

NCRS

AUSTRALIAN CHAPTER

NEWSLETTER



March to April 2011

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Note: The State Rep is normally the first point of contact for enquiries regarding NCRS Australia membership or general club info. Enquiries from Tasmania covered by VIC Rep, from NT covered by SA Rep.

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Neil Fletcher



Richard Stones (photo coming)

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VIC: Scott Morden (photo coming)

Presidents Report April 2011

In March this year we completed our Australian Mark of Excellence at Rooty Hill in NSW. We had a great attendance where four cars participated in the MoEA, and Flight judging of two other cars. The event was well attended and the venue at Rooty Hill really suits this type of event. There is a full report later on in our Newsletter.

This year Wendy & I are travelling to America to attend their National Convention in Novi, Detroit. We have a great contingency of Chapter members coming along this year, they are: Murray & Wendy Forman, David & Melissa Alder, Richard & Kristine Dickens, Harry & Dianne Turner, Ron Barrett. We would love you to join us this year, so please contact me if you would like to come along.

This year we have some great things happening at the National Convention. Firstly the Chapter has qualified to receive its first Chapter Top Flight Award and secondly, two of our Chapter members will be represented with their Australian Mark of Excellence Awards. Later on this year we will be carrying out two other Chapter Meets, one in Melbourne and one in Perth. I will advise the dates when they are available.

Wendy and I attended along with Ron Barrett, the New Zealand Mark of Excellence Chapter Meet in March this year. I have submitted a report on this event so please enjoy that story.

We still have stock of calendars, drink holders, shirts and caps for you to purchase. Please support your Chapter by purchasing these items.

I also am looking for more Australian members to adopt an American member as a Buddy. It is where you pay for their membership in our Chapter and they will pay your membership in their Chapter in America. This will give you a friend to communicate with and also you will receive their Newsletter. If you are interested, please contact me and I will connect you both together

If you have any suggestions to improve the Chapter Please contact me with your ideas, all are welcome as it is hard to keep the interest going for the Chapter to survive.

Murray Forman
President NCRS Australia Inc.

MEMBERSHIP SURVEY

We have just completed our Membership renewals. Each year we print a membership card which you receive in the mail. The cost of this card to the Chapter is approximately \$400/year. We have three options.

- 1) Changing from our pull out card in the letter to a plastic card. The cost of this card would be slightly higher, but if we were to only renew the plastic card every two or three years, this would be a saving to the Chapter.
- 2) Do we just eliminate the existing Membership card altogether?
- 3) Continue on with the existing style of card.

Could you please come back to me by email with your opinion with what we should do about this issue as we need to make a decision very soon on the printing of the membership cards? eagleviews@bigpond.com.

If you need to talk to me about this, please call on 0402-917-400 and I will be glad to discuss it with you.

Murray Forman
President NCRS Australia Inc.

VICE PRESIDENTS REPORT

Rub 'n Buff – Explain that to the Wife!

When I travelled to Sydney in March for the Chapter meet with Colin Morris and Terry Martin we stayed the night at Murray and Wendy Forman's place before the meet kicked off. Spending some time in Murray's garage talking Corvettes, he briefly showed us his new technique for restoration of parts, some of which we might otherwise have replaced without having seen this awesome alternative (which Murray assures me is no National secret).

It turns out the goods are known as 'Rub n Buff' which, after the demonstration we got using the 'Silver Leaf', encouraged me to immediately get on EBay with my phone and order a full set for the Perth guys to try out. Unfortunately I didn't have time to pay using PayPal as we were off to our weekend judging cars (as detailed in Murray's report). The vendor, getting jumpy without payment 24 hours later (about \$50 bucks worth), decides to call the wife back in Perth, and in a Canadian accent say 'Is David there? He needs to pay for his Rub n Buff he bought yesterday'. Needless to say the phone call I received shortly thereafter was somewhat terse, wanting to know what I had got up to with 'THAT Terry, Colin, Murray and those damn Corvette guys'.

