
NCRS Paint Judging Guidelines and Process

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First of all, I do not profess to be any sort of expert on Corvette paint. I have sat through a number of NCRS judging schools dedicated to judging paint, including the most recent sessions. This article is an effort to inform our members that paint judging has changed and to provide that latest documented processes from NCRS.

Three or four years ago paint judging was anything but consistent. The judges had their own ideas on deductions, material, application, finish and areas of the cars to inspect. However, now our NCRS National Judging Chairman, National Team Leaders and NCRS paint advisors set out to document the paint judging processes and educate the organizations' judging population in order to achieve paint judging consistency across the NCRS.

Standard Deductions Guidelines were the first step, beyond the paint guidance contained within the Judging Guides. These guidelines, presented below, are divided into two sections, body color and the paint itself.

Body Color: Originality 85 - No originality Deduction-Color corresponds to the factory-installed body trim plate color code, if applicable. The shade and the metallic content and/or particle 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 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 particle size, if applicable, is not consistent with the metallic/size applied at the factory.

Deduct 100% of Originality-Color of side panel, cove depression, hood stinger, 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 a factory color applied to an inappropriate year of manufacture.

Body Paint: Originality 45 Condition 40 - All Corvettes were produced under assembly line conditions subject to established acceptable manufacturing conditions and tolerances.

No Originality Deduction -The body paint is the original factory-applied finish or it 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:

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

(Cont. on pg. 29)

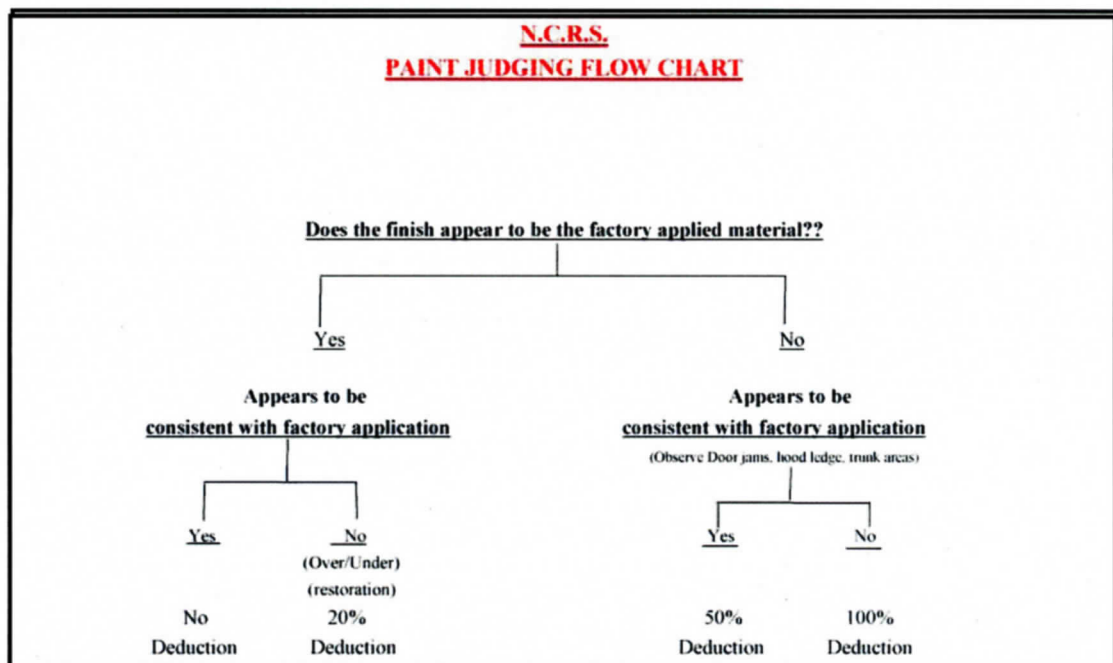
B. Over-Restoration - Evaluate body paint for over-restoration. Factory-applied body paint typically has evidence of minimal orange peel or overspray in areas that are typical for that year of application. Finishes that exceed typical factory standards shall receive deduction. Judge condition separately.

Deduct 50% of Originality -The body paint appears to have been refinished with a material not consistent with factory application; however, 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.
- B. There is 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 additions.

As time went on and these standard deductions were applied, it came to the judging community's attention that there was another problem. There was no consistent PROCESS with which these standard deductions were applied. Each judge had their own preferences to determine if the paint appeared to be factory applied material and application. To assist the judges with making consistent calls in this area, the follow PROCESS FLOWCHART was first presented in the fall of 2006. It has since been presented at other regional judging schools and has been very well accepted.



The car is initially judged as it's presented; doors closed, hood down. The door jams and other such areas can only be examined after a determination has been made if the finish appears to be the factory applied material. By following this process, paint judging can be greatly simplified and a greater degree of consistency can be achieved.