

# **MONARO NATIONALS – 2010**

**3<sup>rd</sup> – 6<sup>th</sup> SEPTEMBER**  
**WARWICK, QUEENSLAND**

## **JUDGING MANUAL**

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# Classification and Judging Overview

The primary objective of the Monaro Nationals is for owners to gather together and celebrate a true Australian icon - the Holden Monaro. The cars are the stars here and to ensure a fair system of judging is in place for the wide variety of Monaros and derivatives on display, a range of classes based on how each vehicle presents has been developed. From the showroom standard example to the wildest of expression in personal taste - all are catered for in one way or another. *Monaro* means many things to many people and this is reflected in no less than twelve (12) classes available for scrutineering to ensure every vehicle attending is correctly and fairly classified/judged. An additional category that caters for affiliate Monaro club members' vehicles is also available bringing the total number of judged classes to thirteen (13).

The classes for the 2010 event *Monaros On The Southern Downs* are as follows –

<b>1. SURVIVOR</b>	<i>(Open to models 20 years and older)</i>
<b>2. CONCOURS</b>	<i>(Open to models 20 years and older)</i>
<b>3. FACTORY AUTHENTIC</b>	<i>(Open to models 10 years and older)</i>
<b>4. FACTORY IMPROVED</b>	<i>(Open to all models)</i>
<b>5. MILD CUSTOM</b>	<i>(Open to all models)</i>
<b>6. STREET MODIFIED</b>	<i>(Open to all models)</i>
<b>7. SHOW</b>	<i>(Open to all models)</i>
<b>8. COMPETITION</b>	<i>(Open to all models)</i>
<b>9. SPECIAL</b>	<i>(Open to all models)</i>
<b>10. EXHIBITION</b>	<i>(Open to all models)</i>
<b>11. REPLICA/TRIBUTE</b>	<i>(Open to all models)</i>
<b>12. EXPORT</b>	<i>(Open to all models)</i>

The first four classes are for standard and GM improved Monaros. As the name suggests, **SURVIVOR** caters for a Monaro that has survived the ravages of time. The **CONCOURS** class is for the owner who has gone to great lengths to restore their Monaro to pristine brand new as-built condition. **FACTORY AUTHENTIC** vehicles are exactly that – an accurate reflection of a Monaro when it was built in the factory. The **FACTORY IMPROVED** class is for the Monaro that has been enhanced with factory GM parts.

The next three classes cater for modified Monaros that have been customised or personalised by owners. **MILD CUSTOM** Monaros have minor changes from standard that alter the visual aspects, but do not deviate too far from the original status of the car. The **STREET MODIFIED** class is for the cars that feature extensive modifications but remain typically “daily drivers” and not outright show or competition vehicles. **SHOW** class caters for the all-out modified/customised Monaro.

**COMPETITION** class caters for Monaros involved in all manner of motorsport competition.

**SPECIAL** class is for specially built promotional/motor show Monaros and factory prototypes.

**EXHIBITION** class is for vehicles that are in some way, shape or form, a worthy exhibition piece.

**REPLICA/TRIBUTE** class includes all vehicles that are replicas of a nominated sedan variant of a Monaro as well as specially built tribute cars that honour a significant special original car.

Monaros that were marketed/sold and/or assembled outside Australia are catered for in **EXPORT** class.

**Fencing and roped off displays are permitted to be used in classes 2, 7, 10. Submissions made for such displays in other classes shall be considered by the 2010 event organising committee.**

**N.B. Classes 5, 6, 7, 8, 10, 11, 12 and the GM Holden cars owned by affiliate Monaro club members will be judged by the ASMF using guidelines prepared by the 2010 event organising committee.**

# Vehicle Eligibility and Model Definitions

Suitability of entry for the 2010 event – *Monaros On The Southern Downs* – shall be in the first instance for vehicles identified by a specific body style as dictated by a code assigned by General Motors Corporation. Additional vehicles by way of association as defined by subsidiaries of the parent company (specifically the Australian subsidiary of GM – Holden) are also eligible. Vehicles owned by affiliate members of a recognised state-based Monaro club are also catered for in a special category – **AFFILIATE (CLUB)**.

- The code used as pertaining to the vehicles eligible for entry in the event is 37 (thirty seven). This body style code must be present on the Body Identification plate in the case of a vehicle assembled in an Australian VAP<sup>1</sup> or the Vehicle Identification plate in the case of a vehicle assembled in South Africa. All vehicles meeting this criterion are then considered for classification into the appropriate classes available for judging. A vehicle that does not meet this criterion is automatically placed in the **REPLICA/TRIBUTE** class.<sup>2</sup>
- The additional vehicles – by way of association – shall be defined as those four-door sedan models (body style code 69) produced and marketed by the Australian subsidiary of GM that either wear the *Monaro* nameplate or are directly associated with the name 'Monaro'.<sup>3</sup>
- To be eligible for the **AFFILIATE (CLUB)** category, the vehicle shall be of GM Holden manufacture and badged as a *Holden* vehicle, i.e. displaying a factory applied Lion and stone emblem.

The model series<sup>4</sup> eligibility for the 2010 event – *Monaros On The Southern Downs* – including the model numbers specific to each model series as defined by the vehicle manufacturer are as follows –

<b>HK SERIES</b>	<b>(80337, 80737, 81837)</b>
<b>HT SERIES</b>	<b>(80337, 80437, 80737, 80837, 81837)</b>
<b>HG SERIES</b>	<b>(80337, 80437, 80737, 80837, 81837)</b>
<b>HQ SERIES</b>	<b>(80337, 80437, 80837, 81137, 81237, 81837, 80269 model option XV2, 80469 model options XV4, XW8)</b>
<b>HJ SERIES</b>	<b>(8WP37, 8WQ37, 8WQ69)</b>
<b>HX SERIES</b>	<b>(8WQ37, 8WQ69)</b>
<b>HZ SERIES</b>	<b>(8WQ69)</b>
<b>V2 SERIES</b>	<b>(8VK37 model option 134, 8VX37 model options 054, 063, 324, 326, 8VM37 model option XW5, 8VX37 model options XY2, XY7, XY8, XY9)</b>
<b>VZ SERIES</b>	<b>(8VX37 model options 324, 326, 384, 386, 8VM37 model option XW5, 8VX37 model options XY7, XY8)</b>

Applicable only to **EXPORT** class is the following export specific designation used by GM –

**'71-3 CHEVROLET (5B837)<sup>5</sup>**

<sup>1</sup> Vehicle Assembly Plant as referred to in official GM nomenclature.

<sup>2</sup> This criterion is applicable only to 37 style vehicles presenting with no identification plates, specifically a full size two-door coupe body style manufactured by Holden or the South African subsidiary of GM.

<sup>3</sup> The forerunner to these models is also included. In the case of the HQ series SS model option and the HQ series *Monaro GTS 4-door* model options, the scrutineering process shall be to use the TRIM data line of the Body Identification plate where the final alpha character shall be either a C, D, W, X, Y, or Z in order to positively identify the vehicle status when the model option code is not displayed on the plate.

