

Wise Guy Wednesday



Wise Guy 23-02: First Time Judging

Q:

I am interested in having my car judged at Bloomington Gold Corvettes this year. I have never submitted a car for any type of judging. What sort of resources does Bloomington Gold offer people like me? And, what do you recommend to first timers like me to know if their corvette is ready to be judged? Rookie Rob

A:

Relax Rob! Bloomington Gold Corvettes does offer resources to persons interested in having their car judged at our Event, whether they are first-timers or veterans of participating in judging. First – Bloomington Gold offers Advisories and Guidelines regarding Certification and Survivor judging, Engine Stamp Standards, and Owners Advisories. These booklets are available on our website Bloomingtongold.com and offer a wealth of information and insights into the methodology of our judging process. A first-timer must read this information. Second – Prospective participants can request sample Bloomington Gold judging sheets for any generation of Corvette. Simply email beth@bloomingtongold.com and request judging sheets for your year Corvette. With sheets in hand, an owner can review their car and self-evaluate (or include expert assistance) whether their “corvette is ready to be judged”. Third - The team of judges at Bloomington Gold Corvettes are happy to help car owners with questions regarding the judging process or regarding components of their car. Simply send your question to beth@bloomingtongold.com along with the year of your Corvette, and Beth will direct it to an appropriate judge to reply.

I would recommend that a first-timer use all three of the resources above

- *Wise Guy*

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

Wise Guy Wednesday



Wise Guy 23-03: From SURVIVOR® to Benchmark®

Q:

Hey Wise Guy, I need your advice. I just purchase a 1970 Corvette at the auction. It was a Bloomington Gold SURVIVOR in 2010, and appears to have been kept in that same condition since then. I met the seller and he said he has not replaced any original parts since it was judged by you guys, and only drove it to a few shows each year. So I'm wondering if I might be able to bring it back to Bloomington and not just get SURVIVOR again, but maybe go for Benchmark!? Several of the guys in the Corvette club have gone over the old big-block, and say it seems to have almost all original parts. It has had some paint work and has had some suspension changes. But, it passed the SURVIVOR back then and is even more a SURVIVOR now, right?

What should I do to get her ready to go for Benchmark? -Aaron

A:

Auction Aaron - Congratulations on having bought a SURVIVOR Corvette. You have a time capsule of a Corvette that is mostly untouched. The majority of the Corvette was deemed to have been unrestored, when it received the SURVIVOR Certification.

Skipping ahead to your question if you could bring it back and go for Benchmark! You certainly can!

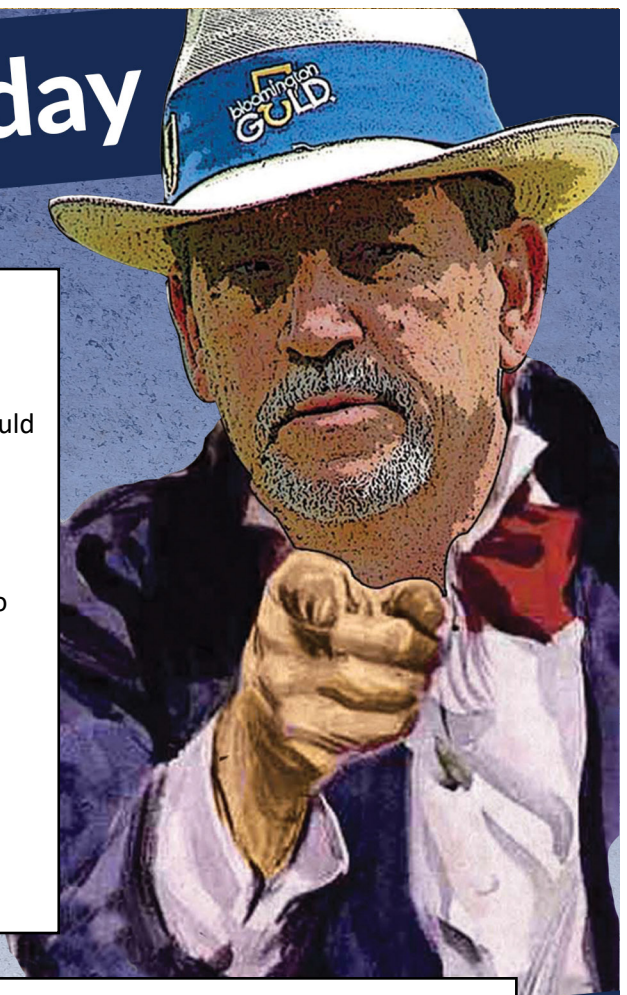
You asked for Wise Guy's advice so here it is;

First, look at the SURVIVOR judging sheets from when it was reviewed in 2010. At that time, a Corvette needed to be more than 50% unrestored in 3 out of 4 of the major sections (Exterior, Interior, Chassis, Engine Compartment). Review the sheets and see if it exceeded 50% in all 4 sections, or did it pass in 3 of the 4. When you bring it back to be judged for SURVIVOR under our current / updated standards, the Corvette must be more than 50% unrestored in all four sections to obtain a SURVIVOR Certification. You mention that your Corvette has had "some paint work", so I would focus on the exterior section and with some expert assistance, determine how much of the car's exterior is still unrestored. If you chose to go for the Benchmark award, you must attain a Silver SURVIVOR or Gold SURVIVOR Certification, in addition to having a Gold Certification award. To obtain that Silver or Gold SURVIVOR, the Corvette must be more than 66% unrestored in ALL four sections. After you attain SURVIVOR at this level, you must attain a Gold Certification, in order to be eligible for Benchmark. In Certification judging, components in all four sections are reviewed to determine if they appear as they would when the Corvette left the manufacturing facility. Gold Certification is awarded when a Corvette is deemed to be 95% or more in appearance as to when it left the factory. It is a strong challenge to have a Corvette attain a Silver or Gold SURVIVOR Certificate and attain a Gold Certification. But, if your Corvette does then attain a Benchmark Certificate, it is in 'rare air', prestigious, and ... Gold!

