



ZONE 8
PORSCHE CLUB OF AMERICA



Manual for Concours d'Elegance Judges

version 2.9

David L. Yertzley

dly 04-14-2022

Manual for Concours d'Elegance Judges
version 2.9

© 2006, 2022 David L. Yertzley

This material may be reproduced as long as it is done so in its entirety without modification and proper attribution is included.

The terms "PCA" and "Zone 8" and the Zone 8 logo are the property of the Porsche Club of America, and are used with permission.

Table of Contents

Introduction	1
Purpose of Manual	1
Judge Qualifications	1
Judging Goals	1
Judging Principles	2
Judging Process	3
Judging Strategies	5
Determination of Deductions	7
Tie Breaking	10
Judging Credit	11
Avoiding Bias or Conflicts of Interest	11
Review of Judging Areas	11
Exterior	12
Interior	15
Storage Compartment	18
Engine Compartment	21
Chassis Half (without Engine)	24
Chassis Half (with Engine)	26
Comments, Errors or Omissions	29
Useful References and Resources	29
Change Notices	30
Appendix I: Entry Forms and Judging Area Score Sheets	
Appendix II: PCA Zone 8 Concours Competition Rules	

Introduction

Concours d'Elegance shows, events in which automobiles are judged for their preparation, condition and authenticity, have enjoyed widespread popularity. These range from world-famous competitions, such as the Pebble Beach Concours, to amateur gatherings staged by car clubs. Each concours event sanctioned by Zone 8 of the Porsche Club of America (PCA) is part of a competitive series in which members may show their cars, learn about car care, meet with other enthusiasts and earn year-end recognition.

Purpose of Manual

This manual is intended as a reference for concours judges, with the intent of promoting consistency and establishing professional standards for the judging process in PCA Zone 8 events. Since not every situation that a judge may encounter can be anticipated, the manual addresses these goals by providing general principles and giving examples of their application, with the intent of fostering good judgment on the part of the judges, rather than by setting out rigid rules. The material included will be familiar to experienced judges but some of the information is likely to be new to beginners. Any reference to a specific provision in the Zone 8 Concours Rules (Rules) will be accompanied by the rule number, enclosed in parentheses; these references are current for the 2021 Z8 Rules. The manual will be revised to reflect any changes in judging standards or changes of Rules which affect judging. Competitors may find the information in this manual helpful as they plan the preparation of their cars.

Judge Qualifications

All people serving as judges at a Zone 8 concours should have practical experience preparing and entering cars in prior events. Additionally, a working knowledge of the Rules and the contents of this manual are required if a person is to serve effectively as a judge at a Zone 8 concours.

Zone 8 ranks judges in four different levels based on experience (IV.L). The Rules require that a team head judge have a Zone 8 or higher classification level. All judges must have attended a Zone 8 judging school within the last three years (IV.K). Any judge on a team is encouraged to consult the team's head judge with questions about the judging process. In turn, the team head judge may consult the event head judge if necessary.

Judging Goals

The concours judge's primary goal is to produce a fair and unambiguous ranking of the entries. In addition, by providing feedback about their findings and providing guidance and encouragement to entrants whenever possible, judges can contribute to promoting

participation and raising the standard of competition. The Zone 8 concours events exist for the enjoyment of their participants, a fact which judges must keep in mind when performing their duties.

Judges must strive to preserve the integrity of the judging process. The Rules allow filing of a protest only if the protestor can cite a specific competition rule which has been violated (V.B), and do not provide for protesting a judge's factual findings or assessment of deductions. However, the results should be credible; an entrant, if skeptical about the findings or the scoring, may question the objectivity of the process, especially if the reasons for deductions are not well documented or explained or if the values or types of deductions given fall outside of the norm for Zone 8 events. If an owner leaves believing that his car was not fairly or competently judged, he or she may choose not to participate in future events.

Judging Principles

Any vehicle entered in a PCA Zone 8 concours must be a Porsche, as defined in the Rules, except in the Special Interest class (SC-1) of the Special Categories division, where major modifications are permitted (I; III.M.1). In the Zone 8 concours series cars are judged for maintenance, condition and preparation, but not for authenticity, except, to a limited extent, for cars entered in the Unrestored Stock division (III.J). For instance, no deduction is justified for carburetors installed in a car originally equipped with mechanical fuel injection unless, of course, the carburetors are dirty or poorly prepared.

Each participant, particularly if a novice, should leave having learned something about how to prepare his or her car. An inexperienced entrant is likely to find a judge's review of problems helpful during preparation for subsequent events. By being open about findings and by providing feedback whenever possible, each judge can promote participation and help elevate the level of competition. Each car has positive qualities and judges should emphasize these, providing additional encouragement.

The judging standards contained in the Rules imply that all systems and components in each car should be fully operational. A judge may appropriately ask the car owner to demonstrate that various items function properly (IV.G), although in practice this is not usually done. A judge may presume that the engine and drive train work because, with the exception of certain competition cars which are not street-legal, each car must proceed under its own power to its assigned site at the concours (I.E). A judge who decides to test systems for function should keep in mind that testing some systems may interfere with the activities of other judges.

The Rules prohibit removal of oil, brake fluid, battery or windshield washer filler caps or the disconnecting or removal of various electrical and ignition connectors during the judging process (IV.G), and components such as air filter housings may also not be removed during judging. The interior surfaces of the various systems and components are not inspected during judging except as specifically included in the various judging area

definitions below. In PCA Zone 8 judges should not use aids such as white gloves or other cloths or wipes, flashlights or tools of any sort during the examination of a car. Exercising a part, such as by asking an entrant to repeatedly open and close a door before inspection of the hinges and doorstop, is not a legitimate judging technique.

Entrants must be able to attend events with confidence that their cars will not be damaged during judging. Judges should not open or shut doors, covers or deck lids or sit in, lean against or rest on any car. If access to any area is necessary, the judge should ask the car owner to provide it. Judges must not only avoid damaging cars but avoid giving the impression that any car is at risk of being damaged during its inspection. Belt buckles and jewelry may scratch paint or damage trim. Even if a car survives the judging process intact, an owner who has been cringing while watching a large belt buckle with sharp edges passing back and forth within millimeters of the paint may not bring the car to another event.

Any car which was driven onto the site should also be able to leave under its own power. An overly enthusiastic engine examination may disturb engine adjustments or damage wiring harnesses or connections, possibly rendering the vehicle inoperative. Critical components which must not be disturbed are also present, among other places, under the dashboard and in storage areas. Because exposed wiring under the dashboard is particularly vulnerable to damage, current Zone 8 practice omits judging of this area.

Visible maintenance deficiencies are legitimate areas for the judge to consider. Things like cracks in belts or deteriorating hoses may warrant deductions. However, the standards used for judging should not be such that they in any way encourage preparation that detracts from or interferes with the proper operation of the car as intended by the factory. For instance, lubrication is required for proper operation of hinges, latches, seat rails and other such components. Detection of small amounts of clean lubricant in areas where lubrication is necessary should not result in a deduction.

