

7. CONCOURS D'ELEGANCE

Concours D'Elegance (Concours) – "A show or contest of vehicles and accessories in which the entries are judged chiefly on excellence of appearance and turnout." The Concours had its origin in Europe but came into its own in America in the late twenties and early thirties. A sporting event, the Concours was designed to produce a showing of individual refined examples of all automotive marquees. The CORVETTE CONCOURS is the displaying of fine individual examples of the Corvette marquee. Many shows include models from the '50s solid axle cars, the ever-popular '60s "mid-year" cars, the '70s and the high-tech cars of the '80s, '90s and '2000s. These examples of the Corvette's aesthetic beauty, as well as its engineering excellence, are grouped in classes and judged on a point structure designed to reflect the degree of each unit's individual excellence.

The participating Corvettes are placed in established NCCC classes that take into consideration the year, model, style, degree of originality and correctness of restoration. Corvettes participating in a Concours event must meet certain minimum standards. The Corvette that is driven regularly is encouraged to participate in a class within the Wash & Show group or the Street Show group, thus not in direct competition with show quality cars that are not often exposed to the open road and its wear and tear.

A typical Concours is conducted by a local NCCC club that has applied for and received a sanction from its Region Competition Director (RCD). There are normally deadlines for applying for a Region sanction and for getting notices (flyers) out to other clubs in the region. The flyers should contain all the information necessary for members of the local and other NCCC clubs to plan their participation in the event. Both the Event Chairperson's and the Host Club Governor's name, address and telephone number must be included on the flyer. At a Concours, all cars are inspected by the Operations Check team and evaluated on the function of a variety of the mechanical aspects of the car. Each Corvette will be examined to determine its deviation from factory stock for placement in the appropriate class. Mileage logs will be examined for entrants in the Street Show and the Wash & Show groups to verify the required minimum mileage between shows.

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All classes are judged on the basis of 100 points. The "Operations Check" is valued at 25 points and the judging of the exterior, interior, and engine are valued at 75 points for the Concours Prepared, Modified, Street Show, Custom, and Race Prepared Classes. The Wash & Show cars are judged on exterior and interior only with separate judging sheets that also total 75 points. Hoods remain closed on cars in the Wash & Show class during the judging. All cars begin with 100 points and deductions are made on the judging sheet for each respective area for any discrepancies found. The point reference beside each category indicates the total points assigned to that area and is, therefore, the maximum points that can be deducted. Minimum deductions will be made in 1/2-point increments.

A special form of the Concours called a People's Choice Concours can be hosted when a Club does not wish to put forth the effort and/or secure the number of judges required to host a Concours as described above. In a People's Choice Concours, the Corvettes are separated into Classes chosen by the Host Club.

Entrants and spectators then vote for their favorite car in each Class. Refer to [7.21 People's Choice Concours](#) of this rulebook.

7.1. RESPONSIBILITIES OF THE HOST CLUB

1. The Host Club should provide an appropriate display area with as much protection for displayed cars as is possible under the specific circumstances of an event. Flyers advertising a Concours should notify entrants of the amount of protection available (specifically whether the event is indoors or outdoors). The Host Club may provide stanchions but is not obligated to do so.
2. Guest cars should be given priority over Host Club cars in placement and positioning in the display area.
3. Concours Events should be well organized and properly planned. Adequate assistance should be provided to allow the various portions of the event to flow smoothly. An adequate supply of forms and supplies are also necessary.
4. The availability of rest room facilities and refreshments should be noted on the flyers advertising an event for the convenience of non-Host Club entrants.