- *Wise Guy*

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

Wise Guy Wednesday



Wise Guy 23-04: Really Rally Red

Q:

Dear Wise Guy, it was Valentine's Day and I've been dreaming about red....Corvette red. A few months ago, my wife and I decided we would try to find an early C2 red roadster. We searched for 63- 65's for weeks. We'd like to find one that is highly original and we'd like to bring it for Bloomington judging. I know red was the most popular color and there are always many red Corvettes for sale. A couple weeks ago I found a '64 red Corvette that was restored five years ago and is supposed to have been completed very close to how it would have been when new. It has not been judged anywhere. I had an engine / chassis expert look at it with me and he was very impressed with the car. But we both were a bit hesitant about the shade of the Rally Red paint and concerned if it might be too shiny. I can't quit thinking about the car, but I'm just not sure if the paint is ok. If the paint is not quite right, how much does that affect the car when judged? Vinnie

A:

Valentine Vinnie - Finding a authentic, red C2 roadster is a quest of many Corvette fans! And taking extra steps to make sure it all you are looking for is wise. Now, to your questions about paint... red paint. Yes, red was the most popular color in many years, and certainly was so in 1964. But in the next several years, blue and green surpassed red! And, there were several different different 'reds' applied on Corvettes in that era. Rally Red was only applied in 1965-1968. The '64 Corvette you went to see should be Riverside Red (but have that checked on the Trim Tag... another Wise Guy edition), so it is good that the color is appearing to be a different tone than Rally Red. If you are intending to bring the car for Bloomington Gold Certification judging, the tone of the paint is very critical to the corvette being able to achieve the highest award. If the red is not 'reasonably undetectable' to Riverside Red of 1964, the Corvette may be limited to a Silver Certificate.

- **Wise Guy**

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

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Wise Guy 23-05: Gold Certification Missing from Corvette

Q:

I am looking at a Corvette that the owner says is Bloomington Gold Certified, yet they do not have the paperwork to prove it is. Is there any way that I can find out if the car was Bloomington Gold Certified? And if yes, even though I don't currently own the car, am I able to get a hold of the judging sheets?

A:

Yes, Bloomington Gold Corvettes has an extensive database of results on the Corvettes that they have judged over the many years. Our Award Verification Service can be purchased by any person, current owner or not, to verify that a particular Corvette has received an award from Bloomington Gold Corvettes. You may order this service by going to our website Bloomingtongold.com, choose the menu item SHOP, and then select Award Verification Services. The service provides you a Bloomington Gold Award Verification document and copies of the actual judging sheets from when the car was reviewed. Having the judging sheets for a Corvette you are considering to purchase will help you determine its level of authenticity. In the event that there is no judging event award information found on the specific car inquired about, \$225 of the \$300 fee will be refunded.

- **Wise Guy**

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

Wise Guy Wednesday



Wise Guy 23-06: From the Factory, Not the Dealer

Q:

Hey Wise Guy, a friend said he heard you explaining to another guy at one of your booths, why some things from the original selling dealer are not important for judging. And that some items from the dealer may even hurt your score when the car is judged. My family has owned a Chevrolet dealership for more than 30 years, and I have been scratching my head trying to figure out what we might do or give with a Corvette that would hurt it. Did my friend hear this right? Dealer Dan

A:

Dan, your friend Freddy may have heard right! Let's start with a basic premise of Bloomington Gold Corvettes Standard Judging® ; A Gold Certified® car appears as it would have just after completion of 'Typical Factory Production', or, more commonly stated, we judge cars as they would have left the factory... no better, no worse! Some dealers may have changed, enhanced, or added to the car at delivery, but that is irrelevant to the standard of how they left the factory.

Let's start with the things from the original dealer that may not 'be important for judging'. Items such as a dealer invoice, a dealer Congratulation letter, shippers records, etc, may be important to validate the cars history and documentation but were not a component of the car when it left the factory and are not necessary for the judging process. They were not with the car when it left the factory. And some documents may not have been produced to a common standard and cannot be standardly judged (example; dealer invoices). So, in most cases, dealer documents are not needed for Standard Judging. Secondly, let's discuss what a Chevrolet dealer may have physically done to a Corvette. Dan, we are not saying any dealer alterations may have 'hurt' a Corvette. A dealer may have enhanced or added to a new Corvette for delivery with a positive benefit to the owner, but possibly not a positive effect to Standard Judging. Here it is easiest to give some examples; 1) Undercoating – may have been good to protect the vehicles components, but inhibits the judging of finish, dating, and installation of chassis components. This can result in deviations – lowering the judging score. 2) Adding a component at the dealer – passenger side mirror, side pipes, luggage rack. These items have a positive value to the new owner, but their installation requires some alteration to the body of the vehicle. This too can result in deviations – lowering the judging score.

- *Wise Guy*

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

Wise Guy Wednesday



Wise Guy 23-07: Operates Just Like New

Q:

Hey Wise Guy, I'm pretty close to having my Vette ready for Certification® judging. My buddy and I acquired many correct parts and my restorer did a great job. I think my last task will be making sure that everything on the car works! Some of the gauges are a little inaccurate and bouncy, but they work.

Any advice for me?

Al

A:

Al, an important part of Certification judging is what we call TECH. It is only about 8% of the total possible score you can attain, but they are important items and easy to get them to operate just like new. There are approximately 45 components that the judges will check for proper operation. Bloomington Gold follows a basic principle for each component;

The mechanical and electrical components should function as designed. The guideline is "Would a manufacturer typically allow the component to leave the factory this way?" If yes, it passes. If no, it fails.

