



THE EARLY FORD V-8 CLUB of AMERICA JUDGING INSTRUCTIONS



GENERAL INSTRUCTIONS

These instructions are not intended to be all inclusive, or to be a standard for restoration. They are a means only to elaborate on and explain the judging form of the Early Ford V-8 Club vehicles. Not all parts of the vehicle are included and not all conditions that could exist are mentioned.

The JUDGING STANDARD: The standard by which all vehicles are to be judged is “An identical new vehicle, as it left the factory and/or Ford dealer show room”. Paint finish, plating, fit, etc. should be as close to “the way Henry made it” as possible – no better and no worse and NOT as near “perfection” as possible.

DO NOT deduct points for normal road grime, grease around fittings and other dirt and imperfections which are NORMAL to a well maintained vehicle that is driven, or for slight defects which might have been caused en-route to the meet, unless such items are excessive. DO NOT compare various vehicles and select one over another. A judge must constantly remind himself to compare the vehicle only with the “STANDARD”. It is IMPORTANT to remember that if a feature receives the maximum allowable points, it should be exactly as it was when new, not better nor worse.

USE of the JUDGING FORM

PLEASE READ ALL INSTRUCTIONS BEFORE BEGINNING TO JUDGE!

The judging forms are designed for use as a guide and scoring sheet when judging all eligible Early Ford V-8 Club of America vehicles. The form serves as a check list to ensure completeness and to prevent duplication of deductions. Proper use of the standardized point deductions will provide uniformity in deductions.

Please note the following while judging:

- The Deputy should request owner to stand by to answer questions during or at the end of judging. It is the owner’s responsibility to provide acceptable proof of any unusual features of the vehicle.
- Every item listed must be scored.
- When an item is missing or a “non-Ford” accessory is substituted for an original factory component (i.e., hood ornament) deduct the maximum points allotted.
- Standard deductions should be used as appropriate, but should not exceed the total maximum points available.
- DO NOT use fractional points (1/4, 1/2., etc.).
- When categories on the form do not fit the design of the vehicle (i.e., some commercial vehicles), judge the most appropriate part of the vehicle.
- The reason for all deductions must be noted, as far as possible. If a standard point deduction is made or if more than 20% of the maximum points are deducted, 1) you must record the reason or circle the specific item on the judging form, and 2) the Deputy Judge must point out the incorrect item to the owner or his representative.

EXTERIOR

PAINT: Deduct for excessive orange peel, runs, peeling, pits, chips, etc. Do not deduct for minor, thin original paint. Deduct for colors which are obviously not authentic. Both sides of fenders are the same color. Body wheel well area is body color, except for 1932 where either adjacent molding color or black are correct.

Front: check straightness and condition of grille bars and stainless trim. Check for originality of grille. Check alignment and fit to radiator, hood, and other body components. Check headlights and parking lights for correctness. No sealed beams before 1940. Look into lens to check headlight reflectors. Check overall appearance, straightness and panel alignment (fenders, hood, etc.). Fender welt should be fabric type installed after the vehicle was painted. NOTE: on 1941-48 vehicles, the fender welt was installed before the car was painted. It should be body color. There should be stainless welt between horn skirt and fender on 1936 and next to cast grille on 1940 Deluxe. Check for authentic hood ornament. Deduct for evidence of body work, breaks, crooked beads and edges, and excessive surface waves. Examine windshield frame for authenticity, fit finish, and condition. Check correctness of wiper arms and blades.

Doors, Quarters, Sides, & Back: Check overall appearance, straightness, and panel alignment. Fender welt should be fabric type installed after the vehicle was painted. NOTE: on 1941-48 vehicles, the fender welt was installed before the car was painted. It should be body color. Check originality of running boards. Natural rubber or rubber dress is ok, but not paint. Check pattern and grooves. Check for chips, cracks, etc. Check tail lamps for correctness. Some 1933-40 standard passenger cars may have one taillight. However, some states required two taillights on all cars. If tail lamp lenses have a trademark, it should be “Duo-lamp”, “Stimsonite” or other correct mark.

Roof, Top, Glass: The top must be in the “up” position for judging. All roadsters and phaetons shall have side curtains (one side) installed for judging. Top and side curtains must be in the proper judging position. The side curtains not in place should also be available for inspection. The remaining side curtain rods shall be displayed with an authentic “pouch” if the vehicle was so equipped. Check for authentic fasteners. All open cars should have a top boot that matches the top material in color and texture, shown with an authentic top boot storage bag.

