

**GUIDELINES FOR
PERSONALIZED CHEVROLET CHAPTER
CLASS JUDGING
02/2019**



Guidelines for Personalized Chevrolet Class Judging

Participation at Area Meets

The Personalized Chevrolet Chapter (PCC) can participate at a nationally sanctioned area meet with the invitation of the hosting region. Such an invitation may or may not include PCC judging. If the invitation includes PCC judging, the invitation must be made to and approved by the PCC Judging Chair of the Personalized Chevrolet Chapter. It is expected that those PCC members within the hosting region would manage the judging process for the PCC vehicles at a location provided by the host region¹. This would include field check (fire extinguisher), judging, tabulation and notification of awards. PCC judging may also occur at car shows outside of VCCA events. As with VCCA meets, such shows must be advertised in advance and must also be approved by the PCC Judging Chair. As this process is further developed, the details will be provided in updates to these Guidelines.

Only PCC members' Chevrolets and GMCs are eligible for being judged and receiving awards - and those vehicles must be at least 25 years old. Only national VCCA members may join the PCC. Information on joining the PCC and the latest judging guidelines and forms are available on the PCC website, <http://pccvcca.org>.

Judging Process Positions

Several "positions" are defined for administering PCC judging for an event. These positions are essentially the same as those listed in the VCCA Judging Manual, but for PCC application. Any unassigned positions will default to the PCC Director or PCC Board for action.

- PCC Judging Chair/Committee: Responsible for (1) approving PCC judging in any VCCA event to which our Chapter has been invited, (2) continually evaluating the judging guidelines and forms and making revisions as needed, (3) developing and disseminating training materials for PCC judging, (4) distributing sufficient quantities of forms for a meet, (5) receiving completed judging forms (or copies) and reviewing them for accuracy and (6) maintaining mechanized records of PCC participants, vehicles, scores and awards.
- PCC Awards Coordinator: Responsible for (1) inventorying award tabs and periodically notifying the PCC Judging Chair of quantities and (2) providing sufficient quantities of award tabs to the PCC Meet Chief Judge based on PCC registrations (or to winners after the event).
- PCC Meet Chief Judge: Responsible for (1) providing judging seminar, (2) requesting awards from the PCC Awards Coordinator, (3) receiving judging forms/guidelines, (4) assembling judging teams, (5) confirming accuracy of completed judging forms, (6) releasing cars from field, (7)

¹ If there are not sufficient PCC members within the hosting region, the PCC members registered for the meet should organize the judging process. The PCC Director can assist if given adequate notification.

providing a tabulation area and selecting a Tabulator, (8) retaining record of judges, (9) presenting awards and (10) sending completed judging forms or copies to PCC Judging Chair.

- PCC Tabulator: Responsible for (1) insuring the math is correct on the judging forms (including mandatory deductions & correct assignment of PCC Class) and (2) noting earned award on judging form.

Judging Philosophy

The judging philosophy was based on discussions with VCCA members and with members of clubs that judge modified vehicles. The determination of awards is based solely on the vehicle's condition. Thus only restored vehicles that are at or near "show" condition would be contenders for PCC awards (as is the case for VCCA Class judging). The process is that each vehicle starts with a 1000 point total, with points deducted for quality/condition issues much in the same manner as VCCA class judging. The main difference is that personalized class judging does not deduct points for any "incorrect" features. If no deductions are made for quality issues, the vehicle would retain all 1000 points.

PCC Classes

It is understood that the process for assessing personalization is largely subjective. However, it is necessary to distinguish among several vehicles with varying levels of creativity, fabrication and consistency across the four judged areas. This is accomplished by the assignment of a class structure based on the number of modifications to the vehicle. Some members prefer fewer changes while others prefer more extensive changes. The determination of class is illustrated in the below table:

| AREA | MINIMUM # MODIFICATIONS | | |
|--------------|--------------------------|--------------------------|--------------------------|
| | Contemporary | Modified | Custom |
| EXTERIOR | 1* | 2 | 2 |
| ENGINE BAY | 1* | 2 | 3 |
| INTERIOR | 1* | 2 | 4 |
| CHASSIS | 1* | 1 | 1 |
| | *3 out of 4 areas | | |
| CHECK CLASS: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | | |

This table identifies the class based on a minimum number of modifications within each judging area. The PCC Judging form provides a listing of potential modifications and the car owner would identify how many apply to his or her vehicle. Then the class is established based on the above table. Any vehicle

that contains fewer than at least one modification in three of the 4 judged areas will not be eligible for PCC judging.

