

MVPA-HA Judging & Display Classes Defined

By the MVPA-HA Judging Committee



In the February/March 2023 History in Motion, MVPA-HA Judging Committee member, Chis Doran, provided a detailed explanation of the Committee's vehicle judging process ("Judging 101," pp 50-55). Below, the MVPA-HA Judging Committee explains the different judged and non-judged classes at an MVPA-HA convention.

Your Judging Committee has been working hard to streamline the MVPA-HA judging program. Based on input from you, the members, we have made a few changes.

FACTORY CLASS (PREVIOUSLY, "RESTORED")

There is a revision to the name "Restored Class." We have removed "Restored" and returned the name of the class to "Factory Class."

Factory Class vehicles represent a military vehicle at the time that it was delivered by the manufacturer to the government or a point in time very shortly thereafter.

On its date of delivery, a vehicle would have had very little use except for a few test track miles and mileage required to move the vehicle from one point to another. It would literally be in "factory new" condition with no sheet metal damage, wear or tear, rust, or scratched paint. It would be clean and equipped with all the tools, canvas, and other accessories that were supplied under contract by the manufacturer.

MVPA-HA judges consider a restored, "as delivered" vehicle to be the ideal. Judges understand the vehicles being presented are old. They are not actually time capsules that have been hermetically sealed for decades. Rather, judges view the vehicles as having been resurrected through the care and craftsmanship of the restorer. Therefore, the ideal is actually a well-used vehicle that has been restored so carefully that even the most knowledgeable judge cannot point to any specific deviation from manufacture.

Two main elements are necessary for achieving a high score in the Factory Class. The first is originality. Originality means that the parts used on the vehicle are the same type that were used at the time the vehicle was manufactured. In some cases, there may be variations of a given part depending on exactly when the vehicle was built.

The finish on the original parts is important. Even the type of plating used on hardware must be correct, though there may be slight paint hue differences in some of the bolt-on parts. Over-restoration is discouraged.

Very few restorations can completely avoid using reproduction parts. Reproduction parts are allowed, but if the judge can tell that the part is a reproduction (because it doesn't look exactly like the original), points will be deducted. For some types of vehicles, the MVPA-HA has adopted restoration standards that spell out what is considered to be original. For vehicles for which there is



A great representative of a Factory Class vehicle is Bill Kish's 1942 GPW. It received the highest score (99.2%) at the 2021 MVPA-HA Convention in South Bend, Indiana.





In 2010, Kevin Lockwood's 1944 Borg-Warner LVT-3 received a Restored Class Gold Award. This class is now called "Factory Class."

no standard (yet), the judge's knowledge and opinion will prevail. If a vehicle is rare or unusual, owners can help the process by providing documentation showing how the vehicle appeared when new.

The other element on which judges focus their attention — and is necessary for achieving a high score in the Factory Class — is condition. Condition can be affected by the ravages of time. Obvious examples include rusty sheet metal or a worn-out steering linkage.

But in correcting these deficiencies, the restorer is expected to make the repair invisible! That means, to achieve a 100% score, it is not sufficient to simply weld in a patch to repair a rust hole. The restorer must finish that weld so that the metal looks as if it's always been there — from either side!

There are a few very specific cases in which a vehicle can deviate from "as delivered" and still score very well in the Factory Class. Vehicles that have installed equipment, accessories or MWO modifications that would typically have been completed by the issuing depot before the vehicle was issued, can be judged as if those changes are not present. That is, the judges will ignore them, and the vehicle will neither gain nor lose points. However, the owner is responsible for presenting documentation that proves that any such changes were authorized during the time frame when the vehicle was built.

Judges can also ignore bumper and other unit-applied markings if they do not significantly obscure the factory-applied finish.

Finally, a very specific class of vehicle can be entered in the Factory Class, even though the "factory" is not where it was originally built. These vehicles are those in which the particular variant is based on the chassis of an earlier type. An example would be the M16A1 half-track,

which is an M3A1 half-track chassis modified with new rear armor and the addition of the M45 quad-mounted machine gun turret. These modifications must have been performed by a government contractor according to detailed specifications or carried out at ordnance workshops to still be eligible for Factory Class.

Owners should come prepared with detailed documentation to ensure that judges' questions can be resolved on the spot. To be clear, this category does not include "rebuild program" vehicles — older vehicles that were reconditioned to something resembling their original configuration (for example, a GPW reconditioned in 1951 would not be eligible for judging in Factory Class).