<sup>4</sup> Model Series as presented and described in official General Motors Holden nomenclature.

<sup>5</sup> 1971 through 1973 Chevrolet SS vehicles also include a final alpha coding following the vehicle sequence component of the identification number. These configuration codes shall comprise ZCF, ZCV, ZDF, or ZDU.

# Vehicle Eligibility and Entry Process

The vehicle name<sup>6</sup> eligibility for the 2010 event – *Monaros On The Southern Downs* – in each model series as defined by the vehicle manufacturer is as follows –

<b>HK SERIES</b>	<b>(Monaro, GTS, GTS 327)</b>
<b>HT SERIES</b>	<b>(Monaro, GTS, GTS 350)</b>
<b>HG SERIES</b>	<b>(Monaro, GTS, GTS 350)</b>
<b>HQ SERIES</b>	<b>(Monaro, GTS, Monaro LS, GTS 350, SS, Monaro GTS 4-door)</b>
<b>HJ SERIES</b>	<b>(Monaro LS, GTS, GTS Sedan)</b>
<b>HX SERIES</b>	<b>(LE, GTS Sedan)</b>
<b>HZ SERIES</b>	<b>(GTS Sedan)</b>
<b>V2 SERIES</b>	<b>(Monaro CV6, Monaro CV8, Monaro CV8-R, Coupe4, GTO Coupe, GTO LE, GTS Coupe)</b>
<b>VZ SERIES</b>	<b>(Monaro CV8, Monaro CV8Z, Coupe4, GTO Coupe, GTO LE, Signature Coupe)</b>

Applicable only to **EXPORT** class is the following designation name used by GM –

**'71-3 CHEVROLET (SS)**

The vehicle entry process shall be in accordance with the procedure outlined on the official Entry Form as produced and supplied by the host club for the purpose of enablement of eligible vehicles to enter and ultimately participate in nominated activities detailed in the Event Programme.

- A vehicle entered in the event shall be deemed a participant subject to the judging process and as such must abide by the rules and regulations pertaining to that aspect of the event.
- A complimentary service providing assistance with the entry process is available to ensure that any vehicle entered in the event is correctly classified according to the various classes on offer. From the range of information available, the onus is on the vehicle owner to nominate the class in which the vehicle will be judged.
- The judging coordinator/s can assist where there may be uncertainty in regard to the correct class.
- When all entries are received, the judging coordinator/s will determine the make-up of numbers for each class/category.
- Any vehicle deemed incorrectly entered by the judging coordinator/s will result in the vehicle owner being contacted and a more suitable outcome arrived at. The purpose of this pre-event check is to enable the entrant to have the greatest possible opportunity of scoring the highest chance at an award on offer.
- All entrant vehicles will be scrutineered on the Friday of the event (September 3<sup>rd</sup>) to ensure the entry process is complete and classification is as correct as is possible for each entrant.
- The 2010 event show arena is arranged for maximum benefit for all concerned. It is imperative that entrants position their vehicle in accordance with the directions given to them at the scrutineering point. The exact location of each vehicle entered in the event is identified on a map of the venue, and for judging purposes each vehicle must be positioned as directed by the judging coordinator/s.

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<sup>6</sup> Name as in either the nameplate displayed on the subject vehicle, or as used in official GM nomenclature.

# Judging Rules and Regulations

The purpose of the following rules and regulations are for the fair classification and judging of any and all vehicles entered in *Monaros On The Southern Downs* (hereafter referred to as “the event”).

- The VIN will determine the status of each vehicle in the event.<sup>7 8</sup>
- The Model identified on the Body Identification plate will determine vehicle placement in model specific categories.<sup>9</sup>
- All vehicles entered in the event will be classified and judged according to the classes available.<sup>10</sup>
- Vehicle owners must nominate if they do not want their vehicle/s included in the judging results.
- *SURVIVOR*, *SHOW* and *COMPETITION* classes are exempt from road registration. All other vehicles must present in a current registered state.
- *SURVIVOR*, *CONCOURS*, *FACTORY AUTHENTIC*, and *FACTORY IMPROVED* classes will use the demerit point system of judging pioneered for the 2000 *Monaros In The Millennium* event.<sup>11</sup>
- *MILD CUSTOM*, *STREET MODIFIED*, *SHOW*, *COMPETITION*, *EXHIBITION*, *EXPORT* and *REPLICA/TRIBUTE* classes will use the ASMF judging system.<sup>12</sup>
- The Judging Coordinator/s will appoint the judging personnel for all classes in the event.<sup>13</sup>
- The Chief Judge of the event is Joe Griffiths.
- The judge’s decisions are final and no correspondence will be entered into.<sup>14</sup>

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<sup>7</sup> The Vehicle Identification Number (VIN) located on the VIN plate will be used to correctly identify the original build status of the vehicle in question. A vehicle presenting with no VIN will require the owner to provide proof of the VIN assigned at the time of original manufacture by way of supporting documentation supplied with the vehicle at the time of original sale.

<sup>8</sup> In the unlikely event of two vehicles presenting as the same original-build vehicle, additional identification (in the form of build completion date, engine number, build configuration and selling dealer) as defined by the maker will be used to determine the status of each vehicle. Refer *REPLICA/TRIBUTE* class section.

<sup>9</sup> For HQ GTS 4-door vehicles, TRIM data will also be used to confirm vehicle status.

<sup>10</sup> Vehicles entered in the event are categorised under three (3) specific time/body style eras to be referred to as *generations* – G1 (Generation 1) (HK-HG), G2 (HQ-HZ), G3 (V2-VZ).

<sup>11</sup> Commencing in 2000, vehicles in *FACTORY AUTHENTIC* and *FACTORY IMPROVED* classes were judged using a demerit point system. In 2002, a *CONCOURS* class was added and a more detailed demerit point system was used for these vehicles. The *SURVIVOR* class will use the same system as *CONCOURS*.

<sup>12</sup> The *Australian Street Machine Federation* judging criteria together with ASMF delegates will conduct this aspect of the event. Vehicles will be placed into these classes by way of the event’s scrutineering process. GM Holden vehicles owned by affiliate members of Monaro clubs will also be ASMF judged.

<sup>13</sup> Judging personnel will possess extensive knowledge in the area they have been assigned. They will own a Monaro of the generation they are judging and/or will have considerable experience in that area to the satisfaction of the Judging Coordinator/s.

<sup>14</sup> To ensure minimum difficulties with the judging process, factory assembly line manuals and build records are used for reference purposes. The Judging Coordinator/s and Chief Judge will consult in the event of any irregularities. In the event of a tie between vehicles, the tiebreaker will comprise a ‘lucky dip’ draw to determine place getters.

