

National Corvette Restorers Society

Corvette Judging Reference Manual

9th Edition

BOB GRAUER



- *Vital reference information covering the entire NCRS Judging Program.*
- *Must-have knowledge for Corvette Owners, Team Judges, Tabulators, Observer Judges and all participants*



NCRS Corvette Judging Reference Manual

REFERENCE MANUAL FOR OWNERS AND JUDGES

NCC NCRS JUDGING SCHOOL - APRIL 2026

Purpose

NCRS, its meets, and awards are solely for the hobby purpose.

NCRS makes no expressed or implied warranties or representations as to the authenticity of any car judged or receiving an award.

Cars are judged solely 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 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 customer.

Ownership



All cars must be entered in the name of the legally registered owner unless given specific permission by the meet Judging Chairman and only under extraordinary circumstances.



Proof of ownership and current, valid insurance must accompany the car at all times. Documentation of such must be presented and accepted by the Judging Chairman at registration.

Controversial Items



Document and burden of proof rests with the owner.



Removal of parts is necessary for judges to efficiently evaluate the component. The removal of parts is the responsibility of the owner. Judges may not remove components under any circumstances.



Factory Stampings or markings: The owner is solely responsible for removing paint, grease, dirt, etc... that otherwise obscures the efficient inspection of the component.



Counterfeit Statement: To make an imitation of something else with the intent to wrongfully deceive or defraud.

Divisions and Categories - defined

- ▶ Divisions – Pre-grouped model years as determined by NCRS for Judging events
 - ▶ 1953-1955, 1956, 1957, etc...
- ▶ Categories– Judging segments including judging team construct
 - ▶ Operations
 - ▶ Mechanical
 - ▶ Chassis
 - ▶ Interior
 - ▶ Exterior

Flight Awards



4,500 point matrix system – Every vehicle component judged starts off as a perfect component as outlined in the Chevrolet Division delivery purpose as previously stated.



Differences from that standard, including anomalies, conditions and inconsistencies are deducted from the component, and recorded on judging sheets with specific commentary by the judging team. Judging sheets will be forwarded to the owner by the Judging Chairman after final processing.

Judging Skills and Mastery

NCRS Judge &
Tabulators - <100
points accumulated

Master Judges - 100,
200, 300, 400 club
levels
Tabulators – 300 club
level

Red Hat Master level
100 club and Duntov
type level award

5 Star Master Judge
400 club plus 20
points in all 5 judged
categories

Team Leaders – by
Division at all levels
of NCRS Judging

Judging Chairman –
All events

Judging Sheets

Judging Summary Sheet – “Green Sheet” with Trim Tag Authentication or Rejection by Team Leader and Judging Chairman. “Go-No Go sheet” confirming all documentation and vin inspected and present.

Flight Score Sheets - Judges working sheets that are reviewed with the owner upon completion of each judging segment, per division.

Common Rules for Flight Judged Cars

No "For Sale" signs

No push-starting for low/dead batteries

One "jump start allowed. Ten minute charge rule.

Sharing/exchanging parts = full deduction of the component on both cars

Repairs/Alterations during judging - Not permitted

Battery Chargers or generators to power components remotely-
Not permitted

Low fuel – may add fuel with standard deduction of 50% of allowable points

No waiver to the "cold start" operational component

continued

Tops: Corvettes originally manufactured with two tops
Flight Judging – Judge either top as presented, not both

Performance Verification Judging – Soft Top is judged but hard top must be present and removed by owner as the function of the soft top requires inspection

Factory Documents – Display only if verified by NCRS Document Validation Service. Otherwise display must be marked “Reproduction”

Warranty Protect-o-Plate portion is no longer judged

Continued;

Grand Total scores are reflected as a percentage of net total points divided by 4500.

Full or Major deductions require the team leader for that division to verify the deduction by initialing the score sheet on the component line

Judges may not total score sheets. Only tabulators are permitted to total score sheets within the proper environment.

Crossover and complimentary scoring – At times it is appropriate for judging teams to consult with their peers to coordinate scoring. This results in consistency and avoids dual deductions that would harm the owner's score. Example- Exterior and Chassis collaboration re exhaust components.

Continued;



Bonus points at three (3) points each may be earned for the presence of a battery cut-off switch, appropriately sized and rated fire extinguisher, and an NCRS window decal. If all three items are present, the bonus totals ten (10) points.



Cleanliness- Accumulations of dirt, grease and oil will be subject to an overall deduction for each division segment.

Continued;

Safety/Seat belts on 1953-1957 are permitted without a scoring deduction

Any Federal or State safety requirement is permitted without a scoring deduction

An inconspicuous, functional non-factory alarm system.

Judges Limits, Restrictions

- ▶ A judge may not judge more than 8 cars in a single day.
- ▶ A judge may not be involved in the judging of any car that they have a financial involvement or has knowingly restored, purchased, sold, or worked on. Consultation with the team leader and event judging chairperson is required. Penalty for a judge that violates this rule is possible suspension from further judging responsibilities.
- ▶ Selling parts or services during the judging process is prohibited and can result in suspension.



Vehicle Display

1953-55. Soft Tops up and side windows in place

1956-1975 and 1986-2011 convertibles. Soft Tops up or Aux Hard Top in place

Coupe models with roof panels are displayed installed, not in stowage bags

The owner must remove the following, but not limited to, for flight judging; Air cleaner, radio ignition shielding (upper), jack & wrench, tools, spare tire, spare tire lock

All tags and labels must be displayed in the same manner as the standard requires, including attachment.

