



# GOLD SPINNER CONCOURSE • JUDGING FORM

Registration #: \_\_\_\_\_ SH387 RICHARD CHMIEL \_\_\_\_\_

Owner's Name: \_\_\_\_\_ 67 CHEVROLET CORVETTE BLUE \_\_\_\_\_

Address: \_\_\_\_\_ VW28 \_\_\_\_\_ ORIG/RES \_\_\_\_\_

City: \_\_\_\_\_ 132 1946775106613 \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: ( \_\_\_\_\_ ) \_\_\_\_\_

## VEHICLE INFORMATION

Serial or VIN Number: \_\_\_\_\_

Original Exterior Color: \_\_\_\_\_

Original Interior Color: \_\_\_\_\_

Horse Power: \_\_\_\_\_ Cubic Inch: \_\_\_\_\_ Transmission: \_\_\_\_\_

## JUDGES EVALUATION

- ☒ I agree with the judge's evaluation and I am generally pleased with the way my car was judged.
- ☐ I disagree with the way my car was judged, or the judge did not explain his deductions to my satisfaction.

Owner's Signature: Richard M. Chmiel

First attempt time: \_\_\_\_\_ Initials: \_\_\_\_\_ / Second attempt time: \_\_\_\_\_ Initials: \_\_\_\_\_

Judge's Signature: Pat Lunny

JUDGES MUST CONFIRM THAT SERIAL NUMBER CORRESPONDS WITH PRESSURE SENSITIVE LABEL, IF NOT WRITE THE CORRECT SERIAL NUMBER ON LINE BELOW.

Correct Serial or VIN Number: \_\_\_\_\_

## DOES SERIAL NUMBER CONFORM WITH LABEL

YES \_\_\_\_\_ NO \_\_\_\_\_

## POINT TOTALS ( Judge's DO NOT Tabulate Score )

	Deductions	Adjustments
Section 1:	0	
Section 2:	21	
Section 3:	12	
Section 4:	5	
Section 5:	7	
Section 6:	1	
Section 7:		Optional
Total Ded.:	46	

Total Points Available: 1000

Total Deductions: - 46

(Sections 1-7)

954

Tabulated By: ki

Checked by: [Signature]

DEC E 21 414BS  
106613 976AA



CONFIGURATION - SECTION 1

The purpose of this section is to determine whether the vehicle has remained or has been restored to its original delivered configuration. This section establishes the originality of the VIN tag, engine block, heads, fuel system, transmission and color combination. Originality is determined by using the VIN tag to establish the vehicle build date. The build date is compared against the block and transmission casting dates for correctness. Depending on the build date, the engine pad may or may not have a VIN stamp which must correlate with the VIN tag. The engine pad stamp also contains an assembly stamp containing a plant code prefix, assembly date and engine configuration suffix. The assembly date must correlate with both the vehicle build date and engine block casting date. The engine configuration suffix defines the carburation and horse power options of which the heads, fuel system and transmission must match. The exterior and interior colors options can be correlated based on their availability on this particular vehicle for this particular production year. Condition of these items are covered in following sections.

Column A. "Correct"

Indicated item appears correct to the best of the Judge's knowledge and in accordance with latest data available at the time. These items must match VIN tag and engine code as per original color, horse power, fuel system and transmission.

Column B. "Unable to Verify"

Indicates the item is neither accepted nor rejected due to other mechanical items blocking visible verification. If necessary an owner may be asked to remove his air cleaner or original shield. A check in this column may also signify that not enough data was available to the Judge at the time to accurately determine whether or not the vehicle was originally delivered from the factory as stated on page 1 (owner's statement).

Column C. "Incorrect or Missing"

Indicates a tag or number which was installed at the factory is either missing or does not match the configuration stated on page 1 (owner's statement) appears to have been altered without regard to accurate reproduction or restoration techniques. A check in this column requires a 40 point (4%) deduction for this section.

	Correct	Unable to Verify	Incorrect or Missing
	A	B	C
<b>TAG(S)</b>			
Cowl/Option Tag	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Serial Number VIN Tag (check label)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>ENGINE</b>			
Casting Number	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Casting Date	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I.D. Stamping & Suffix (Configuration)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Heads Match Configuration	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carburetor or FI Matches Configuration	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transmission Matches Configuration	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

COLOR MUST MATCH COWL TAGS

Interior Color	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Exterior Color	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Maximum Deduction 40 Points  
Check in Column C = 40 Points  
Section 1 Total Deductions: 0