# **SURVIVOR CLASS**

## **Overview and Definition**

The primary objective of the creation of a new class labeled **SURVIVOR** is for the recognition of the growing number of largely untouched Monaros at least 20 years old that exist. Until now, these cars have been included in the **FACTORY AUTHENTIC** class where the focus is on as-built correctness allowing original examples to compete against recent re-built examples. A car deemed to have **SURVIVOR** status could often be used as a benchmark for all other classes where the emphasis is on factory original correctness.<sup>15</sup>

A growing interest in as-built condition has seen the number of vehicles entered in **FACTORY AUTHENTIC** class increase – many of these are cars that are largely un-restored. When a true “survivor” makes an appearance, all eyes are on the car as it has the unique ability to take one back in time. Sight as well as smell can do wonders to the memories of those enthralled in the magic of such a car.

The **SURVIVOR** class will cater for the Monaro owner who has ensured the past has been transported to the present in terms of a Holden Monaro. Often through an unusual set of circumstances, a specific car has escaped the ravages of time in one way or another. The vehicle could be a low-mile low-use example or it could be a car that has been meticulously cared for during its life.

This class has the potential to be the most challenging in regard to qualification and as such the clarification/definition of the class is quite involved –

### ***Clarification/Definition***

*A ‘Survivor’ vehicle shall present as largely unaltered from as-built factory condition. It shall be at least 20 years old and retain the original driveline as well as at least 50% of the materials and components used on the assembly line during the original manufacture process. 50% of original finishes accurate enough to serve as references for restoration of like vehicles must be present. ‘Survivor’ vehicles act as a time capsule for the future preservation of the Monaro marque.*

The clarification/definition states a figure of 50%. 50% means ½ as a minimum as used in the context of describing a specific area of the vehicle. For the judging process, the vehicle will be divided into four (4) areas and the 50% figure is applicable to each area.

**SURVIVOR** class vehicles shall retain at least 50% of the original Holden assembly line finishes (paint, fabrics/materials, plating) that would be considered accurate enough to be used as a reference for the restoration of similar Monaros.

### ***Judging Criteria***

The vehicle will be judged in four (4) areas namely – Exterior (excluding wheels); Interior/Boot; Under bonnet; Vehicle underbody (including suspension and wheels). Each area of the vehicle will be judged as one component and a decision made as to whether that component remains at least 50% un-restored, un-refinished, un-recovered or unaltered. Each area that passes these criteria will then be judged using the demerit point system as applied to the **FACTORY** classes.

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<sup>15</sup> While the word “Survivor” is a registered trademark of *Bloomington Gold* in automotive circles in the United States, the use of it at the 2010 Monaro Nationals is purely to describe a type of Holden Monaro and to provide a suitable class for these vehicles to be correctly and fairly judged in.

# **SURVIVOR CLASS**

## **Guidelines and Examples**

- For Monaros presented in 'as-built' factory condition that may be able to be used as an accurate reference for the restoration of a similar Monaro. These cars have survived the ravages of time but will show some signs of use. The vehicle must retain the original factory installed driveline.
- At least 50% of materials and components installed on the assembly line during the original manufacture must be present and functioning correctly.
- Originally installed items and components shall retain the original assembly line finishes.
- Up to 50% of the vehicle is permitted to be changed from 'as-built' condition. Items and components replaced or changed should fulfill the visual and performance characteristics of the originals.
- Items may be missing from the vehicle but these items shall in no way compromise the roadworthy status of the vehicle.
- The vehicle must be able to drive under its own power.
- The vehicle shall present in a consistent condition. In other words, it must have an all-over consistent patina and not display a mismatched new and old condition.
- Excessive cleaning and detailing is not permitted to the point where the original finishes are compromised and/or taken away from engineering specification.
- Parts not normally serviced must be of period manufacture for time of replacement.

1. 50% of the original paint in a condition suitable for colour reference shall be present on the outside, inside and under the vehicle. Refinished areas must match the original remaining paint in shade and lustre.

2. Recovered interior trim must match remaining trim in colour, design, sheen and construction methods.

3. Seats (squabs and backs) may be recovered in full providing the remainder of the interior is unaltered.

4. Floor coverings and auxiliary trim may be changed providing the remainder of the interior is unaltered.

5. The entire engine may be repainted in the correct colour providing the remainder of the engine compartment is unaltered from original.

6. If the engine compartment finish is covered by grease and dirt then that area of the car will fail as the factory finishes are not visible. Areas stained by liquid or removed by brake fluid will count towards this.

7. If the vehicle underbody finish is covered by grease and dirt then that area of the car will fail as the factory finishes are not visible. Areas stained by liquid or removed by brake fluid will count towards this.

8. Replaced parts must be of manufacture during the vehicle warranty period (not normally serviced parts).

9. Surface markings made during the manufacture of the vehicle may not be enhanced or re-created.

10. NOS (new old stock – brand new old parts) items bearing part number stickers and the like are not permitted to be used as replacement parts. The use of such parts takes the vehicle away from this class and leads to a restored example.

# **CONCOURS CLASS**

## **Overview and Definition**

The *CONCOURS* class had come about for a number of reasons. From a natural evolution viewpoint, this was a direct result of on-going events like the Monaro gatherings at Wangaratta. As each event drew cars of an increasingly higher standard, the event organisers chose to recognise this with an increasingly diverse range of categories in which participants could enter their vehicles.

The Holden Monaro is continuing to experience a period of “correct restoration”, having been through the modification phases of the ‘80s and left out in the wilderness in the early ‘90s. With such a focus on factory-correct restoration at the present time, a class above and beyond *FACTORY AUTHENTIC* class was needed to cater for the growing number of these superb restorations being performed.

In recognition of the contributions made by a true Monaro enthusiast, the award for this class shall be named the ***Dennis Stainer Award***. This name serves as a tribute to the devotion and achievements of a Monaro legend. His foresight and preservation of originality of the marque have contributed greatly to the *CONCOURS* class being established.

The *CONCOURS* class will cater for the Monaro owner who has endeavored (quite often with no regard to money or time) to present their vehicle in the exact manner it was delivered when new. It is in this area that the following additional pre-requisite criteria must be further defined, this eliminating any ‘confusion’ with the *FACTORY AUTHENTIC* class –

- *Clarification/Definition*
- *Completeness*
- *Judging Criteria*
- *Performance Verification*

### ***Clarification/Definition***

*A Concours vehicle shall be defined as being presented in an absolutely factory-correct state, either having undergone a full and complete restoration or the meticulous detailing of a mint unrestored example. The vehicle is to show no visible signs of neglect, i.e. it is to be in the state it was delivered new to the original purchaser.*

### ***Completeness***

The vehicle is to be complete in every area. All factory inclusions for the particular model must be present and correct. With regard to vehicle documentation, all correct operations manuals must be present. Additional paperwork may assist in breaking a tie should the situation arise.

### ***Judging Criteria***

Monaros in this class shall be at least 20 years old. Demerit point accrual is used as the basis to determine the top vehicle. A *CONCOURS* class specific judging sheet is also used in the judging of this class.