Factory Class Awards

Vehicles within Factory Class are eligible for the following awards:

- Master Award: 100%* – 98%
- Gold Award: 97.999% – 93%
- Silver Award: 92.999% – 86%
- Bronze Award: 85.999% – 79%.

No award given for a vehicle score below 79%

**These vehicles represent the highest quality restorations in all aspects. A vehicle that receives a Master Award may be re-entered in future Factory Class judging.*

MOTOR POOL CLASS

A Motor Pool Class vehicle is one that the owner has chosen to research and present as it may have appeared at a particular time during its active military service instead of representing it as "factory fresh." The MVPA-HA supports owners who opt for this type of restoration. Judges hold Motor Pool Class vehicles to comparably high standards as any other judged vehicle.

A Motor Pool Class vehicle may show the normal wear that would be appropriate for its time and place in history.



A Motor Pool Class vehicle, such as Mike Wright's 1943 GPW, is one which the owner has chosen to research and present as it may have appeared at a particular time during its active military service instead of representing it as "factory fresh."



It must still be historically accurate and not exhibit any non-period correct features, equipment, repairs, or modifications. Judges utilize the same judging form for Motor Pool Class vehicles as for Factory Class vehicles.

While MVPA-HA judges consider originality, condition, appearance, period correctness, and historical accuracy, more latitude is allowed than in Factory Class. For example, it would not be unexpected or inappropriate for a vehicle in the Motor Pool Class to show signs of use and wear or be equipped with parts or modifications used in the field. These factors would detract from a Factory Class vehicle's score.

When examining a Motor Pool Class vehicle, MVPA-HA judges will consider whether any component they are reviewing would be seen on, or indicative of, that vehicle in a military Motor Pool during the specified time period represented. The vehicle owner is expected to indicate to the judges exactly what time period their vehicle represents.

For example, a judge may not assume that a June 1942-produced jeep represents how it looked in June 1942 (though it could). That 1942 jeep may have been restored as it would have appeared in 1944 or as a Military Police jeep used during Germany's post-war occupation. It may be presented as it would have appeared in 1951 while used in the Korean War or restored to how it would have appeared in 1955 after having just been through a depot rebuild program.

A vehicle will not be eligible for inclusion in the Motor Pool Class, however, if it is restored to represent something earlier than its original build date. For example, AM General M35A2 delivered in March 1971 may be depicted as it would have appeared in a Motor Pool in September 1973, but a Willys MB, delivered in June 1944 may not be judged as it would have appeared at a motor pool in December 1943 as this would be chronologically impossible.

It is up to the owner to indicate to the judges what period their vehicle represents. 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.

Motor Pool Checklist

Vehicles that are presented for Motor Pool Class judging should be clean and properly serviced. This includes:

- **Inspect the vehicle.** Check hoses, belts and fluid levels. Inspect wiring for cracked or frayed insulation, corrosion or other deficiencies. Check steering and suspension for excessive wear or play. Check gaskets and seals for leaks. Check rubber weather strips, seals and grommets



Paul Gummere restored his 1972 AM General M817 to appear as it would have looked while serving with the 540th Engineer (combat) Group while assigned to the U.S. Army in Germany. In 2022, the MVPA-HA awarded it a Motor Pool Class Gold Award.

for deterioration. Check tire or track condition, tread and inflation. Correct any deficiencies identified.

- **Clean the vehicle.** Remove excess grease and oil from engine, chassis and running gear. Wash the vehicle body, including the cab, chassis, cargo area, engine compartment, crew compartment, etc. Clean glass, mirrors, periscopes, etc.

- **Touch up paint.** Remove loose paint and surface rust with wire brush, sandpaper, etc. Prime bare areas with an approved metal primer. Touch up finish paint coat with a vehicular enamel matching the vehicle's finish color.

- **Verify operation of controls and instruments.** Check lights, indicators and gauges. Correct any deficiencies identified.

- **Check tools, equipment and documentation.** Verify that the tools and spare parts, if any, issued with the vehicle are present and in good operating condition. Check fire extinguishers to ensure that they are present. Check pioneer tools for damage, cracks, rust etc. Check tow cables and winch cables for damage or fraying. Check straps, buckles, etc. Ensure all canvas items are present and serviceable. Correct any deficiencies identified.

