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National Association of Falcon GT Clubs Incorporated

Concourse Guidelines



FALCON GT NATIONAL CONCOURSE JUDGING GUIDELINES

NOTE: The contents of these pages are to give concourse entrants, officials, judges or any other person involved with Falcon GT Concourse events, guidelines on what is/should be expected when participating in such an event. These guidelines may be amended if future circumstances should change, but only after consultation with all recognised Falcon GT Clubs from across Australia.

1. Eligibility

1.1. Vehicle

- i. The concourse is open to Falcon GT's originally produced by the Ford Motor Company of Australia and GT vehicles produced by Ford Performance Vehicles and Tickford (GT Class) and any other vehicle manufactured by Ford (South African Fairmont GT, Associate Class, Special Interest Vehicles).
- ii. All vehicles presented for judging must be capable of being driven.
- iii. Any vehicle, which is not registered, must not be driven in a public place.
- iv. Modern Era entries will be eligible for class trophies after achieving 1000km per year or 15 years

1.2. Entrant

The concourse is open to any person with a vehicle matching the above description.

- i. Any entrant who wishes to participate in the Falcon GT Nationals must be a current financial member of a Club affiliated with the NAFGTC Inc. Membership may be obtained on the Concourse Day subject to Club Rules.
- ii. Eligibility for trophies will be at the discretion of the Concourse Committee or Judges

- 1.3. NAFGTC Inc. Management Committee may grant conditional entry to the GT Nationals for Members of clubs expressing an interest to join.

2. Model Classification

Vehicles will be judged in their respective models as defined by the identification plate affixed to the vehicle. GT and GTHO will be judged as separate models for XW, XY and XA body styles.

Additional classes may be considered (e.g.; RPO, Coupe) depending on numbers entered AND 75% of adjusted points cutoff being attained.



Note: Points will be deducted if vehicle I.D. plate is missing from vehicle.

Model Classes (sub-classes in italics are discretionary for trophy presentation dependent on qualifying vehicle attendance). –

2.1. "C" Classic Era

- i. XR 18638 GT Sedan
- ii. XT 18838 GT Sedan
- iii. XW 18938/18939 GT / GTHO Sedan
 - a. XW GT Sedan
 - b. *1969 GTHO Windsor Sedan*
 - c. *1970 GTHO Cleveland Sedan*
 - d. *1970 GTHO Phase II Sedan*
- iv. XY 18038/18138 GT / GTHO Sedan
 - a. XY GT Sedan
 - b. XY GTHO Phase III
- v. XA 18238/18218 GT Sedan/Hardtop
 - a. *XA GT Sedan*
 - b. *XA GTHO Sedan*
 - c. *XA GT Sedan with RPO 83*
 - d. *XA GT Hardtop*
 - e. *XA GT Hardtop with RPO 83*
- vi. XB 18338/18318 GT Sedan/Hardtop
 - a. *XB GT Sedan*
 - b. *XB GT Hardtop*

2.2. "M" Modern Era (1992 – 2014)

- i. EB 18238/9 "GT" Sedan
- ii. EL 18722 "GT" Sedan
- iii. BA GT Sedan
 - a. *18336 BA/BA MKII GT Sedan*
 - b. *18437 BA/BA MKII GT P Sedan*
- iv. BF GT Sedan
 - a. *18536 BF/BF MKII GT Sedan*
 - b. *18637 BF/BF MKII GT P Sedan*
 - c. *BF/BF MKII GT 40th Anniversary Sedan*
 - d. *BF/BF MKII GT Cobra Sedan*
 - e. *BF GT R-Spec Sedan*
- v. FG GT Sedan
 - a. *18836 FG/FG MKII GT Sedan*
 - b. *18937 FG/FG MKII GT P Sedan*
 - c. *FG GT 5th Anniversary Sedan*
 - d. *FG/FG MKII GT E Sedan*



e. *FG/FG MKII GT F Sedan*

2.3. "SA" South African Fairmont GT

- i. SA Fairmont GT Sedan
 - a. *1970 XW GT Sedan*
 - b. *1972 XY GT Sedan*

For South African assembled Fairmont GT's fitted with a South African identification plate, and presented in "O" original class ONLY (South African Fairmont GT vehicles badged as Falcon are to be entered as 2.4 "A" Associate)

2.4. "A" Associate

For any vehicle, other than genuine GT and GTHO's, manufactured by Ford Motor Company. Specifically for Falcon GT Club Associate Members.

Vehicles are Unclassified so may be original, restored, modified, etc. but must be of good condition.

- i. Associate Ford
 - a. *Associate Vehicle*
 - b. *Special Interest Vehicle*

3. Vehicle Classification

Classes Available (subclasses in italics are discretionary for trophy presentation dependent on qualifying vehicle attendance). –

3.1. "O" Original

- i. *"OU" Original/Unrestored*
 - a. For genuine GT and GTHO's that are absolutely stock, original, unaltered and not modified in design from the way it left the factory.
 - b. If vehicle has any documented options missing, points will be deducted.
 - c. "Dealer Only" Fitted options may lose points at the judge's discretion.
 - d. Use of original or reproduction consumables may be judged favorably, at the judge's discretion.