### ***Performance Verification***

The *CONCOURS* class requires the engine to be started and run along with the operation of all electrical equipment fitted to the vehicle. The function and operation of these items must be as the maker originally intended. This performance verification is required to ensure the ‘insides’ of the vehicle are also correct and befitting the ‘outside’ of the vehicle.

# **CONCOURS CLASS**

## **Guidelines and Examples**

- For Monaros presented in brand new 'as-built' factory condition either having been completely restored or the meticulous detailing of a mint original example. The vehicle must retain the original factory installed driveline and wear a full set of original equipment design tyres.
- The presentation of the vehicle must match all identification plates in every detail including but not limited to body colour, interior trim and any additional options detailed on said plates.
- GMH listed options as well as Nasco/GMP&A and Holden accessories as per the model series specifications are permitted.
- All features of the vehicle shall be functioning correctly as originally intended.
- Items and components replaced or changed from assembly line original shall fulfill the visual and performance characteristics of the originals.
- All areas of the vehicle and components thereof shall have the original assembly line finishes.
- The vehicle must be able to drive under its own power.
- No visible signs of neglect may be present.
- Registration plates and labels may be displayed on the vehicle if desired.

1. Monaros entered in this class shall reflect the as-new state of such a vehicle when processed for sale/delivery to a customer. Additional options and accessories, if present, shall also reflect this.

2. All visible service items must be period correct for the build time of the vehicle – i.e. the oil filter may be either the assembly line installed item or the appropriate part used at the first scheduled service.

3. Replaceable parts must be period correct and of the type installed on the assembly line. This means that the period of manufacture of all replaceable parts shall match – i.e. the radiator cap shall match the build time of the battery, oil filter and spark plug leads, etc. The only exceptions to this rule are the glass sealing rubbers where current reproduction items are permitted.

4. Paint finishes shall be as per original build status – i.e. the exhaust manifold/s should feature a burned appearance as the original paint burned off soon after initial use commenced.

5. NOS (new old stock – brand new old parts) items, where used, shall not bear any identification markings not present on the vehicle at time of original manufacture. All part number stickers, etc., must be removed from these parts. Painted and stamped markings like those on assembly line parts are permitted.

6. The exhaust system is permitted to have some small amounts of rust and signs of wear/use present.

7. Instruction tags and information for the owner should be displayed where originally intended.

8. Odometer readings are not recorded and form no part of the judging. It is not necessary to have reset the odometer when the car was rebuilt in order to reflect a 'brand new vehicle'.

9. Surface markings and identification codes made during the manufacture of the vehicle may be present. Where a part or assembly was fitted with a Production Broadcast code, this should be visible and correct for the specific application.

# **CONCOURS CLASS**

## **Performance Verification**

The *Concours* class contains an additional component that compliments the traditional visual judging of the vehicle. This additional component is a *Performance Verification* that requires the engine to be started and run along with the operation of all electrical equipment fitted to the vehicle. The function and operation of these items shall be as the maker originally intended. This additional component is required to ensure the 'insides' of the vehicle are also correct and befitting the 'outside' of the vehicle.

The performance verification is a 10-point check of the vehicle ensuring that the items and components that make up the vehicle are correctly functioning. Each vehicle entered in this class is permitted two attempts at each point in the verification process. This allows for any off-standard condition that may have recently surfaced to be rectified should this be required. The second attempt for any point in the verification process must be completed within a 60-minute time window. Should a vehicle not pass a specific point in the verification process, it will fail that point but not the total Performance Verification.

The 10-point check comprises –

### **1. STARTING UP**

The vehicle shall not be jump-started nor started by pushing. How the engine runs immediately after start-up is also taken into account.

### **2. IDLE QUALITY**

The engine must idle as per original engineering specifications, both in speed and smoothness.

### **3. EXHAUST NOTE**

The vehicle shall sound correct in both tone and volume.

### **4. HORN TONE**

The horn is sounded to ensure the tone is correct in both pitch and volume.

### **5. WASHER/WIPER**

The windscreen washers and wipers are activated to ensure they operate correctly at all speeds.

### **6. TURN SIGNALS**

The turn signals (indicators) are operated to ensure the flasher unit produces the correct sound and that all lamps burn with the correct brilliance and flash at the correct rate.

### **7. HEADLAMPS**

The headlamps are activated to ensure correct operation and burn with the correct brilliance. The head/park lamp relationship is checked along with the correct functioning of any additional driving lamps.

### **8-10. PARK, STOP and INTERIOR LAMPS**

The remaining lamps are checked for correct operation and that the bulbs burn with the correct brilliance. These lamp checks identify any faulty earths and/or switches in the vehicle's electrical system.

# **FACTORY AUTHENTIC CLASS**

## **Guidelines and Examples**

- For models at least 10 years old presented 'as-built' by a Holden assembly plant or as first sold by a Holden dealer. These vehicles are an authentic reflection of a Monaro when it was built.
  - 'Dealer built' examples that deviate from factory standard configuration by means of non-Holden parts and accessories are excluded from this class.
  - The presentation of the vehicle must match all identification plates in every detail with the exception of the upholstery (interior trim on seat faces), which can be replaced with the optional material/s used in the particular model series. Vinyl seat faces may be replaced by the optional cloth and vice versa.
  - An interior trim colour/design change from that identified on the Body ID plate is not permitted.
  - The driveline must match that identified on the identification plates – i.e. automatic cannot be replaced with manual and vice versa.
  - GMH listed options as well as Nasco/GMP&A and Holden accessories as per the model series specifications are permitted.
  - Service items and components replaced or changed from assembly line original should fulfill the visual and performance characteristics of the originals.
  - All areas of the vehicle and components thereof should have the original assembly line finishes.
1. Monaros entered in this class shall reflect a factory original example in terms of correctness.
  2. Original 'date code correct' driveline components are not required, however the item/s present shall fulfill the visual characteristics of the original/s. The engine bay shall look like the factory installation.
  3. Options and accessories must be relevant to the build time (as opposed to delivery time) of the vehicle – i.e. no paint stripes on pre-2/73 built HQ GTS – where a model series was extended.
  4. All visible service items should be period correct for the build time of the vehicle – i.e. the oil filter may be either the assembly line installed item or the appropriate part used at a scheduled service.
  5. Replaceable parts should be period correct and of the appearance of those installed on the assembly line. This means that the period of manufacture of all replaceable parts should match – i.e. the radiator cap should match the build time of the battery, oil filter and spark plug leads, etc. Exceptions to this rule allow for current reproduction items available for Monaro restoration not to attract a penalty in the judging.
  6. Paint finishes should be as per original build status including assembly line markings.
  7. Consumable items such as clamps, screws, etc., are permitted to be changed but will attract the attention of the judges.
  8. Modern tyres of the correct size and featuring painted red/white walls are permitted.
  9. Instruction tags and information for the owner may be displayed where originally intended.
  10. Surface markings and identification codes made during the manufacture of the vehicle may be present. Where a part or assembly was fitted with a Production Broadcast code, this should be visible and correct for the specific application.

