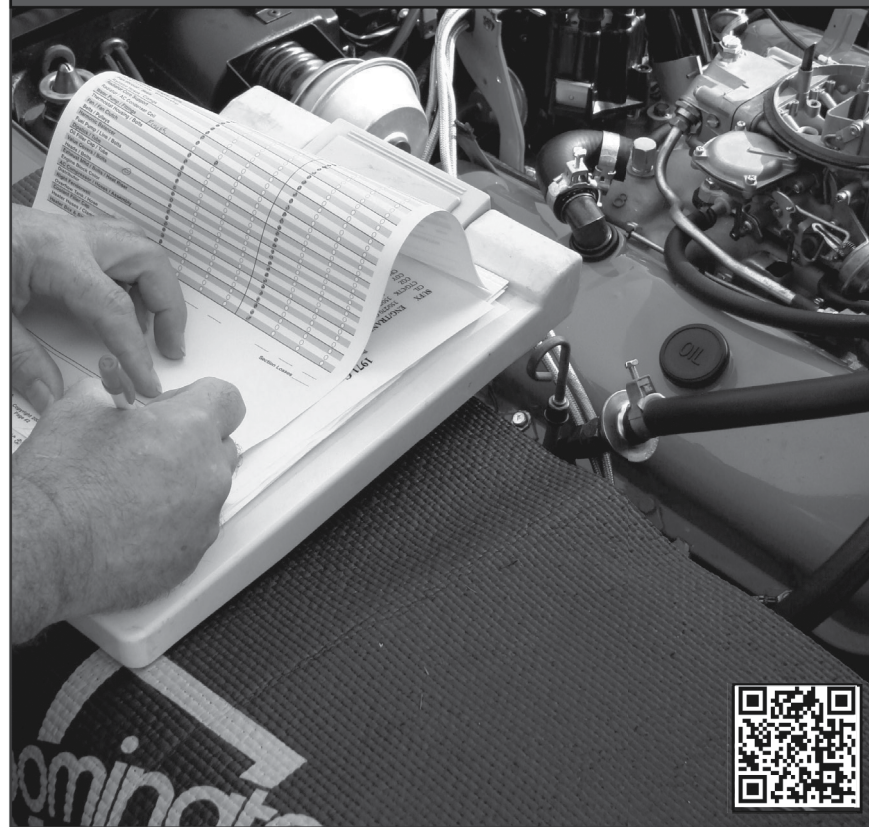




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CERTIFICATION GUIDELINES



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INELIGIBILITY (The 'Silver' Maximum Column)

A Silver Certificate is the highest possible award regardless of score if a deviation appears to exist within ANY of the following areas:

- Engine Numbers are declared NON-OEM by judge (not owner)
- Trim/paint codes not matching the installed trim/paint
- Significant deviation in the originality of either body paint or fiberglass

INELIGIBILITY (The 'Uncertifiable' Column)

A Recognition Letter would be all that the owner will receive regardless of score if a deviation appears to exist with any non-authentic manufacturer's trim or VIN tag.

DISQUALIFICATION

Owners will be subject to disqualification if it appears that numbers or trim/VIN plates were altered to deceive the judges relative to factory authentic color, trim, horsepower or CID. **Before any car can become ineligible for a Gold Certificate due to a 'Silver Maximum Column' or 'Uncertifiable Column' deviation, at least TWO judges, along with the Division Director must concur that a deviation appears to exist.**

5. NUMBERS: CASTING, STAMPING & V.I.N. (Approx. 10%)

See “*Engine Stamping Standards*” brochure.

Replacement Trim or VIN Tags: The practice of replacing original manufacturer’s trim or VIN tags is inconsistent with Bloomington Gold’s philosophy, not to mention being illegal in many states. Although we have penalized owners in the past for such conduct, our position will now become more firm. Any Corvette determined to have a non-authentic manufacturer’s trim or VIN tag will be ineligible for any level of Bloomington Gold Certification.

Furthermore, any owner who (over time) enters more than a single Corvette with replacement trim or VIN tags will be permanently excused from any and all future Bloomington Gold judging events.

KEEPING IT STRAIGHT

Reproductions, restorations, and repairs have nothing to do with originality unless deviations in F.D.I.C.C. are easily detectable.

Originality (or lack of it) has *nothing* to do with damage or deterioration rating.

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

Damage or deterioration (e.g. wear, corrosion, fading, etc.) has nothing to do with originality unless pieces (not including paint chips) are missing.

