

Lone Star '29' Classic Chevy Convention Judging

Developed in the late 1970's by the Classic Chevy Club to judge '55-'57 Chevys, the 'Show N Shine 1000 Point Judging System has evolved into an internationally recognized method of properly judging 1955-57 Chevy cars, truck and Corvettes.

In addition to the 1000 Point Show N Shine judging, there is a "Display" division which allows owners to bring and display their cars or trucks and compete for Best Of Show without being judged in the 1000 point 'Show N Shine'. With the input of many Chevy "experts" and club members nationally, this system has become the best system of its kind anywhere. The Dallas Area Classic Chevys were fortunate to have had several members in those early days be a part of the group that developed this system.

How important and credible is this 1000 Point Judging System? Many times when a Classic Chevy is advertised for sale, the owner will state ". . . scored 985 points and a Platinum Certificate under Classic Chevy 1000 point judging. . ." in order to certify the car and drive up the price to potential buyers. More importantly, after having a car judged, owners know how their car rates compared to the 1000 points on the judge sheet and what improvements, if any, need to be made to score higher. Some are satisfied to reach Bronze or Silver status, while others strive for Gold or Platinum. Once a car achieves Platinum (970+ points out of 1000), it is instantly recognized as one of the finest Chevrolets in the world.

Suppose you've decided to enter your car in the Lone Star '29' Show N Shine Judging event. Upon or before arrival, you will be asked if you wish to show your car in either the Display Class or the 1000 point Show N Shine category. Here's how to decide which category to enter:

Display Class:

Not ready to show your car, but still want to come and enjoy the event? This category is for you. No real cleanup or strenuous preparation is needed. You may display the car doors open or closed, hood open or closed. . . anything goes! A "Display Class Best Of Show" vehicle is chosen from the Driver category without using a judging sheet. In addition, a Top 10 "Picks" will be chosen from all Display entries. These picks are not necessarily the 'best' cars in the group, but are often the most unique. Cars in progress and primer are just as likely to win as a shiny showpiece! The Best Of Show and Picks awards are presented along with the Show N Shine awards during the Sunday evening awards dinner.

1000 Point Show N Shine:

This category is for car owners who wish to see how their car stacks up against a 1000 point judging sheet. A fair amount of preparation is required to do well in Show N Shine because you are subjecting your car to scrutiny by a panel of three participant judges. We will outline in some detail the entire system in order to educate and hopefully entice you to bring your car to be judged in the Show N Shine competition. And remember, the judging is only a small part of the event. Tours, meals, live music, a drive in movie night, tons of Tri Five Chevys, drag races, swap meet and the camaraderie of hundreds of other enthusiasts and families just like you accounts for 95% of the fun!

Tech Check:

This is the first step in the classification process for the 1000 Point Show N Shine once you have registered and received your window card and registration number. A representative will approach you and ask you to operate 25 different items on your car:

High/Low Beam Headlights

High-Beam Dash Indicator

Parking Lights

Taillights

Brake Lights
Rear License Light(s)
Turn Signal Lights
Turn Signal Dash Indicators
Gauges
Glove Box Light
Radio/Stereo
Heater Motor
Wipers
Windshield Washers
Window Operation
Neutral Safety Switch
Horns
Clock
Cigarette Lighter
Courtesy (Dome) Light(s)
Convertible Top
Power Seat
Air Conditioning
Emergency Brake
Back-Up Lights

For each item that does not work properly, 1 point is deducted from your 1000 point total. For items like brake lights, gauges and turn signals, both sides and front and rears must work. If for example, the turn signals all blink except for the left rear, 1 full point is taken off. If the item is not on the car/does not apply (power seat, glove box light, convertible top), no points are deducted. If the item is present but does not work, a point is deducted. On custom cars that have been extensively modified and certain items like the wipers and horns have been fully eliminated, no points are deducted. All vehicles, custom or restored, must have an operable emergency brake as this is a major safety item!

Classification:

Once tech check is completed, the next step is classification. There are 8 possible classes for each year of passenger car, Corvette and truck:

Factory Original - less than 20% restoration on entire car and no changes from original.

Unrestored - less than 35% restoration on entire car and no changes from original.

Restored - 36% to 100% restoration on car and no changes from original.

Contemporary - 1 or 2 major changes from original.

Modified - 3 to 5 major changes from original.

Custom - 6 or more changes from original.

Full Custom - 4+ minor body cuts or a major body cut.

Special Interest - police cars, race cars, taxis, etc. . .

The system has judge sheets and categories for any 1955-1957 Chevy. In addition, each of the above categories are broken down into 'driven' and 'trailerred'. A car is put in trailerred if it is trailerred or towed any part of the way to the event. If your car is normally driven around at home to local shows but you decide to travel 500 miles to one of our events and elect to trailer your car, it is in trailerred class. So, cars that are driven to Lone Star '29' will not show in the same class as cars that are trailerred to the event.