Judging Process

Each concours has a head judge who has overall responsibility for the judging at that event. Although the event chairperson will have distributed all materials to entrants during registration, the head judge should ensure that the current judging forms and score sheets are provided. Obsolete score sheets may not be compatible with the current version of the Rules.

Judges are organized into teams with one judge in each team serving as the head judge for that team. Each team's head judge must be qualified at least as a Zone 8 Judge as defined in the Rules (IV.L) and usually, but not necessarily, serves as the exterior judge. He or she provides guidance for other members of the judging team to assure that judging is carried out in accordance with current Zone 8 Rules and practices. The team head judge should also screen the work of each of the other judges to make sure that any flaws which might be seen by more than one judge do not receive deductions in more than one

judging area and that no judge assigns a deduction to a flaw outside of his or her assigned area. This is most likely to happen with defects on glass, where some confusion could arise about which surface the defect is on, but any defect near the boundary between two judging areas could be assessed a penalty by more than one judge. A timer, who keeps track of the elapsed time during judging, and a runner, who takes score sheets to the group of people tabulating results, are also included in the team.

Each car to be judged should have all external surfaces exposed, with all removable protective devices such as bras absent. Sunroof panels and convertible tops should be closed or up. All windows must be up and side curtains and any removable windows, such as soft rear windows in some Targas, must be in place. Steerable wheels should be aimed straight ahead. The presence of removable bras on a car, the absence of components such as Targa tops or the failure to have windows up results in an automatic 5 point deduction (IV.C).

Each team head judge will receive a list of the cars to be judged by the team and will decide in which order to judge the cars on the list. On arriving at each car, the head judge introduces himself and the members of his team (including the timer and runner), obtains the score sheets from the entrant, and distributes them to the other judges. He or she then explains the judging process to the entrant. Each judge must enter his or her name on the score sheets. The entrant or a representative must be present when a car is being judged (IV.E).

Each judge is given a five minute interval to perform his or her examination. The exterior judge first does a one minute long walk-around inspection. The entrant then opens up the car, including, as appropriate, doors, interior storage compartments, front storage compartment, filler access doors and engine compartment. He or she may be asked to provide access to the tool kit and battery and to remove the spare tire. Once this is completed, judging resumes for the exterior judge, who gets four additional minutes, and commences for other judges, who get a total of five minutes (IV.F). Each judge is responsible for judging his or own assigned area and should not point out a defect outside of that area to any other judge, except that individual judges may confer with their team head judges about matters of judging and deductions.

Judges enter their deductions for each subarea on the judging forms and must provide notes sufficient to help the entrant understand the reasons for deductions and correct them for future events. When practical, judges may, at their discretion, comment verbally on significant findings to the exhibitor, if they can do so without slowing down the judging process. However, judges should be aware that not all contestants will respond gracefully to such comments, and so each judge must exercise discretion in deciding when to discuss findings with participants. Comments on areas that have been well prepared are as important as the comments on defects. After reviewing the sheets, the team head should give them to the runner. The head judge should thank each entrant for participating.

When a division contains more than nine entrants, the cars in that division may be divided among two or more teams (IV.J). However, all members of an individual class should be

judged by the same team. After the preliminary judging has been completed, the highest scoring car in each group will be rejudged by a new team made up from members of the original teams. Each judge on the new team must review a different area than he or she evaluated during the initial judging round (IV.J). The results of the rejudging determine the division winner. When a division is split between two or more judging teams, each team head judge should notify entrants that they may be rejudged and so should remain with their cars until notified otherwise. No additional car preparation is permitted before rejudging.

At the end of the event, the score sheets are returned to the entrants during the awards ceremony. All judges should remain available for 15 minutes after completion of the ceremony in case an entrant chooses to file a protest.

Judging Strategies

Evaluation of all of the cars as consistently as possible is the central function of the judge. If all of the cars to which he or she has been assigned are quite similar, then this requirement imposes no significant difficulty. However, judges of Porsches are likely to be confronted with an extraordinarily wide range of configurations which present real challenges to maintaining consistency. Part of each judge's job is to decide how to evaluate each member of a list of cars in a way which results in a fair comparison and ranking of all of the entrants on the list. For example, if a judge is examining the engine compartments, he may see an early 911, where most of the engine is readily accessible and the margins of the engine compartment are well defined, a 993 Turbo, where access to the engine and its compartment is very limited, and a 928, which has a large liquid-cooled engine and a compartment which is not nearly as well defined as in the 911s. By picking specific items which are accessible on all of the cars, he or she can judge the cars consistently. For instance, although the thermostat location may be readily accessible on the early 911 and the 928, gaining access to it is likely to be virtually impossible on the 993 Turbo, so evaluating this engine component on the cars where it is accessible but not on all cars may lead to a lack of consistency. However, at least one belt is visible on each of these cars and so can be judged on all of them. Similarly, if a group of cars being judged includes some supplied with spare tires and others not so equipped, a judge may decide, in the interest of consistency, not to examine any spare tires.

The practice of judging cars in a class or division consistently should not be applied in such a way that some portions of a particular judging area routinely escape examination. In addition, the decision to exclude certain components of a judging area should not result in grossly obvious flaws escaping penalty. For instance, in the Special Interest class of the Special Categories division, some cars may be entered which only have a driver's seat, so that in competing cars with two seats the passenger's seat may not be formally judged. Nevertheless, if in such circumstances the second seat is so poorly prepared that dirt or debris is obvious even at a cursory look, the principle of consistency should not be adhered to so rigidly that the judge feels unable to assess a deduction when one is obviously appropriate.

A strategy is also helpful in determining in which subarea to include deductions for a particular structure. The subareas contain references to systems (such as the engine) and also to groups of items based on descriptive criteria (such as rubber and plastic items). Any structure which can be considered as part of a named system should have its deductions listed in the subarea for that system. Otherwise, it should be included in the most appropriate descriptive category. For example, the 993 engine has two large plastic housings, one on either side of the intake manifold structure. The housing on the right contains the air cleaner, and since it is part of a major system specifically named in a subarea, the engine, deductions for this housing are most appropriately listed under subarea i, Engine and engine-driven devices. The housing on the left contains the heater fan and its deductions are best included under subarea iv, Rubber and plastic items, since the heating system is not specifically mentioned in any of the subareas. Use of this general principle will help the judge avoid inconsistencies in listing deductions.

Some newer cars have pans covering portions of the chassis as well as the underside of the engine compartment. If any such cars are present then, in the interest of maintaining consistency, the chassis judges may choose only to judge those elements on all cars which are not obscured by the pans on any cars so equipped. Cars that have been lowered may present similar problems because of restricted access to their undersides.

