



**Concours d'Elegance Judges' Manual**  
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## **Acknowledgement**

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## **Purpose of Manual**

This manual is intended as a reference for concours judges, with the intent of promoting consistency and establishing equitable standards for the judging process in Northern New Jersey PCA Regional concours events. Since not every situation that a judge may encounter can be anticipated, the manual addresses these ambiguities 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. As judging standards evolve, the manual will be revised to reflect the changes. 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 an NNJR competitive concours should have practical experience preparing and entering Porsches in prior competitive concours events, and time spent shadowing an experienced judge. Additionally, a working knowledge of the contents of this manual is required if a person is to serve effectively as a concours judge.

## **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 guidance and encouragement to entrants whenever possible, judges can contribute to promoting participation and raising the standard of competition. The NNJR 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.

NNJR, in its regional competitive events, generally does not allow protests relative to subjective judges' scores. However, if a competitor is skeptical about the findings or the scoring, he/she 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 PCA concours events. The final resolution will be at the discretion of the NNJR Concours chairperson or head judge.

## **Judging Principles**

Any vehicle entered in an NNJR concours must be a Porsche, as defined by the most current PCA Parade Competition Rules (PCRs), limited exceptions can be made by the NNJR Concours Chair or head judge for unique vehicles. In NNJR concours events, Porsches are judged for maintenance, condition, and preparation, but not for authenticity. For instance, no deduction is justified for the use of aftermarket parts, unless of course, those part are dirty or poorly prepared.

Each participant, particularly if a novice, should leave having learned something about how to properly 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 to foster continued participation.

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, and an overly enthusiastic storage area examination may disturb wiring harnesses, hoses, or connections. Critical components which must not be disturbed are also present, in other places, under the dashboard, and in the interior areas. 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. It is highly recommended that a judge remove all jewelry or adornments that have the potential of causing damage before approaching a vehicle. Be particularly careful not to bring clip-boards or ink pens of any type into the vehicle while judging.

The judging standards 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, although in practice this is not usually done. A judge may presume that the engine and drive train work because, except for certain competition cars which are not street-legal, each car must proceed under its own power to its assigned site at the concours. 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 and consume valuable time.

Do not remove any gas, oil, brake fluid, battery or windshield washer filler caps or disconnect or remove any electrical connectors during the judging process. The interior surfaces of the various systems and components are not inspected except as specifically included in the various judging area identified on the score sheets. Judges should not use aids such as white gloves or tools of any sort during the examination of a car. On occasion, due to special circumstances, judges may be allowed to employ flashlights for inspection, and may use a clean cloth or towel to wipe their hands after judging a particularly dirty surface. It is never appropriate to smear dirt or grease on a score sheet and insult an entrant as a result.

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 event.

### **Judging Process**

Each concours has a head judge who has overall responsibility for the judging at that event; this may be the NNJR Concours Chairperson. The head judge or concours chairperson should distribute all materials to entrants during registration, and ensure that the window placards and score sheets are appropriately positioned on the windshields of all the competing vehicles.

Judges are organized into teams with one judge in each team serving as the head judge for that team. In most circumstances this will be the exterior judge, but the judging team is free to identify

another member of the team to serve this role. This decision may be afforded to the most experience judge on the team. Each team's head judge must be qualified as defined by this document. He or she provides guidance for other members of the judging team to assure that judging is carried out in accordance with current NNJR and PCA concours judging practices.

The team head judge should also screen the work of each of the other judges to ensure that any flaws which might be seen by more than one judge do not receive deductions in more than one judging 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 that extends past the boundary between two judging areas could be assessed a penalty by more than one judge. The team's head judge is also responsible for checking the scores entered on the sheets to verify that the values are within the bounds of the allowed points. 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, may also be included on the team.

Each car to be judged should have all external surfaces exposed, with all removable protective devices such as bras absent. Sunroof panels, targa tops, 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.

Each team's 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 /herself and the members of his team (including the timer and runner), obtains the score sheets from the entrant, verifies that they are complete, and distributes them to the other judges. He or she then briefly explains the judging process to the entrant. Each judge must enter his or her name on their score sheet, and this must be confirmed by the team's head judge. The entrant or a representative must be present when a car is being judged.

