

OCA NATIONALS CAR SHOW RULES

Revised October 2013

- 1.** All entries must be driven onto the Judging area. NO VEHICLE SHALL BE UNLOADED ON THE CONCOURSE. Non-adherence to this rule could forfeit your entry. Entries must be completely operable and should be able to start, pull forward, backward, turn and stop under their own power. The Event Head Judge, if he or she is in doubt, may request a demonstration of these functions.
- 2.** All registered cars are to be on the show field at 10:00 am or when judging begins, if later. If because of a mechanical failure a registered car arrives AFTER judging of the class it was entered in is completed and the judging team for that class has left the field, the car may be judged by another team if the original team cannot be located. The judging sheet WILL NOT be submitted for BOC competition if the original team does not judge the car. If the car is judged by a different team, the judging sheet will be provided to the owner for informational purposes only.

All entries must remain on the concourse until the end of the Judging or 4:00 pm Judging day. Early departures may be approved by the Event Head Judge. Unapproved early departures will result in the forfeiture of an award.

- 3.** Entries to be judged must have the participant portion of the Judging form completed. The Judging form must be available in a conspicuous location at/on the vehicle during judging hours. If not, the entry may be disqualified.
- 4.** Each entrant or his/her representative must be present during the judging of the vehicle. If this presents a conflict, the entrant must coordinate with the Class Team Captain or suffer possible point deduction. The Class Judges Team Captain has final authority as to when a vehicle will be judged.
- 5.** All entries must have an Oldsmobile body and a GM factory authorized engine installation or be entered in the Modified Class.

6. Anyone bringing a vehicle to the show that is NOT registered will NOT have the vehicle judged. It will be permitted to be in “show only” if space permits. Hardship cases will be heard by the Event Head Judge.

7. Convertible tops will be judged according to the Judging form. Whether the vehicle is displayed with the top up or top down, its boot, the interior mechanisms and the rear window must be examined by the Judges.

8. **STOCK/RESTORED STOCK** means that the vehicle was available for public sale and is as it appeared when new plus any accessories of the era. So-called “Promo Vehicles” must provide proof of existence. Items that are WEAR DATED and have been replaced such as tires, shocks, mufflers and battery DO NOT exclude an entry from this class. DUAL EXHAUST does not force an entry out of this class. Any other item that has been replaced due to wear is permissible as long as the owner has attempted to restore the item as close as possible to the original. An Original in good repair (according to the Judge) takes precedence

9. **STREET STOCK** means that the vehicle MAY NOT HAVE any of the criteria listed under the definition of MODIFIED. A Street Stock entry MUST HAVE bolt-on performance improvements that are readily reversible, and the original engine or an Oldsmobile engine (block).

- 10a. **MODIFIED** entry has one or more of the following:
 - a. a non-Oldsmobile, non-OEM installed (for that car) power plant
 - b. major body modification
 - c. considerably chromed or de-chromed
 - d. “custom” color or type exterior paint, interior
 - e. non-stock type chassis/suspension

- 10b. RACE CAR CLASS.** This class is for vehicles which may fit Street Stock or Modified but are set up for racing, and are being raced. As with other classes, bring Olds “spirit” literature and fire extinguisher.
- a. Identify type of racing car is set up for. Supply class rules (NHRA, IHRA, Etc.) and time slips. Cars in this class **MUST** be actively raced.
 - b. Be readily identifiable as “promoting” Oldsmobile on the track.
 - c. As a qualification for this class, the entry should race at a sanctioned track and OCA event. A helmet is required. If the entry cannot race at the event, bring recent time/racing verification to qualify for this Class. Regardless of the reason for not racing, remember that more points will be awarded for the show if the entry races at the show sponsored race.
 - d. Cars in the Class are understood to be “working” cars and not concourse restorations. Cars should maintain a high level of cleanliness and workmanship.
 - e. Modifications allowed by NHRA or appropriate sanctioning body can be used as guidelines. Engine modifications such as nitrous, fuel injection, non-stock carburetion, internal engine modifications, drive-train and suspension upgrades are accepted, consistent with Class rules.
 - f. Safety and performance modifications are required, consistent with theme/class rules. Full exhaust system and roll bar/cage are optional. Show with Class tires/wheels on or with the car.
 - g. Modifications to body or interior are acceptable. Custom race-theme paint and decals are accepted. Non-factory replacement outer body panels/bumpers are accepted if stock appearance. (Hood scoops allowed).
 - h. Cars may be set up to exemplify current or past Class rules, but must be legal to race today in some Class (bracket racing OK if safety rules are not met).
 - i. Weight saving tricks accepted if car looks “finished” and basically complete. Simply “gutting” the interior and omitting major components are not acceptable in this Class.
 - j. Radical cars such as tube chassis, and/or greatly altered wheelbase, floor and interior are acceptable. There will be no advantage or disadvantage to a radical, tube chassis car compared to a pure stock drag race car, or heavily chromed race car. Presentation, workmanship, clean and finished appearance of components is what is being judged.