A wide range of storage compartment configurations may be encountered. A storage compartment judge should have no difficulty in identifying his or her territory in those vehicles having discrete storage compartments. However, in cars with hatchbacks the identification of and determination of the limits of the storage compartment are less straightforward. A car with a hatchback can be placed in one of three categories:

1. The area under the hatchback is the only storage compartment in the car (such as in the 924). In such cars the area under the hatchback is evaluated as the Storage Compartment, as defined in the Storage Compartment judging area review.
2. The area under the hatchback corresponds to an area which is part of the interior in other similar cars or models (such as in the 996 Targa) and another discrete storage compartment is present (in the 996 Targa, under the front deck lid). In such cars the area under the hatchback is judged as part of the interior and the discrete storage area is evaluated by the storage compartment judge.
3. The area under the hatchback corresponds to a discrete storage compartment in a similar car or related model (such as the correspondence between the area under the Cayman's hatchback and the rear storage compartment in the Boxster). In such cars the area under the hatchback is evaluated as part of the storage compartment, along with any other storage compartment which may be present (so that in the Cayman, the storage compartment judge inspects both the front storage compartment and the space under the hatchback).

In some vehicles, the storage compartment may be expanded by folding seats down or removing them. When judged, such vehicles should have all seats installed and fully upright.

Although storage compartments are not formally evaluated in some divisions, entrants with cars which have storage areas visible from the exterior or interior, such as under hatchbacks, should be sure that these areas are either shielded from view or reasonably prepared. Visible spaces and surfaces should be free from obvious dust, dirt, litter, debris or other easily seen flaws. When judging in a division which does not formally include the Storage Compartment as a judged area, the interior judge may assess a penalty under subarea iii (Carpeting and floor covering) if obvious flaws are visible in the storage compartment. The hatchback will not be opened during judging in these divisions.

Determination of Deductions

Current Zone 8 practice is to make deductions in multiples of 0.1 point according to the following criteria:

- 0.1 point: a barely noticeable and very minor flaw,
- 0.2 point: an unambiguous but not serious flaw and
- 0.3 point or more: a serious flaw.

A judge should not hesitate to give a perfect score in a judging area if he or she finds no flaws.

Each judge must make his or her own determination of the positions of the dividing lines among the three levels of flaws listed above, and so some subjective variation may be unavoidable. However, defining a property which characterizes each one of the criteria and providing a few examples of each level of severity may help judges assign deductions uniformly.

Very minor flaws share the property that they would be visible only to a person conducting a meticulous and detailed examination. Examples of very minor flaws are: a few small unretouched paint chips, a small number of lint flecks in the interior of the car on otherwise clean surfaces, a small collection of dirt in a corner of an otherwise clean rubber window seal, one or two small smudges on a window surface and small collections of dirt in recesses around lug nuts on otherwise clean wheels.

Serious flaws share the property that they would likely be noticed by a person who has conducted no more than a cursory review. Examples of serious flaws are: extensive unrepaired paint damage, obviously dirty carpet or other interior surfaces, large quantities of dirt or streaks on weatherstripping, window seals or rubber trim, multiple large smudges on glass surfaces and easily seen collections of dirt on wheel surfaces.

Unambiguous but not serious flaws are those which are intermediate in severity between the other two categories; they share the property that, although not likely to be noticed by a casual observer, they should be apparent to anyone who subjects the car to a moderately careful evaluation. Some examples are: multiple unretouched paint chips, sufficient in number or size that any reasonably conscientious person would attempt to repair them, multiple flecks of lint on each of several interior surfaces, sufficient dirt on rubber surfaces so that rubbing a finger lightly on any surface results in transfer of visible dirt to the skin, smudges on glass sufficient in number or size that any reasonable inspection of the glass would result in their detection and visible deposits of dirt on wheel rims in areas which require some effort to clean properly.

When a judge encounters a few flecks of lint in the interior, he or she assigns a deduction based on how serious the flaw is. A single fleck would typically be given a deduction of 0.1 point. At some point, when the presence of lint becomes more noticeable, then the judge could increase the deduction to 0.2 points or more. A judge should not normally consider that since a single fleck of lint might merit a deduction of 0.1 point, then the total number of flecks should be multiplied by 0.1 to determine the deduction to be given for this flaw; that practice would quickly result in an excessive penalty. The assignment of a single deduction to a set of individually identifiable flaws is an example of a global deduction, although that term is not always applied in the case where the flaws are all located in the same general region in the car. This practice can be employed in every judging area, and allows a judge greater flexibility in assigning a fair and reasonable deduction.

Assigning deductions to several small flaws which may not be in close physical proximity to one another may appear to be more challenging. However, as in the example above of the flecks of lint, they likely represent manifestations of a single deficiency in the entrant's preparation technique, and a single global deduction is still most appropriate. For instance, small amounts of dirt found in lug nut recesses likely represent a defect in technique which is apt to have resulted in the same preparation error on all wheels. Assessing multiple deductions for several examples of the same small flaw found in different places may impose an overly severe penalty on the entrant. The judge may assess any deduction that he or she thinks appropriate. A flaw might be so slight as to be dismissed as a contaminant from the environment if it occurred in a single location; only its presence in several places confirms that it represents a preparation error. However, even more than one occurrence may be so minor that the aggregate does not rise above a level which would justify anything beyond the minimum deduction of 0.1 point. As the individual defects grow more significant, then a higher global deduction, perhaps 0.2 points or more, may be justifiable. However, even for more serious flaws the judge should not feel required to assign a deduction to a single example and then multiply by the number of occurrences.

Such a situation is often encountered during judging of a car belonging to a relatively inexperienced entrant, and the competitor may not even be aware of the problem. Encountering such a set of flaws gives the judge an opportunity to educate the entrant and provide encouragement for future participation in concours. Since the judging standards for all entrants are the same, novices are likely to get higher totals of deductions than more

experienced owners. To avoid leaving new competitors so discouraged that they will not return to events in the future, judges are cautioned not to assess deductions significantly beyond what is necessary to assure that the cars are ranked correctly when the final results are tabulated and that an entry which has numerous serious flaws will not be competitive for an award. By avoiding excessive deductions, the judge is less likely to discourage the entrant so much that he or she will avoid future participation.

If for some reason an area or subarea on a particular car cannot be judged, perhaps because access is not provided or because an item named on the judging sheet is absent, then the car should receive a deduction equal to the total score for that area or subarea. The entrant is responsible for assuring that all areas to be judged can be adequately assessed; for example, the car's engine and exhaust system must be cool enough to allow complete inspection by the engine and undercarriage judges. In the case of an absent item which is one of several included in a subarea, then the deduction for the absent item may be prorated as a percentage of the total number of points available for that subarea, based on the number of items listed as part of the subarea. The judge must be careful to distinguish between an item which was never provided as part of the car (such as a leather spare tire strap, present in 356s but not in 911s) and an item which should be present but is missing (such as a tool kit, normally provided with all production Porsches). If a tool kit or some other item listed on the score sheet is not present and the entrant can show, with manuals or other acceptable documentation preferably provided originally with the car, that the item was not included with the car when it was new, then no deduction should be assessed for its absence. The Rules also specify that if a car is presented for judging with windows, sunroof or top open, side curtains or other removable panels not in place, or portions of the exterior obscured by removable protective devices such as hood or mirror bras, it must receive a 5 point deduction (IV.C).