7.2. OFFICIALS FOR A CONCOURS EVENT

1. The Show/Event Chairperson is in charge of the event. A Co-Chairperson may be appointed if needed or desired. They are permitted to participate as entrants, provided they declare their intention to compete at the Driver's Meeting. As entrants, they only earn entrant's points. (01/09)
2. The Operations Check Team will have a minimum of two members (normally from the Host Club) to verify the operation of various functions on each car as listed on the Master Score Sheet.
3. The Classification Team should have a minimum of two members and may also serve as the Operations Check team. The members of the Classification Team should be knowledgeable in the correctness of components in all the various models entered in the event. With all the changes over the years, it is advisable to have several knowledgeable people available to assist in the proper classification of cars.
4. An Event Chairperson may appoint a Chief Judge to assume the responsibilities for the judging at the event. The Chief Judge must be a member of the Host Club.
5. The Tabulator (and one or more assistants) is responsible for the prompt and accurate tabulation of scores and ranking of the event winners.

6. Teams of judges as outlined in [Section 7.5. – Judging Guidelines.](#)

7.3. AWARDS

1. Awards should be a worthwhile memento of the accomplishment of winning or placing in a Concours class. It should not be so large or expensive as to require an excessive entry fee or take away from the charitable purpose of an event that raises money for recognized charities.
2. Awards may be made in the form of traditional trophies, plaques, ribbons, and other such mementos. The event name and class ranking should be on the award.
3. Minimum awards (awards given per car not per entrant):
4. An award **MUST** be given for every class that has participants.
5. One (1) award – One (1) to six (6) car class.
6. Two (2) awards – Seven (7) to eleven (11) car class.
7. Three (3) awards – Twelve (12) to seventeen (17) car class.
8. Four (4) awards – Eighteen (18) to twenty-four (24) car class.
9. Five (5) awards – Twenty-five (25) to thirty-four (34) car class.
10. One (1) additional award for every ten (10) cars thereafter.
11. Optional awards may be made for a variety of special categories. They should be awarded as an indication of excellence in the particular category. Wash & Show cars are not considered for these special awards but may have a separate set of Wash & Show special awards. The judging requirements are left to the discretion of the Chief Judge and/or the Event Chairperson and should be as fair and consistent as possible. These awards may include but are not limited to:

Best of Show *

Best Engine

Best Paint

Best Interior

- * Must be determined by judging the highest point car for each set of judging teams, excluding the Wash & Show group.

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7.4. CLASSIFICATION

1. Corvettes entered in a Sanctioned NCCC Concours will be separated into one of seven groups based upon the criteria outlined in this Section. A group generally represents cars within a reasonable range of the same level of preparedness for a Concours. These groups provide a level of competition that is both fair and reasonable for the entrants and the judges who must evaluate individual cars that are very different in age, design or state of modification and vary widely in the amount of regular usage. Cars will be assigned to classes as follows:

CONCOURS PREPARED CLASSES	MODEL YEARS
C/P A	1953-1962
C/P B	1963-1967
C/P C	1968-1977
C/P D	1978-1982
C/P E	1984-1996
C/P F	1997-2004
C/P G	2005-2013
C/P H	2014-2019
C/P I	2020 & NEWER
MODIFIED GROUP CLASSES	MODEL YEARS
MOD A	1953-1962
MOD B	1963-1967
MOD C	1968-1977
MOD D	1978-1982
MOD E	1984-1996
MOD F	1997-2004
MOD G	2005-2013
MOD H	2014-2019
MOD I	2020 & NEWER
STREET SHOW GROUP CLASSES	MODEL YEARS
S/S A	1953-1962
S/S B	1963-1967
S/S C	1968-1977
S/S D	1978-1982
S/S E	1984-1996
S/S F	1997-2004
S/S G	2005-2013
S/S H	2014-2019
S/S I	2020 & NEWER
WASH & SHOW GROUP CLASSES	MODEL YEARS
W&S A	1953-1962
W&S B	1963-1967
W&S C	1968-1977
W&S D	1978-1982
W&S E	1984-1996
W&S F	1997-2004
W&S G	2005-2013
W&S H	2014-2019
W&S I	2020 & NEWER
RACE PREPARED CLASS:	
R/P	All Years
CUSTOM GROUP CLASSES:	

CUS A

1953-1982

CUS B

1984-Present

EXHIBITION CLASS – Not judged, for display only:

