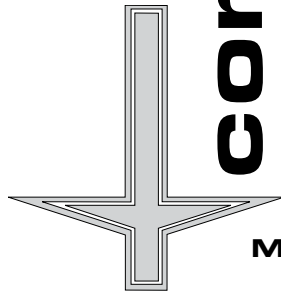


**corsa**



**concorso  
d'elegance  
rules**

**revision 8  
March 2009**

## 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 come in two parts: this document entitled "Concours d'Elegance Rules" and a companion document entitled "Concours d'Elegance Judging Standards" which details the mechanics of the actual judging process. Maintenance of both documents is the responsibility of the Concours Committee. 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. 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.
- 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 administering those guidelines during an event. Specific tasks during a convention are:

- Classify entrants at Concours d'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.

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 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 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 work load on convention workers. Concours registration at the International Convention must be made by 5 PM the day prior to the event.

Registration, payment of fee, and acknowledgment signature on the judging form shall evidence the entrant's acceptance of these rules. All entrants shall abide by the rules. Anyone who does not has no rightful complaint when the consequences are enforced.

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 shall determine and confirm 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 your entry number, a judging front sheet, and the unit judging forms. These shall remain with the car until submitted to the Concours Chair by the Unit judges. Individual judging sheets and related information become the property of the Concours Committee.

Entrants must completely, accurately, and legibly fill out all of the information on the judging front sheet and windshield card before their car is classified. 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 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 classification with the former receiving a card with an "O" on it; the latter receiving a card with a "J" on it. The card must be placed on the dashboard of the entry to indicate to the judges how they should respond.

In the first case, the entrant or a representative must be present at 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.

In the second case, the entrant 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, present their vehicles for spotting on the Concours field for judging. Roll-through may be driven or pushed at the entrant's option. Should the Concours Committee elect, providing the facilities allow, entrants will move the vehicles to and/or through a judging area for scoring, then back to the display area.

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, the clean-up time shall be a minimum of one-half hour after arrival and set-up.

- 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. Finger prints 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 member.

No cleanup or other personal items are allowed in the vehicle, in the glove box, ash trays, package areas, trunk, under seats, under the vehicle, or in the Concours judging and display areas. One item of luggage, used for the storage of cleanup items, will be permitted to be located near the vehicle, however.

## JUDGING & SCORING CRITERIA

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.

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. Details may be found in the separate Concours d'Elegance Judging Standards document. Included in this document will be the special accommodations needed for judging special built Corvairs that do not otherwise conform to the production Corvair appearance.

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 nor 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.

Trophies may not be displayed with the vehicles entered in the competition. Literature or a tasteful sign descriptive of the car may be displayed, as can badges and other items if not overdone and appropriate for the class. Unrelated items, stickers and

decals on painted surfaces, glass, and bumpers, other than those reasonably required, such as inspection stickers, and other such items will be judged accordingly.

## 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, whichever is earlier.

Copies of the judging sheets with provisional scores will be made available to review by the entrant or his designated representative. Instructions for reviewing your judging sheets will be in the judging packet and announced at the participants' meeting, but no later than 4 PM the day after the event for a minimum of 2 hours.

Judging by definition is subjective. Our goal is scoring perfection. Competitors are encouraged to check their judging sheets for addition errors. A deadline for protesting errors will be included in these instructions. Subjective judging scores cannot be protested.

Overall event results will be published in the CORSA *Communique*. Finalized judging sheets will be available during the banquet with those not picked up forwarded to entrants.

If you have questions concerning these rules, be sure to correspond with the CORSA Concours Chair, a Concours Committee member, 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 each registration packet. 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:** 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.

Also see modifications listed under Factory Stock and Street Stock classes.

### 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 is 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
2. Replacement AC air filter(s)
3. Replacement AC Delco battery
4. Current production tires including radials in 75-series or higher aspect ratio acceptable. Corresponding letter, metric, and P-metric sizes equivalent to 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. 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:

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: STREET STOCK

Street Stock shall be defined as regular production Corvairs that have minor modifications from Factory Stock, yet the appearance remains basically stock. Only

parts originally used on Corvairs are allowed in this class, although updating/backdating is permissible as outlined below. Bodywork to alter the appearance is not allowed. Stock type color and trim combinations required.

