

The Antique Motorcycle Club of America, Inc.® acknowledges all those who helped to make this manual possible. This manual is dedicated to the hard working judges who devote their time and expertise to promote the preservation of the central feature of motorcycling history, the motorcycles themselves.

Disclaimer

The judging procedures and guidelines contained herein are intended to provide information to assist Antique Motorcycle Club of America (AMCA®) National Judges in evaluating antique motorcycles at AMCA National Meets. The information contained in this Judging Guidelines Manual is subject to changes, additions, and corrections, with the AMCA reserving the right to revise and amend these guidelines at any time. The AMCA makes no warranties, representations, or covenants as to the accuracy of the information contained herein.

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ANTIQUe MOTORCYCLE CLUB of AMERICA
NATIONAL MEET JUDGING FORM

Owners Name	Make	Name of Meet
Address	Model	Date of Meet
City	Year	Original/Restored
State	Zip	Engine #
AMCA #		Current Status:
		Bike Seen Running Yes No

	Max Deduction 4 Points	Comments
1. Frame/Rear Suspension		
2. Front Fork		
3. Front Fender		
4. Rear Fender		
5. Front Wheel		
6. Rear Wheel		
7. Handlebars/Grips/Controls and Levers		
8. Engine		
9. Transmission/Kick Start and Pedal		
10. Carburetor/Intake/Air Cleaner		
11. Exhaust System		
12. Lights/Wiring and Electrics/Starter Motor		
13. Oil Tank/Oil Lines		
14. Foot Board/Foot Pegs		
15. Chain Guards/Primary Cover/Final drive		
16. Seat and Springs		
17. Brakes and Clutch including Pedals, Cables and Rods		
18. Stands		
19. Instruments including Speedo		
20. Generator/Horn/Magneto Ignition System/Spark Plugs		
21. Battery Box/Tool Box/Side Panels/Fairing		
22. Gas Tank, Lines and Valves		
23. Nuts, Bolts and Mounting Hardware		
24. Plating and Bright Work		
25. Paint Work		

Totals: 100 Minus _____ Deductions = _____ Total

Team Captain printed name: _____ AMCA #: _____

Team Members AMCA #: _____ AMCA #: _____ AMCA #: _____ AMCA #: _____ AMCA #: _____

NC NA J2 J1 S WC
 -85 85-89 90-94 95-100 85+

GENERAL PRINCIPLES AND GUIDELINES

1. This *AMCA Judging Guidelines Manual* is a companion document to be used in conjunction with the *AMCA Handbook of Judging*, which describes the policies, procedures, and general rules for judging antique motorcycles at AMCA national meets. This manual specifies and supersedes the rules and procedures provided in the *AMCA Handbook of Judging*.
2. The AMCA system of judging antique motorcycles is designed for rating the correctness and condition of highly representative examples of original and restored motorcycles. The point system is designed, therefore, to apply to motorcycles that are complete and generally correct.
3. The point deduction guidelines provided in this manual serve as a general reference to maximize consistency of judging. Although meant to be applicable across brands, these guidelines may not be entirely workable in all instances; judges' discretion must be relied upon in those cases. Point values are assigned to the components in each category on the *National Meet Judging Form* based on their relative significance. The values assigned to individual components are given in terms of **maximum recommended deduction**.
4. Each category is divided into main components as well as subcomponents. Main component maximum recommended deductions are listed in **bold** type, and generally total four points, the maximum for each category except where specifically listed. Subcomponents are indented under each main component. The maximum deductions listed for subcomponents are the recommended values but may vary in select categories at judges' discretion, noted with an asterisk (*), to the maximum recommended for the main component.
5. All judged motorcycles are assumed to be complete. Missing components receive maximum point deductions. All components are judged against a standard of *factory correctness* as described in the *AMCA Handbook of Judging*. The mere existence of a component does not afford points; if the component is entirely incorrect it should be assigned the maximum point deduction.
6. Point deductions should be based strictly on the correctness and condition of the component and its relative significance within the category, irrespective of a judge's personal opinion regarding how easy/difficult a component may be to restore or replace.
7. Incorrect assembly is subject to point deductions as a fraction of

the maximum allowable deduction for the given component.