Vehicle Display

- ▶ No commercial materials may be displayed
- ▶ The engine stamp pad, casting locations, transmission stamps, tags, labels including emissions and Service Parts must be legible and free of dirt, grease and paint. Those that the judges determine obscure the data will earn an appropriate deduction.

Counterfeit

Vehicles judged to be counterfeit will be recorded in the NCRS database, regardless of an owner's desire to remove the vehicle from the judging field without reporting.

For safety purposes, NCRS requires any vehicle where judging is discontinued to remain on the judging field until judging ends.

Mileage Points



Driving is encouraged by adding an additional 1% value of the total one-way mileage driven to an event.



Vehicle must attain a minimum 75% judging score



Points limited to 10% maximum of net scoring



Mileage points do not count towards NCRS Mark of Excellence Awards

Standard Deductions



As an aid to overall meet to meet consistency, NCRS outlines multiple common areas where deductions have been pre-approved by the National Judging Chair and National Team Leaders



Where no standard deduction is identified, the component will be judged using C-D-C-I-F for originality components and the condition matrix for condition components.



Components must score 10% or more originality to receive condition point consideration.

Standard Deductions

Engine Block Cylinder Cases - casting, dates, stamp font, legibility

Batteries – OEM vs aftermarket, case configuration, size, post position

Tires – OEM vs aftermarket, size, construction, sidewall, stripe, lettering

Glass – OEM Windshields, Side Glass, Plexiglas, Vinyl Windows, Roof Panels, dates, tint, stamping

Headlamps – OEM vs Service Replacement

Stainless Steel/Aluminized components vs OEM

Alterations – those not deemed counterfeit

Continued;

Trim Tags and Service Part Identification Labels (if equipped)

Options- added or deleted – those not deemed counterfeit

Body Color

Body paint

Body Fiberglass Configuration and Component Fit

GM Service Replacement, Licensed Reproduction parts, Non-OEM parts

GM Approved Dealer Installed Accessories

Factory Recall modifications

Chairman's most recent judging updates

- ▶ Posted in Restorer magazine
- ▶ Flight Ops judging vs Performance Verifications
- ▶ Pace Car Decals – Body color deduction 5 + 5 = 10 for improper decals
- ▶ Batteries : New judging scale 10%, 15%, 25%, 100%
- ▶ Windshields/door glass/roof panels : 20%, 25%, 30%, 90%
- ▶ Big Block Stinger paint : Body Color 25% or 100%
- ▶ Award Ribbons : Changed to reflect Chapter, Regional and National award stature
- ▶ Bow Tie Judging Hard Tops : RPO 419 and C07 must be presented with both tops in place. The hard top is judged. Hard tops may be removed at team leader determination.
- ▶ Paint, Paint, Paint : Try to keep up!
- ▶ Five-point chapter meets vs Three-point meets : Defined.

Event Meetings

Judges Meeting

Observers Judges Meeting if necessary

Owners Meeting

Judging School

Technical Presentation

Judging
Manuals –
Score
Sheets

Judging Reference Manual –
National judging and awards
process guide

Technical Information Manual
and Judging Guide – by
Division

Scoring Sheets – Available free
online at NCRS.org by division
and category

Decision Dispute Process

During the judging process owners learn about their cars. This process at times can lead to disagreements between the judges and the owner.

Judges are trained to be respectful of the owners and their property at all times.

Judges are trained to not pre-judge cars.

Judges are trained to be as explicit as possible when describing the reason that any deduction, in their opinion, is warranted.

Judges are responsible to explain how and why a deduction is taken, including mathematical formula, standard deduction criteria, TIMJG standard, and experience

Decision Dispute Process

Owners must be respectful of the judging teams and recognize that the judges donate their time and expertise to assist the owner to improve their car.

Owners should be prepared to present documentation for items that are controversial, unique, or supportive of the component's inclusion or presentation on the car.

Owners must recognize that the judging team's philosophy is to help the owner earn the desired award, not deny them the award they seek.

Owners should work within the NCRS system by cooperating with the judges, the team leader and the Judging Chairperson.

Decision Dispute Process

Disagreements between a Judging team and the ownership do occur, and these must follow an ethical, structured path towards resolution.

Owners are expected to exhibit professional behavior at all times to maintain the friendly nature of the hobby.

The hierarchy for dispute resolution is (a) Judging Team, (b) Event Team Leader, (c) Event Judging Chairperson, and (d) National Judging Chairperson.

Observer Judging



Observer Judging promotes training opportunities for new or relatively inexperienced judges.



Observer judges are volunteers that work along side judging teams to gain experience in the category selected.



Observer judges do not participate in scoring decisions, ownership review, or dispute resolution.

Tabulation

Tabulation teams are structured similarly to judging teams.

Their role is to confirm completeness of scoring sheets and tally scores for the event judging chairperson.

Tabulation team members confirm that all scoring sheets, summary sheets, and team lists are complete, legible and correctly verified by initials.

Tabulation teams work in a secure area that is accessible only to the Event Chairperson and the team leaders. Owners and Judges are not permitted to access the tabulation secure area.

The Tab team leader verifies NCRS membership numbers and names for those on the tabulation team to earn credit for their service.

Judging recognition



All judges and tabulators are recognized with points and rank representing their experience for services performed at NCRS events.



A chart is available that outlines the available point totals that can be earned for each event type; Chapter, Regional, and National.



Additional points can be earned by attending Judging School presentations and National Retreats.



The End

JUDGING REFERENCE MANUAL 10TH EDITION
COMING SOON (2027)