Certification Awards

The Personalized Chevrolet Chapter (PCC) currently provides two levels of certification. Vehicles scoring 901 to 950 points are granted a Junior award and vehicles scoring over 950 points (951 – 1000) are granted a Senior award. The winner of a Junior or Senior award would receive a tab displaying the award and the class². The tab would be affixed to the rear of the PCC grille badge. The award portion of the tab protrudes above the grille badge where the Junior or Senior Award will be visible. The class portion of the tab protrudes below the grille badge where the Contemporary, Modified or Custom class will be visible.



Sample Award Tab

It is important that PCC vehicles sporting a Junior or Senior award tab be deserving of PCC certification and represent the best of the Personalized Class. Any compromises made by the judging team potentially tarnish the integrity of both the award and those members who own legitimate PCC certified vehicles.

The PCC does not offer “1st/2nd/3rd” Junior or Senior awards. That is, the vehicle is scored against the judging form and not against other members in the same class. Thus, a vehicle can be certified as a Junior or Senior the first time judged. No PCC member should judge his own or his spouse’s vehicle in order to avoid the appearance of impropriety. PCC awards are not currently recognized by the national VCCA organization.

The hosting PCC membership at an Area Meet may establish additional judging and/or participation awards (such as conventional 1st, 2nd and 3rd place trophies) but these would not be recognized as official by the Personalized Chevrolet Chapter.

Limitations to Personalization

“Personalization” is intended to describe a vehicle’s modifications to accommodate the owner’s interest in improved performance, comfort, safety and individual expression while preserving the visual integrity of the original exterior. That is, a personalized vehicle should retain all of its original body panels although some modifications are acceptable. Any “special purpose” vehicles, such as those modified exclusively for racing, would not qualify for judging. There are several mandatory deductions on the judging form.

² Only the tabs are awarded; grille badges must be purchased separately.

Relationship of PCC Judging to VCCA Class Judging and CDPC Certification

The development of the PCC judging process required careful consideration of the existing VCCA classes. While Class judging might appear far removed from PCC judging, they share a common 1000-point scoring system and both evaluate the vehicles condition to determine eligibility for an award. With Class judging, any “incorrect” features will not disqualify the vehicle from being judged, but such features will result in point deductions. For example, the current Class judging form allocates 35 points for wheels. So if a perfectly restored and correct vehicle except for incorrect wheels were judged, it could still qualify for an award. The PCC judging process intentionally requires at least 3 vehicle modifications to qualify for judging in the Contemporary class. The intent was to provide some “separation” between the two classes such that no vehicle would likely earn a Senior award in both classes.

A similar consideration was made for separating the PCC class from the Chevrolet Driver Participation Class (CDPC). The CDPC class was created to “promote the driving and showing, at National sanctioned meets, of Chevrolets which were not intended by their owners to be show cars and are described as ‘Drivers’ “. This is a non-competitive class and is not point judged, but vehicles are certified upon passing a visual inspection. Each vehicle must conform to the era of manufacture and components and accessories must appear original. This class is for Chevrolet vehicles with limited upgrades for driving enjoyment. So the key take-away is that the CDPC class was created for unrestored “drivers” with limited modifications. Perhaps the major difference between CDPC certification and PCC judging is that with PCC, condition is paramount and was not created for the “driver”. It is unlikely that an unrestored vehicle would be eligible for a Senior PCC award.

Another area of difference is the allowable modifications. The CDPC class “accepts” limited modifications in order to qualify for certification whereas the PCC process identifies countable modifications (for determining class) as those beyond acceptable to the CDPC process. For example, CDPC allows any wheel or hub cap as long as it is an era-correct Chevrolet product. However, the PCC does not recognize any original wheel or hub cap as a countable modification, but does count any aftermarket, chrome-reverse or rally-style wheel (if not standard or optional equipment). Similarly, the CDPC process accepts seat belts, turn signals, lighting upgrades, radial tires, radio upgrades, electrical upgrades, (under-dash) air conditioning, overdrive systems, altered exhausts, steering, suspension and/or brake system upgrades. The PCC, however, does not recognize these modifications as countable for determining PCC class.

Field Entrance Check

PCC vehicles are exempt from field entrance checks with the exception of an operational fire extinguisher of VCCA standards (to be located on the front passenger floor). All PCC vehicles must be driven onto the field.

Judging the Vehicle

It is required that the most current Personalized Class Detailed Judging Form be used to judge all vehicles. The form provides a column where an explanation should be entered for any deductions.