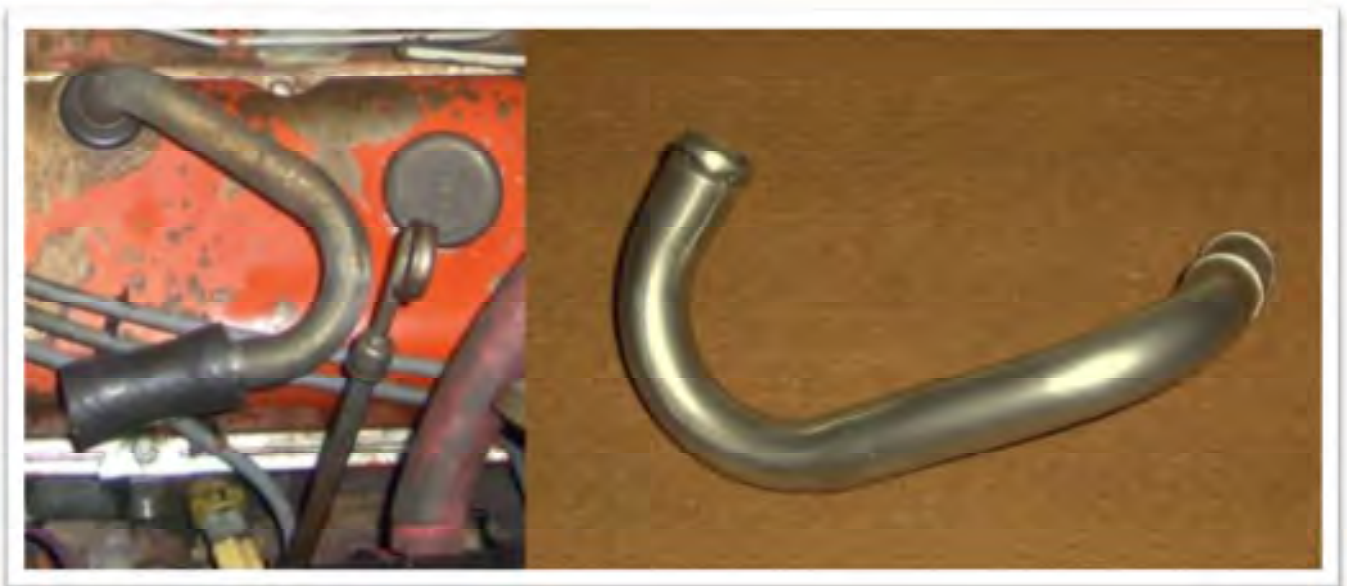
After some quick thinking and an explanation that didn't cut it until the goods arrived 3 weeks later, I thought perhaps rather than spending 6 months researching how good this stuff actually is perhaps there might be an article already on the web, which as it turns out there is (and it covers all the pertinent issues with some great images). So, the below article and pictures have been sourced from the Corvette Forum¹, written by my namesake 'Dave' from Cary, North Carolina on 15 Feb 2007.

'After disassembling 'Gator' in the beginning of its restoration I made a pact with myself that nothing that did not look new would go back on the car. This left a bunch of stuff on the shelf that was awaiting painting or replacement.

Before reinstalling the exhaust manifolds I decided to refurbish them with Calyx manifold dressing. It appeared to be some sort of metallic particles suspended in a wax of some sort. It worked really well on the manifolds, so I decided to try it on my cast master cylinder and cast water pump. It worked really well on them as well.

Shortly after refreshing the exhaust manifold and while accompanying my wife to a craft store I came across some stuff called Rub 'n Buff made by Amaco - American Art Clay Co. The front of the package said it was "The Original Wax Metallic Finish". The Back read "Rub 'n Buff is a wax base metallic finish that is formulated from imported carnauba waxes, fine metallic powders and select pigments..." It sounded a little like Calyx so I got a tube of silver.

I decided to try it on my valve cover to air cleaner breather tube since it was slated for painting/replacement.



Once I put it on it buffed up really nicely and looked brand new. I wanted to see how it reacted to heat so I put it in the oven at 400 degrees for 3 hours (I got occupied with other things and forgot about it). While it was still hot I wiped it with a clean white rag, no residue came off on the rag and the tube got real shiny. After it cooled I scrubbed it with soap and water, still no residue on the rag. Then I wiped it down with gas, still no residue on the white rag. Next I wiped it down with carb cleaner, there was a slight discoloration on the rag but not much (it looked like it would take some heavy scrubbing with the carb cleaner to get it off. The After picture above

is after all the experimentation on the finish. I have tried this on several types of metal. Metals that have a slight tooth will leave residue on a rag even after the heating. These would be things like the master cylinder base, steering box and alternator cover.

Next I tried it on the master cylinder cover that I was going to toss. Now it looks brand new and does not need replacement. The best thing is it's not paint and once you pull the bails up you just buff out the scrapes.

I thought that the silver looked too bright or too silvery to emulate natural steel. It needed to be more "blue". I thought since the Calyx is a blue grey colour that adding it to the silver Rub 'n Buff might make it look more like steel. It turns out that the best ratio was 2 parts Calyx to 1 part Silver Rub 'n Buff. The Calyx is semi-transparent and the Rub 'n Buff is opaque. When you mix the two together you get a semi-opaque steel colour that lets a little of the natural metal shine through for a very natural appearance. I put the mixture on my metal pump to carb fuel line. I don't have a picture but it now looks like a new stainless line.