Each judge is given a time interval established by the event head judge to perform his or her examination. In NNJR regional events we typically use a four-minute total interval. The exterior judge first does a one-minute walk-around inspection. The entrant then opens the car, including, as appropriate, doors, interior storage compartments, front storage compartment, and filler access doors, as requested. He or she may be asked to provide access to the tool kit and battery and to remove the spare tire at the discretion of the judge. Once this is completed, judging resumes. Each judge is responsible for judging his or her 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 judge about matters of judging and deductions.

Judges enter their deductions for each sub-area on the score sheets and must provide notes sufficient to help the entrant understand the reasons for deductions and to be able to correct them for future events. When practical, judges may, at their discretion, comment verbally on significant findings to the competitors after the allotted judging time has expired. However, judges should be aware that not all competitors 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 judge should give them to the runner. The head judge should thank the entrant for participating.

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 has questions.

### **Judging Strategies**

Evaluation of all the cars as consistently as possible is the central requirement of the judge's job. If all 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 the goal of 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 the entrants on the list. For example, 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 a portion of a particular judging area routinely escape examination. The decision to exclude certain components of a judging area should not result in grossly obvious flaws escaping penalty. For example, a track car may be entered which only has 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.

Although the score sheets are subdivided within each major area (i.e. interior, storage, exterior), a consistent strategy is helpful in determining in which sub-category to include deductions for a particular area. The sub-categories reference groups of items based on descriptive criteria (such as rubber and plastic items, glass, body gaps, etc.), but these may not be entirely clear. Deductions should be included in the most appropriate descriptive category. The use of this general principle will help the judge avoid inconsistencies in listing deductions.

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, 944, 968, 928). In such cars, the area under the hatchback is evaluated as the Storage Compartment.
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 a water-cooled Targa) and another discrete storage

compartment is present (in a water-cooled 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).

### **Determination of Deductions**

Consistent with PCA practices, the NNJR 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
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 flaw shares the property that it would be visible only to a person conducting a meticulous and detailed examination. Examples of very minor flaws are: a small unretouched paint chip, a lint fleck in the interior of the car on an otherwise clean surface, dirt in a corner of an otherwise clean rubber window seal, or a small smudge on a window surface and a small deposit of dirt in a recess around one lug nut 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 a serious flaw 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, large smudges on glass surfaces and an easily seen collection 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. 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. 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 results are tabulated.

If for some reason an area or sub-area on a particular car cannot be judged, perhaps because access is not provided or because an item named on the score sheet is absent, then the car should receive a deduction equal to the total score for that area or sub-area. The entrant is responsible for assuring that all areas to be judged can be adequately assessed. In the case of an absent item which is one of several included in a sub-area, then the deduction for the absent item may be prorated as a percentage of the total number of points available for that sub-area, based on the number of items listed as part of the sub-area (e.g. a missing tool).

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.

Environmental conditions vary widely from one concours venue to another. Judges must consider 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.

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, rubber pedals, and carpeting. Judges should not impose significant penalties for consequences of normal use which are not easily corrected.

A car contains numerous accessible moving parts which are normally lubricated, such as seat-rails, 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 should be given. If any lubricant found is dirty, then a deduction is appropriate. Any excess quantity of grease or lubricant sufficiently large to be detected by a cursory review, regardless of how clean it might be, qualifies for a deduction.

Porsches are usually equipped with tool kits when leaving the factory and these kits may be examined during judging. Since originality is not a judging criterion at the regional level, 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.

### **Tie Breaking**

In the event of a tie, the car having the highest mileage is generally the winner unless the head judge establishes an alternate criterion specific to the circumstances that is fair to all competitors. However, if this process fails to break the tie, then whichever car has the highest ranking in Exterior is the winner. If the Exterior scores are equal, then the Interior scores are examined until the tie is resolved. For this reason, it is important that judges be consistent in their listing of deductions in the various judging areas and their sub-areas.

