

## **SECTION 3 - NCRS FLIGHT SCORING SYSTEM**

### **1. OVERALL SCORING**

The NCRS system is based on the deduction method of scoring. All cars begin the judging process with 4500 points. Whole-point deductions for those items whose operation or appearance fall outside our Judging Standard as determined by the various judging teams. At the completion of judging, the total points deducted are subtracted from 4500. The Bonus Scoring Points as outlined in Section 2, item #25 are added and the result is then divided by 45 to arrive at a total net score based on a 100-point system. These calculations are made to one decimal place and are not rounded up. For example, a calculated score of 93.978 would be listed as a 93.9 net score and noted as such on the score sheet and appropriate records. This score will also be the Grand Total Score unless driven mileage points have been earned by the owner as described under DRIVEN MILEAGE POINTS, in which case these points expressed as a percentage will be added to the net score to arrive at the Final Grand Total Score.

### **2. DRIVEN MILEAGE POINTS**

To encourage driving, any car entered in Flight Judging which is driven by the owner or a family member to an event is eligible to receive additional points based on miles driven to the event so long as the car receives a minimum 75.0 net score. Mileage points are limited to 10% of net scoring.

Points are calculated using the actual mileage driven to the event as reported on the Judging Summary sheet by the owner. This mileage is multiplied by 1 % (.01). Using this number, and not rounding up, figures beyond the tenths place are dropped and the result is added to the net score to arrive at the final Grand Total Score, Grand Total cannot exceed 100. For example, a car driven 37 miles to an event would have .3 added; while a car driven 375 miles would have 3.7 points added. Some calculated examples follow:

Net Score	Mileage	Mileage Points	Grand Total
87.8	435	4.3	92.1
87.8	1135	8.7(10%Max.)	96.5
93.8	50	0.5	94.3
72.8	138	0.0 (Under 75.0)	72.8
98.7	299	2.9	100
96.1	9	0.0 (.09)	96.1

### **3. MILEAGE POINTS NOT APPLICABLE**

Mileage points are to be computed and added to the net score of any car driven to an event and judged (as described above), and Flight Awards will be presented reflecting those additional points. Mileage points, however, may not be counted toward either the 97.0 net prerequisite score, or the 97.0 net final score required of those cars attempting to achieve the NCRS Mark-of-Excellence Awards, as outlined in Section 7 and 8 of this manual.

#### **4. FLIGHT RATINGS**

The final Grand Total Score will be used to determine Flight Ratings and Awards:

Top Flight	94.0 or above
Second Flight	85.0 through 93.9
Third Flight	75.0 through 84.9

#### **5. SCORING AREAS**

NCRS Score Sheets are divided into five sections: Operations, Interior, Exterior, Mechanical and Chassis.

Ideally, individual Judging Teams of two persons will cover each of these areas; however, this may be modified to suit either the small size of a division or the limited number of available qualified judges as determined by the Meet Judging Chairman. With the possible exception of operations, one-man judging teams should be avoided.

#### **6. STANDARD DEDUCTION TABLES**

Contained in Section 4 of this manual are NCRS Standard Deduction Tables, which have been established to promote overall judging consistency on certain items. These tables address originality scoring and must be referred to and utilized in scoring.

#### **7. OPERATIONS SCORING**

The Operation Scoring Section includes judging of basic operational functions of the car as outlined on the score sheet and may allow partial-point deductions. These functions will be judged based on performance-as-designed and that which would be expected at the time of delivery to a purchaser. There is no provision for repair or adjustment on the field during Flight or Founders judging. It is recommended that both owners and judges review and utilize the appropriate NCRS Operations & Performance Verification Test Guide to better and more accurately prepare for this area of judging.

#### **8. MATRIX SYSTEM SCORING - OVERVIEW**

The Interior, Exterior, Mechanical & Chassis Sections are scored using a Matrix system whereby the judges first determine and score the apparent originality of a component part or area and then, if at least 10% of the available originality points remain, judge and score the existing condition of that part or area, thereby arriving at a total for each line item.

