mishap, rather than to overcome the normal deteriorating from use and/or aging.

Original lamps and lenses or exact replacements are required. Convertibles will be required to have the original top, although the rear window may have been replaced. Undercarriage parts may be cleaned, but disassembly and restoration to include painting or plating is forbidden.

Permissible modifications for Factory Stock Original classes:

1. Replacement AC PF-4 oil filter- *See Appendix line 2 below.*
2. Replacement AC air filter(s)
3. Replacement or reproduction Delco size 53 battery- *See Appendix line 3 below.*
4. Current production tires including radials in 75-Series or higher aspect ratio acceptable. Corresponding letter, metric, and P-metric sizes equivalent to the original are acceptable.
5. Whitewall width plus or minus 1/8" of original acceptable
6. GM service replacement exhaust pipes and mufflers acceptable
7. Replacement belt(s) of original appearance acceptable.

In the event of a tie, normal replacement items that most correctly match original equipment will be used to break the tie.

Factory Stock Restored will consist of all remaining Factory Stock vehicles which do not comply with the qualifications listed above.

Additionally: Original paint and trim combinations as indicated on the Fisher Body tag are required. Paint finish as well as undercoating shall be stock appearing. Permissible modifications for Factory Stock Restored vehicles are as follows.

All items listed for Factory Stock Original plus:

1. Replacement Delco or GM shocks
2. Replacement or reproduction AC, Delco, or Guide lamps and lenses.
3. Replacement exhaust pipes and mufflers (original fit and appearance must be maintained)
4. Replacement spark plug wires (original fit and appearance must be maintained)
5. Replacement windshield, but tinting must be same color and width as original.

Class 2: Modified

Modified is defined as Corvair bodied vehicles that have changes from stock, such as aftermarket radios and wheels, upholstery modifications, custom paint, etc. All Corvair-bodied vehicles not classified as Factory Stock shall be in Modified class.

All Corvairs that were modified from stock by various manufacturers will be classified as Modified. Examples include Fitch Sprints, street-prepared Yenko Stingers, Solar Cavaliers, Solar Sprints, and Eshelman Eagles.

All race prepared Corvair-bodied vehicles will be classified as Modified.

Class 3: Engineering

Engineering is defined as those vehicles utilizing major Corvair components not otherwise classified. Examples of Engineering vehicles include kit cars, dune buggies, formula-type cars, 8/10 Cords, and Corvair-powered UltraVans.

Class Combination

There shall be no combining of the previously defined classes.

Division Definitions

Primary Division: The Primary Division includes all vehicles that have met the requirements for a CORSA Concours competition but have not been elevated to the Senior Division.

Senior Division: To be elevated to Senior Division, a vehicle must have competed in the Primary Division and have received a Gold Award in either two CORSA-sanctioned regional events or one CORSA International Convention. A Senior Division a vehicle must maintain points in the Gold scoring range to remain in the Senior Division.

Each Senior car will be recognized while on the competition field using a plaque which is displayed on the dash, in the center of the windshield. It reads from the front as Senior Division, from the rear as the vehicle serial number. Plaques will be provided by CORSA following a vehicle's elevation to the Senior Division.

IV Hardship Allowances

Should a verifiable mechanical failure, or other unforeseen circumstance, prevent a pre-registered entrant from arriving before judging begins, the judging committee may grant a hardship allowance. This will permit the pre-registered entrant the full measure of clean-up time prior to being judged. No allowances will be made in the judging for any damage to a vehicle.

A hardship allowance request shall be written by the entrant as soon as he enters the Concours area. It shall be presented to the CORSA Concours Chair and shall contain the participant's name, address, year, model, class entered, and an explanation of circumstances.

Participants granted a hardship allowance shall clean up their vehicles in a designated area before moving to the judging area.

V Trophies and Awards

Trophies shall be awarded for merit according to the following schedule:

96.00 to 100 points	Gold Award
92.0 to 95.99	Silver Award
88.0 to 91.99	Bronze Award

The highest overall scoring Factory Stock Original vehicle and the highest overall scoring Factory Stock Restored vehicle at a CORSA International Convention shall each be presented with the CORSA Preservation Award, consisting of an engraved metal plate descriptive of the vehicle and the owner.

The highest overall scoring vehicle entered in either Factory Stock or Modified classes at a CORSA International Convention shall be presented with the William L. Mitchell Award.

VI Revision of Rules

Revision of these rules will be by majority vote of the CORSA Board of Directors, upon recommendation from the CORSA Concours Committee Chair.

Data, information, and forms contained in the Judging Standards are part of these rules. These standards may be reformatted or changed by the CORSA Concours Committee Chair in conjunction with the Judging Standards Committee for clarity and to expedite the judging process. However, any changes in the standards that would alter the basic character of the judging system must be approved by a majority vote of the CORSA Board of Directors upon recommendation of the CORSA Concours Chair.

Event organizers of non-CORSA-sanctioned Concours are encouraged to use these rules without modification.

Appendix

This appendix to the CORSA Concours Rules is provided to inform event organizers, classifiers, and entrants, information used to classify vehicles. Unlike the Concours Rules, this appendix may be modified by a simple majority vote of the CORSA Concours Committee.

1. Corvairs were supplied with the following tire sizes listed with their modern equivalents:

	Original	Letter	Metric	P-Metric
'60-65 cars	6.50 x 13	B78 x 13	175 x 13	P175/80 x 13
'61-62 wagons & '66-69 cars	7.00 x 13	C78 x 13	185 x 13	P185/80 x 13
'61-65 FC	7.00 x 14	E78 x 14	185 x 14	P205/75 x 14

These tires had the following whitewall widths:

'60-61 cars except Monza	2"
'60-61 Monza and all '62-65 cars	$1\frac{5}{16}$ "
all '66-69	$\frac{5}{8}$ "
'61-62 Forward Control	$2\frac{1}{4}$ "
late '62-65 Forward Control	1"

2. The use of a white Clark's brand oil filter (C47C) with a properly installed AC oil filter decal (# C13228) placed on the outer shell to simulate a vintage PF4 filter will be allowed. An actual AC produced filter remains acceptable for this class.
3. Corvairs were supplied with group 53 batteries for early models and Forward Controls, and group 22 F batteries (24 optional) for late models. Delco branded size 51 battery is a temporary acceptable substitute for the original 53 battery. Should a correct reproduction of the Delco 557 battery become available, this particular allowance would be rescinded, and the 51 size would no longer be eligible for the factory stock classes.
4. All vehicles in classes Factory Stock Original, Factory Stock Restored and Modified and any vehicles in Engineering that are equipped (but not necessarily licensed) for legal street use, have a spare tire and appropriate changing tools. Lack of spare and/or tools will result in maximum point deductions for these items.

5. All convertibles shall have tops up for judging. Boots and bag must be removed from the vehicle.
6. All Forward Controls and wagons shall have their engine covers unfastened to make the engine compartment accessible for judging in Unit 5. Lack of accessibility will result in substantial deductions for those Unit 5 items that cannot be readily observed through the rear access door.
7. All accessory floor mats shall be removed for judging. Failure to remove them can result in substantial deduction for those Unit 7 items that cannot be judged.