I thought that the addition of the calyx did the trick so I rubbed calyx over the master cylinder cover that I had already rubbed with the silver Rub 'n Buff. It produced yet another finish since the opaque silver masked any of the underlying metal and the semi-transparent calyx darkened and blued the final finish. Here is a before and after:



The base of the master cylinder is just Calyx.

I bake most of the parts at 400 degrees for 1 hour but I'm not sure it's necessary (BTW I have been authorized by the owner of the oven to use it

for this process since it produces a candle-like aroma instead of a smelly paint aroma). Here is my driver's side hood latch that I did without removing it from the car.



The picture does not do it justice because in person it looks like I just pulled it new out of a box.

Here is a before and after of my brake shields.

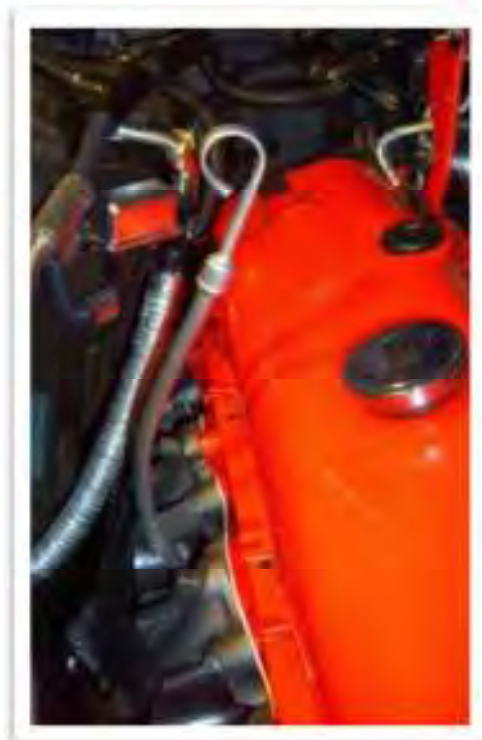


I refurbished my front spindle assembly to like new without a drop of paint.



The only new pieces are the wheel studs and dust caps. The rest was done with Calyx and Calyx/Rub'n Buff mixtures.

Here you can see the difference between the silver finish on the dipstick handle and the Calyx/silver finish of the dipstick tube.



So I ended up with four finishes.

- 1) Straight Calyx.*
- 2) Straight silver Rub 'n Buff.*
- 3) Straight silver Rub 'n Buff then top coated with Calyx.*
- 4) Silver Rub 'n Buff and Calyx mixture.*

The Rub 'n Buff comes in several metallic finishes and several colours (refer the end of this article for details).

I am interested in the pewter (to alter the colour of the silver/calyx finish), Gold (to try and emulate gold cladding) and ebony (to emulate chrome moly and refinish black body bolts without using paint). Oh yeh, the stuff works great on old bolt heads; it makes them look brand new. In the future I may get some zinc cold galvanizing compound from Eastwood to add to the mix to protect the bare metal.

Upon further investigation into the Eastwood zinc cold galvanizing compound I found out that it was like a paint and probably would not work in the mixture. I also tried to find zinc powder on the internet. I found some but the quantities were in pounds and the cost was prohibitive.

Note: I cannot attest to the longevity of this process since I just started doing it, but it is really easy to apply and not very expensive. Refreshing it occasionally should be no big deal. My only concern may be staining of adjacent surfaces over time. I will have to keep a close eye on it once the car is back on the road.

I applied this mixture to the alternator on my Wife's minivan about 9 months ago to see how it would hold up on a component in the engine bay of a daily driver. After 9 months it is still on the alternator and does not appear to have migrated to any of the black plastic surfaces adjacent to the area that it was applied to. It also looked pretty good and while it still left residue on a rag it buffed up nicely.

Some additional tips and observations:

I apply the mixture with a small stencil brush or an old tooth brush. A small amount goes a long long way, it goes on very thin, I still have about a 1/4 tube of the silver Rub 'n Buff left after coating a boat load of parts. The package says it will cover 20 square feet, mixing with the calyx makes it go