JUDGE'S SIGNATURE

*Wayne B...*  
*Craig...*



# MOTOR COMPARTMENT - SECTION 2

## PTS ORIGINALITY

- 0 Undetectable from original (no deduction)  
 1 Varies slightly from original (e.g.: known repro, but extremely close to original)  
 2 Easily detectable replacement or reproduction  
 4 Completely inaccurate or missing

## PTS CONDITION

- 0 Perfect condition (no defects)  
 1 Slight wear, but almost new  
 2 Moderate wear, but not needing replacement  
 4 Heavy wear or damage, should be repaired or replaced

TO 922 JD 7106613 HISC

	Originality				Condition				Comments
1) Engine	(See Section 1)				0	1	2	4	S/B OVERSP ON BYPASS
2) Motor Mount	0	1	2	4	0	1	2	4	
3) Bell Housing	0	1	2	4	0	1	2	4	
4) Intake Manifold, Water Outlet, & Temperature Sending Unit	0	1	2	4	0	1	2	4	REPL. GASSET WENT
5) Air cleaner Housing & Filter	0	1	2	4	0	1	2	4	
6) Valve Covers	0	1	2	4	0	1	2	4	BASKETS NOT PAINTED
7) Carburetors or F.I. & Linkage	0	1	2	4	0	1	2	4	MESSENG BUSHINGS, INC. REVIEW SPECK PLACEMENT
8) Distributor & Cap	0	1	2	4	0	1	2	4	
9) Generator or Alternator & Pulley	0	1	2	4	0	1	2	4	
10) Water Pump & Pulley	0	1	2	4	0	1	2	4	REPL. PUMP
11) Harmonic Balancer & Pulley	0	1	2	4	0	1	2	4	REPL. REGULATOR
12) Fuel Filter, Lines & Fuel Pump	0	1	2	4	0	1	2	4	REPL. REGULATOR
13) Voltage Regulator & Horn Relay	0	1	2	4	0	1	2	4	REPL. REGULATOR
14) Radiator & Support (Check Date)	0	1	2	4	0	1	2	4	REPL. REGULATOR
15) Fan Shroud, Blade & Belts	0	1	2	4	0	1	2	4	REPL. REGULATOR
16) Horns & Horn Area	0	1	2	4	0	1	2	4	REPL. REGULATOR
17) Decals	0	1	2	4	0	1	2	4	REPL. REGULATOR
18) Battery, Battery Box & Cables	0	1	2	4	0	1	2	4	REPL. REGULATOR
19) Steering Box & Column	0	1	2	4	0	1	2	4	REPL. REGULATOR
20) Hood Hinges, Latches & Support	0	1	2	4	0	1	2	4	REPL. REGULATOR
21) Firewall, Grommets, Cables etc.	0	1	2	4	0	1	2	4	REPL. REGULATOR
22) Clutch Linkage	0	1	2	4	0	1	2	4	REPL. REGULATOR
23) Mstr. Cyl. & Vacuum Booster	0	1	2	4	0	1	2	4	REPL. REGULATOR
24) Heater Assembly, All Hoses, Clamps, Air Ducts & Controls	0	1	2	4	0	1	2	4	REPL. REGULATOR
25) Spark Plugs, Wires, Supports, Coil, Shielding etc.	0	1	2	4	0	1	2	4	REPL. REGULATOR
26) Inner Fenders & Seals	0	1	2	4	0	1	2	4	REPL. REGULATOR
27) Underside of Hood & Seal	0	1	2	4	0	1	2	4	REPL. REGULATOR
28) Oil Filler Tube, Cap & Filter	0	1	2	4	0	1	2	4	REPL. REGULATOR
29) Dip Stick & Tube	0	1	2	4	0	1	2	4	REPL. REGULATOR
30) Exhaust Manifolds & Pipes	0	1	2	4	0	1	2	4	REPL. REGULATOR
31) Wiper Motor & Washer System	0	1	2	4	0	1	2	4	REPL. REGULATOR
32) Power Steering & A/C System	0	1	2	4	0	1	2	4	REPL. REGULATOR
33) Starter & Solenoid	0	1	2	4	0	1	2	4	REPL. REGULATOR
34) All Wiring, Clips & Ground Straps	0	1	2	4	0	1	2	4	REPL. REGULATOR

Line Totals

8 10

2

= Points Deducted

20

35) Overall Cleanliness.....Total Possible Deductions 10 Points

Points Deducted

1

**Cleanliness** - A total of 10 Points are allocated in this section for overall cleanliness. These deductions should be considered on a percentage basis. (i.e.) A 5 point deduction should be representative of a 50% deduction for cleanliness. A deduction of 1-2 points should be representative of a car in concourse condition. A deduction of 3-4 points should be representative of a car which appears to be lightly driven. Deduction of 5 points or more should be representative of little or no attempt to prepare for show. **NOTE! Dust did exist at the factory and no deduction should be taken for dust.**

