



AMCA  

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HANDBOOK  

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OF JUDGING

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AMCA is grateful for the efforts and dedication offered by its members to make this organization what it is. We wish to acknowledge the cooperation and effort given by the members which helped make this handbook possible.

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# SECTION I

## A. PREFACE

This manual has been prepared for the use of all AMCA judges. Its purpose is to assist all judges in the carrying out of their duties and to set forth policies and procedures to be used at all national meets.

## B. HISTORY

The AMCA was founded in 1954 by a small group of people with a common interest in old motorcycles. Originally they gathered together at a members home or farm to hold their meets. As the years have passed the club has grown from a handful to over 10,000 members including international membership.

The dedication of the American Motorcycle Heritage Foundation Museum in August of 1990 at Westerville, Ohio more than marks the coming of age for the AMCA. This handbook of judging will attempt to bring together all of the information and policies formulated to date.

## C. GENERAL POLICY

The overall objective of AMCA judging is to evaluate an antique motorcycle which is in original condition or has been restored to the same state as when the dealer received the motorcycle from the factory. Any accessory shown in the original factory brochure or parts catalog, sales literature or other company publications to be used for the model year involved, will be accepted for judging. The final result of accurate and honest evaluation of a

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motorcycle by a judging team will be the determination of the deserved award for the owner's efforts.

#### D. QUALIFICATIONS OF AN AMCA JUDGE

To qualify as an AMCA judge the following requirements must be met:

1. Active membership in the AMCA.
2. The ability to be fair, honest, understanding and reasonable when evaluating a motorcycle.
3. Ownership of and/or participation in the restoration of an antique motorcycle are not requirements to become an AMCA judge. However, these two attributes will lend themselves towards a better understanding of judging in general. Basic knowledge of antique motorcycles is required.

#### E. PROCEDURE FOR BECOMING AN AMCA NATIONAL JUDGE

At present AMCA judges have been recruited from the ranks at the national meets. As we bring about changes and improvements in our manner of judging, those with known abilities and who meet the aforementioned requirements will be issued an AMCA judges card in the classes in which they have demonstrated their abilities. These people will be known as "Field Judges." Those wishing to become "Field Judges" will indicate their desire to the Chief Judge, Assistant Chief Judge or Deputy Judge at the national meet prior to the commencement of judging, and will be issued an application form for AMCA apprentice judging at national meets. Present this

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form to the Chief Judge, Assistant Chief Judge or Deputy Judge to be signed for the class in which the applicant participated and observed the field judges. Signatures from a minimum of three (3) national meets will be required for each class listed on the reverse side that you wish to be qualified to judge. Upon completion of the desired classes this form will be mailed/submitted to the Chief Judge for issuance of the AMCA Judges Identification Card. It is the responsibility of the applicant to complete the Judges Training Home Study Course.