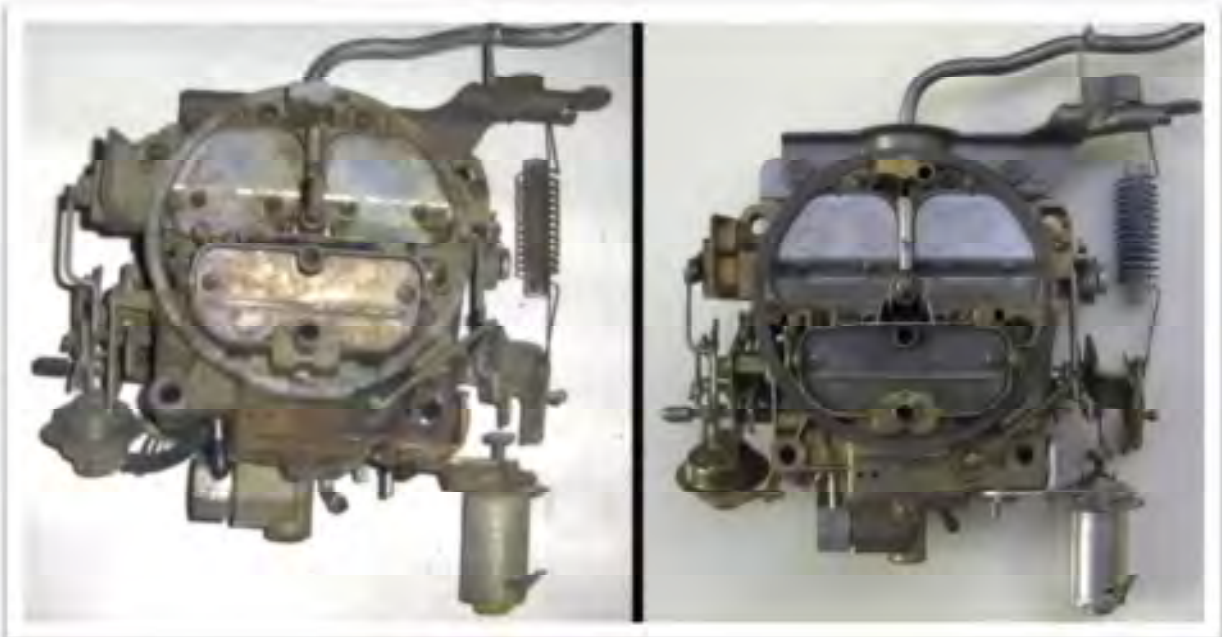
even farther. Don't put it on very thick or you will just be wasting it. Some small parts I could do with the tooth brush that is already coated with the mixture (I keep it in a plastic bag to keep it from drying out) It does not require much buffing. It buffs up pretty quick. I mostly just use old cut up bed sheets, but have also used toilet paper. I have also used my buffing wheel to get some parts really shiny.

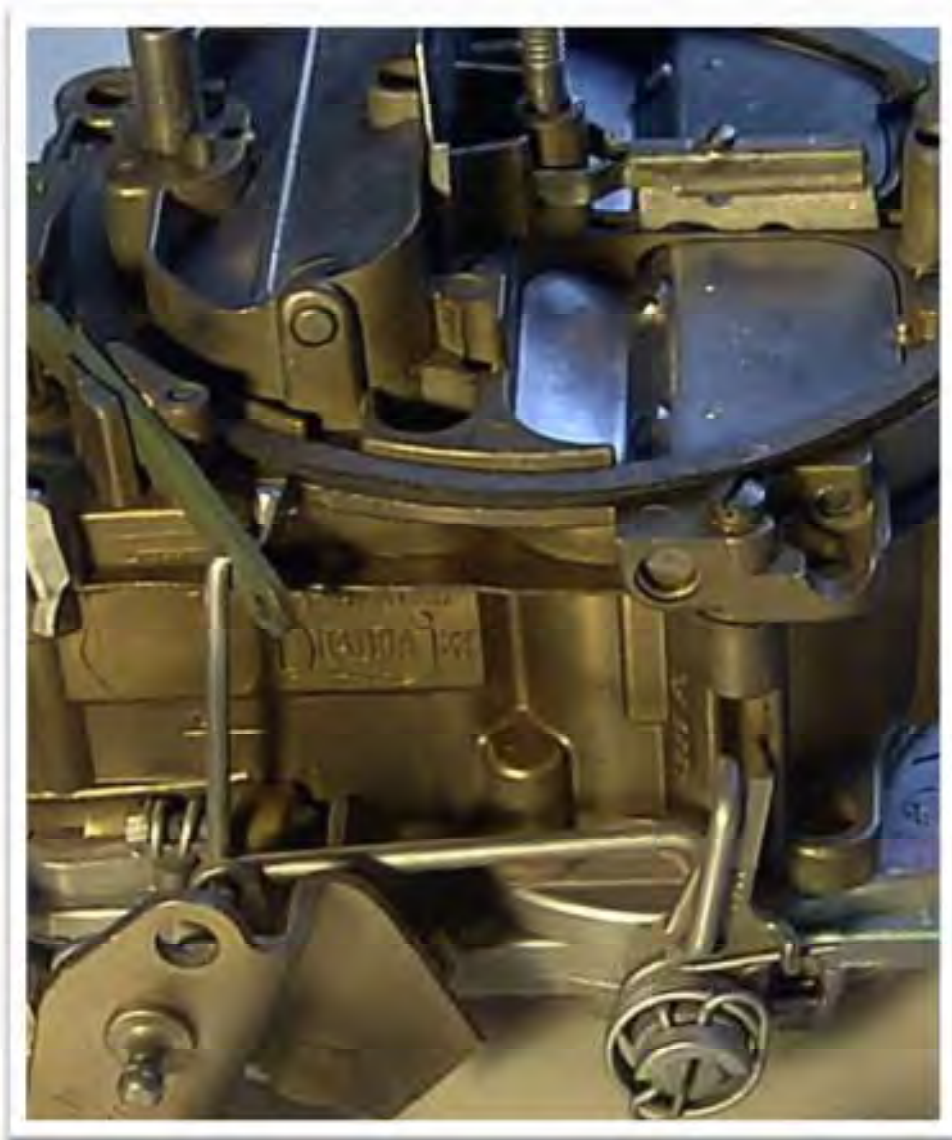
I clean the parts before coating. Most of the parts get wire brushed then sprayed with phosphoric acid to remove any residual rust then rinsed and dried. The hood springs above did not get cleaned before coating and they turned out fine. Clean parts turn out better when using the semi-opaque calyx/RnB mixture. If the part still looks dirty after cleaning (like the brake shields did) then I coat them with RnB first to mask the discoloration, bake them, then coat it with the calyx and bake them again (probably overkill on the baking part).

