

## **NCRS JUDGING – JUDGES’ ADVISORY\***

Getting an NCRS Award is the highlight for many owners in the hobby. Thank you for helping to make the NCRS judging system a recognized leader in the hobby. This is a difficult, yet very rewarding, challenge.

\*For the purposes of this advisory, the term “Judges” includes Team Judges, Team Leaders and the Judging Chairman.

## **PURPOSE**

The National Corvette Restorers Society, Chapter, Regional and National Meets and the Awards presented at these meets are solely for the hobby purpose. Judging recognizes owners who have preserved or restored their Corvettes to factory original appearance. The main purpose of Judging is to share information and encourage the continued preservation of the history and heritage of the Corvette.

## **WHAT DOES A NCRS FLIGHT AWARD REPRESENT?**

Flight awards represent the judgment and opinion of fellow NCRS members, who have volunteered their time, as to the originality, condition and operational function of a Corvette “as is, where is.”

NCRS makes **NO** expressed or implied warranties or representations as to the authenticity of any vehicle receiving any award. The awards are nothing more than statements by NCRS judges and our standard, in varying degrees, that the restoration or preservation of a given Corvette and its components **APPEAR** to not deviate from NCRS judging standard.

**“Cars are to be judged to the standard of vehicle appearance, and as equipped at the time and point of final assembly by the Chevrolet Motor Division of General Motors Corporation. Presentation for judging is to be in the condition normally associated with that of a Corvette which has undergone the then-current standard Chevrolet Dealer New Car Preparation for delivery to a purchaser, exclusive of any dealer or purchaser inspired additions, deletions or changes.”**

Judging is **NOT** intended, nor has it ever been, for the purpose of determining market value of a Corvette. Any buyer or seller who uses NCRS awards or judging sheets for such purposes does so at their own risk.

## **THE SPIRIT OF JUDGING**

The NCRS philosophy of judging is to “**help the owners earn the desired award,**” not keep them from it. To carry out this philosophy it is each judge’s responsibility to maintain a positive attitude. Each NCRS judge should make every owner feel welcome, at ease and glad they came to the NCRS meet. Remember, your role as a judge is that of a friend, not an adversary.

The best way to effectively deal with owners is to step into their shoes. That is, view judging as they do. Each owner has spent many hours, weeks, months and even years getting his/her Corvette ready for NCRS. All of this work will be judged by five two-man teams of judges in the time span of approximately eight hours. This can create immense pressure for the owners and they may be tense, nervous, defensive and even feisty. A judge’s best weapon in defending against this is understanding that the problem exists. A relaxed friendly approach will go a long way in alleviating any tension and make the afternoon more enjoyable for both you and the owner. Remind the owner that judging is a small part of the hobby and should be enjoyed. The results are not a matter of life or death and should not be treated that way.

**Always be conscious of your attitude!!**

## **NCRS POLICIES AND PROCEDURES**

### **Policies**

All NCRS judges are expected to attain and maintain judging skills and expertise through use of the Technical Information Manual & Judging Guides, judging schools, judging seminars, and our “continuing education programs” such as the judging retreat.

**All originality deductions** for items not covered in the *Judging Reference Manual* Section 4, Standard Deduction Guidelines will be made as designated under originality below--because of discernible differences from original as defined by **CDCIF**. **CDCIF** shall be recognized as the process for determining the extent to which a component being judged conforms to our judging standard.

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## Originality

The extent to which a component being judged conforms to the judging standard, in the following areas:

- C Configuration** - The manner, in which components are shaped, molded, cast or machined. Part number, casting mark/logo should be considered part of the configuration
- D Date** - The degree to which the component date conforms to the logical sequence of manufacture and typically observed GM supply sourcing intervals. The date may be distinguished by means other than being stamped, cast, etc., into a component
- C Completeness** - The degree to which the component is totally present
- I Installation** - The degree to which the component is installed correctly
- F Finish** - The degree to which the component surface finish gloss, texture, color, tint and type conform to our judging standard

Once this difference has been noted, originality deductions are to be made based not on the fact that is a GM service replacement, a GM-licensed reproduction or an aftermarket reproduction component. The item must be judged based on the overall degree of correctness as installed on a given car.