#### **9. ORIGINALITY SCORING**

NCRS Originality Scoring is based on a part, component part, or area appearing to the judges to comply with our Judging Standard by using their knowledge, experience and available information contained in the Technical Information Manual & Judging Guide. This judging specifically does not mean a successfully judged part is the original factory-installed part, but does imply it appears as though it could be. Likewise, in judging the originality of an area, such as body paint, a successful judging does not mean the existing paint is that which was originally applied at the factory, but does imply it appears as though it could be. Generally, a component part judged to

appear as a complete original item will receive full originality scoring credit, regardless of its condition.

**All originality deductions** for items not covered in Section 4, Standard Deduction Guidelines will be made 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.

### **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.

## **10. ASSIGNED ORIGINALITY & CONDITION POINTS**

As an additional aid to judging consistency, NCRS Judging Score Sheets divide and assign portions of the originality and condition point totals to specific items in a given section. See Section 4, Standard Deduction Guidelines.

## **11. 10% ORIGINALITY RULE**

In order for an item or area to be scored on condition, it must first be judged and scored on originality. If, after scoring, the remaining credit is less than 10% of the assigned originality points (deduction is greater than 90%), that item or area shall not be judged on condition and will be scored as a full deduction in the condition column. In judging line-item sections that cover several different parts, this will apply and affect those components so judged, individually.

## **12. CONDITION SCORING**

NCRS Condition Scoring is based on a part, component part or area appearing to the judges to comply with our Judging Standard as it regards condition and will normally be judged without regard to originality. An exception would arise when part of an assembly is missing. A partial deduction would be taken on originality and subsequently,, a partial deduction on Condition would also be taken since that part is unavailable to judge. Condition judging will encompass items such as:

**INTERIOR** — Tears, cracks, age, scuffing or fading of any interior fabric item; paint fading, chips or scratches; plating pits or rust; stainless trim dents or scratches; plastic cracks or scuffs; instrument face fading, steering wheel cracks; the presence of stains.

**EXTERIOR** — Paint fading, chips, scratches, cracks, scratches, discoloration, permanent water spotting; chrome pitting, scratches, dents, discoloration; stainless dents, scratches; emblem fading, tire wear or stains.

**MECHANICAL & CHASSIS** — Paint aging or chips; condition of chrome, zinc, cadmium and aluminum; bushings, spring liners, damaged components, rust and corrosion.

## **13. CROSSOVER SCORING**

Occasionally, judging situations may arise where it is difficult to determine whether a deduction should properly be made in the originality or condition column and subjective judgments may be required. Judging Teams should confer with their Team Leader for guidance and consistency in this area. Whatever the decision may be, the appropriate point deduction should remain the same, regardless of whether it is made in the originality or condition column, so it does not affect the overall score on that item or area.

## **14. FULL OR MAJOR DEDUCTIONS**

In the case where a full or major deduction is being made, the judges should consult with their Team Leader for his information and concurrence. The Team Leader is to initial each full deduction adjacent to the scoring entry, and confirm a clear reason is written on the score sheet for that deduction.

## **15. OVER/UNDER RESTORATION**

Any item or area judged which appears to fall outside our Judging Standard is subject to deduction and may equally apply whether it is above or below that standard.

## **16. DEDUCTION SCORING, NOTATION & REVIEW**

Upon reaching agreement on the scoring of each item, the Judging Team will mark the points deducted in the appropriate column. In the case where no deduction is being made, the Team will note such by using a slash (/) only, not a zero (0). Judges shall NOT add any figures to arrive at a score sheet total.

After scoring each line item, judges must make brief, legible notations indicating the reason for each deduction, particularly as it relates to originality.

Following completion of judging by each individual Team, the judges will briefly review the score sheet with the owner, have him/her initial the sheet, as specifically outlined in Section 2, item #16 of this manual, and **print** their names on each sheet.