Permissible modifications for Street Stock class:

All items allowed in Factory Stock classes plus:

1. Hazard flasher (4-way signal system)
2. Dual master brake cylinder
3. Any battery (stock location)
4. Any alternator
5. Any jack and/or spare
6. 70-series tires
7. Whitewall width plus or minus ½" of original acceptable (white letters not allowed)
8. Electric fuel pump (underbody mount)
9. Updating/backdating of stock parts within these groups: '60-64; FC; and '65-69
10. Aftermarket, original equipment replacement type parts for the following items:
  - a. shocks
  - b. muffler bracket and/or strap
  - c. headlamps
  - d. lenses
  - e. filters
  - f. battery cables
  - g. voltage regulator
  - h. ignition parts
  - i. heater hoses
  - j. hardware and fasteners
  - k. fuel pump
  - l. wiper blades

### CLASS 3: IMPROVED

Improved is defined as Corvair-bodied and -powered vehicles that have significant changes from stock other than those specifically permitted in Street Stock Class, such as aftermarket radios and wheels, tire profiles lower than 70, upholstery modifications, custom paint, etc.

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

Fitch Sprints are Corvairs modified by or with parts from Fitch Works of Connecticut. Included prerequisite is three of the following:

- a. Front stone guard or headlight grilles (early)
- b. 4 carb conversion kit (early, not "140" heads)
- c. Fender stripes, two-tone paint
- d. Wood steering wheel, Sprint horn button
- e. Steering damper
- f. Fitch Sprint nameplates

- g. Aeon suspension snubbers (late)
- h. Landau Fitch roof extension (late)

Yenko Stingers are Corvairs modified by Yenko Chevrolet of Canonsburg, Pennsylvania. Stingers must possess a YS serial number plate on the left door hinge pillar.

Solar Cavalier and Solar Sprints are Corvairs that were built by Solar Automotive. They include suspension, engine, and cosmetic modifications by Solar Automotive. Included are:

- a. Landau roof panel
- b. Pop-out sun roof
- c. Cavalier interior (Sprint had Solar bucket seats only)
- d. Sound insulation package
- e. Fender rub strip
- f. Camaro tail-lights (not available on Sprint)
- g. Aeon suspension
- h. Color coordinated Tri-Spoke wheels or Turbo-Mag wheels
- i. Vinyl roof and rear cove area
- j. Crown/Solar anti-sway bars
- k. Solar 4-barrel carburetor or Weber carburetor conversion
- l. Fender well flares

At least four of the above items must be present to qualify the car as a Solar conversion.

A manufacturer's/re-manufacturer's invoice or letter of authenticity, identifying the vehicle as an authentic conversion is sufficient to qualify as an Improved class vehicle.

All race prepared Corvair-bodied and -powered vehicles will be classified as Improved.

### CLASS 4: 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, Corvair-powered UltraVans, and engine conversion vehicles.

### CLASS COMBINATION

1. Factory Stock Original and Factory Stock Restored shall not be combined together or with other classes.
2. Street Stock, Improved, and Engineering classes shall not be combined together or with other 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:** A Senior Division vehicle must have competed in Primary Division and scored 95.0 or more points in either two CORSA-sanctioned regional events or one CORSA International Convention. To remain in the Senior Division

a vehicle must:

- Maintain a 92 point score in competition.
- Each Senior vehicle must compete at an International Convention or CORSA-sanctioned event within a four-year period.

Each Senior car will be recognized while on the competition field by the use of 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:

95.00 to 100 points	gold award
90.0 to 94.99	silver award
85.0 to 89.99	bronze award

The highest overall scoring Factory Stock Original vehicle and the highest overall 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 affixed to a permanent trophy on display at the Corvair Museum.

The highest overall scoring Corvair-bodied vehicle 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 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.