Section 2 Total Deductions:

21

JUDGE'S SIGNATURE

*Pat Loney*



# EXTERIOR - SECTION 3

387

## PTS ORIGINALITY

- 0 Undetectable from original (no deduction)
- 1 Varies slightly from original (e.g.: known repro, but extremely close to original)
- 2 Easily detectable replacement or reproduction
- 4 Completely inaccurate or missing

## PTS CONDITION

- 0 Perfect condition (no defects)
- 1 Slight wear, but almost new
- 2 Moderate wear, but not needing replacement
- 4 Heavy wear or damage, should be repaired or replaced

	Originality				Condition				Comments
<b>Glass and Windshield Frame</b>									
1) Windshield Glass	0	1	2	4	0	1	2	4	Repro
2) Windshield Frame & Seal	0	1	2	4	0	1	2	4	Ripples of Lt Door Post
3) Drivers Door Glass Only	0	1	2	4	0	1	2	4	
4) Passenger Door Glass Only	0	1	2	4	0	1	2	4	
5) Rear Glass, Seal & Trim	0	1	2	4	0	1	2	4	
<b>Front</b>									
6) Grill	0	1	2	4	0	1	2	4	
7) Bumpers	0	1	2	4	0	1	2	4	Bolts + Rust
8) License Support	0	1	2	4	0	1	2	4	
9) Headlights	0	1	2	4	0	1	2	4	
10) Emblems	0	1	2	4	0	1	2	4	
11) Turn Signals & Parking Lamps	0	1	2	4	0	1	2	4	
12) Windshield Wipers & Washers	0	1	2	4	0	1	2	4	
13) Stainless Trim Excluding Windshield Frame	0	1	2	4	0	1	2	4	
<b>Rear</b>									
14) Tail Lights & Turn Signals	0	1	2	4	0	1	2	4	
15) Bumper	0	1	2	4	0	1	2	4	Rusted
16) License Support & Lights	0	1	2	4	0	1	2	4	
17) Emblems	0	1	2	4	0	1	2	4	
18) Stainless & Trim	0	1	2	4	0	1	2	4	Filler door needs rechroming
<b>Body</b>									
19) Hood *	0	1	2	4	0	1	2	4	
20) Hood Paint	0	1	2	4	0	1	2	4	Touched in on one side
21) Roof or Hard Top * (see interior for conv. top)	0	1	2	4	0	1	2	4	
22) Roof or Hard Top Paint	0	1	2	4	0	1	2	4	
23) Passenger Front Fender *	0	1	2	4	0	1	2	4	Cracked + filler over wheel
24) Passenger Stainless & Trim	0	1	2	4	0	1	2	4	Scratches
25) Passenger Door(s)* & Handle(s)	0	1	2	4	0	1	2	4	
26) Passenger Rear View Mirror	0	1	2	4	0	1	2	4	
27) Passenger Rear Fender *	0	1	2	4	0	1	2	4	
28) Passenger Side Paint	0	1	2	4	0	1	2	4	
29) Trunk Lid *	0	1	2	4	0	1	2	4	
30) Trunk Lid Paint	0	1	2	4	0	1	2	4	
31) Drivers Front Fender *	0	1	2	4	0	1	2	4	
32) Drivers Stainless & Trim	0	1	2	4	0	1	2	4	Pitted
33) Drivers Door(s)* & Handle(s)	0	1	2	4	0	1	2	4	
34) Drivers Rear View Mirror	0	1	2	4	0	1	2	4	
35) Drivers Rear Fender *	0	1	2	4	0	1	2	4	
36) Drivers Side Paint	0	1	2	4	0	1	2	4	
37) Antenna	0	1	2	4	0	1	2	4	
38) Gas Door *, Cap & Filler Area	0	1	2	4	0	1	2	4	
* Sheet metal or fiberglass									
<b>Wheels, Hub Caps, Tires, Valve Stems &amp; Caps</b>									
39) Passenger Front	0	1	2	4	0	1	2	4	Over spray on ring
40) Passenger Rear	0	1	2	4	0	1	2	4	
41) Drivers Front	0	1	2	4	0	1	2	4	
42) Drivers Rear	0	1	2	4	0	1	2	4	