If you use straight Rub n Buff then the finish will be more opaque or more of a monotone colour. Adding the Calyx makes the Rub n Buff semi-transparent and the colour variations of the underlying metal show through. I've done it both ways and tend to prefer the semi-transparent because it looks more metallic and less like paint. If the metal is really stained or large portions of the original plating is missing or there are a bunch of rust areas then I would probably use straight Rub n Buff because I wouldn't want any of the original finish to show through. If the plating is in fair shape but just looks old then I would probably add the Calyx.

I also used this method to refresh my old Q-jet. Here are a few before and after shots:







I used a 3 parts Calyx to 1 part Grecian Gold Rub 'n Buff for the base and 2 parts Calyx to 1 part Silver Rub 'n Buff for the rest except for the rear bracket that got plain Calyx.

I did the gold first and heated it for 2 hours with my shop lights (no way could I get away with putting the carb in the wife's oven). Then I did the silver and heated again then buffed.

This is not the "correct" colour just better than old looking. It looks like it could use a little yellow and a little green. I didn't attempt "correct" colour because I didn't have a new one to go by and would have just been guessing. Besides I think that it looks better less green.

If I had to do it again I probably would do it all in silver. Again, I have no idea about the permanence, but it only took a total of two hours not including heating time.

Another Tip: I used a dry brush technique to apply the gold leafing so as to minimize the amount of material actually on the carb. Using a small stipple brush from the craft store I would dip it in the mixture then rub most of it off before applying it to the carb. Only use enough material to make the colour change (which isn't much stuff at all).

Since originally revealing this I have not heard anything negative about using this method and have heard of it being used on items as big as a power brake booster.

If I was smart I would have kept this all to myself and developed a line of zinc fortified automotive metal refinishing waxes. But as you can see I'm just not that bright. But I did get about 2 dozen items off my "to be" painted/replaced shelf.

David

Summary

Based on the above article and my limited experience Rub 'n Buff is a great product that is well worth investigating. No doubt our American friends can tell us more about the pros and cons of using it. I had no problem importing it and it can be readily sourced from EBay. There are a heap of colours available – refer over / attached for more information.

Calyx Manifold Dressing

Calyx was started in 1981 by George Albright. George had a 1960 Corvette and he was losing points at shows because of his dirty manifolds at local car shows. He got together with a chemist to develop a product to return his manifolds to the natural cast-iron grey. The plan worked and Calyx Manifold Dressing was born.

First and foremost Calyx is NOT a high temperature paint. Calyx does not simply cover the dirt and rust; it removes it as it is applied. Calyx is unlike any other product on the market today.

Calyx manifold dressing is nationally advertised in magazines as well as sold in several car restoration catalogues such as Ecklers, Paddock, Eastwood Co., and Classic Industries, Corvette Central, and Zip Products.

For more information on Calyx visit:

<http://calyxmanifold.com/>

Or

<http://www.eastwood.com/calyx-manifold-coating.html>

I am yet to personally try sourcing or using Calyx.

Disclaimer: I have not received and will not receive any compensation or reward for promoting 'Rub 'n Buff' or 'Calyx' – this article is merely about introducing some fellow Corvette restorers to a possible alternative to replacing worn out parts.

David Alder
Vice President
NCRS Australia Inc.

