

# Mission Statement

Vintage Certification

**G**iven the level of performance and style of early performance cars it is sometimes easy to forget that they are vintage automobiles. Vintage Certification vehicles are unrestored and original. They are those vehicles that have significant areas that remain intact, unrestored, and in their original form. They are those Vehicles that have at least, in part, stood the test of time.

The Vintage Certification is designed to fill a unique niche in our hobby. It is a program that encourages the preservation of originality in all car lines and to ascribe appropriate status, recognition and appreciation of unrestored vehicles.

The Vintage Certifications are intended to promote the preservation of unrestored vehicles whether whole or in part. Vintage Certification is not for everyone. Clearly, in most competition arenas, additional points are garnered by adhering to an “end of production line” standard of correct newness. Vintage Certification on the other hand adheres to the emerging philosophy that an original car showing wear is preferable to one that is improperly restored. Vintage Certification recognizes all vehicles and encourages the owner to retain and display the car in its present condition. Collectively, Vintage Certification will represent a repository of factory correct standards by which the hobby and serious restorers can all benefit.

Vintage Certifications are divided into five award levels:

- **Vintage Time Capsule** -Vehicles that are 95+% unrestored in all areas
- **Vintage Legend** - Vehicles that are 85+% unrestored in all areas.
- **Vintage Heritage** - Vehicles that are 85+% unrestored in five areas
- **Vintage Legacy** - Vehicles that are 85+% unrestored in four areas.
- **Vintage Reference** -Vehicles that are 85+% unrestored in at least two Vintage Reference Area.

# Section 1 - Certification Process

## **E**ntrance Criteria

Vintage Certification

**A**ll entrants must apply for acceptance into Vintage Certification. The standard for Vehicle entry is a minimum of 25 production years. Each year, a new production year may become eligible for entry. Vehicles considered for entry must demonstrate a well-preserved level of originality, unrestored condition and fulfill the requirements of Vintage Certification Documentation.

Specific criteria must be achieved to be awarded one of the five levels Vintage Certification.

Original Vehicles and partially original Vehicles are all eligible to participate in Vintage Certification as long as one of the six Vintage Reference Areas remain original and unrestored.

Owners wishing to present a Vehicle for Legend Certification must complete a Vintage Certification Pre-Qualification /Application prior to the event. No entrant will be admitted into certification without prior application and completion of the Vintage Documentation relating to the authenticity of the vehicle. In all cases, the owner is solely responsible for providing supporting documentation. The Vintage Certification Board of Directors will review all applications on an individual basis and determine whether or not such information is sufficient to support entry into Vintage Certification. Vehicles exhibiting a very high degree of historical and educative significance will then be considered for admission into Vintage Certification.

**When completing the Request for Entry/Application form, the owner/applicant must indicate the Reference Areas they are requesting certification. The selections are at the bottom of the form.**

# **D**ocumentation Requirement

Vintage Certification

**T**he cornerstone of Vintage Certification is our historical accuracy. Documentation is a required component of every Vintage Certification Application. A Vehicle that survives three decades without restoration immediately suggests that the Vehicle has had a very unusual history. A written record must be prepared that illustrates that history. A Vehicle not satisfying the Documentation Requirement will not proceed further in Vintage Certification. When the VINTAGE CERTIFICATION BOARD OF DIRECTORS deems that the documentation supporting the originality of a Vehicle is insufficient, the Vehicle will be dismissed from certification until the documentation requirement is satisfied.

This written record must be supported by either of two types of documentation. Both traditional and anecdotal documentation is admissible.

## **Traditional**

Shipper Copy  
Window Sticker  
Warranty Plate  
Bill of Sale/Dealer Invoice  
Titles  
Body Broadcast/ Build Sheet  
  
Chassis Broadcast/Build Sheet

## **Anecdotal**

Early Photographs of the Vehicle  
Dated Insurance Records  
Temporary Tags  
Registrations  
Notarized Letters from Previous Owners  
Notarized Letters from Others Familiar with the vehicles History  
Other corroborative documentation

Owners are to submit **copies** of original documentation with their application. Do not send original documents.

The Vintage Certification Board of Directors will review all documentation prior to approving the Vintage Certification Application. At the time of application, owners are to submit at least one clear photograph of each Vintage Reference Area that they wish to present for certification.

## **A**pplication Requirement

### Vintage Certification

**A**fter receipt, the Vintage Certification Pre-Qualification Application must be completed and submitted to the Vintage Certification Board of Directors prior to the event in accordance with the guidelines of the VINTAGE CERTIFICATION BOARD OF DIRECTORS. This Pre-Qualification application must include the documentation supporting the authenticity of the Vehicle's unrestored status.

Owners are cautioned that there will be zero tolerance for misrepresented Vehicles. If the history of the Vehicle cannot be presented, the Vehicle cannot be certified. Owners intentionally fabricating false documentation, re-stamping components, or presenting replaced parts as original will be immediately dismissed from all participation within Vintage Certification and bared from further participation

The VINTAGE CERTIFICATION BOARD OF DIRECTORS will either approve the application, request additional information, or decline the application and report their decision to the owner.