So Al, in your final task of preparing your car for Certification judging, make sure all of your operating components work as they would have when Chevrolet manufactured your Corvette. Get a copy of our TECH judging sheet from the office and check that all the items operate and they do so as they would have when new!

Examples:

- * Your wipers should operate on all speeds and not strike or go over the window trim.
- * Horn(s) should perform fully and do so from all contacts of the horn button.
- * The Corvette should start easily, run at the correct rpms, and have no smoke or abnormal engine noise.
- * The heater fan should work on all speeds and expel air through all vents.
- * Door locks should operate easily from inside or exterior with key or key fob.
- * Power rear hatch release should operate from car and key fob.

- **Wise Guy**

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

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Wise Guy 23-09: Owner Can't be There!

Q:

My father-in-law passed away and left his original 1969 Corvette to my wife. It is an amazing Corvette and she loves it. It would be very meaningful to the family to bring the car to Bloomington Gold Corvettes to be judged and try to achieve a Bloomington Certificate. I think it is highly original and mostly untouched. But the Corvette is titled in my wife's name and she cannot attend Indianapolis Event this June. Do I have to wait until she is able to attend? Gerald

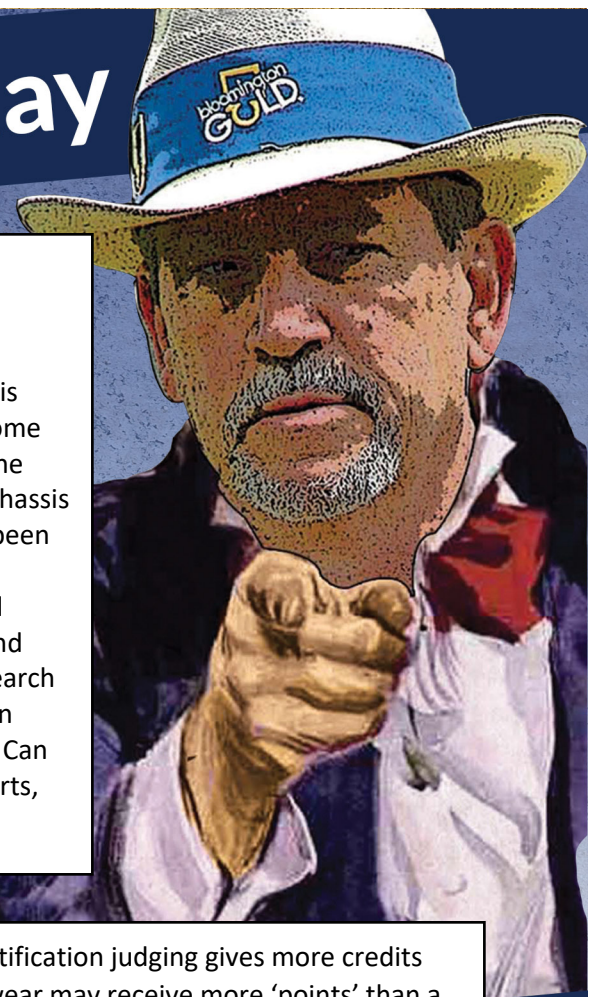
A:

Gerald. A Corvette can be registered for Gold Standard Judging® at Bloomington Gold with the owner present or with a designated representative present. If the registered owner cannot be present when the Corvette is to be judged, the owner may designate another person to represent the car during judging. The owner simply needs to request a form from our office to designate another individual to represent their Corvette. The judging crew will then communicate ONLY with that registered representative during and after the judging on any issues or questions regarding the car judged. Your family's wonderful 1969 Corvette can participate and Go For the Gold! Best of luck Gerald!

- *Wise Guy*

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

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Wise Guy 23-10: Original or Great Repro

Q:

I plan to bring my Corvette for Gold Standard Judging® next year. My car is mostly original but I think it is not strong enough to make SURVIVOR®. Some parts / components have been replaced with reproduction items where the originals were just missing or in poor condition. Many of the engine and chassis original parts have been replaced. And I think too much of the body has been resprayed for the exterior section to score well in mostly unrestored, SURVIVOR class. So, I've decided to go for Certification® only. Now I need some parts / components to get my Corvette up to Certification quality and correctness. I'm planning to go to some Corvette shows next month to search for the parts I need. I usually search the swap parts area first, but it's often easier to go to the vendors selling reproduction parts to get what I need. Can you clarify; are original worn parts worth more than new reproduction parts, on Certification judging? Needing Parts Paul

A: Paul, great question. Generally speaking, Bloomington Gold Certification judging gives more credits for originality than condition. An original part with minor condition/wear may receive more 'points' than a new reproduction part with easily detectable deviations to an original component. Here is an example to clarify;

- * New Honda seats would receive no credit for originality but full credit under damage/condition.
- * Authentic seat covers with faded, stretched panels, slight tears, stains, cigarette burn marks, or even cat hair on them would receive full credit for originality but would be marked for medium or heavy damage/condition.

This is obviously an exaggerated example, but demonstrates the two extremes.