Environmental conditions vary widely from one concours site to another. Judges must take into account these conditions when assessing deductions. Contaminants such as dust, tree sap, pollen and insect excretions may fall on cars during the event after judging has begun. Entrants should not be penalized for factors beyond their control.

Since PCA events are run by and for amateurs and enthusiasts, judges should avoid giving unfair advantage to competitors who have the greatest financial resources. This principle becomes most important when one is considering how to treat a defect which is superficial and cosmetic but where replacement or restoration of the damaged part would be very expensive. In addition, some repair attempts carry the risk that, if initially unsuccessful, the scope of work may become substantially greater than originally anticipated. In such a circumstance the judge must decide whether a reasonably conscientious owner would be likely to replace a part or undertake a repair to correct a cosmetic flaw. If, in a particular instance, the answer to this question is no, and provided that a reasonable effort has been made to repair the defect if such a repair is possible, then no deduction should be assessed. The judge may choose to list the defect on the judging sheet and note that no deduction was given. Many of the cars entered in concours competition are not dedicated show cars and are driven on a regular basis; evidence of normal use is unavoidable. For instance, any car which is driven regularly may have some detectable pitting on the

windshield and some normal wear and tear on upholstery and carpeting. Judges should not impose significant penalties for consequences of normal use which are not easily rectified.

A car contains numerous accessible parts which are normally lubricated, such as seat, door and deck lid hinges, door stops, latches and various linkages. Some competitors clean these areas thoroughly and leave them dry. Lubricants are available, however, which leave little or no residue. If a very thin film of clean, colorless lubricant which can be easily wiped off the fingers is found in such an area then no deduction need be given. If any lubricant found is dirty, then a deduction is appropriate. Any quantity of excess grease or lubricant sufficiently large to be detected by cursory review, regardless of how clean it might be, qualifies for a significant deduction. Areas where lubrication is not required should not be contaminated by grease or oil. Other maintenance issues which the judge may choose to consider include such things as expiration dates of tire sealant cans carried in cars which do not have spare tires.

Porsches are usually equipped with tool kits when leaving the factory and these kits may be examined during judging, except in the Detail & Shine division. Since originality is not a judging criterion, then no deduction should be given solely because the tool complement present does not match that specified in the owner's manual. A practical approach is to expect a reasonable assortment of tools in good condition to be contained in the kit.

The ranking of the entrants at any specific event is determined by the relative values of their scores. However, the year-end ranking of cars in each division is based on the absolute values of scores received at various events (VI.C). Consequently, an equitable outcome at the end of each season can only be achieved if judges maintain consistency not only within each individual event but from one event to another and from one judge to another. Judges must become aware of the practices of other judges working at events by observing them and by discussing judging problems at forums such as the annual Zone 8 Concours Judging Schools. Judges as a group should work to reach and maintain a general consensus on the norm for judging standards, especially with respect to the assignment of deductions, at Zone 8 events.

Tie Breaking

In the event of a tie, the car having the highest score in the most judging areas (Exterior, Interior and others as appropriate for the car's division) is the winner. However, if this process fails to break the tie, then the scores in individual judging areas and, if necessary, subareas are examined according to a hierarchy, determined by the ranking of areas as shown on the judging sheets, with the score for the Exterior, Judging Area 1, being examined first. Whichever car has the highest ranking in Exterior is the winner. If the Exterior scores are equal, then the Interior scores, Judging Area 2, are examined, followed by Storage Compartment, Engine Compartment and Chassis Half (without Engine), until the tie is resolved. If this procedure fails to break the tie, then the subarea scores within each judging area are examined similarly, beginning with Exterior again, according to the

order that these subareas are listed on the judging forms, until the tie is resolved (V.D). For this reason, it is important that judges be consistent in their listing of deductions in the various judging areas and their subareas.

Judging Credit

Each judge must sign the judging service sheet at each concours if he or she is to receive credit for serving as a judge.

Avoiding Bias or Conflicts of Interest

Judges must avoid any appearance of conflicts of interest. No person may serve as a judge in a class or division in which that judge has entered a car in the same year (IV.I). Violation of this requirement disqualifies the entrant from eligibility for any year-end award.

Some judges may wish, before judging begins, to help friends in the final preparation of their cars. However, other competitors may perceive this as conveying an unfair advantage to those receiving the assistance. Consequently, judges are cautioned against this or similar activities which might be perceived as bias by other entrants.

Review of Judging Areas

Each of the following sections reviews one of the judging areas, and includes a definition of the judging area along with a list of some common items which judges may choose to evaluate during a competition. The definitions have been formulated as guides to aid judges in their quest for consistency across the wide variety of cars present at Zone 8 competitive events. Each specific item within a definition has its corresponding subarea listed within brackets. The lists of flaws that judges may look for are not presented as being complete and do not exclude the possibility that judges may assess deductions for types of flaws not specifically included in the lists. Also, as discussed above under Determination of Deductions, a judge is not obligated to give a deduction for a defect if, in the opinion of the judge, the expense or risk associated with the repair of the defect is excessive.

All references to batteries in the following sections are to the usual low voltage batteries (6 or 12 volts) traditionally found in cars, and not to any high voltage battery assemblies such as might be used to provide motive power in hybrid or all-electric vehicles.

1: EXTERIOR

The Exterior of the car as a judging category includes:

- The entire exterior surface of the car above its junction with the Chassis,
- All exterior body panels [i] [ii],
- The exterior surfaces of all deck lids out to their perimeters [i] [ii],
- The exterior surfaces of covers over fuel and oil filler areas [i] [ii],
- The exterior surfaces of all windows, and glass and plastic surfaces of external mirrors, reflectors and lights [iii],
- Windshield wipers and washers, and other cleaning systems, such as headlight washers, associated with windows, lights and mirrors [iii],
- All exterior metal and plastic trim [iv],
- The exterior surfaces of exhaust pipe trim pieces [iv],
- All exterior rubber trim and molding [v] [vi],
- Bumper assemblies, including rubber molding [vi] and
- The outside surfaces of the wheels and tires [vii].

The Exterior excludes:

- The tire tread and the edges of wheel spokes and cutouts,
- Any horizontal surfaces at the bottom of bumpers, fenders, quarter panels or trim pieces at edges of exterior,
- The interior surfaces of any exhaust pipes,
- Any surfaces parallel to tire treads around edges of wheel wells and
- The areas under fuel and oil filler access doors.

The margins of the Exterior are located:

- Around the perimeter, at the bottom part of finished edges of trim pieces, if they go to the bottom of the rocker panels, fenders, bumpers or quarter panels, or at the bottom of the vertical portions or finished portions of body panels, fenders and bumpers, whichever is lower, and
- Around door openings, at the edges of the openings flush with the outside surface of the car body.

i: Coachwork: body panels and fit

Judges might look for:

- Uniformity of gaps between body panels,
- Alignment between adjacent body panels and
- Dents and creases.

**ii: Exterior paint and other exterior panel surfaces
such as fabric, vinyl or unpainted/anodized metal**

Judges might look for:

Unrepaired paint chips,
Poor paint matches on repaired body panels and
Dirt, contaminants, wax smudges and residue.