# FACTORY IMPROVED CLASS

## Guidelines

- For Monaro models from all generations that feature improvements or deviations over as-built status by Holden using components of General Motors manufacture that alter the *FACTORY AUTHENTIC* status of any vehicle that would otherwise meet the criteria for that class.
- Such components used for the improvement/s shall be from the General Motors' 'parts bin' available at the time of the subject vehicle's original manufacture. Components from all GM divisions are permitted to be used, but they must be from the same time period.
- 'Dealer built' examples that deviate from factory standard configuration by way of mechanical or cosmetic means are included in this class.
- Whilst identification plates must be present on the vehicle, the as presented status does not need to match the identification details in the areas of Luxury Level, Trim, Paint and Driveline. If the Model is identified as an HK then the vehicle must present as an HK of some description.
- The vehicle shall present as if it were originally built in a Holden assembly plant as a very special order car for a very special customer. Some improvements may be small whereas others could be considered quite substantial.
- The presentation of the vehicle shall be such that a 'factory' appearance is maintained both outside and inside. Workmanship in the incorporation of these improvements shall be of GM standard and quality befitting the time period of the vehicle and item/s in question.
- Components used in improving the vehicle shall be of the basic 'bolt on' variety. Custom fabricated items or body modifications required to fit these components are not permitted – i.e. sedan model tail lamp assemblies in HJ coupe models are not permitted.
- General Motors listed options as well as local Nasco/GMP&A and Holden accessories as per the model series specifications are permitted.
- Service items and components replaced or changed from assembly line original should fulfill the visual and performance characteristics of the originals.
- All areas of the vehicle and components thereof should have the original assembly line finishes.
- Driveline may be changed or upgraded using correct period GM manufactured/supplied components – i.e. 350 V8 in place of 186S engine; TH350 in place of Powerglide; 12 Bolt Positraction rear axle assembly in place of GM-H Banjo type; GT4 or GW1 rear axle in V2 CV8.
- Exterior colour change to an alternate Holden colour from the same model series – i.e. Warwick Yellow in place of Silver Mink metallic on a vehicle in the HK series.
- Other items include but are not limited to –
  - GM audio system upgrade
  - Steering wheel change/upgrade
  - Interior trim materials from a Buick used in HQ LS
  - Paint stripe treatment on 1971 HQ GTS/LS
  - Pontiac GTO spec. engine in V2 CV8
- Any item used to facilitate any improvement on a subject vehicle must adhere to ADR compliance and have been serviceable during the time the vehicle would have been in the warranty period. If the item could not be replaced under warranty then it may not be used on a vehicle in this class.

# FACTORY IMPROVED CLASS

## Examples

Examples of *FACTORY IMPROVED* Monaros include but are not limited to the following.

### **HK SERIES**

- Monaro upgraded to GTS (fenders, paint stripes, dash, steering wheel, carpet, etc.)
- GTS upgraded from 'standard' to 307 V8 (engine, transmission, rear axle)
- 307 V8 engine with RPO L74 and/or RPO N10
- GTS 327 with automatic transmission (Powerglide, TH350)
- GTS 327 with Muncie transmission
- Monaro/GTS/GTS 327 with Camaro driveline (302, 350 V8, Muncie transmission, 12 Bolt rear axle)
- 25 gallon fuel tank
- Premier/Brougham model grille and headlamps assembly

**HT SERIES** – relevant parts of HK SERIES examples, and –

- 307 V8 engine with manual transmission and/or RPO L74, N10
- 308 V8 engine in place of 253 V8
- Trimatic transmission in place of Powerglide transmission
- GTS 350 with Muncie or TH350 transmission

**HG SERIES** – relevant parts of HT SERIES examples, and –

- LC Torana XU-1 engine replacing 186 and 186S engines in Monaro and GTS
- Saginaw manual transmission replacing Opel manual transmission
- Camaro LT1 350 V8 engine
- 400 V8 engine from either Chevrolet or Pontiac
- TH350 automatic transmission replacing Powerglide transmission in GTS 350

**HQ SERIES** – allows big block engines to be fitted (396, 402, 454, 455 V8s), as well as –

- Pontiac big block engines – 455 and 455SD V8
- Buick big block engines – 455, GS1 V8
- Multi-link 12 Bolt rear axle assembly
- 15" Rallye wheels
- Exterior stripe treatment from Pontiac Judge
- *Old Man Emu* themed body kit and Polycast wheels
- LH Torana L34 engine in place of 308 V8 (along with HO pack)
- RPO C03 (Sunshine Roof)

**HX SERIES** – allows rear disc brakes to be fitted, as well as –

- Rear anti-lock brakes from Statesman
- Alternate colours on hood panel
- LE items on GTS

**V2 SERIES** – allows GTO engine enhancements in CV8, as well as –

- GTO spec. engine in CV8
- HSV specific axle ratios in Monaro models
- Pontiac spec. engine under original Holden engine cover

# MILD CUSTOM CLASS

## Guidelines

For Monaros that feature relatively minor modifications and/or deviations over the *FACTORY IMPROVED* class and the as-built status by Holden. This class caters for the 'streeter' style Monaros. V2 and VZ series vehicles are typically daily drivers. Minor dress-up engine modifications; aftermarket 'mag' wheels; extractors with a 'speed-shop' exhaust system; and a modest sound system are the main features of the vehicles in this class. Body modifications of any description are not permitted – the only exception being where fender lips have been knocked up to prevent tyre fouling.

- A vehicle entered in this class must be currently registered (or able to be registered as presented for judging if on a limited-use permit).
- Monaros from all generations in this class shall maintain a basically standard appearance both externally and internally. The underside of the vehicle is not judged.
- Examples of modifications include but are not limited to –
  - Lowered suspension (no more than 5.0 cm/2.0")
  - Chrome steel wheels
  - Mag/alloy wheels
  - Wider tyres
  - Extractors/headers and/or exhaust system connection
  - Modified exhaust system (must discharge to rear and contain a muffler)
  - Hi-Fi sound system
  - Carburetor/throttle body
  - Valve cover/s
  - Air cleaner/s
  - Tinted glass that is not a factory option
  - Inertia reel seat belts in locations where lap or lap/sash design was original fitment
  - Chromed and/or polished components (limited to five (5) items)
  - Sports steering wheel that conformed to ADR compliance at time of manufacture
  - HSV body kit/spoiler on CV8
- Any item/s used to facilitate the modification/s on a subject vehicle shall be in keeping with the overall theme of the vehicle.
- Forced induction is not permitted.
- Wheel tubs and/or ladder bar suspension systems and locked rear axles are not permitted.
- Non-GM manufactured driveline components (transmissions, axles) are not permitted to be used.
- Wheel/tyre combinations are limited to one inch in either direction. For G1 and G2 vehicles, a 14" diameter wheel can be replaced by a 15" diameter wheel. A seven-inch (7") wide wheel can be replaced by an eight-inch (8") wide wheel. A 205 mm wide tyre can be replaced by a 235 mm wide tyre. For G3 vehicles, 20" diameter by 9" wide is the maximum wheel size permitted as the largest original fitment size was 19" diameter by 8" wide.
- Where a Monaro model was originally manufactured with seats incorporating a head restraint, any replacement seat must also incorporate a head restraint (HQ series 1972-1974 models only).
- Roll bars/hoops of any description are not permitted.