Or here is a more practical example;

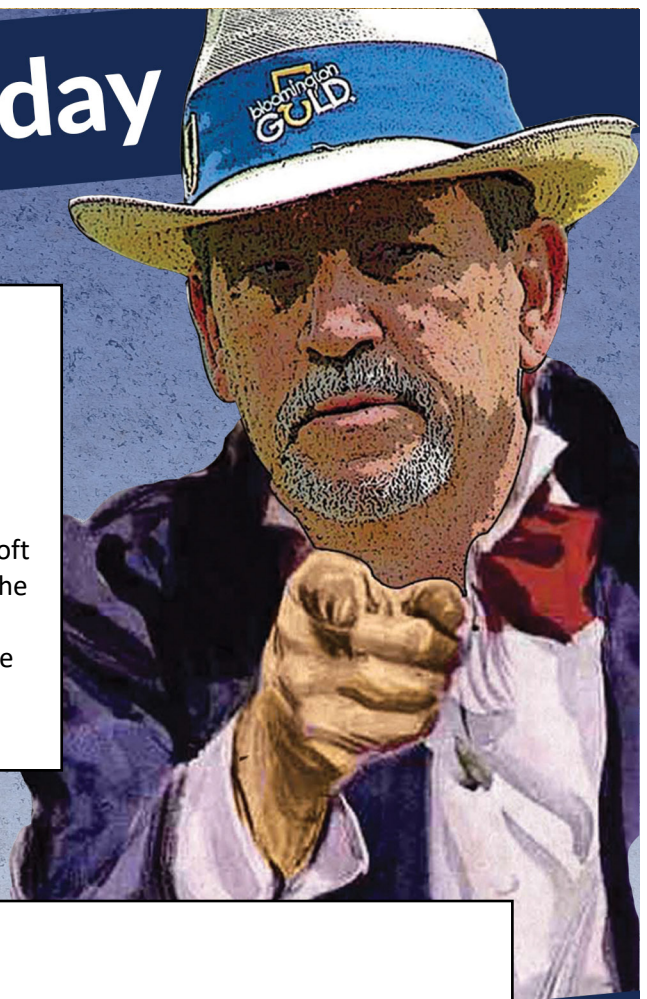
- * A new reproduction oil filter for a C3 Corvette would likely be judged to have Easily Detectable Deviations and thus have point deductions. Under condition it would receive no deductions.
- * An authentic oil filter for a C3 Corvette would likely be judged to be Appears Reasonably Undetectable and thus would have no point deductions. And if the authentic to the period oil filter was in very good condition, it would receive no deductions.

Thus, a component that is authentic to the period of the Corvette and in very good condition, will receive more credit than many reproduction parts. More weight is given to Originality than Damage. Originality is worth 20 credit points per component, damage is worth only 15 credit points per component.

- **Wise Guy**

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

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Wise Guy 23-11: Bringing the Original Stuff

Q:

Wise Guy, you've talked about how important original stuff is for Bloomington judging, but I'm just not clear. My Corvette has both original tops, but the hardtop is not perfect and even though the soft top has an old foggy rear window, the car looks better with just the soft top. And I have new radials that look very much like what came on the car when it was new, but do I have to bring those old, worn out tires/wheels it came with? They ride so rough. And can you clarify; are original worn parts really worth more than new reproduction parts? Unsure Eddie.

A:

Eddie. Well there is a phrase we say... "Corvettes are only original once!" You can replace parts that may be a little 'dull' or worn with some new perfect replacement parts. And you bring the car with your new radials instead of the rough riding old original tires. And you can leave the 'not perfect' hardtop at home because your Vette shows better with just the soft top. But, when you are Going for the Gold, striving for Bloomington Gold Certification, an original part with minor condition/wear may be worth more than a new reproduction part. Bloomington Gold Standard judging rewards originality. Remember that Bloomington Gold judges your Corvette as compared to how it left the factory. So, original tires are more authentic and worth more points in judging. And the old top that is 'not perfect', is worth a lot more points than not bringing that second top (you would get no points on two lines of the judging sheet if you leave that optional hard top at home). Even with the small components throughout the car, more weight is given to Originality than to Damage /Deterioration - so don't replace the dull old part with a new shiny replacement. It can never be original again!

Bring your Corvette for judging at Bloomington Gold and definitely bring it with the original stuff to show it as close as possible to when it first left the factory!

- *Wise Guy*

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

Wise Guy Wednesday



Wise Guy 23-12: Paperwork and Documents

Q:

Hey Wise Guy, I registered my Corvette for Gold Standard Judging this June! I'm so pumped - I'm planning to go for Gold Certified®, SURVIVOR®, and if possible, Benchmark® ! The previous owner, Tim, took it to some events for judging and it did ok!. Some small items were found to have been pretty worn and maybe corroded, but they were the real part that should be there. I guess you'd say, they are OEM. Judges said they are unique or special to this car, but they were a bit worn. Tim and I have carefully cleaned up / repaired many of those items. I have since taken it to some regional judging events where guys have encouraged me to bring it to Bloomington to Go for the Gold. My Corvette also has lots of paperwork and documents that maybe prove some components to be right. I thought that was really important when I bought the car and I am planning to bring all of those docs to the Event to share with the judges. My question is; When should I submit or show this (paperwork, documents) to the judges? Thanks, detail Don!

A:

Great, timely question, Don. Original paperwork and any corroborating documents for your Corvette can be critical to your car and may verify its authenticity. Remember that Bloomington Gold judges the car as to how accurately it appears compared to when it left the factory. A Window Sticker or a Tank Sheet / Build Sheet that accompanied the car when it left the factory can validate how your Corvette was built, what key components were included, etc., when it left the factory. These documents are good to have on hand to share with the judging team. Also, the window sticker is a factory component of the manufactured car and should be with the car when it is judged. Sales receipts, copies of payments, service records, owner history, etc., do not relate to authenticity and do not usually help the judging team in validating authenticity. When the judging team comes to your Corvette to introduce themselves and tell you how they will review your Corvette, you should tell them of any factory related documents you have on hand to show them. This is especially true if your car may have 'Unusual' parts or finishes - please see Wise Guy – Unusual Corvette

- **Wise Guy**

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

Wise Guy Wednesday



Wise Guy 23-13: Resto Mods at Bloomington! What's that about?

