



SAAC Concours Guidelines

March 3rd 2022

STATEMENT OF PURPOSE

The Shelby American Automobile Club Concours Judging is dedicated to the preservation, care, history and enjoyment of the cars from Shelby American. The publication of these Guidelines is intended to enhance the attainment of these goals. The purpose is:

- To provide guidance for accurate restorations of the Shelby American marque
- To provide a common standard for concours judging at National SAAC events

CONCOURS CHAIRMAN

It is the responsibility of the organizing director(s) to:

- Publish in advance the entry forms with requirements for concours entrants
- Review and maintain a record of the entry forms and establish classes based on pre-registrations
- Provide an appropriate number of head judges, team judges, judging sheets, supplies, and a display area
- Provide assistants who will independently add the judging sheet point totals and verify accuracy
- Resolve disputes (should any arise) as amicably as possible, bearing in mind that the event is for everyone's enjoyment
- Publicly announce (and/or publish) the winners of each class and provide awards, or some other means of recognition
- Mail a copy of the entrant's judging sheet within 30 days of concours to each entrant whose car is judged

ENTRANT REQUIREMENTS

It is the responsibility of the concours entrant to ensure compliance with event requirements and entry qualifications.

- SAAC National requires concours entrants to be registered participants at National Conventions, to be pre-registered in a Concours division, and to be current national members.
- A separate concours entry fee will be required in addition to Convention registration.
- Entry forms must be submitted by the published deadline, complete with all necessary information, fees, etc. Classes will be finalized by the Director(s) based on pre-registrations. Late entries may be accepted at the discretion of the Concours Chairman.
- All concours cars should remain in place during Convention show hours (typically 8am-4pm) or later if class judging is not over. Cars moved within specified show hours are subject to up to ten (10) point penalty or disqualification. SAAC Convention normally allows judging for two (2) days. Once cars are placed in the display area, they should remain in place during normal Convention hours.

- Participants are expected to maintain propriety in their behavior, especially with the judges and their fellow competitors. It should be remembered that judges are volunteers, contributing their time and effort for the enjoyment of all.
- Participants may observe the judging evaluation at a distance as to not interfere with the judges during evaluation of their cars. Owners/representatives will be asked to perform necessary functional/operational checks and when opening and closing doors, trunks, etc. Participants may engage with the judges on a reasonable basis to ask questions or to answer questions. Judges may involve participants with the judging process when necessary. Due to the limited time available while judging, the amount of time judges may interface with participants may vary. An obtrusive participant runs the risk of penalty points and disqualification. The basic guideline is to be polite and helpful but avoid infringing on the judges' consultation among themselves.

QUALIFICATION

The performance cars from Shelby American (and Ford), namely the vintage Cobras, GT-40s, Shelby GT350/GT500 Mustangs, form the nucleus of the Shelby American Automobile Club. It is the history of these cars that is traced, recorded and published in the *Shelby American World Registry*. Ownership of a Shelby American car is not essential for membership in the club ... enthusiasm is!

Many members own various other types of Ford performance/classic cars. Those other performance/classic cars which are recognized and accepted into the concours are the Sunbeam Tigers (originally engineered by Shelby American to accommodate the Ford V-8 engine) and the Boss Mustangs (the Ford derivative of the Trans-Am Mustang race cars developed by Shelby American in the late 1960s).

SAAC National does not include the wide variety of non-Shelby Mustangs or other Ford-powered cars in its concours event. This is due to the concours' primary orientation to the Shelby American performance cars. and to the uncertainty of assuring a sufficient quantity of qualified judges to fairly and accurately evaluate the various non-Shelby Fords.

Cars must be complete and authentic, as built by Shelby American/Ford Motor Company.

DISQUALIFICATION

Concours entry is intended to allow evaluation of restored or unrestored cars. It is not intended to be used as a "test" to determine how the car stands up to the current level of evaluation. Cars which are not serious entries in the opinion of the Concours Chairman will not be accepted for entry. Replicas, or any cars that are intentionally or unintentionally misrepresented (e.g., a replica Cobra, Shelby-ized Mustang, significantly modified, re-bodied cars, etc.), will be disqualified from concours evaluation.

DIVISIONS AND CLASSES

Divisions: There are four Concours Divisions to be judged against a factory/stock qualifying standard of approximately 2/3 Authenticity and 1/3 Workmanship.

- **Division I:** This class is provided for the stock/original restored car, equipped as it came from the factory, with original or NOS parts.
 - All finishes as original (bare steel, plated parts)
 - Parts should be period/date correct including engineering numbers, date codes
 - Exterior paint should be single stage with the goal of achieving original appearance
- **Division II:** This class is provided for the stock/original restored car, equipped as it came from the factory, allowing a wider latitude of acceptable parts.