8. Incorrect nuts, bolts, and mounting hardware, plating and bright work, and paint work issues are usually simply described/noted under the given category and deductions then made under category 23 (Nuts, Bolts and Mounting Hardware), category 24 (Plating and Bright Work, and category 25 (Paint Work). **There are some exceptions to this approach for hardware items that are integral to the main component, such as carburetor subcomponents, or fork assembly hardware; these are noted under the given category guideline.**
9. A “series produced” motorcycle is defined as: *one in a sequence of similarly equipped motorcycles offered for sale to the general public or a public entity by a recognized manufacturer. Excluded are experimental and prototype machines.*
10. Accurately reproduced components are acceptable for restored motorcycles except for engine cases, frames, and engine top ends as described below. Non-original components on motorcycles judged as original receive the maximum deduction for the component, except for replacement of wear items as described in the *AMCA Handbook of Judging*.

ENGINE AND FRAME AUTHENTICITY

1. All motorcycles, whether judged as original or restored must have original engine cases as determined through:
 - a. direct inspection of case features
 - b. inspection of VIN/serial number
 - c. consideration of the likelihood of authenticity relative to such factors as year of manufacture, rarity, known production numbers, and any other means of verification. **Motorcycles with invalid serial numbers are disallowed.**
2. Motorcycles judged as original must have original engines and frames. Minor repairs of engine and frame subcomponents are allowed but are subject to deductions to a 4-point maximum.
3. Reproduction cylinders/heads are allowed on restored motorcycles but are expected to be highly representative of original. Obvious deviation from original appearance in size, surface characteristics, base material, or fitment requires an automatic 6-point deduction.

Minor inconsistencies from original are subject to a maximum 4-point deduction under the engine category.

Reproduction cylinders/heads should have similar texture and finish, with no visible improvements over original, such as extra or thicker webbing or thicker fins. Manufacturer’s logos and codes should be present and appear as original. Slight differences are acceptable, such as mould marks not in the same location or not visible, or a date code for a different year.

4. Restored motorcycles clearly determined to have a reproduction frame that accurately represents the year of manufacture receive an automatic 6-point deduction. Engine and frame combinations that are incorrect for the year are disallowed.

OPTIONS AND ACCESSORIES

Factory optional components that replace standard equipment are allowable and judged under the same category as the standard components. Factory options must be shown in the original factory catalogue, sales literature, or dealer directive for the model year. *Supplementary (add-on) accessories* typically do not replace standard equipment, and may be items available from the factory or other suppliers in the model year. Such components are accepted without judging unless they are period incorrect or significantly detract from the overall appearance of the motorcycle due to improper condition, modification, or fitment.

Factory option packages must be complete. Optional components that were not available individually are subject to point deductions. The burden of proof falls to the owner to provide documentation regarding the components offered in the package.

CATEGORY 1: FRAME/REAR SUSPENSION

FRAME	MAX DEDUCTION
Incorrect for Year	Disallowed
Reproduction	6 automatic
Main Frame Including Subframe, Swinging Arm if Equipped	4
Subcomponents (Mounts, Brackets, Plates, Guards, Steering Lock)	1½ *
Pitting	¾ *
Damage, Obvious Repairs	¾ *
Rear Suspension Including Fasteners If Equipped	1
Plating and Bright Work: Note, Then Deduct in Category 24	½
Paint Work: Note, Then Deduct in Category 25	See Category 25

*Recommended deduction. Judges' discretion may be applied, with maximum deduction not to exceed total for the main component.

1. Motorcycles with engine and main frame or swinging arm components from different years are disallowed.
2. Frame serial number need not match or correspond to engine serial number on restored motorcycles.
3. The combined maximum deduction for defects on an original frame of correct year is 4 points.

