

OWNERS ADVISORIES

PROCEDURES & PROTOCOLS

CERTIFICATION/SURVIVOR/BENCHMARK JUDGING EVENTS



bloomington
GOLD
Corvettes USA

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Chairman, NCCB/NCSB	
Guy Larsen	
Division Directors:	
John Keane	(1953-1962)
Bill Skinner	(1963-1966)
Bill Baker	(1967)
Brian Pearce	(1968-1982)
Chris Chessnoe	(1984-Present)
Al Grenning	(Stamps & Doc)
Senior Survivor Judge	
Ray Zisa	
Judging Operations Manager	
Beth Brucker	
Field Operations Director	
Joe Remes	

PURPOSE OF JUDGING

Bloomington Gold's primary objective is to encourage preservation of the history and heritage of the Corvette. To that end, Bloomington Gold's judging events and the certificates awarded are FOR THE PURPOSE OF SPORT ONLY. These events are not intended, and never have been, for the purpose of determining market value of an automobile. It is at a buyer's or seller's own risk to use Bloomington Gold judging documents for such purpose.

The Certification event was created to recognize cars preserved or restored to Typical Factory Production (TFP) authenticity and condition. The Survivor event was created to recognize those cars that APPEAR for the "majority" to have been preserved as factory original. A Bloomington Gold award represents the judgment and opinion of NCCB/NCSB judges as to the appearance of authenticity and damage/deterioration of the automobile "as is, where is" on the day it is judged. While a judge's decision may affect the desirability of a car in the marketplace, either positively or negatively, this is NOT the intent of Bloomington Gold. Any owner presenting cars for judging agrees to assume the risk of any and all consequences or costs resulting from an NCCB/NCSB judge's decision.

Bloomington Gold and/or its judges make no express or implied warranties or representations as to the authenticity of any vehicle. Certificates issued are merely indicators, in varying degrees, of how far the restoration or preservation varies in APPEARANCE from Typical Factory Production.

Owners must also understand that cars are judged on the basis of the NCCB/ NCSB Rating Guidelines and the most current research or experience held by the NCCB/NCSB judges inspecting the car. Their decision is binding regardless of what may be printed by any other organization or source. Historically, NCCB/ NCSB judges are remarkably accurate. However, judges may vary from year to year, and there is NO assurance that errors will not be made. Additionally, there is NO assurance by Bloomington Gold that cars will be judged exactly as they were in year(s) past. For example, a car previously determined to be Gold Certified® or Survivor Certified® may or may not receive such designation on a return attempt.

Class Reaching Maximum Registrations: If any class approaches the maximum number of registrations for CERTIFICATION or SURVIVOR Judging, please contact the office for assistance to register your car. Should Bloomington Gold Corvettes reach maximum registrants, they will either; a) accept an additional team of qualified NCCB or NCSB Judges to review additional cars entered, or b) create a Wait List.

Should your class be one that reaches maximum number of registrations and goes to a Wait List, your car must be fully registered in order to be considered for an additional team. Please see our procedure for Refund Policy on page 10 and please contact the Certification Director.

Previous Policy on ‘Owners with Multiple Cars’; The previous policy is withdrawn. All cars will be eligible in the order that they are entered. Please contact the Certification Director for any clarification.