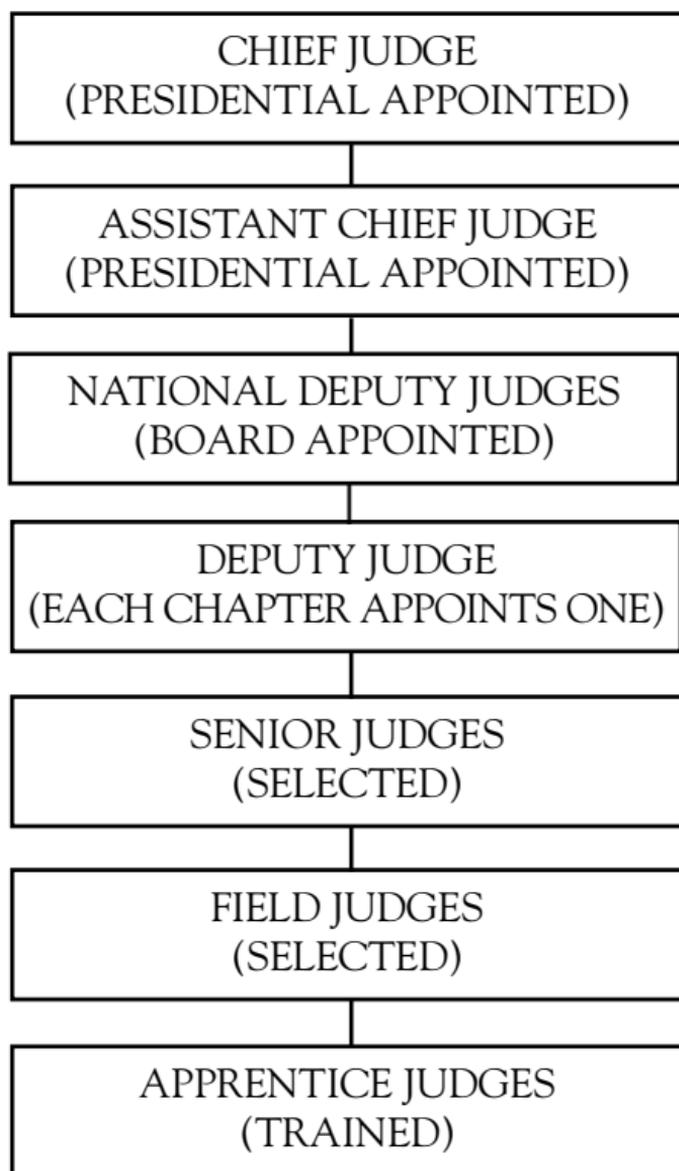
## SECTION II

### A. ORGANIZATION OF NATIONAL JUDGES

1. The president appoints the Chief Judge and Assistant Chief Judge
2. The National Deputy Judges are appointed by the National Board, and will assist the Chief Judge and Assistant Chief Judge and in their absence at a National meet will present awards and insure that administrative directives are followed.
3. Deputy Judges are to be elected by the chapter hosting a national meet. The Deputy Judge will assist the Chief Judge in his duties, will help in gathering field judges. In the absence of either the Chief or Assistant Chief Judge the Deputy Judge will present the awards.
4. Senior judges are judges who have devoted themselves to helping with judging and have a good knowledge of the particular bikes in the class they specialize in. Also they know the procedures necessary to run a judging event.

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5. Field Judges will evaluate the motorcycles.  
If a shortage of Field Judges exists, the  
Assistant Chief Judge and/or Deputy Judge  
may assist the Field Judges.

## JUDGING ORGANIZATION



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## SECTION III

### MOTORCYCLE CLASSIFICATION

- CLASS I: All motorcycles manufactured through 1919
- CLASS II: 1920 through 1929
- CLASS III: 1930 through 1939
- CLASS IV: 1940 through 1949
- CLASS V: 1950 through 1959
- CLASS VI: 1960 through 1969
- CLASS VII: 1970 through 1979
- COMPETITION CLASS: Any year machine (35 years of age)

## SECTION IV

### AWARD CATEGORIES

- A. This section explains the categories for competition or exhibition within the AMCA judging system at the national meets.
1. All motorcycles that are 35 years old or older are eligible for judging at AMCA national meets. A motorcycle registered in the proper class is judged with other motorcycles in the same class. All motorcycles are given 100 points at the start of the judging. Judges deduct points according to accepted AMCA standards.
  2. There are two categories of competition in the AMCA award system. Motorcycles are judged in the junior category at AMCA national meets until they win the first place Junior Award. After they have won the first

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place Junior Award they are eligible to be judged as senior motorcycles at a future national meet. When the Senior Award is won, the motorcycle may enter the Winners Circle at future AMCA national meets, if a score of 95+ points is maintained.

The entrant will receive the "Winners Circle Preservation Award" plaque and the first insert tab showing the place of the meet, year, and make, model, year of motorcycle entered. The motorcycle shall remain in the Winners Circle provided a minimum of 85 points is maintained to insure quality condition.

3. All judging forms must be forwarded to the Official Record Keeper for computer entry in the National records.
4. An award category can be won one time only. Examples: A motorcycle can receive one Junior Second, one Junior First, and one Senior. Exception; Winners Circle.
5. All trophies will be presented at the meet. Plaques listing meet name, date and bike will be mailed to winners after records are entered in National records.
6. The judging categories listed represent the awards to be presented by the national club.
7. Any other awards given will be the responsibility of the hosting chapter.
8. If a motorcycle changes owners it must start the judging process over as a new entry.