Miscellaneous: Check striping. All cars through 1937 and some 1938 standard cars should be striped. Check condition of all stainless moldings on tire cover, hood, running boards, beltlines, rear deck, and window trim. Running board stainless should not be chrome plated. Turn signals were available only on large trucks (not pickups) before 1942. Do not deduct points for turn signals on earlier vehicles if installation is neat.

INTERIOR & TOOLS

General: Request the owner or his representative to open all doors. Determine body style (standard, deluxe, etc.) and the original materials available for this model. Begin by taking a broad overview of the interior to verify that the color(s) and pattern are original. Check the authenticity and condition of all fabrics used, as well as the type(s) of stitching employed. The overall condition of the interior cloths and floor coverings should also be examined for cleanliness. ONLY the owner/representative should adjust/fold seats or lift edge of floor covering. NOTE: Leather or simulated leather interiors were available for closed cars on special order for some model years. The owner or his representative must have proof (photos, bill of sale, etc.) that this option was available for his model vehicle. Verify that all rubber grommets and pads are in place.

Dash & Front: check the steering column, inside mirror, and other hardware for authenticity and condition. Inspect the dash knobs for authenticity and condition. Verify that the correct keys are displayed. Request the owner/representative to operate the interior lamp.

Under dash & Floor: Check correctness of wiper motor. Check under the instrument panel for correct wire routing and color coding of wires, as well as the proper use of resistors, switches, and fuses. Inspect the dash insulator as well as its attachments for authenticity and condition. The floor covering should also be examined for correct usage of carpet/rubber mats.

Headliner & Sunvisor(s): Inspect the condition and finish of cross-members and top slats.

Seats: Genuine Ford accessory seat covers may be installed, but must be removed or peeled back by the owner/representative prior to judging.

Interior Sides: Check the authenticity and condition of the kick panels, kick panel retainers, and windlace. Inspect door handles, window cranks, and escutcheons for authenticity and condition.

Trunk/Back/Rumble Compartment: Inspect the trunk and/or rumble seat compartment. Check authenticity and condition of paint under deck lid and body braces. Examine the insulation material on the inside of the trunk lid, as well as the deck lid seal and floor covering. Check the authenticity, condition and fit of cardboard panels and liners, spare tire hold-down mechanism, and spare tire lock. Inspect the tool compartment cover(s) and insulation material, if applicable.

Miscellaneous: Check that proper tools for the year and model are displayed. The owner's manual should be properly displayed. Do not deduct for neat installation of seat belts or turn signals.

ENGINE

Cooling: Water pumps are the same color as the block and are distinctly left and right, except late 1932. Pulleys for 1932-42 were cast; 1946-48 pulleys were stamped steel.

Fuel: Make sure that the carburetor, air silencer/cleaner, and fuel pump are correct. Air cleaner and carburetor base were painted black through 1948. Gasoline lines and the manifold vacuum lines are copper-plated steel. Choke and throttle rods are cadmium plated. Distributor vacuum line hex-nuts should match.

Electrical / Ignition: The proper year distributor and coil should be installed. Spark plug bases should be black oxide or blued through 1953. Check for proper type and color spark plug wires and ends. Rubber boot insulators should be on the distributor caps where the plug wires enter. The generator, starter, and spark plug wire conduits were painted black through 1948. Check battery, battery box, and battery cables. The wiring loom should be the original type with proper clips in place. Deduct for incorrect insulation, wiring, or taped areas and patches.

Engine: Be certain the correct year engine block is used (21 stud through mid-1938; 24 stud from mid-1938 through 1953). Check for 21 stud 1937-38 engine blocks in earlier models with block-off plates at water pump inlets. Engine paint should be: 1932-42, dark green; 1942-48, dark blue; 1941 85 HP commercial, dark green; and 1941 100 HP commercial, dark blue. The 1949 engine color is blue, the 1950-51 bronze and the 1952-53 orange. No paint should be on machined surfaces. Cylinder heads and intake manifold should be of the correct material and finish; deduct if polished, except on Lincolns. All head studs should be approximately uniform in height, not excessively long or short, with correct nuts or bolts. Flat washers are used only with aluminum heads and intake manifold. All head bolts on 1950-53 are engine color, 1949 bolts are black oxide. The thermostat housings on 1949-51 may be black or engine color. 1952-53 housings are engine color. The oil filter housings and air cleaners are black on 1949, 52 & 53. The 1950 & 51 are bronze. Oil filler tubes were painted black through 1948. Do not deduct for grey or black painted exhaust manifolds. Oil pans are painted black through 1948, except of early and mid-year 1932 V-8s with cast aluminum pans. 1949-53 oil pans are engine color.