## Condition

The extent to which the component being judged has (not) sustained damage or deterioration

**Damaged components** have become torn, cracked, bent, scuffed, faded, scratched, discolored, water spotted, frayed, dull, split, pitted, dented, stained, worn and/or rusty.

## Cleanliness

The extent to which a component is equal to “Dealer Prep Clean.”

If a component can be restored to acceptable condition using soap and water or mild solvents, it is dirty, not damaged.

## Judging Dos and Do Nots

**DO NOT pre-judge** cars before actual judging. (i.e. do not judge cars in parking lots, in trailers, on the judging field or floor, etc., before their judging begins.)

Judge Corvettes, NOT people. DO NOT bring an individual's personality into play. On the other hand, DO NOT look the other way just because the owner is a celebrity or the car is a well-known winner.

When making a judging decision, be prepared to **EXPLAIN and DOCUMENT** your reasons. Each time you make a judging decision that results in a deduction of points, make a notation of the discrepancy. If a component has a deviation in its finish, then write in “finish” on the judging sheet.

**REMEMBER:** With the authority to say **NO**, goes the responsibility to explain **WHY**. Comment on and judge **ONLY** the cars in your class. If an owner in another class wants your opinion on the way another NCRS judge(s) rated his/her Corvette: Listen to the problem, but **DO NOT** comment pro or con. Put them in touch with the Team Leader.

NCRS judges are strongly encouraged to have their own cars judged. Nothing will put the owner more at ease than knowing you have been in his shoes and understand his anxiety. For this reason we have created the Red Master Hat Award recognition process.

## Disagreements

In the event of a disagreement, advise the owner to indicate his/her dissatisfaction on the judge’s survey. Contact your Team Leader **IMMEDIATELY** and let him handle it. Do NOT get into a contest of wits or argument with the owner.

Two things you should **NEVER** do under any circumstances:

**NEVER** argue with an owner!      **NEVER** raise your voice!

Be advised that it is your decision as a judge! With this authority comes a tremendous responsibility however. If you are ever in doubt about a judging decision, confer with the other judges, Team Leader, event judging Chairman or the National Judging Chairman. And remember if you have the *slightest* doubt, the benefit of that doubt goes to the owner.

## Language you should and should not use:

**DO NOT** use the following words; they can be bad for you:

**“RESTAMPED,” “WRONG” or “INCORRECT”**

Judges should not judge on the basis of re-stampings or incorrectness. These words should not appear on the judging sheets or in the Technical Information Manual and Judging Guides and appear in the *Judging Reference Manual* only as example words that should not be used by NCRS judges.

Judges should base their judgment on whether or not there are deviations from normal factory production. Please be consistent and use this type of language.

Whether it is an engine stamping or a gearshift knob, the issue is not whether it is right or wrong, but “Is there a deviation from what we believe to be Normal Factory Production?”

Example: If you see an engine stamping that is three inches long and one-half inch high, you can politely and safely tell the owner that in YOUR judgment this is a deviation from normal factory production and be 100% confident in your statement.

Note that you have not said anything about it being a re-stamp or wrong or incorrect. In fact, this may have been a one-in-a-million situation that could have left the factory that way. But you are safe because all you have said is that this is not consistent with what you have known to be normal factory production.

## Team Leaders and Numbers

Engine numbers and Trim Tags or Service Parts Identification labels for cars are reviewed by the Team Leader in addition to the individual judging teams. The purpose of this is twofold:

- To improve consistency of stamp judging

- To safeguard against unusual but truly factory original stampings from being unfairly penalized

The following is the NCRS policy regarding Numbers

ANY detectable deviation from Normal Factory Production found in the engine casting date, casting number, VIN tag, VIN plate, Trim Tag or Service Parts Identification label will be handled as specified in the *Judging Reference Manual*.

This policy of judging numbers is in no way intended to make any statements or judgments regarding the acceptable methods used to restore a Corvette. It only indicates the policy we choose in order to maintain the integrity of NCRS judging. Any questions regarding Numbers and/or Stamping should be directed to NCRS National Judging Chairman.

## Originality vs. Reproduction Parts:

If a reproduction part has no reasonably detectable deviations in **CDCIF** it can receive full credit for originality. However, if a reproduction part has easily detectable or significant deviations in the **CDCIF** appropriate deductions must be made under originality.