TREASURER'S REPORT

February 2011

Opening balance *20,922.96cr*

Cleared Cheque Deposits

Corvette Clinic	70.00
Deb Barrett	210.00
M Forman	520.00
BW Carr	27.00
BJ Wharton & RJ Keast	35.00
John Hartley Poynton	35.00
M Kilbane	35.00
Patrick Hehir	35.00
Alan & Bev Doggett	35.00
C Holman	35.00
N Bishop	70.00
S Woods	35.00
P Steves	35.00
G Harrison	35.00
G Henry	35.00
Col Morris	35.00
R Dickens	465.00
N Fletcher	335.00
Col Morris	350.00
Mark Bojanjac	70.00
Andrew Christopoulos	35.00
SA Mercer	35.00
Peter Hof	35.00
Timothy Attard	35.00
BW Carr	35.00
<i>Total</i>	<i>2677.00</i>

Cash Deposits ***1426.00***

EFT Deposits

David Alder	210.00
Greg Euston	340.00
David Alder for B William	35.00
Jarron Baker	35.00
David Alder for Wilkinson & Budd	70.00
Alan Gillan	35.00
Sunjich Zeljko	35.00
Frank Breekve	35.00
Close Operational Account	472.81
Darren Pelacci	35.00
Terry Ruse	35.00
Louis Rokas & Buddy	70.00
Christopher Farrer	35.00
David Alder for Martin Ridge	70.00
<i>Total</i>	<i>1512.81</i>

Total Cleared Deposits ***5615.81***

Cleared Cheque Withdrawals ***-768.75***

Balance as per Bank Statement ***25770.02cr***

Uncleared Cheques ***-275.00***

Murray's payment for Shirts ***-1337.60***

Closing Balance ***24,157.42cr***

Deb Marvin
Treasure NCRS Australia Inc.

Editors Report

Welcome to the NCRS Australia March – April 2011 newsletter. Follows is some funny stuff, some cool stuff, some members stuff and a great article from by L. Scott Bailey written in 1975 for the “Automobile Quarterly Publication” called ***Never Trust a Judge.***

I have again included in this issue, photos and pricing of our NCRS clothing and accessories. All prices are in Australian Dollars. Please contact our President Murray Forman should you wish to purchase any of these items. eagleviews@bigpond.com

I would like to encourage everyone to please submit articles, photos and information that would relevant to our members to be included in this newsletter. Please forward information to Lon LeMaster lemaster@bigpond.net.au. Com'on guys, send me some photos of your cars, kids, restorations and events you have attending.

Finally, readers please take note of our sponsors at the end of this issue. These folks, with their support, help to keep our club alive. Let's show them our appreciation by supporting them as much as when we can. If you are planning any future travel, be sure to give Debra Mavin from TravelMangers a call. I hope to see every at our next NCRS Australia event. Lon LeMaster – Editor



The new GM Concept Inner-City Corvette. Great for parking.



Seeing Eye Dog



GM's Corvette Centennial Design Concept was recently spotted on the set of “Transformers Revenge of the Fallen” News has yet to come on which transformer this will be. Let the special begin



I'll have one please





Gary Cowans grandson Henry at his first car show event. He is 3 months old and loves corvettes. Shown in his 66 driver with his mum Dana at Big Al's Poker run Feb 2011



Congratulations to Clint Messenger and newborn "Jake" and his other baby, named "Fury"



Congratulations to me for my new baby, a handmade John Suhr Sebring Silver guitar colour matched to my 1963 Roadster. Sorry folks, I had to do it !!

Never Trust a Judge

The following article was written by L. Scott Bailey in 1975 and published in the "Automobile Quarterly Publication". It is written from the AACA perspective which has much in common with the NCRS thoughts. It is a long article so apologies for that, but it is well worth a read

Never Trust a Judge

"How Not To Suffer the Devaluation of Your Person and Purse on the Automotive Version of Judgment Day" By: L. Scott Bailey.

"A Publication of the Kansas City Chapter from the NCRS March and April 2011 Newsletter" With Special Thanks to Terry McCale.

Throughout the land this summer and fall, thousands of outstanding historic cars will arrive at meets flawlessly painted, lovingly polished, chromed, brassed, leathered purring musically, and otherwise approaching perfection. They and their owners will wait in long lines or circles to spend a fateful few minutes with the judges, minutes that will represent the culmination of uncounted hours of research and hard work, as well as the expenditure of what, to many, are small fortunes of extravagance, to others, a wise and rapidly increasing investment.

This day-of-judgment can be the single most important step taken in the hobby of owning a venerable historic automobile. What is shocking is the reckless abandonment with which this important step is so often taken, for although these are a proud few moments for anyone who has invested so much love, labour, and expense in a car, they are also moments which can hazard that investment. For the hope of a trophy, an applause at the winner's circle, a listing in a club's prize roster, the proud owner may find that he has risked his own and the car's reputation. The First Prize, a thing in itself, may well be worth the risk, for assuredly it does prove many things worth proving, and more importantly adds to and confirms in many cases the market value of the vehicle. But submitting one's high investment to the uncertainties of the judging field has proven time- and-again an expensive way to evaluate or confirm the potential resale value of a historic car.