# **V**ehicle Presentation

Vintage Certification

**O**nly the owner may apply for Vintage Certification. The legally registered owner or his authorized agent must present the Vehicle and may remain present at the event during certification. All Vehicles entering into Vintage Certification are required to have current automobile liability insurance coverage in force during the event.

No “For Sale” signs, advertising brochures, business cards or commercial promotional material are permitted in the certification area. Small informational displays or pictures depicting the car’s history are welcome as long as they do not interfere with the certification process.

## Section 2 - Definitions and Rules

### **R**eference Area Preservation Ratings

Vintage Certification

**E**ach Vintage Certification Reference Area is assigned a preservation rating. The preservation rating is a percentage that reflects the overall value assigned to that particular area of the Vehicle. Reference Area with a higher percentage are comprised of a larger number of components and markings in the area and the restorative importance that the area represents.

#### **Example:**

The engine area is significantly weighted at 25% due to the high concentration of components, finishes, codes, and markings. The challenge of maintaining engine due to complexity and extreme conditions such as heat, road and weather conditions far exceeds the difficulty in maintain a trunk which has fewer components and is rarely accessed.

The six Reference areas with their approximate points percentage representation is as follows:

- **Operation** - **10**
- **Engine Compartment Area** - **25%**
- **Exterior Body** - **20%**
- **Interior Body** - **17%**
- **Underbody** - **20%**  
*Including wheels & tires*
- **Trunk** ( Corvete Jacking Equip and Tire only) - **8%**

Reference area the density of components

# **C**ertification Standards & Criteria

## Vintage Certification

**A**ll areas to be certified must be presented in clean, well-preserved condition. Vintage certification will consist of two areas of consideration.

- **Originality-**      **90%** of the Reference Area's point total will be determined based on originality. See the **Original Components** for details.
- **Preservation -**      **10%** of the Reference Area's point total will be determined based on preservation (e.g. how well the part finish/plating survive. Non-factory undercoating will result in a deduction based on degree of coverage

**Note:      Originality and Preservation points can only be awarded to:**

- **Original components awarded up to 100%**
- **Correct NOS Parts awarded up to 50%**
- **Correct Used parts awarded up to 50%**
- **Original components not installed on vehicle such as tires awarded up to 50%**  
( Correct = used on assembly line)

**Reproduction, non-assemblyline parts receive no points under Vintage Certification.**

# Originality

## Vintage Certification

**V**intage Certification requires that each applicant commit to the advancement of accurate, reliable and verified originality. We further recognize that during the course of any Vehicle's existence, components fail and are sometimes lost.

We want the owner to present the Vehicle based on originality yet, we recognize that most owners wish to enhance their presentation by replacing lost or broken components. That is why we require applicants to identify parts that did not come installed on their Vehicle. It is not our intention to penalize but to access the originality of original parts. Given our structure, a repaired or worn part is assigned a higher value than a perfect replaced part.

### **Original Components**

Original Components are defined as the specific original, surviving components installed on the vehicle at the time of manufacture. They are the components and parts known to have been installed at the factory, on the assembly line, on the Vehicle being certified. Original components will receive total point values, unless deterioration has changed their original form, fit or function (e.g. part of the original fender is missing due to rust or a component is heavily pitted), or the part stamping or identifying casting markings are no longer decipherable.

### **Replaced Components**

There are two types of replaced parts defined under Vintage Certification: New Old Stock (NOS) and Used Parts. Parts that are NOS must be identical to the original part. Factory replacement parts that are not assembly line correct (were not available during vehicles production) will receive no points under Vintage Certification.

Each owner is required to identify any and all known replacement components in the application process. Replaced components can be evaluated based upon their originality but only if they are the type of parts that are normally replaced due to maintenance and normal driver upkeep. Replaced major components within the reference areas (e.g. engine block\*\*, fenders\*\*, seat covers,\*\* etc.) may exclude that reference area from certification. Small NOS or used parts that fully duplicate factory original components at



the time of manufacture can receive **one half** of the value assigned to an original component. These types of parts include but are not limited to carburetors, distributors, tires, belts, hoses, shocks, wipers and batteries. Vintage Reference Areas that are comprised of an excessive number of replaced components will be removed from Vintage consideration at the Judges' discretion. While we applaud the efforts of restorers who utilize NOS parts in their restorations, they are still creating restored Vehicles. Vintage Certification will endeavor to include genuine original Vehicles, not Vehicles built to appear original. It is a violation of Vintage Certification guidelines to replace any worn components with NOS or replacement parts for cosmetic purposes.

### **Reproduction and Incorrect Parts**

Reproduction and incorrect parts will receive no points. We encourage owners to use and identify correct appearing replacements to enhance their Vehicle, but they will not be awarded points under Vintage Certification.