EXH

All Years

2. The basic separation of cars for a Concours event is between the more serious show cars and those that are driven regularly and desire to compete against other driven cars.
3. The "Wash & Show" group is for those who drive their cars regularly and wish to participate in the Concours, but do not have the interest or time to detail the car to the same standards as the "show cars". Cars in the "Wash & Show" class do not open their hood as part of the Concours. This class is not intended to be of interest to the more competitive entrant but provides an opportunity for awards and points to the member who is willing to make the effort to participate. **Entrants in "Wash & Show" classes should be prepared to produce a simple form of proof of regular usage as outlined below.**
4. The "Street Show" group is for entrants who drive their cars regularly and are willing to more completely prepare their car for a Concours, but are still not comparable to the fully prepared (and often trailered) cars in the "Concours Prepared" or "Modified" classes. **Entrants in the "Street Show" class may be stock or modified but must be prepared to produce a simple form of proof of regular usage as outlined below.** Cars with complete undercarriage/frame /engine detailing do not belong in this class unless the documentation requirements are met to the fullest.
5. **Entrants wishing to be classified in "Street Show" and "Wash & Show" groups must maintain a log and keep copies of fuel purchase documents, repair bills, etc.** to verify the regular usage of the car. Regular usage is defined as a minimum average of 50 miles per week between NCCC Concours events (mileage requirement starts over each year with the first show). A suggested form of mileage log is available on the NCCC website. If the entrant cannot prove the regular usage (as will be the case at a first event), the Chief Judge or Event Chairperson will review all available facts with the entrant and make a determination for that event. The entrant will be advised as to the need to maintain the mileage log for future NCCC events.
6. An optional Concours Mileage Verification form is available on the NCCC website for those Regions that wish to have the RCD track the vehicle mileage of Concours Entrants in the Street Show and Wash and Show classes. The form would be completed by the Event Chairperson or Host Club Governor and submitted to the RCD with the event results.
7. **Corvettes in the "Race Prepared" class must meet the High Speed (01/11) requirements under the "Race Prepared" or "Race Prepared Altered Frame" Regulations in the Speed Event Section or the "Drag Prepared" Regulations in the Drag Races Section. Entrants wishing to be placed in this class must be prepared to produce some form of proof that the Corvette has raced in any class at least six (6) times in the last twelve (12) months.** This proof may be result's sheets, timing slips, etc. Racing may be in any recognized sanctioning body such as: NCCC, SCCA, NHRA, IHRA, and AHRA. The car must be NCCC legal. If proof of racing is not available, the Chief Judge or Event Chairperson will determine the proper classification of the car.

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8. Cars that do not fall into one of the classifications covered above will be inspected by the Classification Team for classification into one of the Concours Prepared, Modified, or Custom Classes. The Classification Team will use the Classification Sheet available on the NCCC website along with their knowledge of original Corvette components to determine the degree of originality of each car. The Classification Team should have sufficient resource material available to resolve any disagreements as to original equipment/components for various years/models of Corvette. Classification based on the number of points on the Classification Sheet will be as follows:

Three points or less	Concours Prepared
Four to fifteen points	Modified
Sixteen or more points	Custom

Reproduction or replacement parts that are intended to look and function like the original GM parts are considered original and correct. Classification for NCCC classes should not be confused with NCRS or Bloomington Gold judging by the "numbers".

9. Prior to the end of the Drivers' Meeting, any entrant may appeal the classification of their car or any car in their class. No class changes will be allowed during the last hour of registration except changes by the Classification Committee, Chief Judge, or by appeal. There will be no change of classification after judging has begun.

7.5. JUDGING GUIDELINES

The judges at a Concours event are responsible to the Event Chairperson or the Chief Judge, if there is one. Judging in NCCC Concours shows will be by teams as follows:

At least one team of two (2) judges is required. A single team can judge interior, exterior, and engine. However, no judge can judge their own car or class.