**iii: All exterior glass and other optical surfaces,
including lights, mirrors and reflectors, along with
any associated washing or cleaning systems**

Judges might look for:

Smudges and fingerprints on glass (verify that marks are not on interior surface),
Dirt and insects on wiper blades, arms and other washing or cleaning systems
along with paint defects on wiper arms,
Smudges on mirrors,
Insects and road debris on headlights and
Exhaust residue on rear reflectors and tail light lenses.

iv: Metal and plastic trim

Judges might look for:

Pitting or defects in metal and plastic,
Exhaust residue on rear bumper trim,
Loose trim,
Dirt in corners at junctions between different materials and structures such as metal
or plastic trim and rubber trim, painted body panels or glass,
Dirt in exterior door handles and locks and
Dirt and exhaust residue on the outside of tailpipe trim pieces.

v: Rubber trim, excluding bumpers

Judges might look for:

Streaks, surface dirt and plasticizer,
Loose trim and
Dust and gravel between edges of rubber trim and body panels.

vi: Bumper assemblies

Judges might look for:

- Exhaust residue around mounting holes for rear bumper guards and on rubber and plastic trim,
- Dust and gravel between edges of rubber trim and bumper panels,
- Pitting of metal trim and
- Plastic or rubber trim cracks, fading and streaks.

vii: Hubcaps and outer surfaces of wheels and tires

Judges might look for:

- Dirt around edge of rim and tire sidewall,
- Dirt around valve stem and balancing weights,
- Dirt and brake dust around lug nuts or bolts,
- Dirt, plasticizer residue or excess rubber conditioner or dressing on outside tire sidewalls and
- Dirt or smudges on wheel rim surface.

2: INTERIOR

The Interior of the car as a judging category includes:

- The entire interior of the passenger compartment of the car, except as specified below,
- Seats, seatbelts and their mechanisms [i],
- Headliner or interior roof covering, and upholstery of side and door panels [ii],
- Carpeting and floor coverings along with underlying surfaces [iii],
- The rear shelf in 911s not equipped with rear seats, such as in RS Americas and some soft-window Targas [iii],
- The area under the hatchback in those Targas equipped with hatchbacks [iii],
- The interior surfaces of small storage spaces such as the glove box, door pockets and center console compartments [iv],
- Any factory-supplied documentation such as owner's manual and its packaging [iv],
- Dashboard and instruments, the underside of the dashboard, and the steering wheel along with any center console and roof-mounted displays, instruments or controls [v],
- Driver's controls mounted on or under the dashboard, on any center console or on the floor, such as the pedal cluster, shift lever, parking brake handle, hand throttle, defroster or heating and air conditioning controls [v],
- The door jams and associated components such as door latches, hinges and doorstops, along with the corresponding surfaces on the doors [vi] and
- The interior surfaces of windows, including those which may be a part of a Storage Compartment which is contiguous with the Interior, except for any window in a deck lid or access door covering the storage compartment [vii].

The Interior of the car excludes:

- The Storage Compartment in cars where it is contiguous with and accessible from the interior of the car, such as in cars with hatchback bodies, except as specifically provided for above in divisions which do not formally include the Storage Compartment as a judged area (see the Judging Strategies section for further discussion),
- The interior surface of any window located in a deck lid or access door over a storage compartment and
- Any wiring or other electrical or mechanical components accessible from under the dashboard.

The margins of the Interior occur:

- For the window and door openings, at the junction of the openings and the outside surface of the car body and
- For cars where the Storage Compartment is contiguous with and accessible from the interior of the car, at an imaginary vertical plane extending vertically up to the roof from the back edge of the most rearward seatback upholstery.

i: Seats, mechanisms of seat and seatbelts

Judges might look for:

- Dirty seatbelts,
- Dirt and grease in seatbelt latches and seat hinges and rails,
- Paint or finish flaws on seat hinges,
- Dirt and debris in seat upholstery folds,
- Dirt and dust inside covers over seatbelt reels and
- Flaws and stains in seat upholstery (except age-appropriate wear).

ii: Upholstery of door panels, side panels and headliners

Judges might look for:

- Headliner stains, dirt and tears,
- Dirt around door handles and window cranks,
- Flaws or stains on door and side panels and
- Sun visor dirt or defects.

iii: Carpeting and floor covering, including surfaces under floor mats

Judges might look for:

- Dirt, stains and lint on carpets,
- Significant damage to the surface under the carpets or floor mats (making allowances for the fact that this area was not intended by the factory to be a finished surface up to the standards set by the exposed painted surfaces elsewhere on the car),
- Dirt or lint on floor panels under carpets and
- Dirt on piping around carpet edges.

iv: Interior of door compartments and pockets and storage compartments such as glove box, along with factory-supplied documentation

Judges might look for:

- Any objects, such as pencils or maps, other than those supplied with the vehicle (factory-supplied items include factory manuals, documents and packaging and other items such as radio faceplate cases; registration and proof of insurance documents, although discouraged, are also permissible),
- Dirt and lint inside storage areas and
- Damaged factory manuals or dirty packaging.

**v: Dashboard including steering wheel,
instruments and underside of dashboard down
to floor, center console and driver's controls**

Judges might look for:

- Dirt and dust around instrument bezels,
- Smudges on instrument glass,
- Dirt and ashes on cigarette lighter heating element,
- Dirt on clutch, brake and accelerator pedals and linkage, including the back surfaces of pedals,
- Dirt, dust or other flaws on any center console,
- Dirt or flaws on shift tower, parking brake lever or any other console- or floor-mounted driver's controls, along with their boots,
- Dust around steering column,
- Dirt and dust around turn signal and wiper switches,
- Dirt and dust on and around air vents underneath dashboard and
- Dirt under dashboard and in ashtray.

**vi: Door jambs, door hinges and stops, rubber
and fresh air vents if present**

Judges might look for:

- Grease and dirt in door hinges, door latches and door stops,
- Dirt and dust on and around air vents, and
- Dirt, streaks and other defects in weatherstripping.

vii: Interior glass, lights and mirrors

Judges might look for:

- Smudges on interior surfaces of windows included in the Interior judging area (verify that marks are not on exterior surface),
- Smudges on interior mirror surfaces,
- Inoperative lights (burned out bulbs or inoperative switches) and
- Lint on window frame liners.

3: STORAGE COMPARTMENT

The Storage Compartment as a judging category includes:

- The entire interior volume of the storage compartment(s),
- Storage compartment walls, including paint and side covering of the compartment(s) [i],
- The inside surface of the deck lid or access door, including the inner surface of any window present, out to its perimeter along with its hinges, struts, latches and weatherstripping [ii],
- Any gutter or depression on the body into which the deck lid or its weatherstripping fit, out to the junction with the exterior surface of the car [ii],
- Floor covering(s) or carpeting [iii],
- The area for the fuel filler or for any electrical receptacle which may be used for charging a hybrid or all-electric vehicle, regardless of its position in the car [iii],
- The inside surface of any cover over the fuel filler cap or electrical receptacle, out to its perimeter [iii],
- The gasoline heater compartment in some 911s [iii],
- The car battery(ies) and the windshield washer reservoir, filler and pump, regardless of where these items are located in the vehicle [iv] and
- The tool kit, car jack, spare tire if present and air pump if present [v].