CATEGORY 2: FRONT FORK

GIRDER/OTHER LINKED FORK	MAX DEDUCTION
Girders/Uprights	2½
Links, Studs & Nuts, Grease Fittings	½
Springs	½ *
Triple Clamps, Stem Nut, Fasteners and Hardware	½
Nacelle, Spring Cover	1*
Steering Damper	¾*
Missing Ride Control	¾ *
Damaged/Bent Girders	1*
Plating and Bright Work: Note, then Deduct In Category 24	½
Paint Work: Note, Then Deduct in Category 25	See Category 25

SPRINGER FORK	MAX DEDUCTION
Rigid Fork	1½
Spring Fork	1
Rockers, Studs & Nuts, Grease Fittings	½
Springs	½
Triple Clamps, Stem Nut, Fasteners and Hardware	½
Nacelle, Spring Cover	1*
Steering Damper	¾ *
Missing Ride Control	¾ *
Damaged/Bent Fork Legs	1*
Plating and Bright Work: Note, Then Deduct in Category 24	½
Paint Work: Note, Then Deduct in Category 25	See Category 25

TELESCOPIC FORK	MAX DEDUCTION
Lower Legs	1½
Upper Legs	1
Nacelle, Spring Cover, Boots	1
Triple Clamps and Fasteners	½
Damaged/Bent Legs	1*
Plating and Bright Work: Note, Then Deduct in Category 24	½
Paint Work: Note, Then Deduct in Category 25	See Category 25

*Recommended deduction. Judges' discretion may be applied, with maximum deduction not to exceed total for the main component.

1. Harley-Davidson used springer forks through 1948, and selectively through 1957.
2. Indian used girder forks through 1949. Telescopic forks were introduced in 1949 on verticals twin models, and in 1950 on the Chief.
3. Powder coat is acceptable if it simulates the original finish.

CATEGORY 3: FRONT FENDER

FRONT FENDER	MAX DEDUCTION
Fender	4
Braces and/or Brackets	1*
Decorative Trim, Tips, Guards if Standard Equipment	¾
Mud flap if Standard Equipment	¾
Dents, Bends, Incorrect Rivets, other Damage/Fitment issues	1
Mounting Hardware: Note, Then Deduct In Category 23	½
Plating and Bright Work: Note, Then Deduct In Category 24	½
Paint Work: Note, Then Deduct In Category 25	See Category 25

*Recommended deduction. Judges' discretion may be applied, with maximum deduction not to exceed total for the main component.

1. Harley-Davidson used narrow fender braces through 1946, and wider braces subsequently.
2. Mud flaps and trims are judged if standard equipment.

CATEGORY 4: REAR FENDER

REAR FENDER	MAX DEDUCTION
Fender	4
Braces and/or Brackets	1*
Decorative Trim, Tips, Guards if Standard Equipment	¾
Mud flap if Standard Equipment	¾
Dents, Bends, Incorrect Rivets, Holes, other Damage/Fitment issues	1
Mounting Hardware: Note, Then Deduct In Category 23	½
Plating and Bright Work: Note, Then Deduct in Category 24	½
Paint Work: Note, Then Deduct In Category 25	See Category 25

*Recommended deduction. Judges' discretion may be applied, with maximum deduction not to exceed total for the main component.

1. Harley-Davidson used narrow fender braces through 1946, and wider braces subsequently.
2. Mud flaps and trims are judged if standard equipment.

CATEGORY 5: FRONT WHEEL AND TIRE

FRONT WHEEL AND TIRE	MAX DEDUCTION
HUB	1
Missing or Incorrect Grease Fitting	1/4
RIM	1
Incorrect Valve Stem	1/4
Incorrect Valve Cap	1/4
SPOKES & NIPPLES	1
Incorrect Spokes	1/2
Incorrect Spoke Nipples	1/2
Incorrect Lacing	3/4
Polished Stainless Steel when should be Cadmium or Glass Blasted	1/4
TIRE	1/2
Type and Style Unrepresentative of Original	1/2
Significant Wear on Restored Motorcycle	1/4
Axle & Nut, Pin	1/2
Dents, Scratches, other Damage	1/4
Plating and Bright Work: Note, Then Deduct In Category 24	1/2
Paint Work: Note, Then Deduct in Category 25	1/2