Line Totals

3

8

= Points Deducted

11

## 43) Overall Cleanliness.....Total Possible Deduction 10 Points

Points Deducted

1

**Cleanliness** - A total of 10 Points are allocated in this section for overall cleanliness. These deductions should be considered on a percentage basis. (i.e.) A 5 point deduction should be representative of a 50% deduction for cleanliness. A deduction of 1-2 points should be representative of a car in concourse condition. A deduction of 3-4 points should be representative of a car which appears to be lightly driven. Deduction of 5 points or more should be representative of little or no attempt to prepare for show. **NOTE! Dust did exist at the factory and no deduction should be taken for dust.**

**NOTE! Very little latitude should be granted when judging the exterior for cleanliness except during inclement weather since this area requires only moderate effort to attain concourse standards.**

Section 3 Total Deductions:

12

JUDGE'S SIGNATURE

*David C. Tippstock*



**PTS ORIGINALITY**

- 0 Undetectable from original (no deduction)
- 1 Varies slightly from original (e.g.: known repro, but extremely close to original)
- 2 Easily detectable replacement or reproduction
- 4 Completely inaccurate or missing

**PTS CONDITION**

- 0 Perfect condition (no defects)
- 1 Slight wear, but almost new
- 2 Moderate wear, but not needing replacement
- 4 Heavy wear or damage, should be repaired or replaced

	<u>Originality</u>				<u>Condition</u>				<u>Comments</u>
1) Frame	0	1	2	4	0	1	2	4	
2) Front Suspension	0	1	2	4	0	1	2	4	
Breaks & Steering Control	0	1	2	4	0	1	2	4	
3) Rear Suspension & Brakes	0	1	2	4	0	1	2	4	
4) Front Shocks	0	1	2	4	0	1	2	4	
5) Rear Shocks	0	1	2	4	0	1	2	4	
6) Front & Rear Wheel Wells	0	1	2	4	0	1	2	4	
7) Fuel & Brake Lines & Clips	0	1	2	4	0	1	2	4	
8) Emergency Brake Cables	0	1	2	4	0	1	2	4	
9) Exhaust System & Hangers	0	1	2	4	0	1	2	4	
10) Fuel Tank	0	1	2	4	0	1	2	4	
11) Splash Pans & Seals	0	1	2	4	0	1	2	4	
12) Floor Pans & Under Body	0	1	2	4	0	1	2	4	
13) Transmission	0	1	2	4	0	1	2	4	
(See Section 1)	0	1	2	4	0	1	2	4	
14) Drive Shaft	0	1	2	4	0	1	2	4	
15) Rear End & Axle Housing	0	1	2	4	0	1	2	4	

Line Totals

22

= Points Deducted

4

16) Overall Cleanliness.....Total Possible Deduction 10 Points

Points Deducted

1

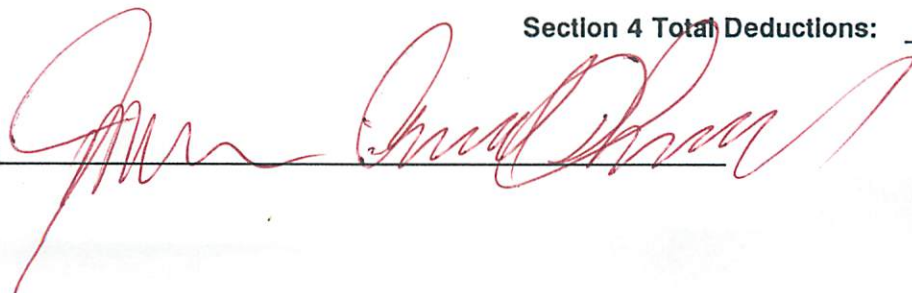
**Cleanliness** - A total of 10 Points are allocated in this section for overall cleanliness. These deductions should be considered on a percentage basis. (i.e.) A 5 point deduction should be representative of a 50% deduction for cleanliness. A deduction of 1-2 points should be representative of a car in concourse condition. A deduction of 3-4 points should be representative of a car which appears to be lightly driven. Deduction of 5 points or more should be representative of little or no attempt to prepare for show. **NOTE! Dust did exist at the factory and no deduction should be taken for dust.**

**NOTE! Discretion should be exercised when deducting points for cleanliness on the under carriage at all times, and particularly during inclement weather since this area requires considerable effort to attain concourse standards even under the best conditions.**

Section 4 Total Deductions:

5 ✓

JUDGE'S SIGNATURE





INTERIOR - SECTION 5

PTS ORIGINALITY

- 0 Undetectable from original (no deduction)
- 1 Varies slightly from original (e.g.: known repro, but extremely close to original)
- 2 Easily detectable replacement or reproduction
- 4 Completely inaccurate or missing