Judging the Exterior (250 Point Total)

1. **BODY:** check the finish of the metal work. The straightness of the body is important here. This is also where deductions are made for any dents or body damage or missing or removed panels. Any missing or modified panels are a mandatory 100 point deduction. This includes cuts in hood or raised hood to accommodate engine components and “radiused” or flared wheel wells for example. Lowering of the roof (chopping) and louvers are traditional customization techniques and not subject to panel deductions.
2. **PAINT:** Check for overall uniformity of the paint, “orange peel”, sanding scratches, nicks or chips in the finish. Check also for overspray particularly on rubber seals, bolts, screws, latches & plates. Check that there are no non-standard or non-optional graphics or flames except for pin striping or “ghost” colors (otherwise mandatory 100 point deduction).
3. **BODY ALIGNMENT:** Check for uniform gaps between the body and the hood, doors and trunk. Check the bumper alignment with respect to fenders and quarters.
4. **BRIGHT STAINLESS:** Check for general condition of the stainless. Check for dents and dings and the alignment of the mouldings on the fenders, doors and quarters. Check the grille for condition and detail.
5. **CHROME PLATING:** Check the condition of all exterior chrome plating and window frames.
6. **GLASS, MIRRORS & WEATHERSTRIP:** Check the general condition of the glass including cracks, scratches, stone chips and plate separation (fogging along edges). Check mirrors for clarity and condition. Check condition and fit of weatherstrip and seals around doors, trunk, headlight/taillight bezels, mirrors, antennas, etc.
7. **LAMPS, LENSES & EMBLEMS:** Check general condition of these items including attaching screws.
8. **TRUCK CARGO AREA:** Check condition of cargo bed area for paint and wooden areas.
9. **CLEANLINESS:** Check the complete exterior for proper preparation.
10. **TOTAL POINTS DEDUCTED:** Sum and enter the total points deducted and also enter in the Judging Results Summary table.

Judging the Engine Bay Area (250 Point Total)

1. **ENGINE PAINT/CHROME:** Check the general condition of these items noting the high temperature areas. Check that the engine is of Chevrolet or GMC manufacture (otherwise mandatory 100 point deduction).
2. **CARB/FI, INTAKE & AIR CLEANER:** Check the general condition of the carburetor or fuel injection assembly and the workmanship of associated items such as linkage, air cleaner, etc.

3. **EXHAUST MANIFOLDS/HEADERS:** Check the general condition and routing.
4. **RADIATOR, HOSES & CLAMPS:** Check the general condition of these items including top tank and core.
5. **WIRING & CABLES:** Check the general condition of the wiring, clips and grommets including routing. Check the general condition of the battery and battery box if visible.
6. **FIREWALL:** Check the general condition of the firewall noting the quality of paint and plated items. Check for dents or damage. Check the condition of any items normally attached to the firewall such as master cylinder and windshield wiper motor.
7. **INNER FENDERS & INSIDE OF HOOD:** Check the overall condition of these items including paint and plating.
8. **CLEANLINESS:** Check the engine and engine compartment for proper preparation, noting those hard to reach areas.
9. **TOTAL POINTS DEDUCTED:** Sum and enter the total points deducted and also enter in the Judging Results Summary table.

Judging the Interior (250 Point Total)

1. **FRONT/REAR UPHOSTERY:** Check the general condition and fit including the quality of work around the corners and beading. Check for uniformity of the padding.
2. **DOOR/KICK PANELS, ETC:** Check the general condition of the door panels including arm rests and handles, cranks or switches. Check how well they fit the door. Check the overall condition of the carpet noting how the carpet lays on the floor and tunnel area, including fit around the kick panels and rear inside quarter panels. Check the condition of the kick panels, rear package tray and glove box/console, if equipped.
3. **DASH AREA, ETC:** Check the condition of the dash area including dash trim for condition and polish. Check the garnish mouldings, sill plates, whisker strips and window channels for paint, fit and condition. Check any additional the interior stainless or chrome.
4. **INSTRUMENTATION, ETC:** Check instrument faces for condition, cracking and scratches including radio and clock. Check the steering wheel and column for general condition and paint/chrome.
5. **HEADLINER OR CONVERTIBLE TOP:** Check the sun visors for general condition. EITHER check the condition of the headliner including any bows (if installed) OR check the condition and fit of the convertible top including rear plastic window, bows handles and latches.
6. **TRUNK AREA:** Check any visible sheet metal inside the trunk area including deck lid for paint, damage and rust. Check the condition of any lining material installed in the trunk. Check the condition and appearance of the spare tire and wheel if provided.
7. **CLEANLINESS:** Check the interior for proper preparation including under the seat and ash trays. Check the trunk area for proper preparation.
8. **TOTAL POINTS DEDUCTED:** Sum and enter the total points deducted and also enter in the Judging Results Summary table.