1. Brake drums are judged under category 17.
2. On American motorcycles, clincher rims were used through 1929, and drop center rims thereafter. Incorrect rims will also have incorrect tires.
3. American makes generally sourced rims from Kelsey-Hayes, which have a distinctive 45 degree angle at the edge. British rims have an approximate 80 degree rim angle.
4. Stainless steel spokes are acceptable substitutes for cadmium if they are glass beaded. Swaged and double-swaged spokes were used on some models. Reproduction spoke nipples should approximate the shape of originals.
5. American makes generally fitted Firestone or Goodyear tires. Modern tires that simulate original tread patterns are allowable
6. There is no deduction for use of black tires on early motorcycles.
7. Most makes through 1929 usually used nickel plated spokes, simulated fairly well by polished stainless steel
8. American motorcycles from 1930 to approximately 1970 used cad spokes, simulated by glass beaded stainless steel. An exception was parkerized spokes during war years.
9. Japanese and American motorcycles after the early 1970s used bright zinc plating.

CATEGORY 6: REAR WHEEL AND TIRE

REAR WHEEL AND TIRE	MAX DEDUCTION
HUB	1
Missing or Incorrect Grease Fitting	1/4
RIM	1
Incorrect Valve Stem	1/4
Incorrect Valve Cap	1/4
SPOKES & NIPPLES	1
Incorrect Spokes	1/2
Incorrect Spoke Nipples	1/2
Incorrect Lacing	3/4
Polished Stainless Steel when should be Cadmium or Glass Blasted	1/4
TIRE	1/2
Type and Style Unrepresentative of Original	1/2
Significant Wear on Restored Motorcycle	1/4
Axle & Nut, Adjusters, Pins	1/2
Dents, Scratches, other Damage	1/4
Plating and Bright Work: Note, Then Deduct In Category 24	1/2
Paint Work: Note, Then Deduct In Category 25	1/2

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CATEGORY 7: HANDLEBARS/GRIPS/CONTROLS AND LEVERS

HANDLEBARS	MAX DEDUCTION
Handlebars Including Mounting/ Top Clamp/Fasteners	1
Missing Trademarks	¼
Plating and Bright Work: Note, Then Deduct In Category 24	½
Paint Work: Note, Then Deduct In Category 25	½

GRIPS/CONTROLS	MAX DEDUCTION
Grips & Sleeves, Coils/Cables, Clips, Brackets, Connections, Fasteners	1
Incorrect Grip End	¼
Missing Trademarks	¼
Plating and Bright Work: Note, Then Deduct In Category 24	½
Paint Work: Note, Then Deduct in Category 25	½

LEVERS	MAX DEDUCTION
Clutch Lever, Brackets, Clamps, Connections	1
Brake Lever, Brackets, Clamps, Connections	1
Mounting Hardware: Note and Then Deduct In Category 23.	¼
Plating and Bright Work: Note, Then Deduct In Category 24	½
Paint Work: Note, Then Deduct In Category 25	½

CATEGORY 8: ENGINE

ENGINE	MAX DEDUCTION
Heads, Cylinders, Covers	2*
Crankcase Reproduction	disallowed
Crankcase	1
Gear Case	1
Nuts, Bolts, and Mounting Hardware: Note & Deduct in Cat. 23	¾
Plating and Bright Work: Note, Then Deduct in Category 24	½
Paint Work: Note, Then Deduct in Category 25	½

* Given the high visibility and “heart of the motorcycle” status of top end engine components, *each* cylinder block, head, and cover has a maximum value of 2 points, with a four point maximum total deduction for the category.

CATEGORY 9: TRANSMISSION/KICK START AND PEDAL

PREUNIT TRANSMISSION/KICK START AND PEDAL	MAX DEDUCTION (Kick Start Only)	MAX DEDUCTION (Electric Start Only)
Transmission	2	2
Controls (gate, lever, knob, linkages)	1*	1*
Kicker Arm, Spring, Cover, Gear	1¼	---
Kicker Pedal	¾	---
Mounting Hardware: Note, Then Deduct In Category 23.	½	½
Plating and Bright Work: Note, Then Deduct In Category 24	½	½
Paint Work: Note, Then Deduct in Category 25	½	½

UNIT TRANSMISSION/KICK START AND PEDAL	MAX DEDUCTION (Kick Start Only)	MAX DEDUCTION (Electric Start Only)
Transmission	---	---
Controls Including Foot Lever, Peg	1	1
Kicker Arm, Spring, Cover, Gear	1¼	---
Kicker Pedal	¾	---
Mounting Hardware: Note, Then Deduct In Category 23.	½	½
Plating and Bright Work: Note, Then Deduct In Category 24	½	½
Paint Work: Note, Then Deduct in Category 25	½	½

*Recommended deduction. Judges' discretion may be applied, with maximum deduction not to exceed total for the main component.