### **17. TEAM LEADER REVIEW & TABULATION**

Immediately upon completion of judging and owner review, the Team will give the score sheet to the Team Leader for check-off and general review. Any illegible, missing or extraordinary scoring should be addressed and clarified at that time with the Judging Team. Following Team Leader review, the score sheets will be given to the Meet Judging Chairman, or as directed, and then submitted to Tabulation.

### **18. SCORE SHEET RETURN TO OWNER**

Flight, Performance Verification and Founders Operations scoring sheets will be mailed to owners within two (2) weeks of an event. They are not to be returned at the event. **Note: NCRS Bowtie scoring sheets are not returned to the owner.**

## **SECTION 4 - STANDARD DEDUCTION GUIDELINES, PURPOSE & USE**

As an aid to overall meet-to-meet divisional judging consistency, the following originality deduction tables and judging guidelines are listed as reference for use by the Judging Teams. As the listings cover over four decades of production, they are general in nature.

- Should a conflict exist between the appropriate Technical Information Manual & Judging Guide and these Standard Deduction Guidelines, contact the Team Leader for resolution.
- Items or areas not specifically addressed in these Standard Deduction Guidelines should be addressed through our matrix judging process Section 3, items #8 and #9. They do not override section 2, item #25. In the case of confusion, the Team Leader should be consulted.

Any originality deduction in excess of 90% automatically requires that no condition judging will be done on that item and all assigned condition points for that item will be deducted.

### **1. ENGINE-BLOCK CYLINDER CASES**

Judges and owners are additionally referred to Section 2, item #23 of this manual regarding engine block cylinder case stamp pads, originality deductions to be judged in the following order:

- A. Correct normally configured casting number and case configuration. If incorrect, deduct 350 points and do not judge or score casting date or stamp pad. (See note\*)
- B. If A is judged to be correct, judge for correctly configured casting date within six (6) months prior to car build date. If incorrect, deduct 175 points and do not judge or score stamp pad. (See note\*)
- C. If A & B are judged to be correct, judge for appropriate, normally configured engine plant stamping and engine assembly date or serial number and alpha prefix or suffix code which matches car as listed in the appropriate judging guide. (See note\*)

The engine pad is assigned 50 originality points: 1953 through mid-1960, if engine plant stamping is judged incorrect, deduct 50 points. Mid-1960 & later if VIN derivative is judged incorrect, deduct 25 points; if engine assembly date suffix code is judged incorrect, deduct 25 points. (See note\*)

Judge D regardless of scoring on C

- D. Judge for absence of paint, dirt, rust or other condition which obscures engine pad and presence of normal factory production machining marks. If either is judged negatively, deduct 38 points. (See note\*)

\*Note: Each of the above listed items must be scored as full credit or full deduction; no partial deductions are allowed.

This analysis allows for a six (6) month time span between cylinder case casting date, stamped engine assembly date and vehicle build date. This time frame allows for the exception rather than the rule as the average normal production time span has been found to usually be closer to two (2) or eight (8) weeks.

## 2. BATTERIES

**No Originality Deduction:** Original or original design reproduction (indiscernible as installed\*)

Delco as described in the appropriate year Technical Information Manual & Judging Guide, and if applicable, appropriate plant and date stamp for the vehicle.

### Table of Originality Deductions:

- Deduct 10% — Battery appearing as above but with no appropriate plant or date stamping, if applicable
- Deduct 30% — Reproductions differing from original design and construction in minor detail
- Deduct 50% — Delco, correctly-sized service replacement with appropriate top- or side-post configuration
- Deduct 100% — Originality & Condition for others

\*Do not remove caps for inspection.

## 3. TIRES

**No Originality Deduction:** Four (4) matching Original Equipment Manufacture (OEM) tires as described in the appropriate year Technical Information Manual & Judging Guide, and one (1) matching or non-matching OEM spare tire.