The Storage Compartment excludes:

- Any interior surfaces of windows which open into the compartment except for those in a deck lid or access door,
- All small storage compartments, such as glove boxes, located in the Interior and
- The area around the steering rack accessible below the gasoline heater compartment in early 911s.

The margins of the Storage Compartment occur:

- In cars where the Storage Compartment is contiguous with and accessible from the Interior, at an imaginary vertical plane extending vertically up to the roof from the back edge of the most rearward seatback upholstery,
- At the peripheral edge of any gutter or depression into which the deck lid or its weatherstripping fit where it is flush with the outer surface of the car and
- At the perimeter of the inside surface of the deck lid.

i: Storage compartment(s) walls, including condition of paint and side covering

Judges might look for:

- Significant damage to paint on floor and side walls of compartment (making allowances for the fact that the finish of this area as supplied by the factory may not be up to the standards set by the exposed painted surfaces elsewhere on the car),
- Lint and dirt on side wall carpeting,
- Tears and defects in side wall carpeting (note that carpet may be fragile, especially around fasteners) and
- Dirt and debris in gasoline heater compartment (early 911s).

ii: Underside of compartment lid(s) including latches, hinges and rubber molding, along with its (their) mating surfaces

Judges might look for:

- Scratches, chips and defects on paint on underside of deck lid,
- Smudges on interior surfaces of any windows located in a deck lid or access door (verify that marks are not on exterior surface),
- Dirt and grease in hinges and latch mechanism,
- Dirt around weatherstripping and
- Defects in weatherstripping.

iii: Floor covering(s) and fuel tank and filler apparatus

Judges might look for:

- Dirt and lint on floor carpeting or mat,
- Tears and defects in floor carpeting or mat,
- Dirt around fuel filler cap or electrical receptacle,
- Dirt and grease on filler cap door hinge and latch mechanism and
- Dirt in recess around fuel filler cap and on rubber boot around fuel tank filler neck.

iv: Windshield washer container and pump and battery(ies), regardless of their physical location in the car

Judges might look for:

- Dirt and corrosion around washer container and pump,
- Dirt around outside of battery and
- Dirt and corrosion on battery terminals.

**v: Toolkit and tools, jack, spare tire and mount if present,
air pump, as applicable**

Judges might look for:

- Presence of tool kit including reasonable selection of tools,
- Dirt and corrosion on tools,
- Condition of spare fan belt, if present,
- Dirt or discoloration of tool kit pouch,
- Dirt, grease and corrosion in jack,
- Dirt and plasticizer residue on spare tire surfaces (all surfaces),
- Dirt and smudges on spare tire rim (all surfaces),
- Dirt around edges of spare tire rim next to tire sidewalls,
- Dirt in spare tire pump (if present; this must be present if the car has a space-saver spare tire),
- Tire strap cracks and stains and
- Flat spare tire (unless a space-saver spare).

4: ENGINE COMPARTMENT

The Engine Compartment as a judging category includes:

- The upper portion of the engine, engine-driven accessories such as air conditioning compressors and power steering pumps [i],
- The portion of the engine's air intake readily accessible to inspection [i],
- The upper surface of any sheet metal pan which may be installed around the edges of the engine [ii],
- Any accessible radiators present in this compartment [ii],
- The firewall and sidewalls of the compartment, including any components mounted upon them except as listed below [iii],
- The oil filter, oil filler neck and its cap along with the area beneath any access door to the oil filler cap and neck [iii],
- The exposed portions of the upper rear shock absorber mounts in 911s [iii],
- The inside surface of the deck lid over the Engine Compartment, including any devices mounted on it, along with its hinges, struts, latches and weatherstripping [iv],
- Any gutter or depression on the body into which the deck lid or its weatherstripping fit, out to the junction with the exterior surface of the car [iv],
- All hoses along with rubber and plastic items not included in systems named elsewhere in this definition [v] and
- Any electrical components present, including wiring harnesses, fuse blocks and ignition components, except for the battery and other components specifically listed below [vi].

The Engine Compartment excludes:

- The battery, if physically present within this compartment,
- The windshield washer reservoir and pump, if physically present within this compartment,
- The engine oil sump,
- Any portion of the air intake or manifold system beyond the intake surface of the air filter, or, if no air filter is present, any portion of intake horns, stacks, carburetor barrels or manifold not accessible to manual inspection,
- Any suspension components which are accessible from the Engine Compartment, along their mounts, except as listed above,
- Any portion of the transmission accessible from the engine compartment,
- Except as mentioned above, the interior surfaces of manifolds and plumbing and
- Any surface at the edge of a metal pan around the engine which is covered by a rubber seal or weatherstripping, along with the surface of the rubber resting against the metal.

The margins of the Engine Compartment occur:

At the peripheral edge of any gutter or depression into which the deck lid or its weatherstripping fit where it is flush with the outer surface of the car,

At the perimeter of the inside surface of the deck lid,

In 911s, anteriorly at the front edge of the crossmember supporting the rear shock absorbers or at the lower rear edge of the sound insulating pad, whichever is located closer to the back and

Inferiorly, at the lateral exposed edges of any sheet metal pan around engine or otherwise at the junction between the engine block and the oil sump and at the bottom edge of vertical sheet metal engine compartment walls.

i: Engine, engine-driven devices and all belts

Judges might look for:

Dirt, oil and grease on engine, especially around thermostats, pressure and temperature senders and around fittings for lines and hoses,

Grease or dirt in throttle linkage,

Dirt around air cleaner housing, in air intake and around fuel injection components,

Dirt on fan, alternator, pump and compressor pulleys, including the back surfaces,

Dirt on belts,

Oil and dirt around cam chain covers and

Oil and dirt around distributor drive.

ii) Sheet metal, splash pan and radiators as applicable

Judges might look for:

Dirt on any sheet metal pan around engine,

Dirt around any engine sheet metal mounting brackets and

Dirt and insects in radiator, intercooler or air conditioner condenser.

iii: Engine compartment walls including firewall and interior side panels and oil filler cap and neck

Judges might look for:

Dirt on sidewalls and firewall,

Condition of any sound insulating pad,

Oil on oil filter, oil filler neck and cap and

Dirt around fuel filter housing if mounted on sidewall.

**iv: Underside of engine compartment lid
and its mating surfaces**

Judges might look for:

Dirt underneath deck lid and inside any open lips around the underside edges,
Dirt, insects and debris inside any grill in deck lid,
Grease and dirt in hinges and fuel struts,
Grease and dirt on latch pin and in latch mechanism,
Dirt and grease in retractable spoiler mechanism (in 911s starting with 964),
Dirt in depression around engine compartment into which the deck lid fits and
Dirt or defects in any weatherstripping or rubber trim around edges of compartment
or underside of lid.