CATEGORY 10: CARBURETOR/INTAKE/AIR CLEANER

CARBURETOR/INTAKE/AIR CLEANER	MAX DEDUCTION
Carburetor, including subcomponents	2
Subcomponents (each)	¼
Manifold, including clamps and fasteners	1
Air Cleaner, including tag, rivets, fasteners	1
Plating and Bright Work: Note, Then Deduct In Category 24	½
Paint Work: Note, Then Deduct In Category 25	½

CATEGORY 11: EXHAUST SYSTEM

EXHAUST SYSTEM	MAX DEDUCTION
Muffler(s)	2
Header Pipes	1½
Clamps/Mounts (¼ point each)	1
Mounting Hardware: Note, Then Deduct In Category 23	½
Plating and Bright Work: Note, Then Deduct In Category 24	½
Paint Work: Note, Then Deduct In Category 25	½

1. No deduction is made for exhaust pipe discoloration that is typical for normal operation.

CATEGORY 12: LIGHTS/WIRING AND ELECTRICS/STARTER MOTOR

LIGHTS/WIRING, ELECTRICS/STARTER MOTOR	MAX DEDUCTION
Headlight complete incl. bracket and screws	1½
Body	½ *
Trim Ring/Bezel including Hardware	½
Lens & Bulb	½
Tail Light	1
Lens	½
Wiring Including Terminals, Insulation, Loom, Clamps/Ties, Routing	1½
Switches	¾
Starter Motor If Equipped	1*
Plating and Bright Work: Note, Then Deduct In Category 24	½
Paint Work: Note, Then Deduct In Category 25	½

*Recommended deduction. Judges' discretion may be applied, with maximum deduction not to exceed total for the main component.

CATEGORY 13: OIL TANK & OIL LINES

OIL TANK & OIL LINES	MAX DEDUCTION
Oil Tank & mounting. See Note	2½
Hand Pump/controls	½
Oil Cap	¾
Oil Lines/Hoses and Fittings	¾
Filter if Standard, Including Housing and Bracket	¾
Mounting Hardware: Note, Then Deduct in Category 23	½
Plating and Bright Work: Note, Then Deduct in Category 24	½
Paint Work: Note, Then Deduct in Category 25	½

Note: If the oil tank is part of the gas tank, judge under Gas Tank in Category 22.

CATEGORY 14: FOOTBOARDS/FOOTPEGS

FOOTBOARDS	MAX DEDUCTION Divide by # of Footboards
Footboards, Pads, Rivets, Fasteners	2
Missing Trademarks	$\frac{1}{4}$
Sidebars, Hinges, Studs, Rods	2
Mounting Hardware: Note, Then Deduct in Category 23.	$\frac{1}{2}$
Plating and Bright Work: Note, Then Deduct in Category 24	$\frac{1}{2}$
Paint Work: Note, Then Deduct in Category 25	$\frac{1}{2}$

FOOT PEGS	MAX DEDUCTION Divide by # of Foot Pegs
Foot Pegs	2
Missing Trademarks	$\frac{1}{4}$
Brackets, Supports, Studs	2
Mounting Hardware: Note, Then Deduct in Category 23.	$\frac{1}{2}$
Plating and Bright Work: Note, Then Deduct in Category 24	$\frac{1}{2}$
Paint Work: Note, Then Deduct in Category 25	$\frac{1}{2}$