### A. 1953 through 1974 Table of Originality Deductions:

- Deduct 10% — OEM brand and size tires which differ from original only because of federally required Department of Transportation (DOT) markings
- Deduct 20% — OEM brand, type and size tires which differ slightly from original in design, construction, material, tread width, tread pattern, white (or colored) wall width, style lettering or pattern
- Deduct 30% — OEM brand, type and size tires which differ considerably from original in design, construction, material, tread width, tread pattern, white (or colored) wall width, style lettering or pattern
- Deduct 40% — non-OEM brand having correct size and sidewall specifications
- Deduct 60% — Current-day OEM brand, service-replacement size, bias- or radial-ply tires or current equivalent sizing designation and correct whitewall width
- Deduct 75% — As above, non-OEM brand
- Deduct 100% — Originality and Condition, all others or those with whitewalls mounted inboard

### B. 1975 and newer model year Table of Originality Deductions:

- Deduct 10% - OEM brand and size tires which differ from original only because of markings or other minor differences

- Deduct 20% - OEM brand, type and size tires which differ slightly from original in design, construction, material, tread width, tread pattern, style lettering or pattern
- Deduct 30% - OEM brand, type and size that differ considerably from original in design, construction, and material, tread width, tread pattern, style lettering or pattern
- Deduct 60% - OEM Brand tire that is of the extended mobility type (run flat) on a car that does not have WY5 in the list of RPOs on its Service Parts Identification Label or OEM brand but tire is not of the extended mobility type (run flat) on a car that does have WY5 of the list of RPOs on its Service Parts Identification Label
- Deduct 75 % - non-OEM brand
- Deduct 100 % - Originality and Condition, for incorrect size or those with white letters mounted inboard or outboard

Percentages shown in both tables are for five (5) matching tires; deduct an additional 20% for each non-matching road tire. Do not deduct for a non-matching spare, which appears as original. *Condition Scoring Note:* If the condition of any tire, including spare, appears to constitute a potential safety hazard in the operation of the vehicle, such as deterioration, damage or excessive tread wear, condition deductions up to the full amount for that tire or all such tires must be made.

#### **4. WINDSHIELDS, DOOR GLASS, ROOF PANELS, PLEXIGLASS & VINYL WINDOWS**

**No Originality Deduction:** OEM as described in the appropriate year Technical Information Manual & Judging Guide, dated within 12 months prior to vehicle assembly.

##### **Table of Originality Deductions:**

- Deduct 20%---As above, excepting only the date
- Deduct 30%---OEM brand, later service replacement style with correct tinting, if applicable
- Deduct 50%---OEM brand, with incorrectly configured tinting
- Deduct 90%---1953-62 tinted front or side glass; or 1953-96 non-OEM brand replacement(s) or any year added tinting (film, etc.)

The above 12-month timeframe allows for the exception rather than the rule. Most normal production time spans will usually fall within one (1) to six (6) months of vehicle build.

*Condition Scoring Note:* If the condition of the windshield appears to constitute a potential safety hazard in the operation of the vehicle, such as cracks or excessive pitting, condition point deductions up to the full amount for that item must be made.



### 5. HEADLAMPS

**No Originality Deduction:** Full set of matching sealed beam units of correct brand and style for the year as described in each manual

**Table of Originality Deductions:** Divide total assigned headlamp points by number of lamps on car to arrive at equal per-lamp value:

- Deduct 70% per lamp value for correct brand and style service replacement
- Deduct 100% per lamp value and related condition points for each incorrect brand or style lamp

1953 through 1973 model years do not have DOT markings. Headlamps, discernible by the DOT marking for these model years are a three (3) point deduction per car for a full set.

### 6. STAINLESS STEEL OR ALUMINIZED REPLACEMENT COMPONENTS

These are the minimum deductions for the use of detectable replacement parts which were not originally constructed of stainless or aluminized steel. **Starting in 1984 the fuel lines, brake fluid lines, exhaust pipes and mufflers were originally constructed of stainless steel.** The deduction may be larger if the component is not correctly configured. The percentages shown are those to be deducted from the amount assigned or assignable to the specific item(s) listed. For example, if exhaust pipes and mufflers are stainless but the clamps, brackets and hangers are correct, the three (3) correct items would receive no originality deduction.