Therefore, if the judge(s) have entries in the Concours, additional teams of two (2) judges each will be required as appropriate. (01/09)

When Multiple (up to three) Concours D'Elegance events are held at the same location on the same day, a Judge cannot judge the same class for more than one event. (11/19)

The Event Chairperson or Chief Judge may establish additional sets of judging teams if the number of cars in the show warrant it. All cars within a Class must be judged by the same set of judging teams. If 'Best of Group' awards are given, then all cars within a Group must be judged by the same set of judging teams.

An alternate judge is not required if the judges on any judging team are not participants in any of the class(s) they are assigned to judge. However, the use of an alternate judge is encouraged as a training opportunity for inexperienced judges.

The key consideration in selecting Concours judges is an above average understanding of what is correct within the various classes, a familiarity with the judging concepts listed below and the Concours rules in general, and a sense of fairness that is demonstrated by consistent judging from car-to-car and class-to-class.

The judging teams should be chosen carefully to take advantage of the experience available and to provide a learning environment for newer/less-experienced judges to become more proficient by serving as alternate judges or by being paired with more experienced judges.

The Event Chairperson/Chief Judge will conduct a brief Judges' Meeting to be sure that all judges are familiar with their assigned areas and that they understand the general Concours rules and any specifics that pertain to the show/event.

Judges shall be available for the entire event and willing to assist entrants in:

1. understanding the judging rules,
2. better preparing their cars for future shows
3. finding needed replacement parts
4. generally adding to the friendly, sportsmanlike atmosphere of the show.

7.5.1. JUDGING RULES:

1. Judging will be done by teams of two judges, each with an alternate judge (see alternate requirement in [Section 7.5](#)). A separate team will be assigned to the exterior, interior, and the engine compartment. In the event that one of the judges or the judge's immediate family has a car entered in the show, the judge will disqualify himself/herself from judging cars in that particular class and the alternate judge will judge ALL cars in that class for the area assigned to that team.

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2. The order of the judging will be determined by the Chief Judge or Event Chairperson depending on the layout of the show area. The judges within a team will confer as they examine each car and arrive at a consensus on any point deductions to be made. However, they will not confer with judges from other teams until all judging is completed.
3. Separate judging sheets are prepared for each team which will be the same for all classes except Wash & Show and Race Prepared. Those classes have slightly different judging sheets with different point totals since the engine compartment is not judged in Wash & Show and the criteria for Race Prepared is unique. Each car will have a Master Score Sheet which will be filled in as the car is classified and operations checked, usually as the cars are entering the show area. This sheet will be sent to the tabulators as each car is "checked" and classified. INFORMATION ON THE SCORE SHEETS IS NOT PUBLIC INFORMATION AND SHOULD BE KEPT IN A SECURE PLACE OUT OF PUBLIC VIEW. Each judging team will be supplied with a judging sheet for each car in the show for the area to be judged. The alternate judge can be utilized to bring completed and signed score sheets to the tabulator as they are completed in order to expedite the final tabulation. The tabulator(s) will transfer the total score for each judging Section to the Master Score Sheet and will tabulate the final score.
4. Each judging team should make a review of all the cars in the show before they start judging. This initial review will allow the team to be generally aware of the quality of cars to be judged and help them establish a reasonable benchmark as the standard for the show/event.
5. Judges may not touch the cars, except where an entrant/judge has waived their right to be present during judging. Entrants should open doors, hoods, and trunks and move seat backs, etc. so the judges can see as required to properly judge each car. If something on a car seems dirty, the entrant should touch the area to see if the dirt comes off on the entrant's finger or rag.
6. Judges MUST be consistent in the judging of cars. If they select an area to check condition and cleanliness, it should be checked on each car judged. Entrants will be quick to complain if they see inconsistent judging.
7. Judging of a one-car class is optional with the entrant. Entrants are encouraged to have their cars judged with the same level of thoroughness as expected in a multiple-car class. Cars that are not judged will not be considered for the Best of Show Award.