PTS CONDITION

- 0 Perfect condition (no defects)
- 1 Slight wear, but almost new
- 2 Moderate wear, but not needing replacement
- 4 Heavy wear or damage, should be repaired or replaced

1) Door Panels & Kick Panels	0	1	2	4	0	1	2	4	NO SCREW, REPO
2) Door Jambs, Weather Stripping, Hinges & latches	0	1	2	4	0	1	2	4	WINDOW RAIL SCREW NO PAINT OVER SPRAY ON HINGE
3) Window Whiskers, Channels, Trim & Moldings (Not Glass)	0	1	2	4	0	1	2	4	
4) Sill Plates & Step Plates	0	1	2	4	0	1	2	4	
5) Seats & Seat Belts	0	1	2	4	0	1	2	4	TAGS NO DATE
6) Carpets	0	1	2	4	0	1	2	4	NO TUCK
7) Storage Compartments, Package Tray & Map Pockets	0	1	2	4	0	1	2	4	
8) Interior Rear Mirror	0	1	2	4	0	1	2	4	SCREW SLOT
9) Instrument Panel	0	1	2	4	0	1	2	4	
10) Gauges, Knobs & Controls	0	1	2	4	0	1	2	4	
11) Radio & Speaker Grill	0	1	2	4	0	1	2	4	VERY FLAT
12) Upper Dash Area	0	1	2	4	0	1	2	4	
13) Interior Windshield Frame & Moldings (Not Glass)	0	1	2	4	0	1	2	4	LATCH BUSHINGS
14) Inner Firewall & Under Dash Area Heater Box etc.	0	1	2	4	0	1	2	4	
15) Steering Wheel, Column, and Horn Button	0	1	2	4	0	1	2	4	STEERING COLUMN BOLTS TOGGLE SWITCHABLE 7-22-98
16) Headliner or Convertible Top Frame & Latches	0	1	2	4	0	1	2	4	
17) Console, Shifter Handle, Knob & Boot	0	1	2	4	0	1	2	4	
18) Emergency Brake & Hood Release	0	1	2	4	0	1	2	4	SLIDE REPO - ROUGH CORN.
19) Courtesy Lamp/Dome Lamp	0	1	2	4	0	1	2	4	
Line Totals		1				6			= Points Deducted 7

20) Overall Cleanliness.....Total Possible Deduction 10 Points

Points Deducted 0

**Cleanliness** - A total of 10 Points are allocated in this section for overall cleanliness. These deductions should be considered on a percentage basis. (i.e.) A 5 point deduction should be representative of a 50% deduction for cleanliness. A deduction of 1-2 points should be representative of a car in concourse condition. A deduction of 3-4 points should be representative of a car which appears to be lightly driven. Deduction of 5 points or more should be representative of little or no attempt to prepare for show. **NOTE! Dust did exist at the factory and no deduction should be taken for dust.**

**NOTE:** Very little latitude should be granted when judging the interior section for cleanliness since this area requires only moderate care to bring up to concourse cleanliness standards.

Section 5 Total Deductions: 7

TRUNK AND CARGO AREA - SECTION 6

	Originality				Condition				Comments
1) Interior Paint	0	1	2	4	0	1	2	4	
2) Weather Strip	0	1	2	4	0	1	2	4	
3) Latches, Hinges & Locks	0	1	2	4	0	1	2	4	
4) Spare Tire & Wheel	0	1	2	4	0	1	2	4	
5) Spare Tire Cover	0	1	2	4	0	1	2	4	RIVETS PAINTED, WASHER, PSI
6) Tools, Lug Wrench, Jack Insts	0	1	2	4	0	1	2	4	
7) Trunk Mat	0	1	2	4	0	1	2	4	
8) Trunk Electrical Wiring	0	1	2	4	0	1	2	4	
Line Totals						1			= Points Deducted 1

9) Overall Cleanliness.....Total Possible Deductions 10 Points

Points Deducted 0

**Cleanliness** - A total of 10 Points are allocated in this section for overall cleanliness. These deductions should be considered on a percentage basis. (i.e.) A 5 point deduction should be representative of a 50% deduction for cleanliness. A deduction of 1-2 points should be representative of a car in concourse condition. A deduction of 3-4 points should be representative of a car which appears to be lightly driven. Deduction of 5 points or more should be representative of little or no attempt to prepare for show. **NOTE! Dust did exist at the factory and no deduction should be taken for dust.**

**NOTE:** Very little latitude should be granted when judging the trunk area for cleanliness since this area requires only moderate care to bring up to concourse cleanliness standards.

Section 6 Total Deductions: 1

JUDGE'S SIGNATURE

Wayne Burdette