**Table of Originality Deductions:**

- Deduct 25% — Any part that was not originally aluminized
- Deduct 50% — Any part that was not originally stainless steel

### 7. ALTERED CARS - HORSEPOWER/COLOR/INTERIOR

Change of Engine Horsepower: refer to item #1 of this section ENGINE-BLOCK CYLINDER CASES.

Change of Exterior Color: 100% originality deduction.

Variation of Exterior Color Paint Shade: 20% originality deduction.

Change of Interior Color or Fabric: 50% originality deduction on every item affected by the alteration. (An item exhibiting both color and fabric change would receive a 100% deduct for that item.)

## **8. TRIM TAG OR SERVICE PARTS IDENTIFICATION LABEL**

Beginning with the model-year 1963, Corvettes were fitted with a trim tag, which noted, among other information, the exterior body color, interior trim color and fabric.

Beginning in late production model-year 1984, Corvettes were fitted with a Service Parts Identification label, which identifies all color and options of the car as it left the factory.

A Trim Tag/Service Parts Identification Label authenticity block is included on the Scoring Summary Sheet and the Judging Summary Sheet (the “Green Sheet”). The Team Leader must sign the authentication area of the signature block on both documents; a Team Leader signature in the rejection area of the signature block will result in the vehicle being “Branded Counterfeit” and appropriate action will be taken. See section 2, item # 34 Counterfeit Discovery Penalties

Cars appearing with trim information unusual for normal production, such as exterior paint noted as PRIME, will need to be shown in that finish in order to comply with NCRS Judging Standards and suffer no automatic color change deduction. In the case of an exterior paint code such as SPEC. or SPECIAL, which usually denotes primer or a non-production color, it will be the sole responsibility of the owner to provide satisfactory documentation to the judges confirming the color or finish applied at the factory, *not by the dealer*, or the deduction under color change will apply.

## **9. ADDED OR DELETED OPTIONS**

The detectable addition OR deletion of any regular production vehicle option subsequent to factory assembly is inconsistent with NCRS Judging Standards and therefore subject to a full deduction on originality and condition. Examples: power top, windshield washers, power windows, power steering, power brakes, side-mounted exhaust. Refer to NCRS PERFORMANCE VERIFICATION JUDGING & AWARD, Section 6, item #3 Judging Purpose & Standard, pertaining to option addition or deletion.

## **10. BODY COLOR**

**No Originality Deduction** – Color corresponds to the factory-installed body trim plate color code, if applicable. The shade and the metallic content and/or size (if applicable) are consistent with that applied at the factory.

- **Deduct 20% of Originality** – Color corresponds to the factory-installed body trim plate color code (if applicable). However, the color shade is not consistent with the color shade applied at the factory.
- **Deduct 50% of Originality** – Color corresponds to the factory-installed body trim plate color code (if applicable). However, the metallic content and/or size (if applicable) is not consistent with the metallic content/size applied at the factory.
- **Deduct 100% of Originality** – Color of side panel cove depression, hood stinger, and/or hardtop is a non-factory color, an unavailable factory color combination or applied to an inappropriate year of manufacture.

- **Deduct 100% of Originality** – Color does not correspond to the factory-installed body trim plate color code (if applicable) or is a non-factory color or is a factory color applied in to inappropriate year of manufacture.

### 11. BODY PAINT

**No Originality Deduction** – The body paint is the original factory-applied finish or appears to have been refinished with the appropriate factory-applied material and appears consistent with factory application methods. Judge Condition separately.

- **Deduct 20% of Originality - for either A or B below.** All Corvettes were produced under assembly-line conditions subject to established acceptable manufacturing conditions and tolerances.

**A.** The body paint appears to have been refinished with the appropriate factory-applied material; however, the degree of coverage is inconsistent with factory application methods. Body paint is evident on weatherstrip or trim, which was applied after the factory applied paint. Judge Condition separately.

**B. Over/Under Restoration** – Evaluate body paint for over/under restoration. Factory-applied body paint typically has evidence of orange peel or overspray in areas that are typical for that year of application. Finishes that exceed typical factory standards shall receive deduction. Judge Condition separately.