CATEGORY 15: CHAIN GUARDS/PRIMARY COVER/FINAL DRIVE

CHAIN GUARDS/PRIMARY COVER/FINAL DRIVE	MAX DEDUCTION (CHAIN DRIVE)	MAX DEDUCTION (SHAFT DRIVE)
Primary Cover/Inner Primary	2	---
Clutch and Inspection Covers	$\frac{1}{2}$	---
Chain and Sprocket	$\frac{3}{4}$	---
Rear Chain Guard	1$\frac{1}{4}$	---
Shaft Drive	---	4
Shaft	---	1
Universal Joint	---	1
Output	---	1
Rear Drive	---	1
Mounting Hardware: Note. Then Deduct In Category 23.	$\frac{1}{2}$	$\frac{1}{2}$
Plating and Bright Work: Note, Then Deduct In Category 24	$\frac{1}{2}$	$\frac{1}{2}$
Paint Work: Note, Then Deduct In Category 25	$\frac{1}{2}$	$\frac{1}{2}$

Note: The belt, tensioner, and pulleys of early belt drive motorcycles require judges' discretion to determine significance and associated point values/deductions.

1. Drive chains may be replaced with other than OEM equivalent types.
2. Slight oil leakage from shaft drive units is allowed without deduction.

CATEGORY 16: SEAT AND SPRINGS

SEAT AND SPRINGS	MAX DEDUCTION
Suspended Seats	
Covering	2
Pan	1
Springs, Spacers, Seat Post, Seat Bar, Grease Fitting	1
Rails, Handles, Straps if Standard Equipment	$\frac{3}{4}$
Passenger Seat/Pad Including Mounting if Standard Equipment	1½
Mounting Hardware: Note Then Deduct In Category 23	$\frac{1}{2}$
Plating and Bright Work: Note Then Deduct in Category 24	$\frac{1}{2}$
Paint Work: Note, Then Deduct in Category 25	$\frac{1}{2}$
Rigid Mount	
Covering	2
Pan/substructure	2
Rails, Handles, Straps if Standard Equipment	$\frac{3}{4}$
Passenger Seat/Pad Incl. Mounting if Separate Std. Equip.	1½
Mounting Hardware: Note, Then Deduct In Category 23	$\frac{1}{2}$
Plating and Bright Work: Note, Then Deduct in Category 24	$\frac{1}{2}$
Paint Work: Note, Then Deduct in Category 25	$\frac{1}{2}$

DEFINITIONS: Seat covering includes type of material (leather, vinyl, etc.), padding, texture, stitching, seams (open, rolled, etc.) color, manufacturer's logo, and overall appearance.

Guidelines

1. An incorrect suspended seat pan and covering with correct springs, seat post, seat bar, and subcomponents is a 3 point deduction.
2. An entirely incorrect rigid mount seat is a 4 point deduction.

CATEGORY 17: BRAKES AND CLUTCH INCLUDING PEDALS, CABLES, AND RODS

REAR BRAKE	MAX DEDUCTION
Pedal	1/2
Rods, Clevis, Cam Levers, Shafts, Fasteners 1/4 each	1
Drum, Backing Plate, Lug Bolts	3/4
Disc, Caliper, Lines/Hoses, Master Cylinder if Standard Equipment	1
Switch if Standard Equipment	1/4
Plating and Bright Work: Note, Then Deduct in Category 24	1/2
Paint Work: Note, Then Deduct in Category 25	1/2

FRONT BRAKE	MAX DEDUCTION
Drum & Backing Plate, Lug Bolts	3/4
Shackle, Studs, Fasteners	1/2
Cable and Clamps, Routing	1/2
Clevis, Cam Lever, Rods, Fasteners	1/2
Disc, Caliper, Lines/Hoses, Master Cylinder if Standard Equipment	1
Switch if Standard Equipment	1/4
Plating and Bright Work: Note, Then Deduct in Category 24	1/2
Paint Work: Note, Then Deduct in Category 25	1/2

FOOT CLUTCH	MAX DEDUCTION
Pedal, Arm, Rod, Spring, Friction Assembly, Clevis, Studs, Fasteners	1
Plating and Bright Work: Note, Then Deduct in Category 24	1/2
Paint Work: Note, Then Deduct in Category 25	1/2

HAND CLUTCH	MAX DEDUCTION
Hand/Mud Lever if Equipped, Arm, Cable, Clamps, Fasteners, Routing	3/4
Plating and Bright Work: Note, Then Deduct in Category 24	1/2
Paint Work: Note, Then Deduct in Category 25	1/2

Notes:

- a. Handlebar levers are judged in category 7.
- b. The clutch, clutch lever and linkage of early belt drive motorcycles require judges' discretion to determine significance and relative point values/deductions.