Judging the Chassis (250 Point Total)

1. **FRAME:** Check the frame for overall metal condition or damage. Check the paint/chrome for condition.
2. **FLOOR PANS/WHEEL WELLS:** Check these items for condition, paint and rust.
3. **FUEL/BRAKE LINES:** Check these items for condition, routing and retaining clips.
4. **GAS TANK:** Check the gas tank, mounting straps, filler pipes and hoses for condition.
5. **EXHAUST SYSTEM:** Check the exhaust system for condition, including mufflers, pipes, hangers, brackets and associated hardware.
6. **OIL PAN, FRONT SUSPENSION AND STEERING:** Check the condition of the oil pan, front suspension and steering including rods, links, bushings, spring/shocks, etc. Check the paint/chrome.
7. **TRANSMISSION, DIFFERENTIAL, ETC:** Check the condition and paint/chrome of the transmission, rear end assembly, driveshaft and rear spring/shocks.
8. **WHEELS & TIRES:** Check the wheels/covers and tires for condition.
9. **CLEANLINESS:** Check the undercarriage and wheels for proper preparation, noting those hard to reach areas.
10. **TOTAL POINTS DEDUCTED:** Sum and enter the total points deducted and also enter in the Judging Results Summary table.

Mandatory 100 Point Deductions

There are several types of mandatory deductions. First, all PCC judged vehicles are expected to be powered by a Chevrolet engine (or by another GM division if so delivered). Violations of this requirement result in a mandatory 100 point deduction.

Second, the personalized class requires that the exterior of the vehicle remains visually representative of the original body. As such, any modified, missing or cut panel is subject to a 100 point deduction. This includes bulging hood, scoops or cuts in hood to accommodate engine components and "radiused" or flared wheel wells for example. (Louvers and chopped roofs are acceptable as traditional areas of personalization.)

Third, vehicles with non-stock or non-optional paint graphics including flames are also assessed a 100 point deduction. Exceptions would only be for narrow pin striping or for "ghost" graphics or flames that are nearly the same color as the exterior. This may be a judgement call but the deduction should be made if the graphics are especially noticeable from a distance of around 20 feet.

Fourth, vehicles modified exclusively for racing should not qualify for an award. As such, vehicles with a roll cage are assessed a 100 point deduction.

Finally the ride height of the vehicle when parked on the judging field should be roughly within 2 inches of the stock specifications by estimation of the judge.

Countable Personalization

The Personalized Class Determination Worksheet portion of the PCC Judging Form identifies specific types of personalization for determining each vehicle's class. In order to better understand why some personalizations were listed while others were not, it would be helpful to categorize them into two major types: (1) Improved Drivability (acceptable for CDPC certification) and (2) Visual Enhancements (countable for determination of PCC classes). This is far from a simple distinction as some modifications may serve both purposes.

IMPROVED DRIVABILITY: Many VCCA members wish to improve their driving experience by making certain modifications that improve the vehicle's acceleration, braking, handling, comfort, gas mileage and/or listening pleasure. These modifications typically are not as noticeable as those selected specifically to garner attention. These modifications are generally acceptable for CDPC (driver's class) certification and, generally speaking, modifications acceptable for CDPC certification will not qualify as acceptable personalizations for the PCC process.

VISUAL ENHANCEMENTS: This refers to any modification that provides an interesting or pleasing visual effect to the vehicle. These modifications provide the opportunity for the owner to express individuality and creativity. Engineering and fabrication are also a factor. The concepts of Improved Drivability vs. Visual Enhancements are incorporated within the listing of "countable" personalizations. The reader is advised to refer to Table 1 at the end of this document for a more exhaustive explanation of CDPC vs. PCC modifications.

1. **EXTERIOR MODIFICATIONS:** One of the basic tenets of a personalized vehicle is that it must remain visually representative of the original exterior. Thus, there are limited opportunities for exterior modifications. Countable modifications include:
 - Custom paint color with clear coat for reflective quality.
 - Removal of external emblems or trim (nosed/decked) or trunk handle.
 - Custom grille, trim work or exhaust outlet (lake pipes or exhaust cut into body or bumper).
 - Removal of external door handles (shaved).
 - For truck cargo area, the use of custom wood finishes, tool boxes, tail gate, etc.