- **Deduct 50% of Originality** – The body paint appears to have been refinished with a material not consistent with factory application but the appearance is consistent with factory application methods. Judge Condition separately.

- **Deduct 100% of Originality and Condition – for either A or B below**

**A.** The body paint appears to have been refinished with a material not consistent with factory application and the appearance is not consistent with factory application methods. Total deduction for Originality and Condition.

**B.** The presence of *any* custom paint modifications which shall include lettering (any media), pin striping, race car numbers, race style stripes, flames or any other non-factory inspired additions. Total deduction for Originality and Condition.

### 12. BODY FIBERGLASS AND COMPONENT FIT

**No Originality Deduction** – The body appears to be as assembled by the factory from originally manufactured components. Body panels are of appropriate color and finish on both sides with bonding strips, if applicable, at the appropriate locations. Panel alignment of doors, hood, trunk, etc. is within acceptable factory tolerances. Judge Condition separately.

- **Deduct 20% of Originality – Over/Under Restoration** – All Corvettes were produced under assembly line conditions subject to established acceptable manufacturing conditions and tolerances. Evaluate panel alignment and surface finish for over/under restoration. Panel smoothness and gap dimensions that exceed factory tolerances shall receive deduction. Judge Condition separately.
- **Deduct 40% of Originality** – The presence of an inappropriate hood for either year or engine application. This includes all hoods not typical of factory manufacture. Judge Condition separately.
- **Deduct 50% of Originality** – The presence of a one-piece front end with bonding strips in appropriate factory locations. Judge Condition separately.
- **Deduct 80% of Originality** – The presence of a one-piece front end without bonding strips. Judge Condition separately.
- **Deduct 100% of Originality and Condition** – The presence of any custom body modifications or an original Corvette body mated with an inconsistent Vehicle Identification Number (VIN). Total deduction for Originality and Condition.

### **13. GM-SERVICE REPLACEMENT, GM-LICENSED REPRODUCTION PARTS AND NON-OEM PARTS**

There is a wide variation in original versus later issue versus present-day configuration of items listed and sold by GM as service replacement, GM-licensed reproduction and non-OEM parts. It is therefore difficult to place a consistent, fair deduction on each item. All parts that are correct and indiscernible from original as installed will receive no originality deduction even though a judge may know, or thinks he/she knows, they are not original components. There can be no deduction because a judge thinks an item looks *too new* to be an original item. See Section 3, item #9.

Originality deductions are to be made based not on the fact that is a GM-service replacement, a GM-licensed reproduction or non-OEM component. The item must be judged based on the overall degree of correctness as installed on a given car.

Parts that appear reasonably correct as installed will be evaluated for originality (and possible deduction) per CDCIF section 3, item #9.

Parts that are significantly dissimilar as installed will receive a Standard Deduction of 100% for Originality per Section 3, item #14. Team Leader concurrence is required.

### **14. GM-APPROVED DEALER-INSTALLED ACCESSORIES**

Because of conflict with the NCRS Judging Standard, a small deduction will be made for any Chevrolet dealer-installed accessory, such as a luggage rack, right-hand rearview mirror, etc., which was not available through the Corvette assembly plant, even though such an item was approved, sold and installed by the dealer as a General Motors part. These items are limited only to those listed in Chevrolet literature as being specifically available for the Corvette that are correct for the model year on which they appear, if they are installed to General Motors specifications.

Proof of availability will rest with the owner. In making the point deduction, the judge will take into consideration the extent to which the addition of the accessory alters the component or subassembly to which the accessory is affixed. For example, the addition of a dealer-installed luggage rack results in holes in the rear deck fiberglass area. Point deductions for the missing fiberglass will be scored on the appropriate line item of the exterior score sheet. The amount of points deducted for these items may be specified in the respective Technical Information Manual & Judging Guide.

### **15. FACTORY RECALL MODIFICATION**

Owners able to document Chevrolet notice for a factory recall modification to their vehicles and that appears to have been performed by a Chevrolet Dealer to factory specifications will receive a minimum originality deduction.