### **Review of Judging Areas**

Each of the following sections reviews one of the major 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 their vehicle review. The definitions have been formulated as guides to aid judges in their quest for consistency across the wide variety of cars present at competitive events. 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.

## 1: EXTERIOR

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The Exterior of the car as a judging category includes:

- The entire exterior surface of the car including the rocker panels
- The exterior surfaces of all deck lids out to their perimeters
- The exterior surfaces of covers over gas and oil filler areas
- The exterior surfaces of all windows, glass, and plastic surfaces of external mirrors, reflectors, and lights,
- Windshield wipers and washers, and other cleaning systems, such as headlight washers, associated with windows, lights and mirrors
- All exterior metal and plastic trim
- The exterior surfaces of exhaust pipe trim piece
- All exterior rubber trim and molding
- Bumper assemblies, including rubber molding
- The outer face of the wheels and tires, including all crevices and depressions

The Exterior excludes:

- Areas of the rocker panels that are primarily horizontal and part of the undercarriage
- The tire tread and the edges of wheel spokes that are not visible from a face view of the wheel, and wheel barrels
- The interior surfaces of any exhaust pipes
- The wheel wells

### **i: Body panels and fit**

Judges might look for:

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

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

Judges might look for:

- Unrepaired paint chips
- Visible swirl marks
- Significantly 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
- Exhaust or wax 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 or wax in corners at junctions between different materials and structures such as metal or plastic trim and rubber trim, painted body panels or glass
- Dirt or wax in exterior door handles and locks
- Dirt, wax, 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
- 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
- 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 (if face mounted), dirt and brake dust around lug nuts or bolts
- Dirt, plasticizer residue or excess rubber conditioner or dressing on outside tire sidewalls
- Dirt or smudges on wheel rim surface

**2: INTERIOR**

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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
- Headliner or interior roof covering, and upholstery of side and door panels
- Factory carpeting and floor coverings
- The rear shelf in 911s not equipped with rear seats, such as in RS Americas and some soft-window Targas
- The area under the hatchback in those Targas equipped with hatchbacks

- The interior surfaces of small storage spaces such as the glove box, door pockets, and center console compartments
- Any factory-supplied documentation such as owner's manual and its packaging
- Dashboard and instruments, the underside of the dashboard, and the steering wheel along with any center console and roof-mounted displays, instruments, or controls
- 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
- The door jams and associated components such as door latches, hinges, and doorstops, along with the corresponding surfaces on the doors
- 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.

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 cited above (see the Judging Strategies section for further discussion)

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 and on seatbelt reel covers
- Flaws and stains in seat upholstery

**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
- Sun visor dirt or defects.

**iii: Carpeting and/or factory floor covering**

Judges might look for:

- Dirt, stains, and lint on carpets
- 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:

- Non-factory objects, such as pencils, pens, maps, and any documentation other than those supplied with the vehicle (exception may be made for registration and insurance cards)
- Dirt and lint inside storage areas.

**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 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
- 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
- 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
- Lint on window frame liners.

**3: STORAGE COMPARTMENT**

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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),
- 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
- 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

- Floor covering(s) or carpeting
- The gas filler area
- The gas heater compartment in some 911s,
- The car battery(ies) and the windshield washer reservoir, filler, and pump, assuming these items are in the storage area
- The tool kit, car jack, spare tire if present and air pump if present.

The Storage Compartment excludes:

- Any interior surfaces of windows which open into the compartment,
- All small storage compartments, such as glove boxes, located in the Interior and
- The area around the steering rack accessible below the gas 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
- 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)
- Dirt and debris in gas 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, (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)
- 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
- Defects in weatherstripping.

**iii: Floor covering(s) and gas tank and filler apparatus (if included in the storage compartment, e.g. 924, 944, 968)**

Judges might look for:

- Dirt and lint on floor carpeting or mat

- Tears and defects in floor carpeting or mat
- Dirt around gas filler tube and cap
- Dirt and grease on filler cap and latch mechanism
- Dirt in recess around gas filler cap and on rubber boot around gas tank filler neck.

