

NCRS – September 2022

This past weekend was NCRS Regionals in Redmond, OR. I decided to trust to luck and take my 1970 to be judged for the first time. Pat McGrew also took his 1968 L-88 there for judging. It was nice to caravan to Eastern Oregon with another CMCS member!



Both Pat and I took “Second Flight” Awards. Anybody unfamiliar with NCRS would ask – what does that mean??

People read and witness Corvette judging at shows and wonder in particular if a certain part that is not original or NOS will be considered “correct”. When buying a classic vette or looking for one, many look to the NCRS (National Corvette Restorers Society) style judging. The mission is simple: evaluating a car based on one simple criteria: does the car in front of them look like it did the day it rolled off the assembly line or Chevrolet dealer lot?

When a car is judged, it begins with a perfect score (actually several thousand points) in each of four categories: Interior, Exterior, Engine and Chassis, plus an additional operations check (everything needs to work, e.g. lights, turn signals, radio, etc.). It is assumed that the car is in the same condition as it was when it left the factory, and only receives deductions in points when something is not up standard. NCRS has two judges for each category. To aid the judges in their evaluation of each past, NCRS uses the CDCIF valuation method to evaluate parts, finish and installation.

C: Completeness

D: Date Code

C: Configuration

I: Installation

F: Finish

Armed with this criterion, each part is evaluated in two categories: originality and condition. An original part will receive no deduction if it passes the scrutiny of the judge, but it could lose points for condition if it is like new. Conversely, an inaccurate reproduction part might receive a deduction for originality, but receive all of the condition points. Originality has a greater value than condition, so generally it is better to have a slightly aged original part than to have a brand-new part that is not accurate. Judges take about an hour per category. The bottom line is that when the judging process is completed, the value of a car can be significantly increased if it achieves the top levels of the process. Those levels are:

*Top Flight *Second Flight *Third Flight



It is also helpful for you to know that if a car owner does not reach the level they desire in the judging process, they can take their car home, attempt to correct items the judges found to be not typical factory production, and bring it back. NCRS has a three-level process of chapter, regional and national judging. While there is only one national event, there are about 10 regionals, and dozens of chapter events. At the Regional event this weekend. Judges came from all over the country.

My takeaway is that I learned what I need to do to make the car even better and where exactly it is right now. I am thrilled with my Second Flight award - I had only had the car back for 4 days from the body shop when we left. Lots of work to do. There will be chapter events in the Seattle area in the coming months – please join us and check it out!