**v: Rubber and plastic items not included in
systems listed in other subareas, all hoses**

Judges might look for:

Dirt, oil and grease on water, oil, fuel, air, vacuum, refrigerant and hydraulic lines
and
Dirt and grease on any rubber seal around edge of engine compartment.

**vi: Wiring and other electrical components,
excluding the battery**

Judges might look for:

Dirt and grease on electrical and relay panels and fuse blocks in engine
compartment,
Dirt and grease on wiring harnesses and ignition wires and
Dirt and grease on ignition generator.

5: CHASSIS HALF (WITHOUT ENGINE)

The Chassis Half (without Engine) as a judging category refers generally to the half of the chassis in which the engine is not located (the front half of the car in rear- and mid-engined cars and the rear half of the car in front-engined cars) and includes:

- The entire undersurface of this portion of the car,
- All surfaces along the bottom of Exterior such as any unfinished portions of trim pieces at bottom of Exterior, horizontal edges at the bottom of bumpers, fenders and quarter panels, and the surfaces parallel to tire treads around edges of wheel wells [i],
- Wheel wells and insides of fenders and quarter panels [I],
- Any radiators or heat exchangers present in this chassis half [i],
- External surfaces of mufflers and other exhaust system components if present [ii],
- The suspension and its mounts including spring elements and shock absorbers located in this half of the car [iii],
- Brakes, brake lines and associated hardware [iii],
- Any cables or linkages mounted to the underside of the car on this half of the chassis, such as clutch and parking brake cables and their mounting hardware [iv],
- Any steering rack, tie rods and other steering mechanisms located in this half of the car [iv] and
- All portions of the wheels and tires on the axle in this half of the car except the outside surfaces of the wheels, the outer sidewalls of the tires and the tire treads [v].

The Chassis Half (without Engine) excludes:

- Any portion of the drivetrain, including half-axles, located in this half of the car.

The margins of the Chassis Half (without Engine) occur:

- At an imaginary vertical plane perpendicular to the long axis of the car and placed halfway between the front and rear axles, and
- Around the perimeter, at the bottom of the car Exterior as defined above.

**i: Underbody panels and fender wells,
condition of paint and side covering;
any radiators or heat exchangers
present in this chassis half**

Judges might look for:

- Dirt, grease, tar and rock chips inside fender wells and on bottom of floor pans,
- Corrosion,
- Dirt or grime on horns and
- Debris, insects, dirt and other contaminants on radiator or heat exchanger fins, structures and hoses.

ii: External surfaces of muffler and exhaust system components if present

Judges might look for:

Dirt and corrosion on exhaust system.

iii: Suspension members (including shock absorbers, springs and stabilizer bars), backing plates, brake lines and unsprung components (including brake components)

Judges might look for:

Grease and dirt on suspension members. shock absorbers, springs, stabilizer bars and other suspension members,
Brake dust on calipers and
Fluid, grease or brake dust on brake lines.

iv: Parking brake, tachometer and other cables and their mounts and retaining straps if present; steering system, fuel tank and master cylinder if present

Judges might look for:

Dirt and grease on cables, fittings and cable anchors,
Dirt and grease on tie rods and tie rod ends and on boots at ends of rack or steering mechanism,
Stains and chips on bottom of fuel tank and
Brake fluid, dirt, grease around master cylinder.

v: Inner surfaces of wheels and tires

Judges might look for:

Dirt, brake dust and grease on inner surface of wheel and inside sidewall of tire.

6: CHASSIS HALF (WITH ENGINE)

The Chassis Half (with Engine) as a judging category refers generally to the half of the chassis in which the engine is located (the rear half of the car in rear- and mid-engined cars and the front half of the car in front-engined cars) and includes:

- The entire undersurface of this portion of the car,
- All surfaces along the bottom of Exterior such as any unfinished portions of trim pieces at bottom of Exterior, horizontal edges at the bottom of bumpers, fenders and quarter panels, and the surfaces parallel to tire treads around edges of wheel wells [i],
- Wheel wells and insides of fenders and quarter panels [I],
- Any radiators or heat exchangers present and not located in the engine compartment [i],
- The portion of the engine exposed below any sheet metal pan around its edge or, if no pan is present, the engine oil sump [ii],
- Any surface at the edge of a metal pan around the engine which is covered by a rubber seal or weatherstripping, along with the surface of the rubber resting against the metal [ii],
- The external surface of the transmission or transaxle, regardless of its location in the car, along with accessible portions of driveshafts and half-axles, as well as the external surface of any viscous coupling, clutch assembly or other mechanical device associated with allocation of power between front and rear wheels in cars equipped with all-wheel drive [ii],
- External surfaces of mufflers and other exhaust system components if present [ii],
- The suspension and its mounts at this end of the car, including spring elements, shock absorbers and stabilizer bars, except as listed above under Engine Compartment [iii],
- Brakes, brake lines and associated hardware [iii],
- Any cables or linkages mounted to the underside of the car on this half of the chassis, such as clutch and parking brake cables and their mounting hardware [iv],
- Any steering rack, tie rods and other steering mechanisms located in this half of the car [iv] and
- All portions of the wheels and tires on the axle at this end of the car, except the outside surfaces of the wheels, the outer sidewalls of the tires and the tire treads [v].

The margins of the Chassis Half (with Engine) occur:

- At an imaginary vertical plane perpendicular to the long axis of the car and placed halfway between the front and rear axles,
- Superiorly below the Engine Compartment, at the bottom surface of any sheet metal pan surrounding the engine or, if no pan is present, at the junction of the engine oil sump and the engine block and
- Around the perimeter, at the bottom of the car Exterior as defined above.

**i: Underbody panels and fender wells,
condition of paint and side covering;
any radiators or heat exchangers present
and not located in the engine compartment**

Judges might look for:

Dirt, grease, tar and rock chips inside fender wells and on bottom of floor pans,
Corrosion,
Dirt or grime on horns and
Debris, insects, dirt and other contaminants on radiator or heat exchanger fins,
structures and hoses.

**ii: Underside of engine, heater boxes and other engine sheet metal, and
transmission and other portions of drivetrain regardless of physical location in
car; External surfaces of mufflers and exhaust system components if present**

Judges might look for:

Oil leaks under engine, around valve covers (opposed engines) and around engine
pan or oil sump,
Oil and grease on transmission case, transmission mounts and shift mechanism,
Oil and grease on other components of any all-wheel drive system,
Oil and grease on any half-shafts to driven wheels,
Cracks in rubber boots covering constant-velocity joints,
Oil and grease on any sheet metal pan running around perimeter of engine,
including between the surfaces between any pan and rubber seals not
included in engine compartment and
Dirt and corrosion on exhaust system.