### **Examples:**

- An owner presents a Vehicle to be certified in the engine area. The Vehicle is well presented but has a spin on type oil filter rather than a canister. The filter results in full component point deductions for originality and preservation. (10 points deducted for originality, 1 point deduction for preservation) **0 points awarded**
- An owner presents a Vehicle to be certified in the engine area. The Vehicle is well presented but the owner has reported that the oil filter canister is a NOS replacement. The filter is correct for the application and receives one half of the assigned point value for originality and up to full points for preservation. (5 points for originality, 1 point for condition) **6 total points awarded**
- An owner presents a vehicle to be certified in the engine area. The vehicle is well presented and the owner has reported that the oil filter canister is original. Inspection reveals that the canister has some paint flaking and the lettering has faded on the silk screening. (full originality points, 25% deduction in preservation) **10 + .75 = 10.75 points awarded**

Clearly then, original parts are awarded the greatest points, yet owners are still rewarded for finding correct NOS or used parts **when it is necessary**. As a rule of thumb, original parts in any state of condition will receive a higher point value than a replaced part. That is our goal, to encourage the preservation of originality in the Vehicle line and to ascribe appropriate status, recognition and appreciation of the unrestored vehicle.

Note: To qualify for Time Capsule award minimally 95% of each (6) reference areas must be judged as original. The Legend award, minimally, 85% of each (6) reference areas must be judged as original. At the discretion of the judges, the certification team may allow collision damage replacement and/or repair when the remaining original components merit certification. Again, it is a violation of Vintage Certification guidelines to repaint or replace any worn components for cosmetic purposes.

# **P**reservation

## Vintage Certification

Components will be assessed based on their condition and how well that they are preserved. The preservation of a vehicle varies based on vehicle usage and how the vehicle has been maintained and stored, and full points will be awarded on an “as manufactured” basis. Bonus points may be awarded to tags and markings that are well maintained and preserved beyond the norm.

Refinished, plated or painted (other than minor touchup), components will not receive preservation points. For instance dealer undercoating will receive preservation points deduction because it interferes with the ability to verify original finishes and preservation.

Cleanliness points deduction rarely occur and only if it interfere in the preservation and verification of components. Owners are cautioned to use non-invasive cleaning solutions so as to not to sacrifice original component finishes. Conversely, poorly maintained vehicle demonstrating no effort toward preservation may receive point deductions.

Vehicle owners cannot be over cautious about the care required in preparing an unrestored car for presentation within Vintage Certification. Many typical methods of cleaning and detailing a car to enhance its appearance will detract from the car’s originality, educational and historical value.

Several casting numbers, casting dates, stamped part numbers, serial numbers and stamped dates are checked as part of Vintage Certification. In order for judges to award credit, it is the owner’s responsibility to see that these items are presented in a state of cleanliness that facilitates inspection. Accumulation of dirt, grease and oil that interferes with certification judging or that threatens the survival of components will receive appropriate point deductions.

The interior and exterior should only be carefully cleaned. Do not re-dye, refinish, or repaint any items. Do not replace faded or torn items, or replace gaskets, seals or weather stripping. Do not mechanically polish trim or replace faded emblems. Steam cleaning is discouraged as it sacrifices stenciling, inspection paint, shim markings, spring tags, shock stickers and component paint. A light application of rust preventive or oiling of rusty areas is permitted, but bead blasting and sand blasting are not permissible. Do not apply paint or coatings in the attempt to renew or disguise any component.

# **V**erification Check

## Vintage Certification

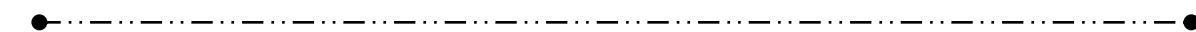
**V**intage Certification Entrants were approved based on application information and documentation received and supplied by the owner/applicant. The vehicle will be inspected for the purpose of verifying their originality and authenticity. Customary indicators of originality (e.g. casting numbers, VIN numbers, Trim Tag, etc.) will be quickly examined to determine that each entrant is fully eligible for further assessment, and will be compared to vehicle application and reference standards.

Vehicles that fail to demonstrate original status during the certification process will proceed no further in Vintage Certification program.

Vehicles intentionally misrepresented as original or presented in a fraudulent manner will be dismissed immediately. The decision of The Vintage Certification Board of Directors is final.

Examples of misrepresentation include but are not limited to:

1. Forged documentation
2. Replacement trim tags or VIN tags
3. Re-stamped engine markings



**Utmost caution should always preclude the purchase of a vehicle represented as original. The VINTAGE CERTIFICATION BOARD OF DIRECTORS does not in any way guarantee the originality of any car receiving Vintage Certification. Vintage Certifications represent the opinions of volunteer judges on a given date, as they understand and interpret the standards. Any subsequent purchaser, observer or judge should evaluate such Vehicles on the basis of their own knowledge and without sole reliance on any type of certification  
When in doubt, find out!**