I remember one sunny National AACA meet when a rare, early car and one that seemed eminently qualified for a top award, was judged to have the wrong radiator. The failure of this car to win a coveted First Prize at Hershey was not

so much a blow to the Owner's pride as to his pocketbook. The owner, a superbly skilled restorer and long-standing member and official, had made careful plans to restore the car at considerable expense for the purpose of selling it to a collector at a very good price. As I recall, the deal hinged on the owner's claim that the car would meet every test of authentication and restoration, and it was not at all an idle boast that it would take a National First Prize. A Hershey First Prize was considered the final cachet and the collector and owner-to-be wanted this guarantee for the same reason that a fine art connoisseur would require a provenance or an equestrian a blooded certificate for a thoroughbred horse. The dashboard plaque, and the subsequent listing for all time, would be visible and final proof that the car was indeed all that was claimed and expected. Sad as the facts are, the owner/restorer was believed to be in serious need of capitalizing on his investment; he was out of employment, debts had been accumulating, his home was for sale, and this transaction was to insure his well-being and happiness for the coming year. His distress at not receiving what he felt was his due caused him to verbally attack the judges of that particular class as well as virtually everyone else who had anything to do with judging at the meet. An invidious offensive was launched at the judges who had denied him the prize. As the judges were recruited by me, I became an ancillary target. Surely no man hath the wrath of a spurned National First Prize hopeful! Others soon saw things from his point of view, and it was suggested to second and third prize winners of other classes that they, too, had been denied their due. The owner resigned his office and membership and was not to return to the fold for several years. The simple truth is that the prize was lost because one of the judges, a sincere, gracious man, well known for his help in overcoming many a fellow connoisseur's problems in restoration, had believed erroneously that the car had been mounted with the wrong radiator for that year. Later, he was to acknowledge, quite forthrightly, that he was wrong "In memory". But the deed was done, he had convinced his fellow judges of what he believed to be true, and their judgment had made many people unhappy and had unfairly devalued a worthy automobile.

I once lost an important First Prize under similar circumstances, and I lost it to no less an authority than one of the most knowledgeable judges in the hobby, Leslie R. Henry, author of "The Model T Ford Restoration Handbook", "Henry's Fabulous Model A", and "The Ford Model A", and subsequently Chief Judge, Glidden Tour Chairman, and President of AACA. Today, Les is the Curator of Transportation of the prestigious Henry Ford Museum and Greenfield Village in Dearborn, MI. Les, ironically, misjudged our lovely 1913 Model T. He said it was the wrong colour! After all, hadn't Henry Ford

decreed “any colour so long as it’s black?” We argued strongly that in all other aspects, the Ford was a prize winner, and I took up the matter of the paint: “Look under this deck lid; see that grey paint? That’s original, and I had it spectrographed to determine the exact pigments. The paint was made special at \$25 per gallon”! All- to-no avail. My argument, based on the law-school axiom that by a small sample you can judge the whole, “fell upon unsympathetic, engineer-trained ears”. I have used the word “ironic” in describing this episode, for when Les had completed research for one of his Ford Books he was quick to acknowledge that, sure enough, this T came in four colours other than black. By that time my pique was only a memory and I was able to reflect that my friend and judge had been following a more learned axiom of law, one of Cicero’s: ***“It is the duty of the judge to act not according to what things are alleged but to what things are proven”***. The other side of this Roman coin, of course, was my duty to prove, not allege, the authenticity of my grey paint, and any other point of the car’s restoration as well.

I would like to cite another sad experience, one in which I was a judge. We inspected a particular car which was the only known example of a limited-production marquee. We found the restoration work so outstanding that, even though the car was inauthentic in many ways, it was agreed to rate it “Honourable Mention”. Later, the greatly exasperated and thoroughly dissatisfied owner bore down upon me with his wife in tow. As he approached, I could see that his eyes were red, as were hers, not from anger, as I was to discover, but from tears of disappointment. They had both spent more than two years and all their spare time and cash in restoring the car, and they had dreamed of Hershey and its prizes of recognition. Most politely they asked, in tones that clearly indicated that they were prepared to return home and dismantle every nut and bolt and start again, “would I tell them how and what they missed. What had the judges found wrong”? “Why did you paint it maroon?” I asked in desperation. “Well, my wife is particular to burgundy,” was the answer. This rallied my sense of judicial indignation. His disappointment replaced for the moment by pride, he continued, “I ripped out all the old imitation leather and put in the real expensive hide, made them pleats myself”. In a few minutes, all had been told. Never once had they thought to determine what the car was when it was originally manufactured. There were so many things they had done out of chance or necessity that its telling deflated my indignation and covered my new-found knowledge with embarrassment. We poor judges had thought there were only one or two things that were unauthentic! Little did we know that lights came from a Cadillac, wheels from another car (wrong year), and on and on. It was a lesson learned on both sides.