Note: Partial reconditioning/replacement due to accidental damage/roadworthiness/severe deterioration (not covering more than 30% of each area) will not lose points.

- ii. *"OR" Original/Restored*
 - a. For genuine GT and GTHO's, that in addition to the above, have had a major rebuild/full restoration, full re-spray or re-trim.
 - b. Any area restored must be in accordance to I.D. plate and original factory finish.



- iii. "OM" Original/Maintained
 - a. For vehicles where the intention has been to maintain as much of the vehicles original factory condition. Acceptable maintenance would include body repainting, partial engine bay repainting, driver seat re-trimming and carpet replacement. Points will be deducted if any other areas (such as door jambs, boot, undercarriage, dash, steering-wheel, additional trim, wheels, etc.) are repainted/reconditioned or replaced.
- iv. "OC" Original Contemporary
 - a. For older restored vehicles where
 - Interior/undercarriage to be OM Orig. Maintained class standards
 - boot to be OR Orig. Restored class standards
 - exterior/engine bay to be OR Orig. Restored class standards
 - wheels/tyres are free for period type e.g., Globes, Hotwires etc. up to 15 inch.

3.2. "M" Modified (re-engineered)

- i. For genuine GT and GTHO's where significant engineering/structural changes have been made to alter or enhance performance/appearance.
- ii. Items that would put a vehicle into this class would include, engine swaps (larger than original, must be Ford engine), suspension modifications (wheel tubs, changes to chassis), forced induction systems, customised paint and trim, excessive chromed parts, etc.
- iii. Modifications are unlimited and whilst vehicle must be genuine, they do not have to conform to I.D. plate specifications.
- iv. Judging will be based on engineering and vehicle presentation.

3.3. "NJ" Not for Judging

- i. For genuine GT and GTHO's where the entrant wishes to park with and participate in all events but not be included for silver or gold concourse judging.
- ii. Still be eligible for non concourse (Peoples/Entrants/sponsors choice, hard luck, distance etc.) awards
- iii. Full Scrutineering is still required

4. Scrutineering

4.1. The purpose of scrutineering is:

- i. To authenticate a GT or GTHO's originality
- ii. Advise the entrant of the most appropriate classification for the vehicle to be entered in.



- 4.2. Classification is an option of the entrant and will be judged accordingly (e.g. will lose points if car is re-sprayed and entered into original unrestored) if they decide to classify their own vehicle.
- 4.3. All entrants (judged and non-judged) will present their vehicle at the nominated point and time(s) to be checked off and photographed as directed by the host club in concourse entry advice. At the same time vehicles entered for judging will be directed to scrutineering.
- 4.4. All queries and vehicle information will be kept strictly confidential.

NOTE: A genuine GT must have body numbers matching the compliance plate, and any car which has been found to be re-bodied (ie numbers and running gear transferred to another body) shall not be considered as genuine unless the receiving body is a previously unstamped new 54H shell, or the transfer has the approval of the relevant state authority and appropriate new numbers have been issued.

5. Additional Information

5.1. "Stone Chips"

Any vehicle travelling over 150 Kms to the event which incurs minor stone chips or accidental damage to the exterior or undercarriage will not lose points. The entrant should use "travel damage sheets" as used by insurance companies to identify such items for the judge's attention (available at scrutineering).

5.2. "Wheels"

- i. The spare wheel rim must be of the same type and size of those fitted to vehicle and is in good condition.
- ii. XY GTHO Phase III will only receive top points for wheels if they are displayed with 5 Slot Rims. Bathurst Rims were offered for sale to Phase III owners to homologate the wheels for the 1972 Bathurst and therefore not considered original equipment.
- iii. *vehicles in contemporary or modified classes are exempt of rules 5.2 part i and ii*

5.3. "Decals"

Points shall be lost for use of stickers, badges, signwriting, etc., on vehicle other than original factory decals, original dealer, club, burglar alarm, registration, service stickers.



5.4. "Reproduction Parts"

- i. Parts used in place of original items must be of same design and material, points may be lost, at the judge's discretion.
- ii. Vehicles entered into the Restored class it is expected to be like new and N.O.S. parts will score better than Reproduction Parts. N.O.S. parts will score a maximum of 10/10 whereas Reproduction Parts will score a maximum of 8/10. Worn Original parts may not score as high as Reproduction parts depending on condition.
- iii. Vehicles in Original Unrestored category should have original parts.

5.5. Engines"

- i. No points shall be lost or gained for internal engine modifications (e.g. PHIII camshaft, roller rockers, aftermarket parts, etc.) due to the difficulty of ascertaining such modifications.
- ii. Incorrect engines will incur a 20 point penalty.

5.6. "Safety Equipment

The fitting of safety equipment such as fire extinguishers, seat belts, left side mirrors and child restraints, or any items required by registration authorities, will not incur loss of any points.

5.7. "Penalties"

Points will be deducted for oil/water leaks found in any area at 5 points per area.