Motor Pool Class Awards;

Vehicles within Motor Pool Class are eligible for the following awards:

Gold Veteran Award: 100%** – 98%

Gold Award: 97.999% – 93%

Silver Award: 92.999% – 86%

Bronze Award: 85.999% – 79%.

No award given for a vehicle score below 79%

***These vehicles represent high-quality restorations.*



NON-JUDGED CLASSES

The second big change to the judging program is the addition of two new, non-judged classes, making five non-judged classes in all: Combat Class, Survivor Class, Military Modified Class, Tribute Class, and Display Class. Any awards in these categories are determined by the MVPA members and/or the Hagerty-sponsored Junior Judges, as appropriate.

COMBAT CLASS



Many living history enthusiasts and reenactors equip vehicles as if they are ready for combat like this M3 Gun Motor Carriage belonging to Roberts Armory. The MVPA-HA welcomes this attention to detail by including them in the Combat Class.

In Combat Class, a vehicle can be anything from a factory fresh to a living history vehicle. This display class allows you to include all of your “kit” on a vehicle and/or leave it a little dirty or muddy, just like it has been “time-warped” from Bastogne in 1944 or “Desert Storm” in 1991.

SURVIVOR CLASS



A Survivor Class vehicle will be in original, “as-found” condition — like Tim Tomlinson’s 1944 M29C.



Still in “as-found” condition, Michael O’Connell’s WC-4 is an appropriate Survivor Class entrant.

Survivor Class is for an original, un-restored, “barn-find” condition vehicles. They may or may not be running.

MILITARY MODIFIED CLASS



An M35 6x6 that has been “bobbed” of an axle such as this example done by Memphis Equipment will be included in the Military Modified Class.

Whether done by the military or a civilian, Military Modified Class is for military vehicles that have been modified in a way that was not typical of its military



Jeff and Wendy Rowsam’s F100 was an original military-used pickup that they adapted for participating in MVPA-HA Convoys by adding disc brakes, air conditioning, and seat belts. It can be entered in the Military Modified Class.



service. Examples would include a military truck such as an M37 that the owner altered by swapping out original equipment with disc brakes, “mudder” tires and rims, and /or a Ford 289 engine.

MILITARY TRIBUTE CLASS



The Tulsa, Oklahoma Police Department made one of its cruisers into a rolling tribute to one of its officers who also served in the U.S. Marines. Such a vehicle is welcome to register as a Military Tribute Class Vehicle.

This category is for non-military vehicles that pay tribute to our military heritage. Any vehicle that was not originally military, but by its paint, markings, body style, or other alterations, pays tribute to our military heritage is



At first glance, Scott Schiller's jeep looks like a WWII Willys MB — but it is not. It is a CJ-2A that he converted and painted as a tribute to his grandfather. Scott's jeep is an obvious candidate for the Military Tribute Class.

welcome in the Military Tribute Class. The vehicle will not be judged on military specifications, but on:

- efforts to portray a military vehicle,
- paint quality,
- realistic markings,
- crowd appeal, and/or
- tribute to a service or an individual.

DISPLAY CLASS

Your vehicle may fit in more than one class — or none of them. If you and the Judging Committee can't decide which of the above classes would be best for your vehicle, the answer might be to enter it in Display Class — a place for “all others.”



Mike Wright's M2 HB .50 CAL. gun trailer is not an original vehicle, but rather, is a re-creation based on photos of one built from scrap parts by soldiers of the 379th Infantry Regiment during WWII (see insert).

Take for example, a re-creation of an M2HB .50 caliber gun trailer built from battlefield scrap by soldiers of the 95th Division during WWII. Mike Wright's recreation combines a Bantam ¼-ton trailer axle assembly, combat rims, and the remains of a 1942 GPW frame. Because it is a re-creation, it is not appropriate for judging in either the Factory or Motor Pool Class. There are multiple Display Only Classes where it would fit nicely, however:

*Because it pays tribute to the soldiers of the 95th Division, it could be included in the **Tribute Class**.

*Since Mike has decked it out in battle readiness, it could be included in the **Combat Class**

*Finally, because it is built on the frame and running gear of original military vehicles, it could even be considered a candidate for the **Modified Class**!

The point is, there is a place for your vehicle, whether a factory-fresh restoration or your weekend rock-crawler that commemorates the service of your Dad. *All* are welcome at MVPA-HA conventions! 🇺🇸