# MILD CUSTOM CLASS

## Examples

Examples of *MILD CUSTOM* Monaros include but are not limited to the following modifications.

- KINGS lowered springs front and/or rear
- 15 X 8 magnesium wheels (G1 and G2 Monaros only)
- 14 X 7 chromed steel wheels with 235 tyres (G1 and G2 Monaros only)
- 20 X 9 wheels on V2 and VZ vehicles
- Pacemaker extractors
- Dual exhaust system with rear exit points
- Head unit DVD system in standard dash opening with speakers incorporated into interior trim
- Speed shop Holley carburetor
- Holley carb., 14" chrome Moroso air cleaner assembly combination
- MSD ignition system comprising distributor and control box
- Coloured spark plug wires
- Speed shop alloy valve cover/s
- Visible alarm system
- SAAS steering wheel of legal size
- Five (5) items of chrome on the engine – i.e. using example of HK Monaro with a 186 and Powerglide
  1. Holden 186 rocker cover
  2. Holden 186 side plates (considered as one item)
  3. Heater opening blanking plates (considered as one item)
  4. Brake master cylinder lid and retaining bail (considered as one item)
  5. Mudguard and radiator support bolts/washers (considered as one item)
- Braided or fabric covered radiator and heater hoses
- Additional gauges under dashboard
- SMITHS brand tachometer mounted on steering column in HK series
- Hurst shifter mounted in the factory location in the standard console
- Boot lid spoiler
- Non-original front air dam (bolt on type)
- Window tint film
- Inertia reel seat belts for front seating positions in HK and HT series
- Inertia reel seat belts for all outboard seating positions in HG series
- Inertia reel seat belts in HQ models front seating positions where not a factory option
- Stripes/paint treatment on G3 vehicles where not original specification
- Modified induction system on G3 vehicles
- Larger throttle body on G3 vehicles
- Engine cover/s that differ from original specification on G3 vehicles
- Pontiac GTO front and/or rear fascias on local G3 vehicles

# **STREET MODIFIED CLASS**

## **Guidelines and Examples**

For Monaros that feature more substantial modifications and/or deviations over the *FACTORY IMPROVED* and *MILD CUSTOM* classes and the as-built status by Holden. This class caters for the Monaros that are heavily modified but not an outright show car. They are not a 'daily driver' by any means but can still be enjoyed on the street without excessive attention from the law. Engine modifications including the use of non-GM parts; wheels and wider tyres beyond the one inch in either direction stipulation; considerably altered suspension ride height; and custom paint/surface finishes are the main features of the vehicles in this class. Body modifications of any description are not permitted – the only exceptions being where fender lips have been knocked up to prevent tyre fouling, and the fitting of a street-legal bonnet scoop.

- A vehicle entered in this class must be currently registered (or able to be registered as presented for judging if on a limited-use permit).
- Any street-legal modifications approved in the state of original registration are permitted.
- The underside of the vehicle is not judged.
- Examples of modifications include but are not limited to –
  - Lowered suspension (more than 5.0 cm/2.0")
  - 18" diameter wheels on HK series
  - 22" diameter wheels on G3 vehicles
  - Different size wheels front to rear
  - Wheels with altered offset to suit narrowed axle housing
  - Modified exhaust system discharging in centre rear of vehicle
  - Open sound system
  - Roll bars/hoops with up to a maximum of four (4) mounting points – 4-point harnesses
  - Open dashboard design
  - Open engine modifications
  - Coloured tinted glass
  - Seats (all positions) that conformed to ADR compliance at time of manufacture
  - Unlimited chromed/polished items
  - Open use of interior trim materials
  - 'Flip'/special effects paint
  - Drop tank
- Forced induction is permitted but must be under a closed bonnet and covered by a legal scoop.
- Exhaust systems shall contain some form of sound attenuation.
- Non-GM manufactured drive line components are permitted to be used including –
  - Ford top loader transmission
  - Ford 9" rear axle assembly
- Wheel tubs and/or ladder bar suspension systems and locked rear axles are not permitted.
- Purpose-built roll cages of a design over and above four (4) mounting points are not permitted.
- Where a Monaro was originally manufactured with seats incorporating a head restraint, any replacement seat must also incorporate a head restraint.

# **SHOW CLASS**

## **Guidelines and Examples**

For substantially modified Monaros that are built for show. Roll cages of any design along with similar modifications are permitted, as are forced induction systems that protrude through an opening in the bonnet and are not covered. Body modifications are open in all areas of the vehicle. There is no limit to the size of the wheel/tyre combination providing it fits within the external dimensions of the bodywork. This class is also available for any modified Monaro that does not fit into any other category or is unregistered. *SHOW* class is basically an open class that is limited only by an owner's imagination. All areas of the vehicle including the underneath will be judged in this class.

- A vehicle entered in this class does not need to be registered or able to be registered.
- Any vehicle trailered into the judging arena shall automatically be placed into this class.
- Unlimited body modifications are permitted including 'suicide' doors.
- Roll cages with more than four (4) mounting points and that envelope either the driver or passengers are permitted.
- Racing type seats/5-point harnesses are permitted.
- Ladder bar and multi-link race type suspension systems are permitted.
- Steering design and type is open.
- Full wheel tubs are permitted.
- Merlin III, Donovan, and similar engines are permitted.
- Sound/entertainment systems are open and above the previous class.
- Full-on interior designs are permitted
- Pedal location and design is open.
- Exhaust system design and layout is open and above the previous class.

# **COMPETITION CLASS**

## **Guidelines and Examples**

This class caters for race cars and cars involved in professional motor sport competition. Both past and present competition Monaros feature in this category. Vehicles must not be replica or tribute cars.

- Period racing cars from the first two generations. Such Monaros need not only be the 500-mile/1000 kilometre race entries.
- Series Production and Improved Production vehicles.
- Drag racing Monaros.
- Salt lake speed Monaros.
- Group NC race Monaros.
- G3 Monaros from Nations Cup series
- Purpose built drift Monaros.

# **SPECIAL CLASS**

## **Guidelines and Examples**

Special build (as opposed to special order) as well as promotional vehicles built by GM-H for Motor shows and the like are the subject of this class. Monaros are known to have made it into the hands of members of the general public once their role in General Motors Holden had ended.

The vehicle owner will be required to provide evidence of the original purpose for which a vehicle entered in this class was built/enhanced/modified. The deviation over standard may comprise a special exterior paint colour and this will be reflected on the data presented on the Body Identification plate. The vehicle may have been subjected to extensive changes over a regular production example with deviations in all areas.

Special show Monaros built by GM-H may enter this class at the vehicle owner's discretion. While such a special example could in no way be considered for inclusion in a class such as *FACTORY AUTHENTIC*, it may be deemed suitable for the *FACTORY IMPROVED* class as that is one correct way of describing the subject Monaro.