HOW TO PREPARE FOR JUDGING

- All Owners are required to be present on judging day. All Owners are required to be present at their car(s) at the time of judging by all of our Bloomington Gold judging teams (Stamps & Tags Judges and Class Judges). Please note that all of our judging teams will not be at your car at the same time. Judging is only completed when all judging sheets have been signed by the owner and all judging folders have been turned in. Bloomington Gold will only communicate with the registered owner or registered representative of the automobile. Said Owner or Representative must be present to sign the judging sheets or no certificate will be awarded. OWNER MUST be present to sign their judging sheet(s) or no certificate will be awarded. If you are an owner of multiple cars on the judging field, you must follow the judging teams closely to know when they are getting to your car(s). If an owner designates a corporate officer or other to represent the car at judging and all communications subsequent, please contact the judging office for **additional registration forms required**. Registration and judging forms will be in the name of person representing the car at the Event. Certificate will be in the name of the owner, individual or Company. A photo ID will be required. Bloomington Gold will make no attempts to locate an owner.
- Read, sign, and return your Mandatory Data & Declarations, Owner Declaration and Certification & Liability Release. Your registration will be cancelled if these important documents are not returned by the date indicated on them.
- Read and understand the Certification Guidelines and Engine Stamp Standards included in this packet thoroughly. **IMPORTANT: RESTORATION OF A CORVETTE TO THE REQUIREMENTS OF OTHER CORVETTE ORGANIZATIONS MAY NOT MEET NCCB STANDARDS.**
- Practice judging your Corvette using Bloomington Gold's Certification Guidelines and sample judging sheets that you may request from us. Be honest and critical. This pre-judging will give you a chance to fix last minute details that may have been overlooked.
- Reproduction parts can receive full credit for originality if there are no reasonably detectable discrepancies in their finish, date code, installation, completeness, and configuration. However, if the reproduction component has easily detectable discrepancies, it can not be given full credit.
- Replacement Trim or VIN Tags: The practice of replacing original manufacturer's trim or VIN tags is inconsistent with Bloomington Gold's philosophy, not to mention being illegal in many states. Although we have penalized owners in the past for such conduct, our position will now become more firm. Any Corvette determined to have a non-authentic manufacturer's trim or VIN tag will be ineligible for any level of Bloomington Gold Certification. Furthermore, any owner who (over time) enters more than a single Corvette with replacement trim or VIN tags will be permanently excused from any and all future Bloomington Gold judging events.

- Two Tops: Corvettes with evidence of *having left the factory with two tops* (stated on window sticker or physical evidence) **WILL BE REQUIRED** to be presented with **BOTH** tops at Bloomington Gold Certification judging. This will include late model Corvettes leaving the factory with a second roof panel.
- If a two-top Corvette is judged without the *standard top*, it will automatically be placed in the Silver Column. If the *optional top* is not present, there will be significant deductions, but it will not be automatically placed in the Silver Column.

- For Cars being judged for OEM Stamps, the Stamp & Tag Judges will examine your engine pad as a part of the judging process. They will also want to take a tracing or photo to be placed with the judging sheets for later inspection by the Stamp Judge. Owners will be expected to allow a judge to “lift” a tracing off the pad or take a photo if needed. This causes no harm to the engine. **Please make sure your engine pad is free of all paint, grease and dirt before arriving at Certification.** However, do not use tools or abrasive materials that could damage the pad finish. Cars with a painted pad may NOT be judged any further.

- On 1953-1962 Corvettes, casting dates must be visible. Judges may request that you loosen the Road Draft or Oil Breather Tube if necessary.

Owners may elect to decline this procedure; however, this will result in implied consent that there is a detectable deviation in the stamping. Therefore, no certificate will be awarded regardless of the car's overall score.

- Judges may photograph any stamp, tag or any other part of an owner's car and it becomes the property of Bloomington Gold.
- Be prepared to remove some parts in order to verify some numbers and component authenticity, such as:
 - Air Cleaner
 - Spare Tire
 - Ignition Shielding. No significant disassembly will be required
- Be prepared to run your windshield wipers/washers. Spray bottles of water will be provided so you will not risk scratching the windshield.

- Be prepared to provide fender protection for your Corvette, such as a fender cover or towel, for the Judges to use during the judging process. Bloomington Gold will NOT be providing fender covers.

- If you suspect something to be controversial about your Corvette, (unusual date stamp, etc.) but you believe it to be historically authentic, **please bring documentation to support your case**. It will remain up to the judge to decide whether or not to accept your argument. Here are some controversial examples we have encountered:
 - A casting date one day after the stamping date
 - Leather seat covers but the trim plate indicated vinyl
 - Engine suffix code unheard of; however, the car had less than 4,000 miles and the original warranty book with the same suffix code
 - Blue exterior with red interior in a year when that was not a recommended option- the gas tank sticker confirmed the authenticity
- The following exterior deviations will result in a SILVER Certificate being the highest award available, regardless of the score:
 - Exterior paint color is only a fair facsimile or less to OEM paint color. Common descriptions of this may include;
 - Deviates by Several Shades'
 - Size of Metallic or "Flakes" Deviates'
 - Exterior paint finish is only a fair facsimile or less to OEM paint finish. Common descriptions of this may include;
 - Over-restored
 - Excessive Sheen
 - Better than Factory
 - Appears glossy in door jams, hood & trunk ledges, side vents, & grill surrounds but did not on factory finish (for that Corvette generation)
 - Interior color/ material does not match trim code.