Q:

I have a very cool 1968 Corvette that gets a lot of attention at local car cruises. It is definitely non-stock and not like the Corvettes that come for judging at the Bloomington. The exterior looks very much like a stock 1968,....except paint and chrome are very shiny. But the engine is very custom with lots of chrome. And the chassis parts are all chrome or powder coated. Kind of a sleeper. My buddies have cars that are done up the same, but they are not Vettes. I see that Bloomington Gold is now judging Corvette Resto Mods. Can we come and see the Resto Judging and can you give us a heads-up on what you are looking at in your Resto judging?
Shane.

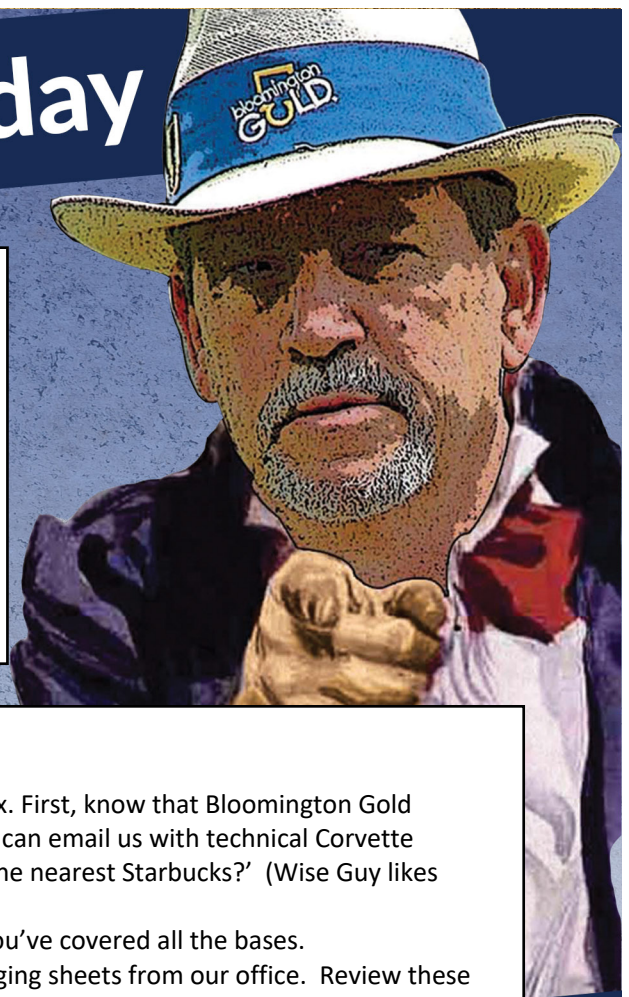
A:

Shiny Shane You can certainly attend and watch the judging of the Corvette Resto Mods on Saturday of the Event. We ask that you not interrupt the judges with any questions – please wait until they are done with judging of all the Restos. To give you an insight into what the judges look for in Bloomington Gold’s Resto judging, let me start by telling you Bloomington Gold’s Definition and Purpose for Resto Mod Judging; To recognize the seamless integration of today’s possibilities into yesterday’s performers by applying today’s capabilities and styling enhancements that result in improved styling, handling, performance, and comfort to modern standards while retaining a classic original design. Essentially, recognizing and judging Corvettes that retain their original look/ design, but have enhanced performance, handling, and comfort. Candidates must be titled as a Corvette and are limited to the years 1953 – 1982. Secondly, some Corvettes are highly customized but not really modified to the Resto Mod level. Maybe they have custom wheels, lots of chrome and different finishes. Maybe they have modern sound systems, different lighting. But, are the majority of the components modified and enhanced from how the car originally left the factory? Bloomington Gold’s standard for a Resto Mod is that it has more than 50% of the components in 2 to 4 sections that are modified / not as they were done when they left the Chevrolet factory. In a way, this is 180 degrees from how we judge Certified Corvettes; instead of the judging team looking to see if components appear as they did when they left the factory, the Resto judging team is looking for how modified a component is in Finishes, Configuration, Fitment, Uniqueness, and more... and not as it left the factory. Much as is done in our Certification Judging, the judges review many components in the Interior, Engine, Exterior, and Chassis sections to determine if they are modified from how they left the factory and how highly they are modified. In Resto Judging, the more that a component is not ‘as it left the factory’ and the more that it is modified, the higher the component scores. All of the Resto Corvettes must go through Tech (operations check/test) and safety review, just as Certified Corvettes do. All Resto Corvettes must apply for Resto Corvette Judging and submit photos and details of the car’s build .

- *Wise Guy*

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

Wise Guy Wednesday



Wise Guy 23-14: What Did I Miss?

Q:

It's a tick more than two weeks till I bring my Corvette to Bloomington Gold and go for the Gold! I've read everything I can find and asked lots of guys about what I need to have ready and what I need to bring. My restoration shop says the car is ready and I should relax ... "You'll do fine!" they say. I worry that I will forget something simple or some easy part on the car won't be right. How do I know if I've missed something? Nervous Nick

A:

Well Nick, let's see if we can help you know you are ready and you can relax. First, know that Bloomington Gold Corvettes is there to help you and wants your car to do the best it can. You can email us with technical Corvette questions, or questions about the weekend's schedule, or even, 'where is the nearest Starbucks?' (Wise Guy likes Dunkin more!).

But here are a few things you can do in the next few weeks to make sure you've covered all the bases.