7.5.2. OPERATIONS CHECK GUIDELINES:

1. Do not deduct points for listed items that were not originally available or equipped on a car. For example, burglar alarms or four-way flashers on early models.
2. Deduct points if original equipment is removed except in the Modified, Custom, and Race Prepared classes.
3. Deduct for any item that is present but fails to work, even if it is not an original equipment item.
4. Items that are modified, but still work as originally intended, are not deductions, but do apply to the Classification Sheet. An example would be red taillights in place of back-up lights.

7.5.3. EXTERIOR GUIDELINES:

7.5.3.1. BODY:

1. Check fit and alignment of all panels. Concours Prepared and Modified classes will be symmetrical within factory specifications. Custom cars should have symmetrical fit of all body panels. Street Show cars should have symmetrical fit of all removable parts (example: hoods, doors, top, headlight doors) within factory tolerance. Immovable panels and rubber bumpers will receive deductions only for poor fit.
2. Deductions will be made for damage or evidence of repair such as mismatched paint, rivet heads, body cracks, poor repair of collision.

7.5.3.2. EXTERIOR PAINT:

1. Look for overall cleanliness. Dust from the room will not be deducted for, only actual dirt and road film missed in the clean-up.
2. Check for clarity of finish, luster and polish. Deductions will be made for blemishes, chips, scratches, peeling, or other flaws.

7.5.3.3. EXTERIOR TRIM AND BRIGHTWORK - EXCEPT WHEELS:

Deductions will be made for lack of proper brightness and polish of chrome trim, rust, blemishes, scratches, dirt and smudges.

7.5.3.4. GLASS:

1. Deduct for cracks, scratches, cleanliness or lack of proper fit. General room dust will not count.
2. Rubber molding around glass should be neat, clean and free of cracks.

7.5.3.5. WHEELS:

Deductions will be made for scratches, rust, and lack of proper polish or luster as well as overall cleanliness. Some oxidation of any aluminum and some magnesium wheels is normal in the Wash & Show group.

7.5.3.6. TIRES:

1. Check for overall cleanliness and lack of blemishes to the visible sidewalls. No deductions will be made for entrants who do not apply a shining agent to the tires, but deductions can be made if such agents are improperly or inconsistently applied.
2. Tire treads should be reasonably clean and free of stones.

7.5.3.7. WHEELWELLS:

Deductions will be made for lack of cleanliness or damage in all groups. Visible areas of inner fenders may be neatly painted in all classes.

7.5.3.8. UNDERCARRIAGE:

1. The undercarriage will be inspected for cleanliness and lack of damage from no closer than a "bent knee squat" position. A judge's hands and knees should not touch the floor/ground except to recover balance or to get back up.
2. Concours Prepared, Modified, and Custom classes should expect a close inspection of visible frame and suspension parts. Other classes will be given more latitude.

7.5.4. INTERIOR GUIDELINES:

7.5.4.1. CARPETING:

Deductions will be made for obvious color fade and wear as well as lack of cleanliness. Do not deduct for minor color differences in different dye runs.

7.5.4.2. UPHOLSTERY:

1. Inspect the entire interior for cleanliness and condition. Deductions will be made for sagging or otherwise poor fitting upholstery or panels.
2. Deductions will not be made for normal cracking or chafing of leather, except in Concours Prepared, Modified and Custom classes.

7.5.4.3. GENERAL:

1. Check for general cleanliness and damage. A reasonable amount of grease on door hinges is normal and allowable.
2. Check doorjamb for condition, cleanliness, excessive grease, and general appearance.
3. Check all weather-stripping for condition, cleanliness, and correct application.

7.5.4.4. TRUNK OR LUGGAGE SPACE:

Check for cleanliness and condition. You may inspect for the existence and condition of tools and instruction cards in Concours Prepared classes.

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7.5.5. ENGINE COMPARTMENT GUIDELINES:

7.5.5.1. ENGINE:

Check for general condition and cleanliness of the visible engine parts (including lack of grease/oil). A reasonable amount of grease on hood latches is normal and allowable. If something looks dirty, ask the entrant to touch it with their finger and then inspect the finger.

