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legacy of all Shelby automobiles

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STATEMENT OF PURPOSE

The Shelby American Automobile Club 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. It is not intended that the cars bred for competition on the track and performance on the street be relegated to the showcase. The purpose is:

- To provide guidance for accurate restorations of the Shelby American marque.
- To provide a common standard for concours judging at National and Regional 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, talliers, windshield cards, and a display area.
- 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 for 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 insure compliance with event requirements and entry qualifications. All preparation must stop once class judging starts and cars should remain in place until 4:00, or later if class judging is not over, subject to a six (6) point penalty. Concours cars should again be on display the following day if the Convention continues on another day in order to give as many convention participants as possible the opportunity to view the Concours Cars.

- 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.
- Regional SAAC organizations may require registered participants to be regional and/or National SAAC members.
- A separate concours entry fee may be required to help offset the expenses incurred.
- 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 option of the Director.
- Waivers will need to be signed to allow judges to inspect the car should the owner not be present during the judging.
- 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. Thank the judges-don't harass them; without judges there could not be a concours.
- Participants are required to remain one car-length away from the judges during evaluation of their cars, except for the necessary functional/operational checks and when opening and closing doors, trunks, etc. Participants should refrain from discussions with the judges unless asked questions. 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. These cars are encouraged to participate in the other car show/s available at National conventions. Regional organizations that have a greater level of participation and involvement of knowledgeable members who own Mustangs and other Ford-powered cars are encouraged to include them in their regional concours events. The primary consideration for the regional meet Director(s) is the capability of assuring qualified judging. Modified and customized cars are not appropriate in the concours car show.

- Minor modifications are acceptable in the concours, but any modification will affect the points awarded
- Major modifications (identified under "Disqualifications") will exclude a car from concours evaluation.
- Cars must be complete and authentic.
- A reproduction data plate will be assessed a six (6) penalty point deduction; a non-documented or mismatched reproduction data plate is subject to a thirty (30) penalty point deduction.

DISQUALIFICATION

Concours entry is intended to allow evaluation of restored 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 be disqualified on the spot. The judges do not have time to waste on trial runs. Replicas, or any cars that are intentionally or unintentionally misrepresented (e.g., a replica Cobra, Shelbyized Mustang, rebodied cars, etc.), will be disqualified from concours evaluation. Significantly modified cars should enter one of the other car shows. Any one of the following major modifications would be acceptable in concours, but two or more should exclude the car from concours consideration. Any modification will affect the points awarded.

Operational

- non-stock drivetrain, steering, brakes
- non-stock performance parts (electronic ignition, Weber carburetors, etc.)
- non-stock wheels
- major instrument or accessory changes
- major suspension or exhaust modifications

Non-operational:

- non-stock finish, chromed components
- customized paint, carpet, or upholstery, non-stock color ● major sheet metal modifications (flares, scoops, rebodied, etc.)

General Disqualification

- excessive minor modifications
- unduly obtrusive or disruptive behavior

DIVISIONS AND CLASSES

Divisions: There are three Concours Divisions to be judged against a factory/stock qualifying standard of 2/3 Authenticity and 1/3 Workmanship. ● **SAAC Premiere** : Stock/Original cars. This class is provided for the stock/original car, equipped as it came from the factory, with original or NOS parts and only factory-available options. Only the Competition Category will be judged on a standard of 2/3 workmanship and 1/3 authenticity

- **SAAC C r e** Non-NOS cars. This class is provided for restored or original cars, allowing a wider latitude of acceptable parts.
- . Unrestored Original cars. A Survivors Division is provided to save the remaining original/ unrestored cars.

Classes: 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 and efforts.

Competition*	1963-71	All types
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)
Tiger	1965-68	MkI, 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
Shelby	2006	Shelby CS6/8, Shelby GT-H
Shelby	2007	Shelby GT, Shelby GT-H, Shelby GT500
Boss Mustang	1969-71	302, 351, 429

*Only authentic competition cars are included in the competition class, 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

Judging is based on 2/3 Authenticity and 1/3 Workmanship except the competition category which is judged 2/3 workmanship and 1/3 authenticity. 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

Premiere:

Stock/Original cars. Minimums required for award levels:

Premiere Level is awarded only in Division I. Cars that are awarded Premiere are retired into this Honored Display category for four years. These cars will receive a prominent display location, and raised/show displays are encouraged. No concours fee is charged, and the car is eligible for discretionary awards (Judges' Choice/Best Concours Car).