The first 3 classes are easy enough to understand. These are cars that have no modifications (changes) whatsoever and are painted the original colors, wheels are original, no aftermarket accessories added, etc. But what about the other classes with changes?

Possible changes fit into 14 categories:

- * Engine- anything other than the original engine called for on the VIN plate (no V=6-cyl, V=V8) and year. A 1955 with a 1956 engine would constitute a change. A 6-cylinder VIN car with a V8 engine would be a change. A correct year engine stamped as a 2-barrel, but equipped with a 4-barrel is a change. An original engine with a later air cleaner is a change. A non-original exhaust system constitutes an engine change.
- * Engine Compartment- chroming, dual master cylinder, fan shroud, aftermarket horn, aluminum radiator; any items not 100% stock in the engine bay would count as a change.
- * Transmission - anything other than the original transmission type called for on the engine stamping. If the engine stamping calls for a 3-speed, but the car has a Powerglide is a change. A 4-speed or a TH transmission in a '55-'57 would be a change. A 5-speed manual in a 1964 is a change.
- * Rear End - a rear end of a different year (a '64 in a '57) or a 9" Ford, a 12-bolt; anything other than the original rear.
- * Interior - any part of the interior (seats, carpet and headliner) that does not match the trim number on the cowl tag is a change. Also, a non-original radio, speakers, wrong color dash or steering wheel all result in a change. Seat belts are considered a safety item and will not result in a change.
- * Wheels & Tires- any wheel or tire combination that is not correct is a change. All chrome or aluminum aftermarket wheels and white lettered radials are changes. A tire that is grossly incorrect as to size or whitewall width is a change. Radial tires are allowed as long as the size of the tire and whitewall or lettering is similar to the original.
- * Paint - a paint color or combination that does not match the cowl tag is a change. Other paint types (single or 2-stage urethane, enamel) are accepted as long as they are original colors. Cars that were originally solid color per the trim code, but have had the top painted white would be considered to have a non-original paint scheme.
- * Body Metal & Exterior - any cuts, filling, chopping to body sheetmetal is a change. Glass modifications are included in this category as well (etching, tint film).
- * Trunk & Cargo Area - any trunk or cargo area (wagons, trucks) changes such as carpet or non-original paint results in a change. This area includes the spare and jack.
- * Suspension & Undercarriage - this includes springs, brakes, shocks, traction bars and anti-sway bars. Any non-original item under the car in suspension areas is considered a change.
- * Chrome & Stainless - any additional exterior emblems, trim, and louvers are a change. Also any original items removed (nosed, decked) is a change.
- * Air Conditioning - any air unit not installed at the factory or Chevy dealer is a change. Any components on an original air unit that are not correct (late model compressor, non-original vents) results in a change.
- * VIN - the VIN plate must match the year and series of the vehicle. If the VIN designates Bel Air but the car is a 150 it is a change. The VIN may also determine correct engine type. If a car has a 6-cylinder VIN but has a V8 installed an engine change would result.
- * Knick-Knack - most common items like blue-dot lenses, non-stock license plate frames or antennas would result in a change.

The changes within each area do not add up to create more changes. For example if the engine compartment includes chromed hood hinges, an aluminum fan shroud, air horns, dual master cylinder and stainless braided heater hoses; this is still only one change - engine compartment. The only time that changes do add up is in Body Metal & Exterior. Four or more minor body cuts (radiused quarters, louvers, etc. . .) pushes a car from Custom to Full Custom class. All "pro-street" or tubbed cars are in Full Custom class. Cars with a major body part removed (hood) are considered full custom.

The above guidelines will help you determine what class your car might show in Lone Star '29'. But, only when the car goes through the 'classification' process will you know for sure. Regardless, don't worry as there is a class for every car out there. Just come to Lone Star and let us handle the classification." Build/finish your car just how you like it and let it fall in which ever class the changes determine.

Parking

The committee that is overseeing the Show N Shine considered organizing the parking lot/show field on Saturday by year and class of car. This requires a tremendous and unnecessary amount of planning and marking of spaces and likely something will get missed. And we don't want to stick the Display Class cars off somewhere in a remote corner. So we will be letting cars park where they want. This allows friends/clubs to park together. The Show N Shine and Display Class are mixed with each other. One might think this makes judging more difficult since all cars in one class are not parked together. It does require a bit more walking, but 250 cars in one parking lot are not that difficult to go over.

Mandatory Meeting

On Friday afternoon, the day before the Show N Shine judging, we will hold a mandatory meeting (for judges and car owners) meeting called the 'Show N Shine Meeting'. In this meeting we will give a brief overview of how the judging process works, what time to show up and the general do's and don'ts when judging the cars. This meeting is particularly important to those that have never judged before as they receive a quick education on how the 1000 point system works. Naturally we cannot teach you everything about how to judge during this meeting; but we can arm you with enough information to get you off to a good start. We will always assign beginners to a team with one or two experienced judges so they are not lost. Very often, beginners make the best judges since they are overly cautious and not willing to judge too harshly! We will also explain to show car owners how their car should be displayed for the show - hood open, doors open, no displays, etc. . . . to make the judging process go smoothly and equitably. Cars in the Display Class may be displayed any way the owner wishes, there are no rules.