CATEGORY 18: STANDS

STANDS (Standard Equipment) (Judge Accessory Stands Only When Part of an Option Package)	MAX DEDUCTION (all stands)
Stand or Leg	3
All Springs, Stops, Brackets, Catches, Rubber Guards	1
Mounting Hardware: Note, Then Deduct In Category 23	1/2
Plating and Bright Work: Note Then Deduct In Category 24	1/2
Paint Work: Note, Then Deduct In Category 25	1/2

CATEGORY 19: INSTRUMENTS INCLUDING SPEEDO

INSTRUMENTS INCLUDING SPEEDO	MAX DEDUCTION
Speedometer Including Mounting Bracket & drive	2
Gauges	1
Dash Panel/Cover	1
Indicator Lights	1/2
Mounting Hardware: Note, Then Deduct In Category 23	1/2
Plating and Bright Work: Note, Then Deduct In Category 24	1/2
Paint Work: Note, Then Deduct In Category 25	1/2

CATEGORY 20: GENERATOR/HORN/MAGNETO/IGNITION SYSTEM/SPARK PLUGS

GENERATOR, HORN, MAGNETO, IGNITION SYSTEM, SPARK PLUGS	MAX DEDUCTION
Generator and/or Magneto including Mounting Manufactures Tag/Plate	1 1/4** 1/4
Timer	1/2
Relay(s) and Regulator	1/2
Coil	1/2
Spark Plug(s) and Cable(s) (color, material, connector), Terminals	1/4
Horn including Mounting	1**
Mounting Hardware: Note, Then Deduct in Category 23	1/2
Plating and Bright Work: Note, Then Deduct in Category 24	1/2
Paint Work: Note, Then Deduct in Category 25	1/2

** Special Note: Relative value varies considerably between brands; judges' discretion may be applied.

1. Spark plugs and cables are considered wear items and, therefore, replacements are acceptable on original motorcycles if period authentic.
2. It is acceptable to use modern plugs to prove operational capacity and then replace with period spark plugs for judging.

CATEGORY 21: BATTERY BOX/TOOL BOX/SIDE PANELS/FAIRING

BATTERY BOX/TOOL BOX/SIDE PANELS/FAIRING	MAX DEDUCTION
Battery Box and Cover	1¼
Brackets, Terminals, Decals/Tags	¾
Tool Box and Door	1
Lock, Brackets, Decals/Tags hinge	¾
Fairing and Screen	2**
Side Panels, Locks, Releases, Knobs	¾**
Mounting Hardware: Note, Then Deduct in Category 23	½
Plating and Bright Work: Note, Then Deduct in Category 24	½
Paint Work: Note, Then Deduct in Category 25	See Category 25

** Special Note: The Fairing, screen, and side panels of some motorcycles are high visibility components that cover the battery/tool compartments. In such cases judges' discretion may be applied to assign point values of up to 4 points.

CATEGORY 22: GAS TANK, LINES, VALVES

GAS TANK, LINES, VALVES	MAX DEDUCTION
Tank(s) including oil tank if part of gas tank	2
Cap(s)	1
Valves/Petcocks	½
Lines & Fittings, Fuel Filter	½
Mounting Hardware: Note, Then Deduct in Category 23.	½
Plating and Bright Work: Note, Then Deduct in Category 24	½
Paintwork: Note, Then Deduct in Category 25	See Category 25

Note: Oil tank fittings are judged under category 13.

CATEGORY 23: NUTS, BOLTS, AND MOUNTING HARDWARE

All deductions in this category should be noted under each category above and then listed herein with the number of the category followed by the point deduction.

CATEGORY 24: PLATING AND BRIGHT WORK

All deductions in this category should be noted under each category above and then listed herein with the number of the category followed by the point deduction.

