



MILITARY VEHICLE
PRESERVATION ASSOCIATION
HISTORICAL ARCHIVES

HISTORY IN MOTION®

Ford GPW Judging Standards



MODEL GPW ¼ TON 4 X 4

**MVPAHA Judging Standards
1/4 Ton 4x4 - Ford GPW 1942-1945**

December 2022

Purpose:

This guide is the compliment to the Restoration Standards. It sets the point value for judging a GPW and provides instructions on how to judge a vehicle with the intent of standardizing the judging process. It also provides the owner/restorer with a clear understanding of how the vehicle will be judged and how points are allocated. This document is intended to be used in conjunction with the “GPW Restoration Standards”.

Vehicle Judging:

Vehicles must have been owned, used or tested by a military to be entered into judging. No replica vehicles or vehicles that were not used, owned or tested by a military will be allowed to be entered in judging. Replica military vehicles are welcomed as Display Only vehicles at MVPAAHA events.

Vehicles are judged against a standard and not against each other. It is the restoration and faithfulness to the originality of the vehicle that is being judged. Judged vehicles must obtain a certain percent of the total points available to be eligible for awards, therefore being the only vehicle in a class is not an automatic win. (See “Vehicle Awards Presented” below)

It is the entrant’s responsibility to verify the correct restoration of the vehicle, and if applicable document any variation from accepted standards. Example: A GPW marked as a Korean conflict vehicle may be accepted into the Motor Pool Class if the owner can demonstrate that a like vehicle was in use by the military during that time period. Similarly, an owner can dispute the judge’s decisions about what is considered to be correct, including MVPAAHA published Restoration Guide information provided that the owner can present documented proof. The Chief Judge will be the final arbiter of such disputes, consultation with the vehicle’s judges being required¹.

The Running Test must be performed prior to a vehicle entering the convention venue. This test is the responsibility of the host Affiliate and will be supervised by the Chief Judge. A minimum 70% score is required to move on in the judging process. A vehicle that does not pass the Running Test may be resubmitted within the testing time frame, after repairs have been completed. The Running Judge will initial the top of the judging form to verify the Running Test is completed. This test is not required for non-motorized vehicles. Vehicles with serious safety defects may be disqualified from judging at any point at the Chief Judge’s discretion.

¹ The MVPAAHA will define a process by which members may submit proposed changes to Judging Standards to the Judging Committee. At least once per year, the judging committee will review proposed changes, and if approved, the MVPAAHA will publish errata online.

Judging Classes:

Vehicles may be entered in either of two judging classes, the *Factory* class or the *Motor Pool* class. The chief judge may, at their discretion, move a vehicle from one class to another, or may disqualify a vehicle from judging if it does not meet minimum standards for originality and condition.

Factory Class: This class is for vehicles that are restored to “as new” appearance, either as it left the factory or as it was when released by the issuing depot¹. The accuracy of the restoration will be judged based upon the MVPA-HA’s “GPW Restoration Standards”. The quality of the restoration will be judged based upon the methodology described below. Vehicles entered into the factory class will be very carefully examined by the judges and the smallest of deviations from the standards can result in the loss of points which can quickly accumulate. Owners who are not interested in this level of scrutiny may prefer to enter their vehicle in the Motor Pool class. A Factory class vehicle will not have rust, pitting, dents, mud, etc. There may be slight paint hue differences in some of the bolt on parts. It should look like a new vehicle.

Motor Pool Class: This class is for vehicles that are restored to the condition that they would have appeared when they were “in use” after being issued for service by the military. The owner must identify the time period being represented and the vehicle must conform to that time period. As an example, a 1945 jeep presented as it would have appeared in 1951 Korea may incorporate components available in the military supply system up to the stated date of portrayal. However, a GPW, delivered in June 1944, may not be judged as it would have appeared at a motorpool in December 1943 as this is chronologically impossible. If the vehicle owner does not designate a representative date for the judges to apply, the vehicle will be judged as it might appear one year from its delivery date. An alternator, PVC wiring, radial tires, modern hardware or LED turn signals for example would all result in a loss of points.

Owners are expected to provide documentation, particularly period photographs, to demonstrate that the configuration of their vehicle matches a vehicle which was in use during the period being portrayed. If the owner cannot provide documentation, judges are expected to rely on their own knowledge of what is and is not correct for any given period.

Motor Pool Class vehicles are expected to be in the condition that they would have been if presented for inspection. That is, they should be clean, well maintained and properly painted. Points are not deducted for approved modifications, replacement motors and installed accessories if proper to the era portrayed by the vehicle. On the other hand, no additional points will be awarded for equipment or accessories that were not incorporated with the vehicle when it was originally manufactured. There is no vehicle age restriction in the Motor Pool Class.

¹ Equipment and accessories added at the issuing depot and markings added when received by the using unit will not be judged, nor will points be added or subtracted.

Judging Methodology

Vehicles are judged as an assembly of components, and each component is judged separately. A component is awarded points based on condition and originality.

All items have been assigned a point value, based on the complexity of effort required to properly restore the item, its rarity or other reasons.

For Factory class vehicles:

Refer to the “GPW Restoration Standard” to determine if a component is original. If a component does not match what the Restoration Standard expects, judges should deduct up to 100% of the points allocated for the component. Judges may deduct a smaller percentage of points at their discretion.