Clean up

This is perhaps the most time consuming and tedious part when trying to ready your car for any judging. In the "old" days, nearly 150 of the 1000 points was allocated to how clean the car was. This resulted in folks taking cleaning to an extreme: wheels off, up on jack stands, 2 or 3 solid days of cleaning. This was changed as it was far too much work and took away from enjoying the event so only 75 of the 1000 points are hard to clean areas like undercarriage and engine compartment. But remember, a clean car will always score higher than a dirty one. If your car is dirty (water spots, brown tires, mud on the springs, oil on the engine, smudges on the carpet) not only will the judges take off points in the cleanliness sections, their overall impression of your car will be negative resulting in a lower score. The bottom line? Once you are at Lone Star '29', the way you can most influence the outcome of your score is by how clean your car is. Perfectly white glove-test clean? No, just reasonably clean and sparkly.

Judge Selection

If car clean up is the hardest part of the show for you, the participant, then the hardest part for the host club is selecting judges. We will take the information we have and organize the judges, sorted by experience, the class of their car and their judging preferences and hopefully assign each into a capable and fair judging team. The teams are made up of 3 individuals so that each person has one sheet on each car. The ideal team would have one very experienced judge that has judged this system several times, a less experienced judge that may have judged just once and a beginner that has never judged. Will we have ideal teams? No, but we will come as close as we can.

Each team is assigned hopefully no more than 6 cars to judge. So what happens if one class has 8 or 10 cars? We will do what's called "splitting the class". Two teams are assigned to the larger classes with 7 or more cars and one team of 3 is assigned the "left" side of the sheet to judge and then the other team will judge the "right" side of the sheet. Once each team is done with their section, they trade sheets with the other team so each may complete their section. This reduces the amount of work the judging teams must do yet assures equity across the class. If one team of 3 people has to judge 8 cars, it may take 5-6 hours which is too much to ask of a team.

What happens to the classes with only 1 or 2 cars? Very often the 6 cars assigned to a regular judging team (not judging split classes) may be made up of several classes. A common grouping of cars for a 3 person team may be:

Class	# Cars
1956 Special Interest	1
1955 Contemporary	2
1964 Modified	3

If the team spends 20-30 minutes per car, judging the 6 cars will take 2-3 hours. Judging begins at 1 PM, the team would be finished and ready to relax by 4 PM!

Judging

Once the judges are chosen, given their sheets and turned loose to judge, the real fun begins! Since there are 1000 points per sheet, there are lots of areas on the car to look at and lots of lines to write numbers on! Be sure and look at the sample judge sheets located on the Lone Star website.

As an example, let's consider the first category on the sheet - Body Exterior. This section counts for 345 points out of 1000, so it is a very important section! As an example, let's say that information has been recorded by 2 different judges. Judge 1 has taken off 10 total points and added some notes about why he took off the points. This is what we would like to see! Judge 2 has taken off 40 points (40/345 is over 10%) and records no notes as to why. Both examples are from the same car on the same day at the same show. The method used by judge 2 is not what we would like to see. As a matter of fact, there are at least 2 major problems here. One, taking off so many points without offering any explanation. How frustrated do you think the car owner will be when he/she gets their sheets back and can't figure out why judge 2 did what they did? Second, a major mistake made by both judges is lack of communication. If these judges had been talking things over and comparing scores and notes, then sheets with scores this far apart would have never have been turned in. Another problem can be with any judge is the handwriting is so poor that our tally crew may not be able to read the numbers, so clear writing is important!

Once all three sheets are completed on one car, the farthest apart the scores should be is about 10-20 points or so. If the sheets are a total of 30+ points apart, something is wrong and the judging team may need to re-evaluate their process.

Once the judges are all done and all sheets are turned back in, the tally process begins behind the scenes. Each and every sheet must be examined and totaled by the Show N Shine committee. The totals of all three sheets are then added together and divided by 3. This gives the final score which is an average of what each judge recorded as their final score. This is the score used to award the certificate.

All cars that score 850 plus points will receive a Bronze, Silver, Gold or Platinum photo certificate of their car. We will also note which car is 'Best of Class'. So, a car can receive a Best of Class' but get no certificate (the scores for the class were all below 850) Once the results are recorded as official sometime after Lone Star '29', the original judging sheets can be requested to be mailed to the car owner for their use. These sheets are extremely helpful to the owner so that he/she can make changes/improvements in their car based upon the information recorded by the judges. And with any kind of luck, they will score higher the next time after improvements are made!