<i>Level</i>	<i>Percent*</i>
Premiere	98%
Elite Gold	95%
Elite Silver	90%
Elite Bronze	85%

* total points from category judging sheet

Requalification: A Premiere Level Car is requalified into the regular concours competition after 4 years.

Non-NOS cars. Minimums required for award levels are:

<i>Level</i>	<i>Percent*</i>
Gold	95%
Silver	90%
Bronze	85%

*total points from category judging sheet

- Unrestored Original cars.

A single class designated the Survivor Class is available for all Shelby American vehicles which are original and unrestored. They will be reviewed by a team of judges only on authenticity and cleanliness. The point system will not be employed; the team by consensus will, reviewing each car, determine whether it is a "true survivor." True Survivors will receive a Chairman's Award.

AWARDS

The minimum stated score is required for the award level indicated. 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. oth are winners,

The quality of the 'original' car will have been subject to the vagaries of the manufacturing mass production line and all of the variables inherent therein affecting its assembled quality. Its owner(s) will have expended some time and effort to correct some of the flaws in fit, finish and/or operation. Thus it is improved from its 'as delivered' originality.

The quality of the restored car is a result of maximum individual (or multiple) effort to achieve authenticity with an emphasis on absolute perfection in workmanship. The restorer is not shackled by a production line or schedule that forces the use of ill-fitting or poorly finished components. Thus its quality is significantly above the mass-produced 'original.' In the final analysis, the objective evaluation of the judge becomes the ultimate measure of a car's perfection. Objectivity is the effort to eliminate any personal bias toward one approach or the other. Entries should be judged against an objective standard of excellence and authenticity, not against each other. Toward that end, the following guidelines are presented.

JUDGES

- Judges are volunteers who offer their expertise on cars in the classes they are to judge. A judge may enter a car into the concours competition only in a class other than the one he/she is judging.
- Professional restorers cannot judge classes into which are entered cars they have had a hand in restoring. Judges at National SAAC events should have gained experience at previous National and/or regional events. Individuals interested in judging, but without regional experience, are encouraged to step forward to be assigned with a judging team as observers in order to gain experience.
- Judges are to work in teams, awarding points by consensus. This method helps to share knowledge among the judges, improving their overall evaluation and future capabilities, as well as limiting the possibility of bias.
- Lead Judges will be recording.
- Points awarded should be based on an evaluation of each category as a whole; details should be viewed in context. Partial point deductions are encouraged for a minor item in a broad category that includes many items.
- Judges are encouraged to consult with each other on questions of authenticity or workmanship.
- Judges may question the entrant, at their option, but time should not be spent 'visiting'.
- Judges should not pull plug wires, remove fluid caps, slam doors, hoods, trunks, etc. Judges must ask entrants to touch the car! ●Judges must note their reasons for deductions on the judging form as an aid to the owner.
- Judges should objectively evaluate the authenticity and workmanship of the car, not the personality or reputation of the owner.
- The untallied score sheets are to be turned over to the Director(s) for coordination and evaluation of the results.
- Judges' decisions are final; protests may be lodged with the Concours Chairmen. Disputes of the judges' decision are the sole responsibility of the Concours Chairmen and not the responsibility of the Shelby American Automobile Club or its other Directors.
- Judges should not discuss points awarded on any car nor reveal results to any of the participants prior to award presentations.

PROCEDURES

Signs and literature are allowed with the entry, but stanchions, barriers and raised entries are not. All displays and literature must be removed during judging. Any display with the entry should be in good taste but may risk point deductions if it restricts the judges' evaluation.

- A functional/operational check will be performed on the field by the judges to insure completeness and accuracy. This does not apply to Premiere.
- Convertibles must be shown with tops up.
- A check of hydraulically-operated convertible tops may be required. Cobra Roadster tops and side curtains are not required to be installed, but should be in their normal storage areas. Judges may require their removal to evaluate authenticity and quality but they must be consistent with all class entrants.

AUTHENTICITY

Concours entries are expected to be authentic, representative examples of the marque; the factory original/stock car is the foundation used to establish concours judging.

General-

The standard for authenticity is based on the equipment and options that were available as original equipment from the factory (though perhaps dealer installed) or from the High Performance Catalog for each year and model of car. If not factory installed, documentation must be provided that dealer installed options were on the car when sold to the first owner.

- Acceptable non-stock safety items include a Cobra scattershield, or a fire extinguisher on any entry, and a rollbar on Cobras or Tigers (Shelby convertible rollbars were stock). These items will be included in workmanship evaluations.
- The SAAC list of Production Parts Specifications, an evolving summary of stock and optional equipment items, is the basis for standard authenticity. It notes generally known variations.
- Judged authenticity is an objective evaluation of the correct parts, location and size with the correct part numbers, date codes, colors and finish for the particular make and year of car
- In the event a car is entered for a second or subsequent judging, the preceding judging sheet will be available to the judges. If a lower score results from the re-judging, additional authenticity deductions will be reviewed.