THE DAY OF THE SHOW

- **Your Weekend Passes and ENTRY hangtag will be *SENT PRIOR* to the show. You must have the passes and ENTRY hangtag each day to enter the Speedway grounds. The remainder of your Owner's Packet, which includes your assigned parking time, will be picked up at Owners' Check-in.**
- **BE ON TIME:** Please review the Owners Judging Schedule.
- A brief, **mandatory** Owners' Meeting will be held prior to judging. We will review the day's activities and answer questions.

- *An on-board fire extinguisher must be in each car entered.*
- Understand that there will be many spectators near your car, especially when the judges are present.
- You will be allowed to do light cleaning all day if you wish.
- Owners must be present at their car when the judges arrive. If owners are not present, they will be skipped until last. If not present at that time, car will not be judged.
- When it is time for your Corvette to be judged, our judges will come to you and introduce themselves. Please note that for most model years, two different Bloomington Gold judging teams will come to your car at different times; one team that will judge your Stamps & Tags and one team that will judge the components of your car. When each team is done judging, they will explain their judging sheet(s) to you. The judges will be friendly and courteous and you must also be respectful—they have many cars to judge and are not required to spend more than 5 minutes discussing the results with the owner of the car. The judges will only discuss the results with the owner or registered representative who is named on the judging sheets. Additionally, any discussion of the results at any time following the judging will only be done with the person who represented the car on the day of judging. The owner or registered representative must then sign the judging sheet(s) for that particular judging team. Once all judging sheets are signed and the judging folder is removed from your car, judging of your car has now been completed. NOTE: If the Owner is not present to sign the judging sheet(s), no certificate will be awarded. Certificate will be printed with the name of the owner.
- Certification/Benchmark/Survivor cars will be parked on the judging field on Thursday. Overnight security will be provided for both nights. You will be disqualified if you leave the Judging Field with your car during the judging event without permission and an official escort.

WHAT IF I AM ON THE WAIT LIST?

If a car is placed on the wait list, the owner has the following options:

- A wait list owner can withdraw at any time up to the day of the show and receive a refund of their registration fees. Requests must be made in writing and include credit card information. They can be emailed, mailed, or faxed to the office.

- A wait list owner can stay on the wait list and be present with car on day of judging. Owners on the wait list will be notified after check-in if they are accepted for judging.

WHAT IF IT RAINS?

- The Chairman will determine what type of plan to initiate and owners will be advised. It will be important for owners to stay calm, wait for the announcement, and follow the plan accordingly.
- Bloomington Gold reserves the right to cancel the event “on-the-spot” for any reason which could make judging of the cars unsafe or impractical (inclement weather, etc.) If the event is cancelled, those cars not judged at the time of cancellation will not receive a refund but will receive a credit for judging in a following year. However, credit will be applied to Certification registrations received in the following year.

AWARDS

- The Awards Ceremony will take place Saturday at approximately 3:00 pm.
- It is highly encouraged that you attend the Awards Ceremony. The Bloomington Gold office will be closed the week after the show, so we will not be able to tell you what award you received via phone or email. Awards not received at the Awards Ceremony will be mailed out 2 weeks after the show.
- Cars are expected to remain on the Judging Field from the time they are parked on Thursday until the Awards Ceremony on Saturday. Please do not remove your car from the Judging Field without first speaking to our Field Operations staff. For the owners who rented garages, you will be escorted off the field at the appropriate time. Any car that is removed from the Judging Field, it is expected to be re-parked between 6:00- 6:30 am on Friday and Saturday.
- If you cover your car overnight, you must remove the cover by 8:00 am Friday and Saturday for display or one of the Field Operations staff will carefully remove and stow the cover for you.

INTERACTION WITH JUDGES/ HANDLING DISPUTES

Owners are welcome to observe the judges, however, owners must be respectful of their time and let them judge. Judges will allow the owner to briefly review the judging sheets immediately upon completion of judging. However, they will discuss their findings ONLY with person registered to represent the car.