Sheetmetal / Miscellaneous: The dash (firewall) should be painted the same color as the body, except for the 1932 dash (firewall), which is black. Look for dents and extra holes. The patent data plate should be in good condition and correct for the year of the vehicle. See that necessary weather stripping or webbing is present, in good condition, and of the correct type. Check splash pans on engine and radiator. Engine splash pans were painted black through 1953.

CHASSIS

General: You **MUST** get down and **LOOK** underneath. DO NOT deduct points for normal road grime, grease around fittings, and other dirt and imperfections which are NORMAL to a well maintained car that is driven, or for slight defects which might have been caused en route to the meet, unless such items are excessive. All grease fittings should be in place. All rubber in radius rods and shock links must be in good condition. The steering, tie-rods and ends, clutch, brake, and emergency brake should have the proper adjustment and no excessive wobble.

Tires & Wheels: Wheels and tires including spare must be the correct size. Check for bent or dented rims. All tires, except spare on an original vehicle, MUST match. Tread design should be similar to original and not excessively worn. Wear should be even with no noticeable cupping, cracks, or cuts. Whitewalls, when used, must have a "wide type" white sidewall (see Judging Rules). Hubcaps must match, except for early 1933's, which may use 1932 locking hubcaps. Check hubcaps for dents, straightness, finish quality, and correct accent/trim color. If trim rings were standard, they must match and be on all wheels. Check for dents and finish quality. Valve stems and caps should be the correct type, 1932-34 vehicles and most heavy commercials used metal valve stems. Valve stems for all others should be rubber and not painted. Valve caps should match and be metal. The 1952 & 53 valve caps are plastic.

Frame & Underbody: Confirm bumpers and guards are correct. Bumper chrome should have no pitting, peeling, or loss of detail from excessive buffing by the plater. The back of chrome bumpers must not be polished, painted, or rusted. Check bumpers and brackets for straightness. There should be no paint on rubber bracket grommets. Check frame straightness and frame-to-axle bumpers. Frame should be painted black, except for commercial options. Look for holes, welds, breaks, or cracked spots on crossmembers or frame side rails. Check condition of all sheet metal components that may not be visible from the outside. Body undercoating is only allowed on 1946 to 1953 vehicles. The exhaust system should be a bolt-on installation. 1932-34 vehicles have the muffler and header pipe as a single unit. There should be no welding of exhaust components, except muffler to inlet pipe on 1932-34 vehicles. No flex tubing is allowed. Do not deduct for clear, black, or grey paint on exhaust system. Use standard deduction for dual exhaust system. Check for overall condition. Deduct for holes, leaks, or dents. Check light wiring, wiring clips, fuel lines, fuel tank, etc. ~~Use the standard deduction if an electric fuel pump has been added.~~ Effective for National Meets in 2017 forward, there will be no deduction for electric fuel pumps as long as they are neatly installed near the fuel tank and are not the primary means for providing fuel to the engine, i.e. the mechanical fuel pump must not be disabled.

Front End & Steering: Check for correct springs and number of leaves. Shock absorbers should show no signs of leakage. No clamps or springs should be omitted.

Transmission & Differential: Check for correct springs and number of leaves. Shock absorbers should show no signs of leakage. No clamps or springs should be omitted.

Brakes: Mechanical brake rods should be straight. Brake rod supports should be correct. Use standard deduction for hydraulic brakes installed on a pre-1939 vehicle.

Miscellaneous: Deduct for missing nuts, bolts, cotter keys, or other visible dangerous defects. All bolts and screws should be the correct type and finish. All bumper bolts are fine thread. DO NOT deduct for correct installation of proper year Columbia Overdrive.

SUPPLEMENTAL JUDGING INSTRUCTIONS for WOOD BODIED VEHICLES EARLY FORD V-8 CLUB of AMERICA

USE OF THESE INSTRUCTIONS

These instructions are intended for use in judging the special attributes of factory produced wooden bodied cars (i.e., Station Wagon and Sportsman) and are meant to supplement the Judging Instructions of the Early Ford V-8 Club of America. For all areas covered in this supplement, these instructions shall prevail over any conflicting instructions in the Judging Instructions. For all other areas, the Judging Instructions shall prevail.