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## SECTION V

### NATIONAL MEET DOCUMENTS

1. Registration forms will show make, year, and model of motorcycle, engine number and/or frame number, entrants name and AMCA number, location of meet and date. This is to be completed at the time of registration.
2. Judging form is a 100 point score sheet broken down into 25 sections worth four points each. A 100 point machine has to have every part which was standard for that year and model correct and in good condition with proper type of finish. Points are deducted for items not meeting judging criteria.

### JUDGING CATEGORIES

Today motorcycles 35 years of age or older are considered antiques and the younger generation will often ask "post what war?". Also with our new judging system each motorcycle is considered on its own merits and not in relation to others, hence the following classifications were developed:

CLASS I: All motorcycles manufactured through 1919

CLASS II: 1920 through 1929

CLASS III: 1930 through 1939

CLASS IV: 1940 through 1949

CLASS V: 1950 through 1959

CLASS VI: 1960 through 1969

CLASS VII: 1970 through 1979

COMPETITION CLASS: Any year machine (35 years of age)

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From a judging standpoint the assignment of classes still presents a chronological order of presentation. For ease of judging, motorcycles should be grouped within their classes according to American or foreign made to provide an unencumbered path for the judges of those marque models.

## NATIONAL AWARDS

MINIMUM POINTS REQUIRED	
JUNIOR LEVEL SECOND	85
JUNIOR LEVEL FIRST	90
SENIOR LEVEL	95
WINNERS CIRCLE PRESERVATION AWARD*	Maintains 85+

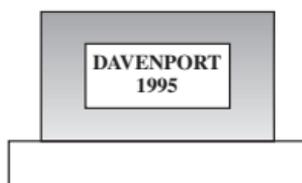
Two (2) Point Spread For Ties  
Tying points must be above respective minimum.

\* Must be a Previous National Senior Winner

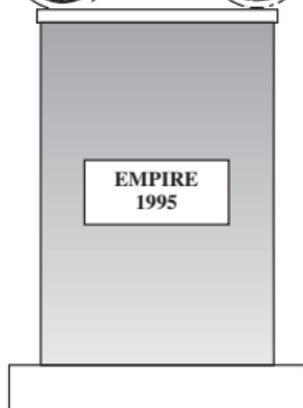
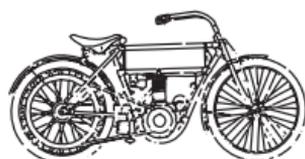
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*Junior 2nd*



*Junior 1st*



*Senior*

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*Winners Circle  
Preservation  
Award*

	
<b>PERKIOMEN 1992</b>	
<b>DAVENPORT 1992</b>	



*Badges*

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## SECTION VI

### GUIDELINES

1. The burden of proof as to the accurate presentation of a motorcycle is the sole responsibility of the owner. Documentation may be required.
2. A motorcycle may be painted any authentic color available for the year of manufacture. Any type of paint may be used if the final appearance simulates the original finish. Nickel plating was generally used on motorcycles until 1930 and after that year chromium.
3. Judges will accept factory written proof of authenticity without question. Verbal opinion of the owner may be accepted or rejected at the team captain's discretion.
4. Accessories, including sidecar, do not add or subtract unless they detract from the appearance of the machine as it represents the year and model.
5. Even though section 25 of the judging form is the over-all paint finish, the condition of the paint and type of finish on each part of the motorcycle has to be considered.
6. Accurately reproduced parts count the same as original while judging a restored category. However, in judging an original condition category the part must be original.
7. Original condition motorcycles are expected to have faded and worn painted surfaces, scratches and other signs of wear and age.