Owners who have a dispute or disagreement with a National Corvette Certification Board (NCCB) or NCSB (National Corvette Survivor Board) judge's opinion must first discuss the issue with the judge during the show. If the explanation is not satisfactory, the owner should contact their Division Director and explain the situation to him. If the Division Director believes the owner's point has validity, the Division Director will discuss the question with the NCCB/NCSB judge(s) responsible for judging that car. If after conference, the judge decides to reconsider the decision, the corresponding change will be made on the judging sheet. If the judge decides NOT to reconsider, then the score stands.

In other words, the final decision rests with the judge and his decision will stand regardless of any subsequent review, protests or proof in the future that the decision was in fact in error.

Except for math errors or omissions, no scores or certificates will be changed after the judging sheets have completed the tabulation process.

If the owner is still not satisfied, he/she is strongly encouraged to file a formal written complaint within 30 days of the Bloomington Gold event. This written dispute should be mailed to the Judging Chairman, Bloomington Gold at 4 Yount Drive, Suite #2, Bloomington, Illinois 61704. The owner's case will be reviewed as to whether or not the judge was in error and the owner and judge will be contacted and informed of the result. **HOWEVER, NO MATTER WHAT THE RESULT, THE SCORE AND CERTIFICATE AWARDED WILL STAND AS GIVEN.**

PROHIBITIONS / DISQUALIFICATIONS

Please observe the following:

- No smoking on the Judging Field.
- No signs (including “for sale” signs, billboards, or easels that may subject other cars to damage).
- No chairs, tents, umbrellas, canopies, etc. (in areas that may subject other cars to damage).
- No car covers during show hours (unless there is inclement weather such as rain, hail, blowing debris).

Violation of the following policies WILL result in disqualification:

- Any Corvette determined to have a non-authentic manufacturer’s trim or VIN tag will be disqualified.
- Cars must be in their grid space by the time the Judging Field closes for parking on Friday.
- Cars may only be moved from their grid space after the times noted in these Owner’s Advisories and/or with permission from a Bloomington Gold official and an official Bloomington Gold escort.
- Cars must be able to drive onto the Judging Field and into their parking places under their own power.
- Owners may not borrow, add, or replace parts from any other car either on or off the Judging Field without the direct consent of the Division Director (with the exception of replacing unsafe tires to complete the Survivor Road Test).

The following violations WILL result in immediate disqualification, removal from the Judging Field, and prohibition from future Bloomington Gold events:

- Conduct which is loud, unsportsmanlike, or combative (before, during, or after the event).
- Counterfeits.*

*It is not Bloomington Gold’s policy to “look for counterfeits”. However, if a Bloomington Gold judge is aware of a counterfeit engine, trim tag or VIN, he is required to advise the Division Director. Furthermore, if any Bloomington Gold judge is found to be associated with a Corvette entered in Certification, which is determined to be counterfeit, he is subject to immediate and permanent dismissal from the National Corvette Certification Board.

Bloomington Gold does not necessarily consider “re-stamping” to be counterfeiting. If the “re-stamp” was done with the intention of restoring or replacing the original numbers rather than deceiving, Bloomington Gold does not consider that to be counterfeit. Bloomington Gold uses Webster’s Dictionary to define:

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

For example:

1. Repainting an original Tuxedo Black Corvette with Tuxedo Black paint.
2. Stamping an original block with the same the CID/Suffix/VIN as that block had when it left the factory.

Counterfeiting: “To make an imitation of something else with the intent to deceive or defraud.”

For example:

1. Repainting an original Glen Green Corvette with Rally Red paint and changing the trim tag so it appears it left the factory as a Rally Red Corvette.
2. Replacing the engine in a small block Corvette with a big block and making the CID/Suffix/VIN stampings appear that the Corvette left the factory as a big block.
3. Replacing the carburetor on an engine with a fuel injection unit and altering the block numbers and suffix code to make it appear it left the factory as a fuel injection Corvette.

REFUND POLICY

There will be no refunds on any cancellation or withdrawal after a car has been placed in a class that is full.

For all other registrations:		
Cancellations	Prior to May 1	Receive a full refund
	May 1-31	Receive a 75% refund
	June 1 & After	No refund



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