Judging of the Exterior and Interior portions of wood bodied vehicles are the responsibility of judges for the wood bodied vehicle classes. However, engine and chassis are to be judged by those responsible for engine/chassis on open/closed passenger classes for the corresponding year (i.e., judges of engines and chassis for 1939 open/closed classes also judge wood bodied vehicle engines and chassis).

EXTERIOR

Paint & Varnish: Deduct for excessive varnish “orange peel”, runs, peeling, pits, chips, etc. Do not deduct for minor, thin original varnish. Varnish should be clear. Deduct for wood decal or varnish colors that are obviously not authentic. The body wheel well area should be the same color as either the floor pan underbody color or body color.

Doors, Quarters, Sides & Back: Deduct for noticeably weathered, patched, repaired, or stained wood or wood decals. Check body for overall fit and alignment of doors and panels. Check joints for rot and fit. Wood framing should be clear varnished maple (birch is also acceptable for 1938-40). Panels should be rotary-cut (seamless). 1932-39 were birch or gum. 1940-42 were birch, gum, or dark mahogany. 1946-50 were dark mahogany. Decals (“Di-Noc”) over metal body panels were used on some late 1950 and on all 1951-53’s. All corresponding wood or simulated wood parts (i.e., all maple framing or all plywood panels) should be reasonably well color matched (they need not be perfectly matched, but also should not vary grossly). Wood grain on panels should be horizontal.

Outside hardware such as exposed hinges, spare tire cover, and drip rails should be body color. Check drip rails for straightness and trim. Most 1932-50 Standard and Deluxe models had one tail lamp, but some states required two (allow either). A second tail lamp with turn signals was a factory accessory in 1949-50. Dual tail lamps became standard in 1951. Dual tail lamps and turn signals were standard for Mercury beginning in 1949.

Roof and Glass: 1932-48 station wagons should have a one-piece top cover of long-short grain artificial leather of the proper color. Top material color is brown for 1932-40. 1938 may also be green. 1941-48 should be either black or brown landau grain deck material.

Side curtains were used for all 1932-35 and some 1936-37 station wagons. Fabric should be of the same material as open car tops/side curtains of the same year. Rear doors and quarter windows were as follows: side curtains for 1932-35 and some 1936-37; siding glass windows for some 1935-36 and all 1938-53 (except 1941-48 rear doors which had roll-up glass). Rear window and frame (above tailgate) were: curtain for 1932-36; metal frame and glass for 1937-39; wood frame and glass for 1940-48; metal frame with glass for 1949-53. The rear window to tailgate rubber weather seal is brown for 1937-40; black for 1941-48. The door rubber seal for 1949-53 is black.

EXTERIOR

If required, side curtains should be installed on one side; the other side should be available for inspection. Inspect all glass windows for correct trademarks and sliding window handles and latches.

Miscellaneous: Station wagons should have no body striping. Check overall body for correct fasteners. Blind nuts (i.e., T-nut with caps) were bright for 1938-40 Deluxe models and all 1941-53. Blind nuts were painted body color for all other models.

INTERIOR and TOOLS

Underdash and Floor: Floor sills, risers, and wheelhouse inners are usually black (same as the floor pan) although brown was used in some years (at least 1940-48). Sill cover (scuff) plates were stainless steel or zinc plated. Mats may be either taupe or black.

Headliner and Sunvisor(s): Inspect condition and finish of roof bows and top slats.

Seats: Material for 1932-48 is artificial leather. The only exception is that seat faces for 1939-40 Deluxe and seat faces for all 1941-48 were leather. The arm on the middle seat for 1939-40 Deluxe is chrome.

Interior and Sides: Inspect condition and finish of side panels of body. Inner panel wood grain should be horizontal. Inspect for weathered as well as stained, cracked, patched/repared, or improper replacement wood. All corresponding wood or simulated wood parts (i.e., all maple framing or all plywood panels) should be reasonably color matched (see Exterior sheet). Wood framing should be clear spar varnished maple or birch (see Exterior sheet). Interior panel finish should be the same as framing. Late 1950 and all 1951 interior panels were wood grained painted metal. 1951-53 door trim panels were vinyl covered to match seat upholstery.

Miscellaneous: Check for proper fastener usage throughout the interior.

CHASSIS

Tires and Wheels: Spare tire mounts were: 1932-34 right hand side fender mount (left side was an option); 1935-37 and 1940-53, rear tailgate; and 1938-39, back of front seat. Rear bumpers were: not available 1932-early 1936; option in late 1936; standard equipment 1937-53.