## Counterfeiting vs. Restoration:

It is not our job to go looking for counterfeits; however, if one is discovered, our policy is this:

Discovery of **COUNTERFEITS** (see *Judging Reference Manual*; Section 2, items #1 and #34) may subject the owner and/or vehicle to disqualification. In some cases, it might be in the best interest of the owner to withdraw his car from judging (see *Judging Reference Manual*; Section 4, item #7 altered cars). The vehicle will at a minimum be subject to deductions as specified in the *Judging Reference Manual*. Discovery of a counterfeit VIN plate shall disqualify the car from the event per the *Judging Reference Manual*.

Any NCRS Judge who is knowingly associated with any **COUNTERFEIT** Corvettes entered in Judging that does not advise the Team Leader and event Judging Chairman of this knowledge is subject to permanent dismissal from NCRS Judging activities.

If a judge discovers what he/she believes to be a counterfeit, he should contact the Team Leader **IMMEDIATELY**.

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## DEFINITIONS OF COUNTERFEIT vs. RESTORATION

NCRS does not consider the restoration or replacement of components as counterfeit as long as the intent is to restore the car to its former or original state as it left the factory.

**To make this perfectly clear read the following definitions from Webster's Dictionary and the accompanying examples.**

**RESTORE:** “To renew; to put back into existence or bring back to a former or original state.”

**For instance, the following examples represent restorations and are not considered counterfeiting:**

- Repainting an original black Corvette with black lacquer paint
- Installing accurately reproduced black vinyl seat covers in a car that left the factory with a standard black interior
- Stamping a 435-HP block to conform to the date/serial number of the original 435-HP Corvette in which it is to be installed

**COUNTERFEIT:** “To make an imitation of something else with the intent to deceive or defraud

**For instance, the following would be examples of counterfeiting:**

- Repainting an original blue car red and changing the trim tag to make red appear to be the original color
- Installing a red interior in a car that left the factory with a blue interior and changing the trim tag to make red appear to be the original color interior
- Replacing the engine of an original small block Corvette with a big block and stamping numbers on it to make it appear to be an original big block engine
- Replacing the carburetor on an engine with a fuel-injection unit and stamping the numbers and suffix code on the block to make it appear to be an original fuel-injection car

## Judges’ Ethical Responsibility

Perception is sometimes worse than fact; however, perception of our fellow NCRS members is that often conflicts of interest exist. When a judge is perceived as benefiting financially from a judging situation, there is perceived conflict.

Due to the potential of this occurring, Section 2, item # 7 of the *Judging Reference Manual* has been expanded to include additional restrictions on the judges.

Any judge involved in the judging decision process of a car that they have knowingly restored, bought, sold, worked on, or have monetarily benefited from involvement with the car, (*consulting with the Team Leader, prior to the start of judging, regarding the degree of involvement with a car, would normally mitigate this issue*), will be temporarily suspended from further participation in the judging activities of NCRS. The suspension will be reviewed by the National Judging Chairman and the NCRS President who will determine if the suspension is justified or unjustified. If it is determined that the suspension is unjustified, the suspension will be removed with no further consequences. The individual involved will be notified in writing of the final decision. A second offense could result in permanent suspension from the judging activities.

Any judge accused, in writing, of selling parts or services during the judging process (i.e. before all judging is completed) while participating as a team judge, will be temporarily suspended from participation in the judging activities of NCRS. The suspension will be reviewed by the National Judging Chairman and the NCRS President who will determine if the suspension is to be removed or if the individual should be placed on permanent suspension from the judging process. If it is determined the suspension is unjustified, the suspension will be removed with no further consequences. If a first time suspension is removed, a second offense will most likely result in permanent suspension from the judging activities. The individual involved will be notified in writing of the final decision.

NCRS does not grant, authorize or condone the use of the following terms “NCRS Master Judge” “NCRS Red Hat Master Judge” “NCRS 200 Club Master Judge” “NCRS 300 Club Master Judge” “NCRS 400 Club Master Judge” or any derivative of them, in any signature block in any form. This includes letters, opinions, evaluations, appraisals, etc., whether for profit or free gratis.

Violation of this policy could result in an individual’s removal from all judging activities and the stripping of one’s judging recognition level. More severe actions could also be taken by the organization including but not limited to removal from the membership.