

QUESTIONS & ANSWERS

SUPPLIED BY DALE PEARSON



Q. Wanting to appreciate my investment, I am restoring for certification. What parts are allowed when originals are not available? How do you tell an original and what's better — a poor condition original or perfect reproduction?

A. Anything is allowed. The value in points associated with it is a judgment call and that is the functions of the judges. The first task is to determine TO WHICH STANDARDS YOU ARE RESTORING THE CAR, NCC, NCRS, AND NCCB are but three sanctioning bodies for the judging of restored Corvettes. You should note that most all judging is done by MATRIX systems. It is generally recognized that Mr. Keith Kibbe, who is a founding father of the National Corvette Restorers Society, was one of the first to propose the Matrix System. Basically, a system of raw points are awarded in each of several areas to be examined (motor, interior, exterior, etc.) after which normalized scores are awarded (based on 100 points).

The Bloomington National Corvette Certification Board, N.C.C.B. defines the judging standard as having a Corvette EXACTLY as it was when leaving the St. Louis (Flint & Bowling Green) factory. A good example is the frame paint. A high gloss imron polished frame would be a asset in NCCC (National Council of Corvette Clubs) judging as it would be, say, at Pebble Beach Concours of Elegance. NOT so with NCRS or NCCB. Asphalt base cheap semi-glossy frame paint with A.O. SMITH stencil, body shim lumber crayon marks, job lot numbers, quality control marks, etc, set an NCRS or NCCB judge aglow because that's the way it was when the car was new and those are the standards. Five clear coats of finish paint will fetch a higher price at Cooper Jarrett Auctions, but will cost a bundle at Bloomington. The NCRS is generally a bit more tolerant of over-restoration than is NCCB, and for that I personally am grateful since most of the cars I judge are over restored.

I think that original parts are more desirable than reproduction or reissue replacement parts unless the condition is impossible, and here we are talking NCCB standards. This is a judgment call. If you think your combined total will be higher with a perfect reissue, then go for it. As far as what's allowed, in an example of lacking a window sticker one of the past Bloomington entrants wrote one up by hand on a plain paper and it was allowed and scored points. Better than nothing.

The part of the question about how you know if you are getting an original part from a vendor? HO,

HO, HO . . . Welcome to the Corvette hobby. All I can say is STUDY, LEARN, ASK, READ, BECOME EXPERT, GO TO SWAP MEETS, AND GET FASTENERED (read, bolt, screw, whatever) RIGHT OUT OF EVERY DIME YOU CAN BEG, BORROW, or STEAL. The swap meets provide the most efficient place I know of to learn parts, but, my gosh, the tuition is high! KNOW WHO YOU ARE DEALING WITH. THE VAST MAJORITY OF VENDORS ARE TRUSTWORTHY PEOPLE OF QUALITY . . . BUT, also some swap meets attract the greatest collection of thieves, liars and cut-throats in the land (just like a horse auction). Recently I came home after a swap meet, my checking account looking like Hiroshima the day after, to bolt on my 3269S rebuilt carburetor and discovered it didn't work! Inside were parts from several different models, plugged up passages, etc. To repair it (the date was good), I had to study quite a bit. My knowledge is much more complete as a result. I was deliberately swindled out of \$475 for an incorrectly colored, supposedly rebuilt carburetor, but it worked out well. This is the ONLY attitude to have if you are to stay in the hobby. I like to think of the mythical "COLLEGE OF SWAP MEET KNOWLEDGE" (on the shores of Lake Wobegone). You get a good education, but the tuition is high. I teach there! Professor Dale Pearman, U.P.S., C.O.D.!

I've earned those two degrees (UPS & COD) through being fastenered countless times. Send cash through the mail and wait for the NOS widget to come. HO, HO, Fastenered! Pay cash only C.O.D. open the box, get a real BRICK, supposed to be a carburetor . . . \$350 call U.P.S., sorry! "That's between you and your Hong Kong supplier!" Fastenered! NOS means RUSTY, DAMAGED, JUNK to some people.