Such eligible Monaros include but are not limited to –

- Motor show special build Monaros
- John Bagshaw drive cars
- Prototype Monaros
- Monaros produced to a dealer specific build configuration

# **EXHIBITION CLASS**

## **Guidelines and Examples**

For Monaros that may have a themed display attached to the car. A class where the focus is on more than just the Monaro in some instances.

Floor/ground coverings normally accompany such a display and in some cases ramps are used to reveal the underside of the car. Purpose-built stands that replace a wheel are often used on this type of display.

Project Monaros that are not yet completed are eligible for entry in this class as owners may wish to exhibit the quality and detail going into a full nut-and-bolt authentic restoration or the building/construction of a top class show vehicle.

People may form part of the display. Entrants may be dressed in period attire to compliment their Monaro as part of a nostalgic showcase from a bygone era.

Brand new reproduction Monaros are included in this class.

Left hand drive (LHD) variants of G3 Monaros built in Australia and sold overseas in Middle East and North American markets as Chevrolet and Pontiac brand names, are included in this class and judged accordingly. Such vehicles are an exhibition piece in themselves, having seldom been seen by local individuals not intimately involved in the GM Holden organisation. Chevrolet S and SS models along with the Pontiac GTO are the vehicles to which this applies.

Examples of vehicles included in this class include but are not limited to –

- Unregistered Monaros not suitable for inclusion in *SHOW* class
- Partially completed/restored Monaros
- 'Barn find' Monaros that do not fit into other classes
- Dynacorn project Monaro vehicles
- 2003 on Chevrolet S and SS models as sold in Middle East markets
- 2004 on Pontiac GTO model as sold in North American markets

# **REPLICA/TRIBUTE CLASS**

## **Guidelines and Examples**

This class caters for vehicles that either replicate a specific Monaro variant, or have been built as a tribute to a particular 'hero' car. In addition, any vehicle deemed a 'clone' by way of the as presented status of the car would also be placed into this class and judged accordingly.<sup>16</sup>

In the first instance, a replica as defined here is a sedan that for all intents and purposes looks like it is a 4-door variant of a Monaro model from HQ through to HZ model series inclusive. These vehicles could be mistaken for the real thing if steps such as confirmation of the vehicle identification plates' details were not to be investigated. Such vehicles shall exhibit a minimum of two (2) key traits of the original vehicle as follows, with the first trait deemed as mandatory in order to qualify –

- Vented front fenders as fitted to all GTS designated vehicles
- Original fitment wheels (may be either the standard items or those available as an option)
- Steering wheel
- Instrument panel/dash assembly

A combination of traits shall comprise at least two of the items identified, i.e. GTS fenders and sports wheels. The vehicle must have at least one other trait in addition to the mandatory fitment of vented front fenders. At the other extreme, the vehicle could be an exact copy of a genuine factory built example. The vehicle owner shall determine the make up of the other trait/s.

*Additional vehicles deemed as 'replicas' at the Monaro Nationals shall include any tribute or clone Monaro that faithfully replicates the original on which it is based for the purpose of the use of the word 'replica'.*

Vehicles that have been built as a tribute to a specific model identified by body style 37 are worthy of inclusion as 'tribute' cars. A road going interpretation of a famous Monaro that otherwise does not fit into any other class shall be placed into this class and judged accordingly. An example of this might be an HT model dressed up as Norm Beechey's 1970 ATCC winning GTS 350.

- For vehicles presented as either a replica of a specific 4-door variant (HQ SS, HQ-HZ GTS 4-door models) or a tribute to a specific body style 37 *Monaro*.
- The owner of any vehicle entered for judging as a replica must provide clarification of the type of vehicle it is replicating, i.e. whether the vehicle is a replica of an SS or a GTS sedan.
- The fitment of badges, decals and/or nameplates on their own does not constitute a replica.
- A tribute car should faithfully reflect the original Monaro they aspire to including all key items specific to the original 'hero' car.
- In the case of a replica of a GM-H styling exercise Monaro, the car should feature all variations from a regular production example just as the original did when it was first shown.
- Any standard-appearing Monaro that cannot be placed into a suitable class for whatever reason shall be placed into this class and judged accordingly.

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<sup>16</sup> A 'clone' in this instance shall be defined as a vehicle that presents as an exact copy of an authentically documented example of a Monaro entered in the 2010 event as outlined in footnote 8 in the *Judging Rules and Regulations* section on page 5 of this manual.

# **EXPORT CLASS**

## **Guidelines and Examples**

For Monaros that were either built in Australia and exported as SUP (single unit pack) or assembled in an overseas plant from CKD (complete knock down) packs. Only right hand drive (RHD) Monaros are eligible for entry into this class. In the unlikely event of an LHD export vehicle wishing to enter, such a vehicle will be placed in the *EXHIBITION* class. A Monaro that was originally built and subsequently sold in Australia and then later exported to an overseas destination only to be imported back into Australia shall not be considered eligible for inclusion in *EXPORT* class.

The vehicles eligible for this class are as follows –

1. HT GTS and GTS 350 in South African guise
2. HG GTS and GTS 350 in South African guise
3. Chevrolet SS – 1971 through 1973 guise as assembled and sold in South Africa
4. GTS sedans assembled in New Zealand
5. Vauxhall Monaro and VXR as sold in the United Kingdom

In addition, any Monaro that was built as a regular export territory vehicle in an Australian assembly plant is also eligible for entry in this class at the owner's discretion (such a Monaro may be a factory authentic example). Such vehicles are usually identified by unique delete options and the like along with special equipment or features that did not appear in locally destined examples. Vehicles entered in this class shall adhere to the following export variant specific criteria –

- Vehicles should present in 'export' configuration.
- Vehicle Identification plates will be those as originally fitted in the Australian assembly plant. That is, a Pagewood, Sydney, assembled HK Monaro GTS destined for the export territory of Fiji<sup>17</sup> shall present with Pagewood assembly plant identification plates. This vehicle should also feature the unique additions/deletions over local market build configuration that an export territory Monaro was originally manufactured with.
- For New Zealand specific vehicles<sup>18</sup>, the absence of an ADR (Australian Design Rule) Safety Compliance plate is considered normal, as the vehicle was not required to comply with Australian design rules.

New Zealand assembled GTS sedans can be identified by the PSN (Production Sequence Number) commencing Z7 and followed by an additional six (6) digits including the final alpha character identifying the model series programme. These vehicles should present with the New Zealand specific identification details found on the Body Identification and VIN plates. The information detailed here is different in regard to the build configuration of the subject vehicle from one built in an Australian assembly plant. The 17 digit identification number<sup>19</sup> contained on an additional New Zealand specific identification plate is one element that may differ from an Australian manufactured example that was exported to New Zealand for initial sale<sup>20</sup>.

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<sup>17</sup> Monaros were only exported in RHD configuration to many overseas destinations.