Enter the total number of modifications in the Personalized Class Determination Worksheet and also enter in the Determination of PCC Class table on page 1.

2. **ENGINE BAY MODIFICATIONS:** Look at the selection of the engine and its components. See how the complete set-up goes together as a unit. Look for items that were developed and fabricated for this specific engine compartment and vehicle. Countable modifications include:
 - Cross-model engine replacement where a six cylinder engine was installed in a model pre-dating a six cylinder engine, or a small block V8

was installed in a model pre-dating a small block V8, or a big block V8 was installed in a model pre-dating a big block V8. Such installations often involve design and fabrication challenges.

Also countable in this category is a modern fuel-injected, supercharged or turbocharged engine or any crate engine designated as LSX, 427 CHEVROLET, 502 CHEVROLET or 572 CHEVROLET on the valve covers. Such installations generally add visual enhancements to the engine bay.

- Dress-up such as chrome valve covers, air cleaner, polished aluminum/multi-carb intake, chrome PS/alternator/brackets/battery cover/master cylinder, ceramic coated (chrome looking) exhaust manifolds, hose/clamp cover kits, etc. provided none were stock or optional components At least 3 items in order to be countable.
- Serpentine belt system (unless standard on engine).
- Dressy (“show”) stainless/aluminum radiator module.
- Relocated battery and/or master cylinder from engine bay.

Enter the total number of modifications in the Personalized Class Determination Worksheet and also enter in the Determination of PCC Class table on page 1.

3. **INTERIOR MODIFICATIONS:** Look at the design, color and material of any custom seating and note how well it coordinates with the rest of the interior and exterior. Look for custom instrumentation, console, and any comfort/convenience upgrades and see how well they were integrated into the vehicle. Look for items that were developed and fabricated uniquely for this specific vehicle. No personalization should be counted for an interior dedicated exclusively to racing (e.g., roll cage, spartan interior, etc.) Countable modifications include:

- Front bucket seats (unless optional) or redesigned front seat.
- Rear bucket seats (unless optional) or structurally redesigned rear seat.
- Upgraded front & rear seat covering (leather or faux leather vinyl). (Only front seat if vehicle not equipped with rear seat.)
- Custom integrated console (unless optional). Must include at least two integrated elements (e.g., shifter, switches, radio, speakers, vents, lighting). No aftermarket “stick-on” consoles.
- Aftermarket gauges if integrated in dash or console – at least two. No bolt-on or under-dash gauges.
- Aftermarket steering column and/or steering wheel.
- A/C (Single under-dash units are not countable. At least two in-dash vents with separately-located controls.

Check the design, color and materials used in the trunk area and note how well they coordinate with the rest of the interior. Countable modifications include:

- Trunk partitioning covered in fabric or upscale material.

Enter the total number of modifications in the Personalized Class Determination Worksheet and also enter in the Determination of PCC Class table on page 1.

4. **CHASSIS MODIFICATIONS:** Look at the items that were selected for this vehicle including wheels and undercarriage. Countable modifications include:
- Aftermarket custom wheels, chrome reverse wheels or rally-style wheels (if not standard or optional). Painted original wheels or hubcaps not countable.
 - Fully “show” chassis, typically including painted frame/axles, stainless components (e.g., gas tank, exhaust & fuel/brake lines) and chrome suspension components. Not counted are upgraded brakes, suspension components or steering or “partially show” chassis. Some judgement is necessary to evaluate a “full” vs. “partial” show chassis. This will be largely based on visual impression.

Enter the total number of modifications in the Personalized Class Determination Worksheet and also enter in the Determination of PCC Class table on page 1.

NON-COUNTABLE MODIFICATIONS: No features that were available as options in that model year are countable as a personalization for determining class. Optional items include those available with an upgraded model (Bel Air trim in a “210” for example) or the Rally Sport, Super Sport or other such upgrades, available in the same model year. These upgrades are not countable. The same applies to simple add-ons as fuzzy dice, foxtails, blue dot lenses, custom floor mats/license plates/frames/exhaust extensions and tire valve stem covers. Also not countable are drivetrain upgrades (except engine replacement as defined above), upgraded lighting or mirrors, fender skirts, interior handles/knobs/pedals or custom audio system. Not countable are altered road height, chopped top or upgraded or hydraulic suspension or tires. No modifications are countable unless specified on the Detailed Judging Form.