**iii: Suspension members (including shock
absorbers, springs and stabilizer bars),
backing plates, brake lines and unprung
components (including brake components)**

Judges might look for:

Grease and dirt on suspension members. shock absorbers, springs, stabilizer bars
and other suspension members,
Brake dust on calipers and
Fluid, grease and brake dust on brake lines.

iv: Parking brake, tachometer and other cables and their mounts and retaining straps if present; steering system, fuel tank and master cylinder if present

Judges might look for:

Dirt and grease on cables, fittings and cable anchors,

Dirt and grease on tie rods and tie rod ends and on boots at ends of rack or steering mechanism,

Stains and chips on bottom of fuel tank and

Brake fluid, dirt, grease around master cylinder.

v: Inner surfaces of wheels and tires

Judges might look for:

Dirt, brake dust and grease on inner surface of wheel and inside sidewall of tire.

Comments, Errors or Omissions

Anyone with comments about the contents of this manual, including errors, omissions or other defects, is encouraged to contact the author by email (daveyerzley@gmail.com) or telephone (818-903-0390). Judges are also encouraged to submit descriptions of unusual problems encountered during judging.

Useful References and Resources

The following, along with other resources, are all available on the Zone 8 website:

PCA Zone 8 current Competition Rules for Concours d'Elegance.

Brackenrig, James. *Guide to Concours d'Elegance*. *

Zone 8 Concours Judging School, held periodically.

Ewbank, Carolyn. *How to Organize a Concours*.

Entry Forms, Score Sheets and Vehicle Display Placard

* In any conflict between Z8 Rules or this manual and the contents of unofficial documents such as the *Guide to Concours d'Elegance*, the Rules and manual take precedence.

Change Notices

Major changes since version 2.8 for version 2.9:

Updating of rule references to correspond to 2021 PCA Zone 8 Concours Rules.

To the Judge Qualifications section, added:

In turn, the team head judge may consult the event head judge if necessary.

Judging Principles section reorganized, bold text added:

Exercising a part, such as by asking an entrant to repeatedly open and close a door before inspection of the hinges and doorstop, is not a legitimate judging technique.

Any car which was driven onto the site should also be able to leave under its own power. An overly enthusiastic engine examination may disturb engine adjustments or damage wiring harnesses or connections, **possibly rendering the vehicle inoperative.**

Visible maintenance deficiencies are legitimate areas for the judge to consider. Things like cracks in belts or deteriorating hoses may warrant deductions. However, the standards used for judging should not be such that they in any way encourage preparation that detracts from or interferes with the proper operation of the car as intended by the factory. For instance, lubrication is required for proper operation of hinges, latches, seat rails and other such components. Detection of small amounts of clean lubricant in areas where lubrication is necessary should not be result in a deduction.

In the Judging Process section, bold text added and strikeout text deleted:

. . . The team head judge should also screen the work of each of the other judges to make sure that any flaws which might be seen by more than one judge do not receive deductions in more than one judging area **and that no judge assigns a deduction to a flaw outside of his or her assigned area.** . . .

~~Except for cars entered in the Wash and Shine division,~~ each judge is given a five minute interval to perform his or her examination. The exterior judge first does a one minute long walk-around inspection. The entrant then opens up the car, including, as appropriate, doors, interior storage compartments, front storage compartment, filler access doors and; ~~except for Boxsters and Caymans,~~ the engine compartment.

Deletion of references to a lack of time limit for Detail & Shine (previously Wash & Shine) entries.

In the Judging Strategies section, bold text added and strikeout text deleted:

In some vehicles, the storage compartment may be expanded by folding seats down or removing them. When judged, such vehicles should have all seats installed and fully upright.

Although storage compartments are not formally evaluated in the ~~Wash & Shine division~~ **some divisions**, entrants with cars which have storage compartments visible from the exterior or interior, such as under hatchbacks, should be sure that these areas are either shielded from view or reasonably prepared. Visible spaces and surfaces should be free from obvious dust, dirt, litter, debris or other easily seen flaws. **When judging in a division which does not formally include the Storage Compartment as a judging area**, the interior judge may assess a penalty under subarea iii (Carpeting and floor covering) if obvious flaws are visible in the storage area. The hatchback will not be opened during judging **in these divisions**.

To the Determination of Deductions section, added:

Areas where lubrication is not required should not be contaminated by grease or oil. Other maintenance issues which the judge may choose to consider include such things as expiration dates of tire sealant cans carried in cars which do not have spare tires.

Addition of section: Avoiding Bias or Conflicts of Interest along with moving the following from Judging Principles and placing it in the new section, along with bold text added:

“Judges must avoid any appearance of conflicts of interest. No person may serve as a judge in a class or division in which that judge has entered a car in the same year (IV.I). Violation of this requirement disqualifies the entrant from eligibility for any year-end award.”

Some judges may wish, before judging begins, to help friends in the final preparation of their cars. However, other competitors may perceive this as conveying an unfair advantage to those receiving the assistance. Consequently, judges are cautioned against this or similar activities which might be perceived as bias by other entrants.

All references to gas (in reference to fuel) changed to fuel (except in references to the compartment for a gasoline heater in some early 911s).

To the Review of Judging Areas section, added:

“Note that all references to batteries in the following sections are to the usual low voltage batteries (6 or 12 volts) traditionally found in cars, and not to any high voltage battery assemblies which might be used to provide motive power in hybrid or all-electric vehicles.”

To Interior Judging Area description, bold text added under items excluded:

The Interior of the car excludes:

The Storage Compartment in cars where it is contiguous with and accessible from the interior of the car, such as in cars with hatchback bodies, except as specifically provided for above **in divisions which do not formally include the Storage Compartment as a judged area** (see the Judging Strategies section for further discussion),

The interior surface of any window located in a deck lid or access door over a storage compartment **and**
Any wiring or other electrical or mechanical components accessible from under the dashboard.

And under subarea iv, bold text added and strikeout text deleted, judges might look for:

Any objects, such as pencils ~~pens or registration certificates~~ **or maps**, other than those supplied with the vehicle (**factory-supplied items include** factory manuals, documents and packaging and other items such as radio faceplate cases; **registration and proof of insurance documents, although discouraged, are also permissible**),

Dirt and lint inside storage areas and
Damaged factory manuals or dirty packaging.

To Storage Compartment area description, bold text added and strikeout text deleted,

Under areas included:

The area for the fuel filler **or for any electrical receptacle which may be used for charging a hybrid or all-electric vehicle, regardless of its position in the car [iii],**

The inside surface of any cover over the fuel filler cap **or electrical receptacle**, out to its perimeter [iii],

The fuel filler area, **regardless of its position in the car [iii],**

The inside surface of any cover over the fuel filler cap **or electrical receptacle for battery charging**, out to its perimeter [iii],

And to subarea iii, judges might look for:

Dirt around fuel filler cap **or electrical receptacle,**

And to subarea v, judges might look for:

Presence of tool kit including reasonable selection of tools ~~and spare fan belt,~~
Dirt and corrosion on tools,
Condition of spare fan belt, if present,

In Comments, Errors or Omissions:

Contact information updated.
Links to specific documents deleted

To Useful References and Resources, bold text added:

- * **In any conflict between Z8 Rules or this manual and the contents of unofficial documents such as the *Guide to Concours d'Elegance*, the Rules and manual take precedence.**