- All finishes as original (finishes may be replicated as long as parts attain original appearance)
- Parts may be original or reproductions (high quality/authentic reproduction parts accepted for full points, poor quality reproduction parts may be deducted for)
- Exterior paint - single stage or other paint systems with the goal of achieving original appearance
- **Division III:** This class is provided for Competition cars, equipped as it came from the factory Shelby American, specific period builder or as prepared for competition.
 - All finishes as original (finishes may be replicated as long as parts attain original appearance)
 - Parts may be original or reproductions (high quality/authentic reproduction parts accepted for full points, poor quality reproduction parts may be deducted for)
 - Exterior paint - single stage or other paint systems with the goal of achieving original appearance
 - Only period correct modifications accepted according to documentation
- **Survivor:** This class is provided for original, unrestored cars, equipped as it came from the factory, with original parts.
 - All finishes as original (bare steel, plated parts)
 - Parts should be period/date correct including engineering numbers, date codes
 - Exterior paint should be single stage with the goal of achieving original appearance
 - Reasonable wear acceptable with no deductions

Classes (Division I/II): Class entries will be limited to six (6) cars, on a first-come, first-served basis, to avoid an excessive load on the volunteer judges' time.

Cobra	1962-67	Mk I, Mk II, Mk III (260, 289, 427, 428)
Tiger	1965-68	Mk I, Mk IA, Mk II (260, 289)
Shelby	1965	GT350
Shelby	1966	GT350, GT350H
Shelby	1967	GT350, GT500
Shelby	1968	GT350, GT500, GT500KR
Shelby	1969-70	GT350, GT500
Boss Mustang	1969-71	302, 351, 429

Classes (Division III - Competition): Class entries will be limited to six (6) cars, on a first-come, first-served basis, to avoid an excessive load on the volunteer judges' time.

Cobra	1962-67	Mk I, Mk II, Mk III (260, 289, 427, 428)
GT-40	1964-69	Mk I, Mk II, Mk III, Mk IV (289, 302, 427)
Shelby	1965-68	GT350/GT500
Trans-Am	1966-70	Group I/II

Note: Only authentic competition cars as raced in the era and documented in the literature. The competition class will be judged against 'factory delivered' or 'as raced in the first year' standards (R-models thru 1967 SCCA AARC) due to the many unknown and undocumented changes made to race cars for ongoing race competition. Entrants are required to document a car's history.

All GT-40 cars will be included in the Competition class. The production/race changes documented in Ronnie Spain's *GT-40--An Individual History & Race Record* will be the basis for GT-40 authenticity.

SCORING STANDARDS/AWARDS

Cars are to be measured against a common standard of excellence, not against each other. The establishment of minimum scoring standards provides a base of perfection that must be attained for each award level.

There may be multiple winners at each Level of award in any class. For example, if three cars in the same class score within the 95% point range each of those entries would receive a Gold Level award. If no car scores at least 95% of total points there would not be a Gold Level award. The award level depends solely on the total score.

Division I/II/III:

<i>Level</i>	<i>Percentage of Points</i>
Premiere	98%
Gold	95%
Silver	90%
Bronze	85%

Survivor:

<i>Level</i>	<i>Percentage of Points</i>
Gold	95%
Silver	90%
Bronze	85%

PROCEDURES

- Car preparation should stop once the judging evaluation begins
- Owner or representative to be present when judging begins (and to demonstrate operational check items at judges direction)
- A functional/operational check will be performed on the field by the judges to insure completeness and accuracy. Division I - optional engine starting, no penalty for not starting
- All glass in up position, convertible tops up during judging evaluation.
- No stanchions, barriers or raised display/signs are allowed on the judging field. Displays and documentation are allowed as long as they do not impede the judging evaluation.

DOCUMENTATION

- SAAC World Registry will be referred to for original configuration
- Shelby vehicles required to have manuals/documentation as originally equipped.
- A Marti Report, or a letter from Marti stating one is not available, is required on all 1967 and later cars
- All identification plates to be inspected
- Any additional documentation should be presented at time of judging for consideration.

DISCLAIMER

Shelby American Automobile Club Concours awards represent the judgment and opinion of fellow club members as to originality, condition, and operational function of the cars from Shelby American for the hobby purpose, "as is, where is." The Shelby American Automobile Club makes no express or implied warranties or representations as to the authenticity of any vehicle receiving an award. Awards are nothing more than statements by the judges that the restoration or preservation of a given Shelby on a given day appears to not deviate from the Shelby American Club judging standard. Judging is NOT intended, nor has it ever been, for the purpose of determining or enhancing the market value of a Shelby. Any buyer or seller who uses the awards or judging sheets for the purpose of establishing or to substantiate the value of a Shelby does so at his or her own risk.

Concours questions should be addressed to:

Mike Shally - Concours Chairman

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