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8. Motorcycles that are ridden to meets for the purpose of judging may have signs of the journey. Road film, tar, bugs, oil smears, fuel stains or grease and oil splatter from the drive chain are in no way to detract or be judged against. Motorcycles that show evidence of continuing neglect such as excessive oil or gas leaks due to improper maintenance or assembly, will be penalized.
  9. Should a section of the judging form be found not relevant to the machine being evaluated, it will receive no deductions for that section, i.e., some motorcycles do not have as standard equipment a headlight, tail light, battery or front brakes, etc. However, a motorcycle missing a major component, i.e., engine or transmission will be disqualified. A motorcycle having an incorrect combination of major components, i.e., engine and/or frame will be disqualified.

## GENERAL INFORMATION

1. Three judges will compose a team for each category. One member will be selected as the team captain and will complete the judging form.
2. The team captain will upon request discuss with the entrant involved the major items of deficiency.
3. When judging is complete the score will be tabulated and presented to the Chief Judge or his representative.
4. Should a category be overloaded with numerous machines for judging, two or more teams may

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- be used with the category divided in halves or thirds.
5. Judging will proceed in a quiet and business like manner.
  6. Judges will wear the AMCA field vest.
  7. Judges will make every effort to complete the judging of a motorcycle in a timely manner.
  8. All motorcycles entered for judging may be driven onto the judging field to prove operational capability, otherwise the operability of those pushed onto the field has been demonstrated or witnessed earlier at the meet by the Chief Judge or his representative. Machines entered in the Competition category will be pushed onto the field, but checked for operability under the direction of the Chief Judge and/or appear to be complete and capable of running.
  9. Engines will not be started for judging.
  10. The host chapter will be responsible to secure the judging field from unauthorized personnel or spectators during judging.
  11. Each year the size of the meets and number of entries has grown tremendously. It is recommended that registration of machines for judging be mailed to the office of central point registration as early as possible. However all motorcycles for judging must be registered by 4:00 PM on Saturday and on the field no later than 9:00 AM on Sunday or as requested by the Host Chapter.
  12. Certain categories may have a greater number of entries. To facilitate judging it is recommended that these categories be divided into the

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- following sections; Harley-Davidson, Indian, European and other marques. Judging teams should then be composed of those with expertise in a particular marque.
13. The Chief Judge (or in his absence) his representative shall meet with the Field Judges at least one hour prior to the judging event during which time the Host Chapter will provide the Judges Coffee (Continental Breakfast) for Judges and during this period a review of how to use the 100 point score sheet correctly and other related information and questions will be covered.
  14. Totally wrong paint color will be subject to the incorrect paint rule and a 6-point deduction will be given.
  15. High visibility items or damage, i.e., in the restored class would disqualify the cycle for smashed in dented tanks, fenders, headlights and the like. Unrestored would be allowed very minor nicks and scratches but would face disqualification from high visibility items or damage.
  16. A restored motorcycle should retain the “factory freshness” associated with a new machine. The fact that a bike may be an older restoration does not count for anything. Chipped paint, dull finish, or deteriorated plating will be scored accordingly. The only exception is exhaust pipe bluing, which can occur on a fresh restoration as well as an old one.
  17. Be satisfied that the bikes were run prior to entering the judging area. Engines will not be started on the field.

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18. Judging team members select the team captain, or the team captain may be appointed by the Deputy Judge.
  19. Competition considerations: In order for factory racers to meet judging requirements the motorcycle should be representative of the year of manufacture which includes parts and accessories available with the technology of that year and not later. Example: A 1938 racer that is being actively raced to this day with modern carburetion and tires would not truly represent the year of manufacture. This machine now becomes contemporary. None the less we encourage the display of these motorcycles as an on going part of motorcycle history.
  20. Judges should not touch bikes. Judging should be done with the eyes.
  21. Plating/Bright Work is a separate category from Overall Paint Finish. Don't deduct in both categories for the same thing.
  22. Do not deduct points for stainless steel spokes.
  23. An unrestored bike will be scored accordingly if it has parts which have been restored to as-new condition. The finish on parts added to an unrestored bike should show the same degree of wear as the rest of the motorcycle.
  24. Deputy Judges must keep track of the judges in the Chapter.
  25. Deputy Judges should recruit and help Apprentice Judges.
  26. Deputy Judges should have the teams organized in advance of judging day. Last minute efforts will not produce a sufficient number of judges.