. Stock/Original cars.

●Due to the nature of the beast Carroll Shelby was building, there were undocumented variations on some, especially the early cars. The *Shelby American World Registry* serves as a guide for variations on specific cars. Evidence of authentic variations is documented through the SAAC Registrars and in the Registry. Such evidence as original window stickers, historical literature, factory records, etc., are acceptable documentation for variations. Entrants wishing to insure that judges are aware of such variations should note them on their windshield card.

. Non-NOS cars

- Full points are awarded for *correct parts*, whether NOS, replacements or reproductions.
- Replacements for maintenance parts that routinely wear are acceptable. They should be Ford where available, or indistinguishable from them.
- Replacement sheet metal and suspension parts necessary for restoration must replicate originals.
- Reproduction and replacement parts are acceptable but should be direct replacements that match as closely as possible the fit, finish, and appearance of original parts.
- Exterior paint color must be a color available from Shelby American, though not necessarily the car's original color. There will be a 30-point penalty for a non-Shelby color.

. Survivors

All survivors are welcome to display in the Concours, but restoration efforts—anything other than maintenance and a good cleaning-- will affect the evaluation.

- A Survivor must be original and unrestored.
- Any modification or alteration should be minimal and will affect the evaluation of the car.
- Typically paint should be at least 80% original.

A Survivor must have original engine, engine compartment un-repainted, original interior, etc.

WORKMANSHIP

Concours workmanship takes into account the condition of the car, i.e., the quality of craftsmanship in maintaining and/or restoring the car. had **and**

- It is expected that Concours entries would have a superior quality of workmanship over a 'factory- fresh' original. ***They should be showroom quality, whether being show or***
- Points may be lost, however, for incorrect workmanship.
- Defects in cleanliness and quality of fit and finish, e.g., gaps in panel joints, cracked, chipped or scratched paint or glass, etc., are to be considered in perspective to the whole area under evaluation. Partial points may be assigned by the judges.
- Judged workmanship is an objective evaluation of the quality of fit, finish, maintenance and cleanliness of a car.

SERIAL/DATA PLATE/PAPERWORK

Reproduction data plates are subject to a six (6) point penalty. Reproduction data plate codes must be documented by showing the original data plate or build sheet as verifying documentation. Entries not documented, or those with documentation mismatched to reproduction data plates, are subject to a thirty (30) point penalty.

- The serial/data plate check is to verify the correct engine size/type and transmission type. This will be included in the Authenticity section of the evaluation. Additionally, on Division I cars, the serial/data plate check is used to verify paint color and interior. Concourse cars must have original paint color and interior available for the particular year/model of the car.
- Those vehicles that did not originally have a data plate will be checked for appropriate items relevant to the serial number plate and to Shelby American World Registry information.
- All Shelby vehicles came with an owner's manual. A point is given for having an original owner's manual for the year/car.
- All Shelby cars had at least one of the following, though rarely all three; consequently, a full point is awarded for *any one* of these: an invoice, warranty papers or booklet, or an original build sheet.
- A Marti Report, or a letter from Marti stating one is not available, is required on all 1967 and later cars, subject to a thirty (30) point penalty.

OPERATIONAL CHECK

All preparation must stop once class judging starts and cars should remain in place until 4:00, or later if class judging is not over, subject to a six (6) point penalty.

- The operational check, to cover safety and drive-ability items, will include all exterior lights and dash gauges, and a check for fluid leaks. Windshield wipers/ washers are excluded to avoid wetting or scratching of windshields. More detailed checks (e.g., side window movement, convertible top operation, air conditioner/heater function, seat adjustment, etc.) may be required of all entries in a class at the judges' discretion. The operational check will be included in the Workmanship section of the judging evaluation.

●It is not expected that engines should be run long enough to bring temperature gauges up, etc., but gauges should be evaluated to determine if they are functional or faulty. For example, a speedometer should not have an indicated speed on a stationary vehicle. Fuel level and oil pressure gauges, tachometers, etc., should give a reading. The gauges should indicate functionality when the ignition switch is turned on or the engine is running.

●Concourse only-The operational check will include the demonstration of an entry's drive-ability by an on- the-field engine start and transmission engage with forward and backward movement. A 5-point penalty will be assessed if the car fails to start.

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.

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