**iv: Windshield washer container and pump and battery(ies), if located in the storage area**

Judges might look for:

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

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

Judges might look for:

- Presence of tool kit including reasonable selection of tools and spare fan belt
- Dirt and corrosion on tools
- 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

## Appendix I. NNJR Typical Score Sheets

### Northern NJ Region-PCA Master Score Sheet

NAME			ENTRY NO.	
ADDRESS			CLASS	
YEAR	MILEAGE	MODEL	BODY STYLE	
COLOR	SPECIAL FEATURES			
<b>DO NOT WRITE BELOW THIS LINE</b>				

#	JUDGING RESULTS	MAXIMUM POINTS	POINTS SCORED
1	Interior	75	
2	Storage	50	
3	Exterior	100	
	<b>GRAND TOTAL</b>	225	

### Northern NJ Region-PCA

Score Sheet #1

***Interior***

NAME		JUDGE	ENTRY NO.
ITEM	MAX PTS	COMMENTS	PTS SCORED
1. Seats, jump seats, belts, mechanisms & seat rails	15		
2. Door panels, side pockets, glove box	10		
3. Condition of headliner, visors	7		
4. Floor covering: carpet, tunnel cover	18		
5. Hinges, door jambs, latch areas	8		
6. Interior glass and mirror	7		
7. Instrument panel, steering wheel, gauges, console	10		
<b>TOTAL</b>	75		<b>TOTAL INTERIOR POINTS</b>



Northern NJ Region-PCA

Score Sheet #2

**Storage**

NAME		JUDGE	ENTRY NO.
ITEM	MAX PTS	COMMENTS	PTS SCORED
1. Underside of lid including latch, hinges, trim, paint	10		
2. Lower latch, side coverings, rubber trim, paint	10		
3. Condition of carpet, liner, or mat	10		
4. Overall condition of storage area (tire well, washer unit, fuse block, plastic trim, etc.)	10		
5. Tool kit, pump, sealant, (depending on model)	5		
6. Battery, cables, clamps (depending on model)	5		
<b>TOTAL</b>	<b>50</b>		<b>TOTAL STORAGE POINTS</b>

Northern NJ Region-PCA

Score Sheet #3

**Exterior**

NAME		JUDGE	ENTRY NO.
ITEM	MAX PTS	COMMENTS	PTS SCORED
1. Condition of body, fit of panels, rust, dents	25		
2. Condition and preparation of paint; deduct for chips & wax build up	25		
3. Wiper arms and blades, air grills, cowl, antenna	10		
4. Front and rear bumpers, deduct for bugs, chips, scrapes	18		
5. Condition of lenses, lamps	5		
6. Outer surface of glass	5		
7. Outer wheels and tires (brake dust, condition of wheels)	12		
<b>TOTAL</b>	<b>100</b>		<b>TOTAL EXTERIOR POINTS</b>

## Appendix II. Engine Judging Criteria (For reference only)

### ENGINE COMPARTMENT

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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,
- The portion of the engine's air intake readily accessible to inspection,
- The upper surface of any sheet metal pan which may be installed around the edges of the engine,
- Any accessible radiators present in this compartment,
- The firewall and sidewalls of the compartment, including any components mounted upon them except as listed below,
- The oil filter, oil filler neck and its cap along with the area beneath any access door to the oil filler cap and neck,
- The exposed portions of the upper rear shock absorber mounts in 911s,
- 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,
- 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,
- All hoses along with rubber and plastic items not included in systems named elsewhere in this definition, and
- Any electrical components present, including wiring harnesses, fuse blocks and ignition components, except for the battery and other components specifically listed below.

The Engine Compartment excludes:

- 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.

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
- Interiorly, 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,
- Excess or dirty grease and dirt in hinges and gas struts,
- Excess or dirty grease and dirt on latch pin and in latch mechanism,
- Dirt and excess or dirty 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 sub-areas, 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,**

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.
- and inside sidewall of tire.

**Comments, Errors, or Omissions**

Comments or corrections regarding the contents of this manual would be highly appreciated and should be addressed to [concours@nnjr-pca.com](mailto:concours@nnjr-pca.com).