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27. Deputy Judges should make sure there are enough judges to handle the load. Some classes, will require more than one team.
  28. Motorcycles entered in any class are expected to be clean, presentable, and show a high degree of maintenance. In the case of a bike which was ridden to the meet, it should only show signs of that one journey. Bikes which are dirty and not well maintained will be disqualified.
  29. A motorcycle entered as an original, unrestored example must still be presentable. If the judges decide that a bike is too far gone to be a good example of an unrestored machine, and that it really should be restored, the motorcycle should be disqualified.
  30. Judging forms from prior meets should be placed in the bike portfolio, and the portfolio should be with the bike for judging. This allows the judges to see what prior discrepancies were, and if they were corrected. It is a real time saver.
  31. Make sure the Judging Team stays together after they complete the class, and are available on the field to discuss scores with the owners.
  32. Don't start in on a bike with the Judging Form. Look the bike over first. Critique it as though you were buying it.
  33. You don't have to check each category. If you see something wrong, deduct for it. If not, don't worry about it.
  34. It is not necessary to fill in all 25 sections of the Judging Form.
  35. Fractional points may be used. No less than  $\frac{1}{4}$  point.

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36. Judging time for a bike should be about 25 minutes. If the team can't find a discrepancy in that time, it isn't worth finding. When working on a first time judging or training apprentice judges it sometimes takes a little longer.
  37. Points deducted must be explained (noted) on the form.
  38. Make sure your point deductions as a team are consistent throughout the bikes you are judging.
  39. Owner and/or Restorer are not to be present/judge their own bikes. They should be available for consultation or questions.
  40. SUNDAY is Judgment Day! DO NOT prejudge. If asked about a bike, compliment the owner for his efforts. On ANY day BUT Sunday you are a SPECTATOR.
  41. A bike scoring 100 points must have the scoring sheet verified by the Chief Judge, Assistant Chief Judge, a National Deputy Judge and/or a Senior Judge.

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# SUMMARY

## HIGHLIGHTS

1. 100 point method of scoring.
2. 85 points or more needed to qualify.
3. Each category may award trophies in the Junior and Senior level for original condition and restored if so deserved.
4. All category Junior first places receive a Junior Badge.
5. All category Senior level places receive a Senior Tab.
6. The motorcycle being entered must win a Junior first place before entering judging as a Senior.
7. All Senior place winners are qualified to enter the Winners Circle and will receive a "Winners Circle Preservation" award plaque by maintaining an 85 point minimum.
8. Motorcycles will compete against the judging form, not against other machines.
9. When ties occur, multiple awards will be given.
10. Organizational Chart of Judges has been established.
11. Judges official guide book has been published.
12. Uniformity of judging standards is being established.
13. This system provides for a development of field judges.
14. National designed trophies and badges will raise the prestige of judging awards.
15. There will be a total of seven (7) National Recognition Awards.  
**Oldest** – of all the machines on the field.

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**Riding Awards** – First and Second place for the two longest distances ridden to the meet.

**Unique Awards** – First and Second place for two machines on the field considered by the judges to be unique.

**Period Modified** – First and Second place for two machines on the field considered to be the best representation of period modifications made to motorcycles..

All motorcycles that are registered for the judging or for display only are eligible for the National Recognition Awards and all owners will receive a participation award, which will be provided for the chapters by the National.

Fees: for judging: Pre-registered Free. On site \$10.00. Winners Circle Free. Display only Free.

16. Motorcycles that are ridden to the meets for the purpose of judging are not penalized for the normal signs of road use and travel since the AMCA highly commends this practice.

The judging awards as presented in the “AMCA Hand Book Of Judging” are to bring forth and emphasize the importance of keeping original condition motorcycles as such. These are truly the rare and priceless jewels of any collector for they maintain and show with clarity and without any doubt, the true picture. When these all important machines are sacrificed unnecessarily to restoration, we have experienced a tragic loss.

Therefore, the AMCA places original condition motorcycles at the top of all judging categories.