- 1- If you have not already done so, you can request a blank set of judging sheets from our office. Review these sheets and study the items to be judged on your car. Something may jump out at you, such as, the judges are going to look at the jack. Is your jack complete and 'as it left the factory'?
- 2- Bloomington Gold judges the Corvette as it left the factory. No better, no worse. So, make sure everything that your car was shipped with is with your car at judging. And make sure that things that were not with it when it shipped are removed.
 - a. You need; Both sets of keys, manuals that came with the car, any hang tags or notices about the car's operation. Also remember that all Corvettes came with a window sticker. If you are missing any of these items, there is still time to get an acceptable replacement. A replacement is better than not having the item at all.
 - b. You do not need; Dealer paperwork, Corvette brochure that tells everything about your year Corvette, books or magazines that may have featured your car, etc, etc. You also do not need anything that did not come with the car when it left the factory. And we don't need a Greatest Hits 8 track tape that you bought when the car was new!
 - c. Show boards, trophies; Please do not bring display boards and 3' tall trophies. As these have no influence to how your car will be judged for authenticity, they are not necessary.
- 3- Clean the whole car. Your car is expected to be presented as clean as when it left the factory. Some years that wasn't quite spotless. You do not need to make it cleaner than when it left the factory. But check all the sections of the Corvette - you still have time. When your car left the factory, it did not have grease caked up on suspension parts. And if you haven't opened the hood in five months, you may need to wipe/ dust the engine compartment and rid it of dust / dirt. And, make sure the wheel wells are not splattered with mud.

If you have any questions about what you need to do to be ready or about the weekend Event, send me an email. We are here to help you succeed and to make sure you have an enjoyable experience!

- *Wise Guy*

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

Wise Guy Wednesday



Wise Guy 23-15: You Gotta Be There!

Q:

I've spent countless hours researching the correct parts I need to acquire to make my '66 Corvette present as a highly original & authentic Corvette. But I still have loads of questions on the details of some components. I take pics of '66s at every event I go to so I can learn. What website can I go to to get these details? Do any give you true-life examples of what is 'OEM' and what is not? I'm aiming to be ready for judging at Bloomington in 2024 or 2025

A:

Photo Phil,

Studying all the written documents that are relevant to your '66 Vette is a great / first step. And going to websites with real car component photos is also smart. But, after that you need to see the components and talk to experts first-hand.

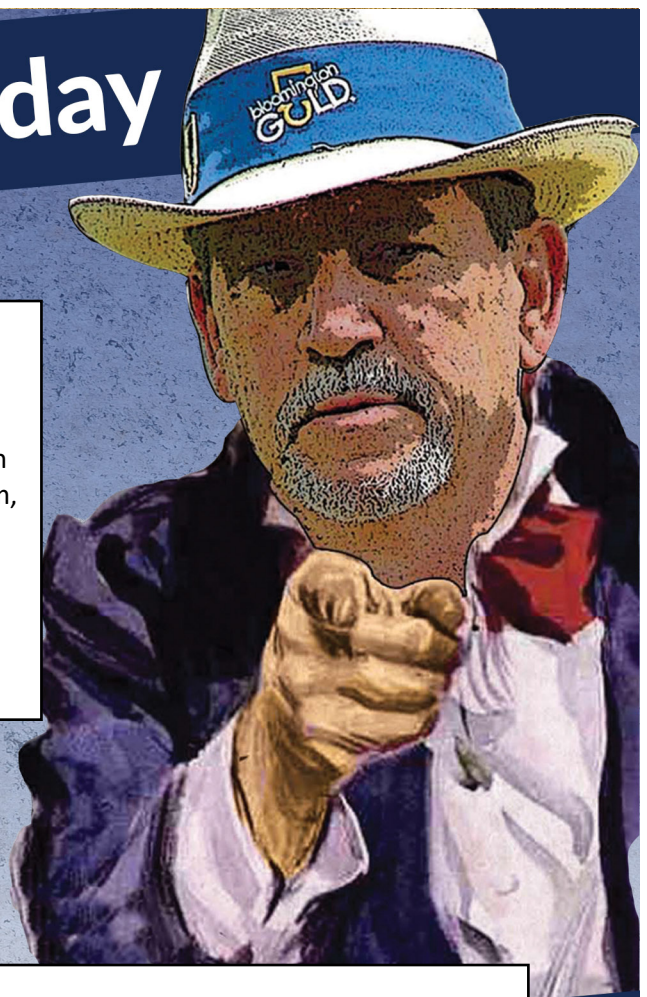
There is no way to learn more, than to attend a Bloomington Gold Event and observe (and learn) from real examples. Some of the finest original and restored cars are on display in our Gold Collection and on the Bloomington Gold Judging 'field'. You will find numerous '66 Corvettes on the judging field to study and learn from. Most owners will gladly let you photograph components or sections (example: engine compartment) so you can use those images to analyze the component on your car. And many owners will be happy to share information about their car and specific components, to help you improve your Corvette. Then you have a team of '66 judges who you can learn Corvette knowledge from. Many of the judges have been experts in their area for 20, 30, or more years. They are happy to help Corvetters with questions on how to prepare for certification judging. But please, be respectful of their time; Do not interrupt them while they are judging, ask if they may have a few minutes for some technical questions, etc. Do not show them 43 pictures of your car from when you found it, when you put it in the trailer, when you showed it at your city car show...you get the point. Keep your questions to the technical details you need for any component and they will be pleased to share their information with you.

So Phil, even though you are not planning to get judged until 2024 or 2025, come to the 2023 Event and learn. Watch the judging process, learn from the car owners, and learn from the experts/judges for your year.

- **Wise Guy**

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

Wise Guy Wednesday



Wise Guy 23-16: What to Pack!