- e.g. A missing mirror would receive *no* credit for either originality or damage.

Cleanliness (or lack of it) has *nothing* to do with originality or damage.

- e.g. An authentic intake manifold with fuel puddles and caked grease would receive *full* credit for both originality and damage.

More weight is given to Originality than Damage. Originality is worth 20 credits per component. Damage is worth only 15 credits per component.

Certification is for the purpose of sport. Cars are judged by the National Corvette Certification Board (NCCB) to determine how closely they represent authentic appearance compared to the “day they left the factory”.

NO BETTER. NO WORSE. NO DIFFERENT.

A Gold Certified® car appears as it would have just after completion of ‘Typical Factory Production’. This does not necessarily mean that a Bloomington Gold car is cosmetically perfect. Factory cars weren’t. Instead, historic accuracy is the goal.

In short, every car left the factory qualified to receive a Gold Certificate. However, age, use, repair, and/or inaccurate restorations all take their toll. Therefore, unrestored original cars may do as well (or better) than inaccurately restored cars.

Over 200 components (each worth about 35 credits) total about 7,500 credits per car. Credit totals vary by car year. Cars judged to be within the following standards are certified:

GOLD:	100-95%
SILVER:	94-90%
BRONZE:	89-85%

The components of the Gold Certified® car scoring 100% will have no ‘Easily Detectable’ deviations from ‘Typical Factory Production’ in terms of five key criteria:

1. Originality (F.D.I.C.C.) Finish, Date Codes, Installation, Completeness, and Configuration
2. Damage, deterioration, or missing pieces
3. Technical operation
4. Cleanliness
5. Numbers

1. ORIGINALITY (Approx. 45%)

The Finish, Date Codes, Installation, Completeness, and Configuration (F.D.I.C.C.) of each component needs to appear as it would have during *Typical Factory Production*.

Finish: This means authentic texture, color, or coating. It *can* 'grow' rusty, dirty, dull, faded, or scratched. It *cannot* 'grow' painted, plated, or glossy.

Date Codes: This means that the production date should be in the logical production sequence with the production date of the car. (Guideline is maximum of 6 months prior.)

Installation: This means that the component was affixed in the same manner, position and tolerance as when new. Perfect seat covers, but loosely installed, would count as a deviation.

Completeness: This means that no pieces (other than paint chips) are missing. A perfect air cleaner missing a portion of its decal would count as a deviation.

Configuration: This means that the OEM manufactured shape and/or dimensions are the same as Typical Factory Production. Smashing or twisting an original component is *not* a deviation. Shape changed by aftermarket manufacturing or by grinders, sanders, or shapers is a deviation.

EACH COMPONENT THAT APPEARS:

Reasonably undetectable deviation in F.D.I.C.C.	= 20 Credits
Easily detectable deviation in F.D.I.C.C.	= 15 Credits
Significant deviation in F.D.I.C.C and only a fair facsimile	= 10 Credits
Missing or totally unlike Typical Factory Production (TFP)	= 0 Credit

2. DAMAGE & DETERIORATION (Approx. 33%)

Each component's condition should have no permanent damage, deterioration or pieces missing. If a component can be easily cleaned off with soap & water, a mild solvent, or compressed air, then it is not permanently damaged and should receive full credit. Damage means wear, tears, chipping, fading, dents, bends, breaks, twists, scratches, stains, rust, corrosion, missing pieces, etc. The guideline is, "Would a manufacturer (GM, Acme, etc.) typically allow it to leave the factory this way?"

EACH COMPONENT THAT APPEARS:

NO damage, deterioration or missing pieces	= 15 Credits
LIGHT damage, wear, corrosion, deterioration, rust, or pieces missing (typical of a low mileage car)	= 10 Credits
MODERATE damage, wear, corrosion, deterioration, rust or missing pieces	= 5 Credits
HEAVY damage, wear, corrosion, rust or major pieces missing	= 0 Credit

3. TECHNICAL INSPECTION (Approx. 8%)

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.

EACH COMPONENT THAT APPEARS TO:

Pass	= 15 Credits
Fail	= 0 Credit

4. CLEANLINESS (approx. 4%)

The car should be as clean as it was during final prep at the assembly plant. Grass, dust, mud, etc. caused by weather or Certification Field conditions will be ignored if no deviations exist in the other categories of originality, damage, tech, or numbers.