Deduct condition points for a component which is in poor condition, shows signs of wear or corrosion, is incorrectly finished, or poorly restored. If a component is judged to be completely incorrect (I.e. not original) and 100% of originality points are deducted, then judges must also deduct all originality points.

If the mounting hardware is correct, and well restored, no points are to be deducted. But if incorrect hardware is identified, or it is in poor condition, points may be deducted at the judge’s discretion. See Restoration Standard for hardware details.

Do not deduct any points for components listed on the judging sheet that were not originally fitted to the vehicle. For example, do not deduct any points for “Blackout Drive Light” for a March 1942 GPW, even though the light is not present. Conversely, deduct full points if a B/O Drive Light *is* installed on that vehicle.

For Motor Pool Class Vehicles:

Deduct condition points for a component which is in poor condition, shows abnormal signs of wear or corrosion, is incorrectly finished, or poorly restored.

Deduct originality points for a component which would not reasonably be expected to have been installed in the vehicle under the circumstances described/documented by the owner. Deduct condition points for components that are judged to be completely incorrect.

Vehicle Awards Presented

Master Class: This Award is given to any vehicle, registered in the Factory Class, scoring 98% to 100%. These vehicles represent the highest quality restorations. Master Class vehicles may be re-entered in future Factory Class judging.

Factory Class: A Gold Award is given in each judged category, to those vehicles scoring 93% – 97.999%, a Silver Award for 86% – 92.999%, and a Bronze Award for 79% to 85.99%. Factory Class vehicles are all eligible for the Master Class if their vehicle scores enough points.

Motor Pool Class: Gold Veterans awards are given to vehicles scoring 98% – 100% in the Motor Pool Class, Gold Motor Pool awards are given to vehicles scoring 93% – 97.999%, Silver awards are given to vehicles scoring 86% – 92.999%, Bronze awards are given to vehicles scoring 79 – 85.999%.

Specific Components

There are some items that require further discussion. They are the engine block, body and frame.

3.0.1 Engine block:

The engine block is worth 200 points, of which 80 are allocated to originality and 20 to condition. All vehicles being presented for judging must include a properly date coded and SN stamped FORD or in some instances a Wilson foundry produced block. Non-matching serial numbers will result in a significant reduction of points. The following chart is used to determine the points awarded based on the “SN spread” of the GPW being judged. For engine blocks not stamped by the factory, deduct 80 originality points. If a GPW is presented for factory class judging, but does not include a Ford manufactured engine, deduct full originality and condition points, with the exception of VEP GPWs with Wilson blocks.

• CORRECT SN	Deduct Zero points
• 1 to 199 numbers different	Deduct 25 originality points
• 200 to 399 numbers different	Deduct 30 originality points
• 400 to 599 numbers different	Deduct 35 originality points
• 600 to 799 numbers different	Deduct 40 originality points
• 800 to 999 numbers different	Deduct 45 originality points
• 1000 to 1199 numbers different	Deduct 50 originality points
• 1200 to 1399 numbers different	Deduct 55 originality points
• 1400 to 1599 numbers different	Deduct 60 originality points
• 1600 to 1799 numbers different	Deduct 65 originality points
• 1800 to 1999 numbers different	Deduct 70 originality points
• 2000 to 2199 numbers different	Deduct 75 originality points

- More than 2200 numbers different Deduct 79 originality points

6.0 Body:

The methodology for judging body components is slightly different than other components:

- Originality is worth ½ total available points for that component. If the component is obviously a reproduction or is not correct for the vehicle being judged, deduct ½ total points.
- Properly restored – is worth **up to** an additional ½ points. See below for restoration standards.

Standards for body restoration:

Bodywork for factory class is judged against an ideal standard of a body that just came off the factory assembly line. Judges should study the “GPW Restoration Standards”, and wherever possible original factory photos and original bodies in order to familiarize themselves with distinguishing characteristics. Important restoration details to be considered include the contours of body panels; for the most part, panels are straight, not wavy or dented. However, at points near welds or joints, distortion is expected. It is not unusual to find some gorilla-quality force fitting of body panels on original body tubs, particularly on earlier vehicles. Where panels were joined with spot welds, those welds should be clearly visible on both sides, spot welds were plentiful, and they were not filled. Inspect both sides of all panels for visible dents, rust pitting and obvious patches. Filler should not be detectable from either side. Deduct points if any of these conditions are found. Paint was applied at the factory in what might be described as a haphazard manner. The goal was to ensure that all surfaces were well covered, but finish quality was not a concern. Do not deduct points for sags and runs in the paint or reasonable overspray. Do deduct points for paint that is not dead flat, shows signs of wear from regular use, or is obviously an incorrect shade.

10.0 Frame: (includes pintle hook, bumper and bumperettes):

The methodology for judging frame components is very similar to the standards for the body:

- Originality is worth ½ total available points for that component. If the component is obviously a reproduction or is not correct for the vehicle being judged, deduct ½ total points.
- Properly restored – is worth **up to** an additional ½ points. See below for restoration standards.

Standards for frame restoration:

Frames for factory class are judged against an ideal standard of a frame that just came off the factory assembly line. Judges should study the “GPW Restoration Standards”, and wherever possible original factory photos and original frames in order to familiarize themselves with distinguishing characteristics. Examples include Midland vs Ford frames, Ford vs Willys style bumpers, the pintle hitch and eye bolts, etc. The frame should be restored to a similar level of workmanship as expected of the body, there should not be obvious signs of pitting on the frame. The crossmembers should not be bent or extra material welded on, etc.