Q:

Hey Wise Guy! I'm signed up for Cert and headed to Bloomington tomorrow! I've checked everything on my car from top to bottom, and front to back. I've gone through the judging sheets and corrected/ improved everything I possibly could. I've got my second set of keys, all the documents for my car. Anything else I should do? I'm so pumped!! Can't wait to be at Cert !!
Paul

A:

A: Pumped Up Paul : Your car is as ready as it can be for judging this week. It's time to load 'em up and get to the Event! My only suggestion left is on what else to bring to the B G Event that isn't part of how the car left the factory. Here's what I suggest;

- Basic cleaner, detailer, window cleaner.
- Polish towels, window towels, cleaning towels.
- Spare bulbs for turn signals, marker lights. Bouncing in the trailer can knock one out!
- Drying towels What if it rains?
- Bag of hand tools Who knows what my juggle loose in the trailer?
- Owners packet that Beth sent you.
- Oh yeah.... ¼ tank of fuel. Get it down before you leave.
- Lastly, Relax & enjoy the experience. You and your car are in an elite group striving for the highest achievement for a Corvette.

See you soon!!

- **Wise Guy**

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

Wise Guy Wednesday



Wise Guy 23-18: What do I do ?!

Q:

Hey Wise Guy! I need some advice. First off, I went to Bloomington last week and had a great time. Even picked up some needed parts for my project car. I spent Friday studying and learning from the Corvettes that were Going for Gold. I drove my C6 460 miles and I planned to spend this weekend cleaning every inch of it so it's ready for our club's show next Saturday! But, since Sunday is Father's Day, my family wants me to go downtown with them and the in-laws and have a family lunch. I have to work Saturday, so I only have next Sunday to clean up my dirty C6! Isn't Father's Day supposed to be about what the father wants? But I want to be the father of my family and be with those I love on that day. What do I do??

Dan

A:

Dan the Dad: You're asking for special WGW Counseling! So, here's a WGW Father's Day special.... I think you have three options;

- 1) You can stick to what you want, say you're not going to lunch, and stay home and clean the Vette. Your 10 & 12 year old will probably be good with staying home and playing video games while you're in the garage. Your better half may feel different, and you'd probably have a lot of time alone to clean your car in the next two weeks!
- 2) You can go to lunch and not clean the Vette, be the grumpy dad at lunch, ruin the afternoon for all (been there, right?), and then come home and ignore everyone while you try to get the Vette clean. I think you'll still have a lot of alone time next week.
- 3) Ask the gang for Father's Day help; Ask the 10 & 12 year old to help you clean the car. Don't let them touch the orbital or clay bar (at least not yet). They can handle a vacuum on the carpets or shoot some Windex on the windows. Your better half can pitch in and wipe the seats with leather conditioner or ____ . Don't spend hours – get some of the car clean and they take the gang to lunch. This can be a Win- Win – Win. You can get some of the Vette cleaned, have a happy lunch with those you love, and not live alone the next week or two. And for the bonus round; you teach your kids to love the car and know why its so important to you.

To all Corvette guys, have a wonderful Father's Day with those you love, ... including the one with four wheels!

- **Wise Guy**

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

Wise Guy Wednesday



Wise Guy 23-19: Paint or Coat it?

Q:

A practical question, Wise Guy: I'm in the process of restoring my 1969 Corvette. I'm going to extremes to have as much of the car be 'as it left the factory' as possible. I am refinishing all parts to have the same finish, installation, shape, etc., as possible. But, when I finish the restoration, I want to drive my Corvette on some special occasions ... and I don't want to be afraid to have the chassis pieces degraded! Friends have told me I should 'powder coat' some components and not just paint them as the St Louis factory did, so that those items will be more durable and not show wear and tear. If I powder coat some components, will they 'pass' in the judging process? Benjamin

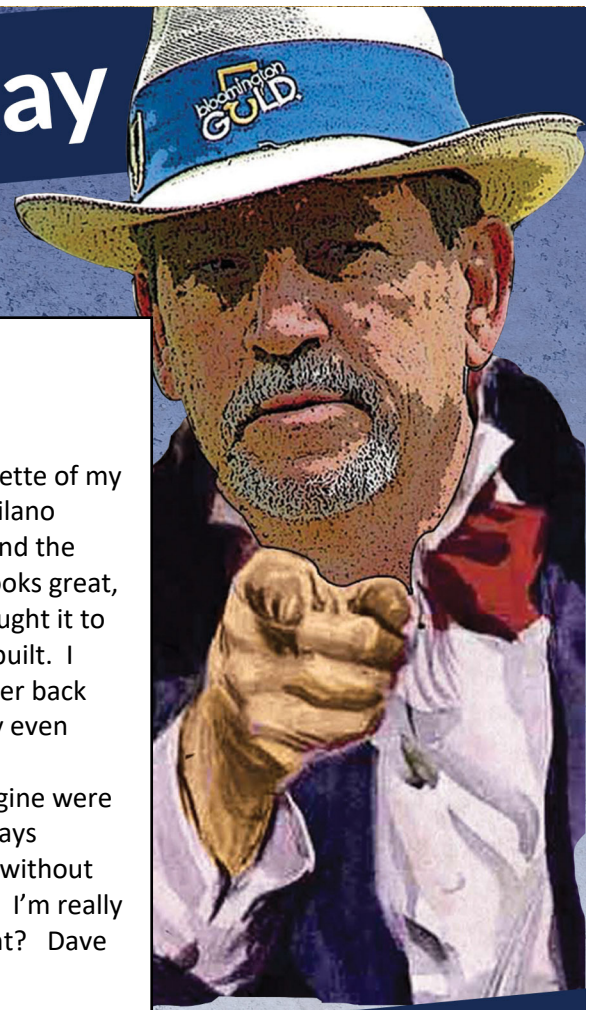
A:

Great practical use question Benjamin! Remember that Bloomington Gold Certification judging reviews the car compared to how it left the factory – no better, no worse. The chassis of your car is evaluated the same as the interior or the paint; how close is it to how it left the factory? No better, no worse. Powder coating the frame or chassis components will make it more durable to wear from driving your car. However, powder coating can result in a different finish than painting of any component as would have been done at the St Louis factory. Powder coating may result in a thicker and more consistent finish than applied paint can attain. In other words, a powder coated finish may result in an easily detectable deviation from how that component left the factory. This may not be a major deduction, but each component with powder coating finish may not receive the full amount of credit available for a particular item.