1. Incorrect plating on individual subcomponents in any given category are typically assigned point deductions of ¼- ½ point, with a 4 point maximum deduction across the entire motorcycle.
2. Nickel plating was used prior to 1930, chrome came into common use through the 1930s.
3. Indian's use of parkerized parts was limited except during wartime.
4. Plating must be consistent with the factory option package.
5. Special order plating of specific components must have factory documentation to avoid deduction.
6. Cadmium plating became the standard plating 1939 onward for Indian motorcycles.
7. Stainless steel spokes are allowed but must be blasted to simulate stock plating.

CATEGORY 25: PAINT WORK

ORIGINAL MOTORCYCLES	MAX DEDUCTION
Originality	
One Major Component Predominantly Non-Original Paint	3 automatic
Two or More Major Components Predominantly Non-Original Paint	6 automatic
Minor Components Predominantly Non-Original Paint	4
Preservation (consistent with overall condition)	
Major Components	3*
Minor Components	1*

*Recommended Deduction. Judges' discretion may be applied.

DEFINITIONS

Major Components:

Front Fender, Rear Fender, Fuel Tank (complete), Fairing, Side Panels (each), Frame, Fork

Minor Components:

Primary Cover, Chain Guard, Oil Tank, Boxes, Wheels, Brackets, Braces, Springs, Stands, and All Other Painted Subcomponents

Guidelines for Original Motorcycles

1. To encourage the preservation of original paint motorcycles, some degree of non-original paint is acceptable as specified below, but is expected to be consistent with original color and overall condition. Predominantly non-original paint on any major component that is unrepresentative of original and not in keeping with the overall appearance of the motorcycle requires a six-point deduction.
2. Predominantly non-original paint on a single major component requires an automatic 3-point deduction.
3. Predominantly non-original paint on two or more major components requires an automatic 6-point deduction.
4. Predominantly non-original paint on minor components is a combined maximum 4-point deduction.
5. Small touch ups of paint chips, scratches and the like are allowable on original motorcycles but are subject to preservation deductions based on consistency with overall condition with a maximum ½ point deduction. More significant but not predominant repairs of a single major component can incur a deduction up to 3 points, and up to 6 points on two or more major components. Repair and repaint of minor components that are not predominant are subject to a maximum preservation deduction of 1 point.
6. The *preservation* of paint on original motorcycles refers to the condition of the paint relative to the age and overall condition of the motorcycle and motorcycles of similar age. Paint that appears significantly more worn than expected is subject to deductions.

RESTORED MOTORCYCLES	MAX DEDUCTION
Color	
Major Component(s) Markedly Incorrect Color or Color Scheme	6 automatic
Minor Components Markedly Incorrect Color or Color Scheme	2*
Transfers/Logos (Color, Features, Placement)	1*
Striping/Graphics (Color, Features, Placement)	1*
Appearance	
Major and Minor Components Appearance (simulates original)	2*

*Recommended Deduction. Judges' discretion may be applied.

DEFINITIONS

Major Components:

Front Fender, Rear Fender, Fuel Tank (complete), Fairing, Side Panels (each), Frame, Fork

Minor Components:

Primary Cover, Chain Guard, Oil Tank, Boxes, Wheels, Brackets, Springs, Stands, and All Other Painted Subcomponents

Guidelines for Restored Motorcycles

1. Markedly incorrect color or color scheme of any major component is an automatic 6-point deduction.
2. Incorrect color or color scheme of minor components is a maximum combined 2-point deduction.
3. Incorrect appearance of major and minor components is a combined maximum deduction of 2 points.
4. Paint color should be a standard factory color or a published special option for the year of manufacture. Nonstandard/special colors are permitted if accompanied by factory documentation.
5. Subtle variations from standard factory color are not penalized.
6. Any type paint (lacquer, enamel, acrylics, etc.) may be used if the final finish simulates the original finish.
7. Repairs which incorporate the use of lead, body filler, etc. will be judged on workmanship only.
8. Judging the *appearance* of paint is based on such things as depth of finish, runs, orange peel, dents, scratches, cracks, lack of paint.
9. Small paint chips/touch ups on restored motorcycles returning for subsequent judging may simply be noted without deduction in keeping with the encouragement to ride motorcycles to the meet.