Personalized Class Judging Forms

The Personalized Class Detailed Judging Form consists of two sheets. Together they have been developed to facilitate the judging of personalized vehicles. The first (2-sided) sheet is used by the judge(s) to itemize the deductions for quality/condition issues in order to determine the vehicle’s point total and eligibility for an award. All PCC members that are registered for judging must fill out the upper section of that form. The second (2-sided) sheet is titled the Personalized Class Determination Worksheet and is completed by the vehicle owner to determine the PCC class. This worksheet must subsequently be verified by the Judge. The worksheet is to be completed and remain attached to the Detailed Judging Form when submitting forms to Tabulator.

After the judging is completed, the Chief Judge advises each entrant of their score and class (if different from that originally submitted). The Chief Judge will also return all completed judging forms

(pages 1-4) to the PCC director for validation and recording. The Awards Coordinator will then be instructed to mail the appropriate award tabs to the PCC member. The original judging forms will also be returned to the PCC member.

Updates to the Judging Guidelines and Forms

Over time these guidelines will be updated to reflect the feedback received by those members using them for PCC judging. As these guidelines and/or the judging form are updated, the date of issue will be provided in the document footer. The latest version will be posted on the PCC website (<http://pccvcca.org>).

TABLE 1

In the determination of personalizations acceptable to the PCC for class structure, care was taken not to overlap with those acceptable for CDPC certification. The below table lists by personalization category, that which is acceptable for each process.

EXTERIOR

| LIMITATIONS FOR CDPC | COUNTABLE FOR PCC |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Paint visually representative of 4/6/8 cylinder era. Painted flames or other paint schemes unacceptable. | Non-standard or custom paint color with obvious clear coat for reflective quality. Point deductions for certain graphics. |
| Body panels, trim & bumpers original in design; fender skirts OK. Unacceptable are chopped, channeled, lowered, shaved door handles, de-chromed , etc. | Nosed & decked, custom grille, trim work or exhaust outlet, shaved door handles. Point deductions for cut or missing body panels. Chopped, channeled, louvers & lowered features do not count as modifications. |

ENGINE BAY

| LIMITATIONS FOR CDPC | COUNTABLE FOR PCC |
|------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Engine representative of 4/6/8 cylinder era. Cannot replace small block with a big block. | Engine of larger physical size not designed into the original engine bay. For example, installing a six or V8 in a pre-1929 car or truck (4 cylinder era); installing a small block V8 into a pre-1955 car, truck or Corvette (6 cylinder era) or pre-1964 Nova; or installing a big block V8 into a pre-1958 car or pre-1965 Corvette or Chevelle or pre-1968 pickup or pre-1969 Nova (8 cylinder era). Also countable in any model or year is a modern fuel injected, turbocharged or supercharged engine or a specialty Chevrolet crate engine (LSX, 427, 502 or 572). Point deduction for non-Chevrolet/GMC engine. |
| Engine visually representative of original engine. E.g., no high-rise intakes, chrome, superchargers, etc. | Engine dress-up (chrome, multi-carbs, etc.), "show" radiator module, serpentine belt system, relocated battery or master cylinder. Supercharger or turbocharger acceptable. |

INTERIOR

| LIMITATIONS FOR CDPC | COUNTABLE FOR PCC |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Interior visually representative of year of manufacture. E.g., non-original seating material OK, but no bucket seats if not original. No customized interiors. | Redesigned front & rear seats, upgraded seat material (e.g., leather), custom integrated console, aftermarket in-dash gauges, aftermarket steering column or steering wheel. |
| Seat belts, turn signals, upgraded lighting or audio system. | These items are OK but do not count as modifications. |
| Air conditioning units | Single under-dash units are not countable. At least two <u>in-dash</u> vents with separately located controls. |

CHASSIS

| LIMITATIONS FOR CDPC | COUNTABLE FOR PCC |
|------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| Any wheel or hub cap from 4/6/8 cylinder era. | Aftermarket or chrome-reverse wheels. Rally-style wheels if not standard or optional equipment. |
| Altered exhaust, steering, suspension & brake systems; radial tires, overdrive OK. | These items are OK but do not count as modifications. Full-show undercarriage counts. |
| Trunk may remain closed during judging. | Trunk partitioning counts as well as custom wood finish/tool box/tail gate for truck cargo area. |

TRANSMISSION

| LIMITATIONS FOR CDPC | COUNTABLE FOR PCC |
|----------------------------------------------------|------------------------------------------------------------|
| Transmission representative of 4/6/8 cylinder era. | Any transmission is OK but does not count as modification. |