7.5.5.2. COMPARTMENT:

1. Check for paint, condition and cleanliness around the radiator, front compartment, wiper area, and the underside of the hood.
2. Check all wiring harnesses and vacuum lines for condition, cleanliness and appearance.

7.6. TABULATION RULES

1. The Event Chairperson will appoint a person to be the tabulator and be sure to introduce them at the drivers' meeting. All questions regarding tabulation should be directed to the tabulators and it is their responsibility to ensure that the tabulations are quickly and accurately completed.
2. All score sheets must be properly signed by both members of the judging team and the entrant before tabulating begins. Score sheets containing errors identified during tabulating should be returned to the judging team for correction. Any changes must be initialed by the judges and the entrant.
3. Tabulation:
4. The Master Score Sheet for each car will be sent to the tabulator by the Operations Check Inspector as they are completed. The tabulator will prepare a Scoring Summary by class when registration is closed.
5. As completed score sheets are returned from the judging teams, the sheets are calculated and attached to the entrant's Master Score Sheet after the score is posted to the Scoring Summary and the entrant's Master Score Sheet.
6. After all score sheets are in; the final scores will be added on each Master Score Sheet and on the Scoring Summary. The two scores will be compared to ensure the mathematical accuracy. Class standing will be determined by high scores in the class.
7. The score sheets will be returned to the entrants after judging and tabulating are completed and approximately 30 minutes before the announcement of awards. Each entrant will review the score sheets and verify that no transposition or math errors have been made in arriving at the final score. Any discrepancies should be reported to the Chief Judge immediately.

7.7. DISQUALIFICATION

1. An entrant who continues to clean their car after the "stop clean" time has been adequately announced will be disqualified. If additional cleaning is required after the "stop clean" time, permission must be requested from the Chief Judge or Event Chairperson to do so and may only be done under the supervision of an event official.
2. An entrant who willfully interferes with a judging team or tries to influence the scoring will be disqualified.
3. An entrant who exhibits unsportsmanlike conduct in any phase of the Concours event may be expelled from the event and other NCCC events if the breach of conduct warrants such action.
4. Consumption or display of alcoholic beverages or drugs during the time of the event is grounds for disqualification.

5. An entrant who refuses to follow local requirements for the event such as having a fire extinguisher, sealed gas caps or disconnected batteries may be disqualified.
6. An entrant who is disqualified will forfeit their entry fee and points.

7.8. GENERAL RULES

1. All Corvettes entered in a judged Concours must be owned by the entrant or their immediate family, defined as Primary, Spouse/Companion and their dependent children. One (1) other active NCCC member, who helps clean, prep, and display the vehicle, will be allowed to compete and earn the same points as the owner. Both entrants must attend the driver's meeting, remain at the event, and attend the awards presentation. (01/12) Leased cars are considered owned (daily rentals are not considered owned). There will be a maximum of two entrants for each car in the show.
2. All Corvettes entered in a Concours must be reasonably prepared for showing. They must not have significant body damage or other lack of parts that would render the car a poor example of the marquee and an embarrassment to Host Club and NCCC. At the discretion of the Chief Judge and the concurrence of the Governor of the Host Club, any entrant whose car is not properly prepared for showing may be asked to remove the car from the show area.
3. All Corvettes must be in operating condition to enter the event. As part of the operational inspection the car must start in order to demonstrate the operation of various functions, including gauges and air conditioning.
4. If an entrant (NCCC member) has more than one car entered in a Concours, they must declare which car will be judged for points.
5. The entrant will remove all loose items from the interior of the car. This includes T-top covers, floor mats and everything in the compartment(s) other than owner's manual, warranty papers, registration, and proof of insurance. (01/13)
6. Convertibles must be shown with a top in place (either the soft top or a hardtop). T-top and current coupe models must have top in place. All windows will be rolled up and side curtains in place. The Race Prepared class and Custom class are excluded from these requirements.
7. All cars will be shown without elaborate displays, turntables, etc. A sign of reasonable dimensions (use 20" x 20" as a guide) which is in good taste will be allowed. Custom cars may use mirrors under the car to show the drivetrain and suspension components. Mirrors must not extend beyond the outer dimensions of the car. Custom cars may remove up to two wheels, but the car must be supported by jack stands and the wheels must be near the car for judging.
8. The entrant must remain with the car during judging. A judge who also has a car in the show may appoint a representative to be with their car during their absence or may waive this requirement at their discretion.
9. The area around the car should be clear of anything that would interfere with the efficient judging of each car. Entrants should not talk with the judges during judging except to answer questions. After judging each car, the judging team will take time to briefly review the judging sheet with the entrant and discuss any point deductions. The entrant must sign the score sheet along with the two judges.