- *Wise Guy*

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

Wise Guy Wednesday



Wise Guy 23-20: Engine Gone, Dream Gone?

Q:

I thought I bought my dream Corvette. Six years ago, I bought the Corvette of my dreams. I purchased an accurately restored 1966 big block Corvette! Milano Maroon, 427/425, radio delete, side pipes, and leather! I think the car and the engine look to be very close to how a '66 would have left the factory. Looks great, but the engine never had as much power as you would expect. So, I brought it to an engine shop and then got the bad news - the engine needed to be rebuilt. I went ahead and had it done, and they did a great job getting all the power back and keeping all the exterior parts as they were prior to the rebuild. They even refinished the intake and manifold with the original finishes.

About three years ago, I found out that the numbers stamped on the engine were removed in the rebuild process. Guys told me it was 'decked'. I had always intended to bring my '66 to Bloomington and go for the Gold! But now, without the engine numbers, I guess I can't prove the engine belongs in this car! I'm really disappointed and assume my '66 cannot be Bloomington Certified? Right? Dave

A:

Dreamin' Dave: Don't give up on your 1966 dream Corvette! Many of the high-performance engines didn't survive the streets! Even without the original engine stamps, a Corvette can still be eligible for Certification. If you know the original engine stamps are not present, you can register for Certification while declaring the engine to be NON-OEM (not identifiable to be the engine that came with the car when new). Of course, the components in the rest of the engine compartment must appear to be as they left the factory, as well as the components in the other sections of your Corvette. If the majority of your Corvette is deemed to be accurate as to how it left the St. Louis factory, then you may be on your way to attaining a Bronze, Silver, or Gold NON-OEM Certificate®.

- *Wise Guy*

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

Wise Guy Wednesday



Wise Guy 23-21: How do I know?

Q:

I'm looking at a couple Vettes that have been judged at your event in recent years. They say they are Certified, but they don't give very much detail. Are all Certified corvettes the same? I mean, is one better than another? What do I ask the owner about their car being Certified? Diving Dan

A:

Diving Dan: Great question, as you are diving in beneath the (obvious) level of a corvette being Gold Certified®. If you have not done this already, go to our website; www.bloomingtongold.com. Navigate to the advisories that explain the Certification process. You will see that there are three different levels of Certification (Bronze, Silver, Gold), which recognize the level/degree of authenticity a Corvette may present. The higher the Certification Award, the more authentic the Corvette appears as to how it left the factory.

To find out what level the Corvette you are looking at is, ask for the judging sheets and see what level of Certification it has achieved. I would then advise that you dive deeper; look at the judging sheets and see where it had deviations or 'lost points' toward originality.

- Are those items significant deviations (fiberglass, paint finish, mechanical), or are they deviations of components that can be easily improved/corrected; components with finish issues, components with dating or configuration issues, etc?
- Can those items easily be 'corrected' with authentic components? (Unless you are not striving to attain a Survivor Award then you need to retain the original components to the car).
- If the key components of the Corvette are present and authentic, yet minor components have deviations that can be improved, you may be able to recertify the Corvette and achieve a higher award!

- **Wise Guy**

Questions? Contact Wise Guy at: Guy@BloomingtonGold.com

Wise Guy Wednesday



Wise Guy 23-22: On the Hunt!

Q:

Hey Wise Guy, I'm going to the Carlisle show in a couple weeks. I'm settin' out to find the parts I need to make my Corvette good. I entered my '68 in a couple judging events in the last year, and she did pretty well. But I know it's not ready for the the highest level judging, YET! So, I'm studying those judging sheets and the books I have on C3s, to learn where I can replace parts with more correct parts. My goal is to make my '68 as close as possible to how it left the factory in February of '68. So, I've got a shopping list and me and my friend Mike will be there opening morning to shop for parts. Any insight or advice you can give us would be appreciated?!

Paul

A:

Parts guy Paul: You're doing well on Step One – be prepared and organized. Make the lists with part #s and photos if available. Now, for Step Two; Do your homework before you hit the swap spaces. For each component on your 'shopping list', learn how to identify an OEM part from a reproduction part. Will the reproduction part be easily detectable (and so, earn a deductons/deviation in judging)? If it does not earn a deduction, will it function correctly? Example; a reproduction '68 window crank handle may appear reasonably undetectable (and have no deviation/deduction in judging), but the part may not engage with the window crank completely and thus, cause issues in rolling the window. Now for Step Three; If you find an OEM part that you need, but it has condition issues (rust, dents, wear), will it's condition cause point losses that outweigh the originality? Can you restore the OEM part and have no point loss? Is it worth that extra work vs just buying a new restoration part? Generally, most of us feel an OEM part is usually better than a reproduction part, even if it needs some restoration. Now for Step Four; Budget (Ouch!). Without any budget, everyone would buy all OEM components in the best condition. Two primary issues; 1) can you find such parts, 2) can your car budget afford such parts. Example; Is buying OEM tires for a ___ty year old car, at \$1000 to \$x000 more than reproduction tires worth gaining 5 points for drivers side tires and 5 points for passenger side tires? Most owners have to weigh cost of authentic parts vs cost of reproduction parts into the equation. Lastly, Step Five; Wise Guy does not mean to infer that reproduction parts are inferior to OEM parts. Most are not! But (back to Step 2), do your homework!

See you all in Carlisle. Stop buy the Bloomington Gold booth and say 'Hi Guy' !!

- *Wise Guy*