5.8. "Options"

Each vehicle entered prior to the official cutoff date for entries will be allocated a 100 point bonus for alignment with build sheet. Points will be deducted for each additional option fitted to, or missing from, the vehicle. Late entries will not be eligible for the 100 points.

6. Judging

6.1. Original (Restored/Unrestored/Maintained/Contemporary)

"Preliminary Judging" will take place as the cars are scrutinized, and will be on the "category" point system – e.g. poor, average, good, very good, and excellent. The top scoring cars shall then be judged on the individual point score basis on a separate score sheet which is the "Final Judging". Depending on the number of entrants and closeness of scores only one run of judging should take place. Keys and log books do not need to be presented at scrutineering.



6.2. Modified

The judging for this class shall be on a basic point score based on general condition and presentation.

6.3. Silver Award Judging

All eligible classed vehicles (those not in A - Associate or NJ - Not for Judging) that pass scrutineering and achieve an overall category score of good or very good will be classified as Silver Award achievement.

6.4. Gold Award Judging

All eligible classed vehicles (those not in A - Associate or NJ - Not for Judging) that pass scrutineering and achieve an overall category score of excellent will be classified as Gold Award achievement.

6.5. Platinum Award Judging

All eligible classed classic era vehicles (those not in A - Associate or NJ - Not for Judging) that pass scrutineering and achieve an overall category score of 95% or greater will be classified as Platinum Award achievement.

Vehicles presented for judging **must** be fully accessible, i.e. doors unlocked, boot and bonnet open, until completion of the concourse, as set out by the host club or the vehicle may be ineligible for an award or trophy.

7. Disputes

7.1. In the event of any dispute arising from model classification, ownership, or options, etc., it is up to the owner to provide documented proof of their claim. For example, owner's handbook, workshop manual, new car brochure, or any official original Ford published book or document will be accepted.

7.2. It is suggested the owner should provide documentation to the judges, prior to judging, to substantiate the validity and authenticity of new parts/options, which may be of a contentious nature.

Note: Street Machine or Wheels type magazines or books are not considered an accurate source of information.

8. Judges decision

8.1. A Chief Judge will be elected by the NAFGTC Inc. members and is responsible for checking all results against NAFGTC guidelines for class and category trophies. Any overriding decisions by the head judge will be done in consultation with all other category judges.



- 8.2. Judges/Concourse Committee decision is final in all cases and no further correspondence will be entered into.
- 8.3. NAFGTC elected Chief Judge to sign off on the judging decisions. This does not include trophies awarded at the Host Club's discretion.

9. Disqualification

- 9.1. The concourse committee or judges may refuse entry or disqualify any entrant from having their vehicle judged or from the event, on the grounds of false, misleading or incorrect information, poor standard of entry, gross lack of preparation, or irresponsible conduct or behavior by the entrant. The concourse committee director may inform the entrant of the reason on the day.
- 9.2. Entry fee shall be forfeited.

10. Score Sheet

- 10.1. Details of score sheets will remain the confidential property of the concourse committee. However, details of where improvements can be made to vehicles that were judged will be passed on to the entrant, upon their written request, within 3 months and beyond 30 days after the event.

11. Trophies

- 11.1. Trophies will be awarded to First Place and Runner-up for each model from each class where the adjusted score sheet cutoff has been attained. Sub-models and sub-classes will be awarded on qualification.
- 11.2. "O" Original by Model & sub-Model Classifications.
- 11.3. "M" Modified – by Model Classification.
- 11.4. "A" Associate - An overall best vehicle trophy only.
- 11.5. An Entrants Choice Trophy will be awarded; each entrant will be provided with a numbered voting slip with which they can nominate any vehicle, other than their own.
- 11.6. A Grand Tourer Classic Era Trophy (highest point score overall for Falcon GT's pre 1980)
- 11.7. A Grand Tourer Modern Era Trophy (highest point score overall for Falcon GT's post 1980)



- 11.8. Trophies may be awarded to Special Interest categories depending on number of entries.
- 11.9. The “Howard Marsden Memorial Trophy” will be awarded at the discretion of the NAFGTC Inc. in accordance with the criteria previously listed.
- 11.10. The “Warren Fleming Memorial Trophy” will be awarded at the discretion of the Chief Judge in accordance with the criteria previously listed.

Note: Trophies will only be given if the car’s adjusted point’s score reaches 75% of the score sheet total.

Second Runner-Up trophies may be awarded in all classes, at the discretion of the Head Judge with the Chief Judge in-line with achievement of score sheet cut-off, and in consultation with the organizing committee.

The chief judge with the concourse committee will apply an adjustment factor (percentage up and down) to each model judge score sheet totals in order to provide a consistent result across model judging. The Chief Judge will consult with all judging teams and view top cars to determine any adjustment factor

At the discretion of the host club further trophies may be awarded in both the Classic and Modern Era categories for such things as

- Best Paint
- Best Trim
- Best Wheels & Tyres
- Best Engine Bay
- Best Undercarriage
- Longest distance Traveled
- Best Boot
- Hard Luck Award
- Sponsors choice
- Best Display