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10. If the entrant feels that a judging team has been unfair, they should not sign the judging sheet, but approach the Chief Judge or Event Chairperson (the arbitrator) for a review. The arbitrator will confer with the judging team and arrive at a final decision. Upon that decision the entrant must sign the score sheet. Any changes made on the score sheet must be initialed by the judges and the entrant. No further changes will be made after this time.
11. All parties involved in disagreements as to classification, judging, or tabulation will always conduct themselves in a sportsmanlike manner. See [Section 9](#) of this Rulebook titled "Protests and Appeals" for any situations that cannot be resolved by discussion as outlined in this Section. (01/11)

7.9. PEOPLE'S CHOICE CONCOURS

In a People's Choice Concours, the Corvettes are separated into Classes chosen by the Host Club. Entrants and spectators then vote for their favorite car in each Class. All entrants in a People's Choice Concours shall receive an equal number of entrant points (travel points can vary with the entrant).

7.9.1. RESPONSIBILITIES OF THE HOST CLUB

The same as defined in [Section 7.1](#).

7.9.2. OFFICIALS FOR A PEOPLE'S CHOICE CONCOURS

1. Chairperson and Co-chairperson – As defined in [Section 7.2](#) item 1.
2. Classification Team – As defined in Section 7.2. item 3.
3. Tabulator – As defined in Section 7.2. item 5.

7.9.3. AWARDS

The same as defined in [Section 7.3](#).

7.9.4. CLASSIFICATION

1. Since all entrants in a People's Choice Concours will receive an equal number of entrant points, the designation of Classes and classification of cars is left to the option of the Host Club and/or Chairperson(s). The number and types of Classes chosen should be such that they provide good competition yet allow for a sufficient number of awards. The Classes can be selected based on the anticipated size of the Concours. The Classes should not be selected to provide an advantage to the Host Club members.
2. The following is a suggested set of Classes and colored display cards for Clubs hosting a People's Choice Concours for the first time:

1953-1962 (blue card)	1997-2004 (white card)
1963-1967 (green card)	2005-2013 (purple card)
1968-1977 (pink card)	2014-2019 (tan card)
1978-1982 (orange card)	2020-Present (gray card)
1984-1996 (yellow card)	Custom (red card)

7.9.5. JUDGING (VOTING) GUIDELINES

1. Use windshield cards of different colors, etc. for each Class and arrange the Corvettes so it is easy for the people voting on the cars to distinguish which Class the cars are in.
2. The Host Club shall prepare and provide an adequate supply of ballots.

7.9.6. TABULATION RULES

1. Announce/publish specific start voting and stop voting times.
2. Utilize some method of allowing each person to vote only once per Class.

7.9.7. DISQUALIFICATION

The same as defined in [Section 7.7](#).

7.9.8. GENERAL RULES

1. All Corvettes must be in operating condition to enter the event.
2. The following items from [Section 7.8](#). (General Rules) shall apply: item numbers 1, 2, 4, and 11.
3. Corvettes may be displayed as desired by the entrants i.e. tops up or down, hoods open or closed, etc. except in the case of certain rules that the Host Club may specify such as closed hood classes, limiting size of display, etc.