<sup>18</sup> These may be either assembled in New Zealand or imported as SUP vehicles from Australia.

<sup>19</sup> 17 digit New Zealand specific ISOVIN commences with 7A8.

<sup>20</sup> A vehicle built for the local Australian market and then some time later imported into New Zealand as a private import shall not be deemed an 'export' vehicle in this context.

# **AFFILIATE 'CLUB' CATEGORY**

In order to cater for affiliate members of the recognised Australian state Monaro clubs who may wish to participate in the 2010 event *Monaros On The Southern Downs*, an additional judged category has been included that will allow the entry and participation of vehicles other than Monaros.

This category has no scrutineering component as entry is only by way of current financial affiliate membership in one of the clubs listed below. Entry into this category is capped and once this number is reached the category is closed and no longer offered.

Only GM Holden manufactured vehicles are permitted in this category, and those vehicles shall be owned by an affiliate member of one of the following recognised clubs -

- Monaro Club of Queensland Inc. (the host club)
- Monaro Car Club of NSW Inc./Monaro Car Club of Sydney Inc.
- Monaro Car Club of S. A. Inc.
- Monaro Club of Tasmania Inc.
- Monaro Club of Victoria Inc.
- Monaro Car Club of W. A. Inc.
- Hunter Valley Monaro Car Club Inc.

# **FREQUENTLY ASKED QUESTIONS**

## **On Judging matters and Event eligibility - 1**

**Q** My Monaro was fully restored more than 25 years ago. It now has some minor deterioration in some areas but is still in excellent condition. Is it a Survivor?

*A. No. A car that has had more than 50% changed over time cannot be classed as Survivor in this context.*

**Q** My very original HK Monaro has not been altered from new in any area but has some minor accident damage to the front panels. It is in good condition for its age. Is it a Survivor?

*A. No. Survivor class vehicles shall have no damage of any kind visible and shall retain at least 50% of the vehicle in as-new condition.*

**Q** I have used many *Rare Spares* and other reproduction parts in my build-up. Will I lose any points for fitting these parts if I enter my Monaro in the Concours class?

*A. Maybe. Any reproduction items that differ in appearance from original GM-H or Holden parts will attract the attention of the judges and will have points deducted. If such parts are used in areas not visible then no points will be deducted. The key issue here is how a reproduction part looks in comparison to an original.*

**Q** I had to fabricate some parts to fit the motor in my Monaro. The engine is a 427 big block and the car is a 1971 HQ LS. Can I enter this car in the Factory Improved class? What about the fitment of custom extractors?

*A. No. A Factory Improved Monaro is one that has items fitted of GM manufacture that simply bolt-on or slip-in. No modified or custom-built parts are permitted in this class. The engine will fit using existing GM parts available from a number of suppliers. Standard exhaust manifolds will also fit.*

**Q** My HT GTS Monaro was delivered from new with a boot spoiler and mag wheels. I have all the original paperwork to support this along with a few photos of the car on the day I picked it up. Am I in Factory Authentic or Factory Improved?

*A. Neither. Your car is a modified vehicle and as such goes in a modified class (in this case it appears it would be MILD CUSTOM). Any vehicle with non-GM parts installed (no matter when this was done) cannot be considered for a 'factory' class in any shape or form.*

**Q** I purchased new ID plates for my Monaro (a long story...). The car is original in every way and I am thinking of entering in Factory Authentic class but I'm wondering what impact the new plates will have on the judging if they are detected.

*A. All Monaros entered in the 2010 event will have their VINs checked against the Master Build Records from the vehicle manufacturer. If all matches up fine then there is no problem or issue whatsoever with the remade ID plates. It would certainly assist if you had supporting documentation to clarify the fitting of the new vehicle identification plates. However, if the vehicle is being presented for all to see as something that was never built by GM Holden or its subsidiaries in the first instance, then the vehicle will be excluded from the judging side of the event. It should be mentioned here that an owner should nominate the class they wish to enter when the entry form is submitted. The judging coordinators will assist with classification should the need arise. There is always the REPLICATRIBUTE class for entering such a vehicle.*

# **FREQUENTLY ASKED QUESTIONS**

## **On Judging matters and Event eligibility - 2**

**Q** Are all Monaros in all classes going to be judged underneath at this event?

*A. No. Monaros in the 'original' classes will have all areas of the vehicle judged, but of the 'modified' cars only those in SHOW class are judged underneath. If an entrant with a modified vehicle wishes to have their vehicle judged underneath, then they need to nominate SHOW class on the event entry form.*

**Q** How can I determine exactly what class my Monaro is suited to in order to have the best chance of winning that class and a trophy?

*A. The event entry form outlines what classes are available. We have done our best to use names that best describe the types of Monaros suitable for each class. A brief overview of each class along with key points is provided on the entry form, but due to space limitations it is impossible to list the complete information about each class. Your Monaro club has a copy of the judging manual used at the 2010 event for exactly this purpose. Alternatively, the 2010 event website has a complete layout of the judging manual for you to read and/or download. The website also has a forum for interested parties to ask questions regarding any aspect of the event – in particular the classification and judging side. As part of the entry process, your vehicle particulars will be checked by the judging coordinators and if they feel you should change your nominated class you will be emailed with the reasons why along with an alternative suggestion.*

**Q** I notice mention of trailered vehicles. What exactly does this mean in terms of bringing my Monaro to the event on a trailer?

*A. Any entry that arrives at the gates to the Warwick Showgrounds and continues through those gates on a trailer is automatically directed to the SHOW class judging area regardless of what class the vehicle is entered in. It is perfectly alright if an entry is trailered to Warwick but is then driven to the various activities outlined in the 2010 event programme. It is not uncommon for entrants to do this in order to save many hours of cleaning their Monaro after a long drive.*

**Q** I am going to wait until the Saturday morning of the event to enter just in case it rains. Is this ok and will my car be scrutineered in time to join in the festivities? What about a space for me at the dinner?

*A. Entries for the 2010 event Monaros on the Southern Downs close three (3) months before the event proper. This is done to ensure maximum enjoyment for all involved – from the organisers to the individual entrants and their Monaros. There is a cut-off for entry numbers so you would be best advised to prepare accordingly. A huge amount of planning goes into these events so that every person receives the best value for money along with a very memorable experience – for all the right reasons.*

**Q** I am not a member of a Monaro club. Can I still bring my Monaro and enter all the various activities at the 2010 Monaro Nationals? Do Monaro club members get preferential treatment at this event?

*A. The event is open to all Monaro owners and enthusiasts alike. Of course, owning a Monaro allows you to participate in more of the event programme activities. You do not need to be a member of a Monaro club to enter. In terms of "preferential treatment", look at it this way. Members of the Monaro clubs of Australia get to hear the latest information concerning the 2010 event first – even before it is put on the website. This is only fair as it is a Monaro club that stages these events that take years to plan and organise. In terms of accommodation, etc., a Monaro club will have the power to get group discounts and so on purely because of numbers. As an individual, you may not get the same opportunities.*