- 11. UNRESTORED/ORIGINAL CLASS.** This Class includes vehicles that are at least 25 years old and have retained original features as manufactured such as paint, upholstery, engine compartment, etc., essentially as delivered. Allowable exceptions are replacement of maintenance items such as tires, brakes, exhaust system, hoses and belts. If ANY paint work, re-chroming or upholstery changes are made to the vehicle, the vehicle would be classified in the proper Stock/Restored Class. This vehicle IS NOT JUDGED for points. It will be scrutinized for authenticity as noted on the "Certification Form" that will be made available to the owner to complete upon arrival at the show. A "Preservation of Original Features" plaque will be presented to the owner at the Awards Banquet. This "one time" award may be displayed at future National Meets. ANY RESTORATION will forfeit this entry to Class 18 and the vehicle will be re-classed in the correct class at the time of registration.
- 12. SENIOR CLASS** means that an entry in one of the Junior Classes has won a Best of Class and received a minimum of 975 points (after 1998 at a National Meet). Effective with the 2012 National Meet, a Junior Class car scoring 990 points but not winning Best of Class will also advance to SENIOR. The vehicle MUST be entered in SENIOR at the next National Meet entered. This classification will remain with the vehicle regardless of the owner. If an owner wishes to re-classify the vehicle, he/she must make sufficient changes to the vehicle and show evidence of these changes to the OCA Chief Judge 90 days prior to the National Meet pre-registration cut-off date.
- 13. SENIOR PRESERVATION** includes vehicles that have won Best of Class as a Senior (highest 900 points). A vehicle in this class is still judged but completes only against the judging form whereas the Junior Class is "peer" judging. Each time the vehicle enters a National Meet as a SENIOR PRESERVATION it receives a "Senior Preservation Participant" award from the Host Chapter and when it maintains 900 points or more, it receives a year tag from the OCA to be attached to the Senior Preservation Award it received the first time it won Best of Class Senior (BOC).
- 14. SENIOR/SENIOR PRESERVATION DROP:** If an owner wishes to have a vehicle removed from either of these classes, he/she must adhere to the following:
- a. Select the two lowest scores from any preceding nationals.
 - b. Ascertain the two lowest scores DO NOT total more than 1,700 (lost Judging sheets or non-attendance scoring 901).
 - c. Notify the OCA Chief Judge 90 days prior to the National preregistration cut-off date.
- 15. Change of ownership DOES NOT affect the classification of the vehicle.**

16. Awards will be as follows:

First Place	Entries scoring 900 – 1,000
Second Place	Entries scoring 800 – 899
Third Place	Entries scoring 700 – 799

Highest score for a First Place entry receives a Best of Class (BOC) Award in Junior/Senior Classes. In the Junior Class, the highest point entry with 975 points or greater (after 1998) advances to Senior. In Senior Class, the BOC car advances to Senior Preservation. Beginning in 2012, any Junior Class car scoring 990 points or greater will advance to Senior. A Senior Class car MUST win BOC to advance to Senior Preservation and receive the OCA Senior Preservation Plaque.

17. BEST OF CLASS:

- a. In case of a tie for Best of Class, the Class Judges will review the operational integrity of the TIED ENTRIES. If the entries remain tied then one point will be given to the FURTHEST DRIVEN entry to the National Meet.
- b. If, during regular judging, the operational integrity is one of the criteria being used for the ENTIRE CLASS then the furthest driven (above) rule will take precedence.

18. If after tabulation a class scores are deemed to be low, the Event Head Judge may after reviewing the entire class assign points to more fairly reflect the standings of the vehicles in that class. The adjustment will be made to the judging sheets of ALL of the vehicles in that class. If, in the opinion of the OCA Chief Judge, following his judging day visits to the Tabulation Room and finding that there are little or NO comments on the Class Judging Sheets, the ENTIRE Class will require re-judging.

19. FOR SALE signs are prohibited on Judging day and shall not exceed 5" by 7" at any time.

20. A Judge MAY NOT Judge a class in which he/she has an entry or has participated in the restoration of a vehicle in this class.

21. Vehicles that are obviously in the wrong class MUST be brought to the attention of the Team Captain who will inform the Event Head Judge for reclassification.

22. Each entry MUST HAVE its own FIRE EXTINGUISHER placed at the LEFT FRONT wheel of the vehicle. A deduction of 20 points will be made if missing or if the extinguisher is deemed to be inoperative.

- 23.** Paint DOES NOT have to match the color code shown on the cowl tag of the vehicle. If the vehicle was only offered in certain colors (e.g., Pace Car, Rallye 350, and Hurst/Olds), the entry MUST be that color.
- 24.** "Accessories of the Era" will be treated as dealer options and proof of authenticity may be required (Supportive Literature).
- 25.** There is NO PENALTY for updated safety / security equipment which include but is not limited to: car alarms, seat belts, tail/brake lights, directional signals, battery disconnect switch, or any item mandated by state law.
- 26.** This is a concourse show and NOT A DRAG MEET. Tire squealing, hot rodding, loud radios, are cause for penalties ranging from point deductions to DISQUALIFICATION. Enforcement of this rule is the responsibility of the Event Head Judge and/or the OCA Chief Judge.
- 27.** UNSPORTSMANLIKE CONDUCT WILL NOT BE TOLERATED. If a participant behaves in such a manner as determined by the Event Head Judge and/or the OCA Chief Judge, the entry will forfeit any points and the participant will be asked to leave the National Meet.
- 28.** The LONGEST DISTANCE AWARD winning vehicle must have been DRIVEN versus trailered to the National.
- 29.** Any entrant may challenge (accompanied by \$20.00) the operation, authenticity or classification of a vehicle in their respective class on or before Judging day. This challenge is to be presented to the Event Head Judge ONLY. If in the opinion of the Event Head Judge the complaint is unfounded, the deposit shall be forfeited to the National Meet General Account. The decision of the Event Head Judge shall be final and shall be deemed to have been made with the full knowledge of the OCA Chief Judge and is final.
- 30.** If the optional "Beater Class" is used there shall be no BOC awarded. It is suggested that an "appropriate" award be designed by the Host Chapter.
- 31.** Judging Sheets WILL NOT be returned to the participant for the duration of the National Meet but they will be made available to the participant if requested within 30 days following the conclusion of the event. This request is to be sent to the Host Chapter. Postage is the responsibility of the Participant.

- 32.** Each National Meet Host Chapter may supplement these rules. In case of conflict, the OCA JUDGING RULES shall prevail.

- 33.** ALL entries MUST have a minimum of three (3) SUPPORTIVE LITERATURE Documents (e.g., build sheet, sales brochures, sales invoice) and a minimum of three (3) SPIRIT ITEMS (e.g., chapter cap, jacket, membership card, OCA decal, dash plaque) displayed with the vehicle.

- 34.** On Judging day, mirrors, wheel stands, or display stands will not be allowed. Pop-up covers and umbrellas will not be allowed on the show field at any time.

- 35.** Beginning with the 2010 National Meet there will be a MANDATORY Judges Clinic for Judges with one year or less judging at a National Meet. He/she will be required to attend a one hour clinic just prior to the Judges Breakfast. Any judge with more than one year experience is welcome to attend.