If there is a message in these three sad stories, it is, obviously, ***“Never to Trust a Judge”***. And less obviously, perhaps, that judges cannot be expected to be infallible or omniscient, that owners must be aware of the basis upon which judge’s decisions will be made, and that, since judges will (or should) heed Cicero in resolving a point at issue, it is the owner’s responsibility to furnish proof where proof is needed. The rules and guidelines for judging, in almost all national Clubs, have evolved during the past twenty-five years by conscientious trial-and-error. They are not perfect, by any means, but the rules of the national AACA have set the owners of historic automobiles on a correct course where true North is authenticity. ***It is the responsibility of the owner to present an authentic restoration; it is the responsibility of the judges to confirm the vehicle’s authenticity; and it is the responsibility of the owner to furnish proof when the judges question any point of authenticity or aesthetics.***

It all sounds simple and sensible, yet there is still much to complain about. There has long been a discomfiting feeling, for instance, that the professional restorer competes at a disadvantage against the owner/restorer. Here the ugly seed is money and who has the most of it. Although only in rare cases is every part of a given car completely restored by the owner, judges have tended to look more favourably upon the unpaid work of the amateur than the for-hire work of the professional who has restored an automobile for a wealthy collector, all other things being equal. And they are equal; it is practically impossible to judge the difference between a car restored by a professional for a wealthy client and a car restored by the owner himself for lack of largesse and for the pure enjoyment of the hobby. I can recall many occasions when judges on the field have resisted awarding prizes to a car that was done for hire for a well-known collector. A point or two can always be shaved in favour of someone less affluent. I know of one collector who often entered his cars in the names of others to overcome the personal prejudice of certain judges. And I remember wry comments from one of the judges during the inspection of a car that the identity of the owner shouldn’t be known during judging. ***It’s the car, not the owner, that’s up for the prize.***

Judging problems like these tend to be rooted not in the rules but in the character of individual judges. Even at a well-organized meet, things can get disorganized, judges do not show up or are nowhere to be found, and others are substituted at the last minute. Even the first choices of judges are often rounded up at the last minute, selected because of their celebrity status. And no matter how carefully judges are selected and trained, it must be acknowledged

that, regardless of how much knowledge an individual has in a particular marquee, no one person should be burdened with the weight of infallibility. Nobody can know all things about all cars; nobody, in fact, can know all things about a particular marquee or era. Judging cars is not comparable to judging legal cases where there is a plaintiff and defendant, each presenting points of evidence, or the judging of a dog or horse show where performance is the test. In the judging of cars, there is only one side to present the case, which places responsibility upon the entrant. Oliver Wendell Holmes said, ***“That for a judge to be good he should first be honest”***. He also said, ***“that judges are liable to be naïve and simpleminded”***. I say, ***“Never Trust a Judge”***.

An owner may assume that a judge is honest, but he should never assume that he is not naïve and simpleminded. He should never assume anything. It is incumbent upon the owner to show by documents, by irrefutable evidence, that the colour was indeed grey, that the radiator was painted for a particular model, that the artillery wheels were painted and striped, that the carburettor was...etc. Who else is responsible for an authentic restoration, after all, if not the owner? If the restoration was done for hire, the owner must insist that the restorer prove irrefutably that this was done because it is authentic and that it was put on the car because it was an option originally available, etc. And he should furnish documents to prove it. His word and memory are not enough.

When there is some aspect of the restoration of an historic car that is unusual or difficult to imagine being true, it behoves the claimant to prove it beyond doubt. The role of the judge should not be to prove the facts but to judge the claim based on the evidence presented. What I have said here has been said many times by other judges. Although I truly believe that a sign, ***“Never Trust a Judge”***, should be the first thing placed over the workbench when a restoration begins, I am not speaking unfairly or unsympathetically of judges. I am speaking in their defence. They cannot know everything and they cannot make accurate judgments in the absence of accurate evidence. On the other hand, don't believe that judges should be unwilling to look at the evidence, so long as it is presented in some rational manner. A vocal, persuasive and persistent owner is far too much for any judge, and a judge should not have to put up with him during the judging process; however, a simple cardboard folder with Photostats and Xerox copies of documents inside should be set up on the car seat at judging time while the owner stands discreetly aside. Where there is disagreement among judges, or where they lack information or knowledge, they certainly should ask the owner. AACA judging procedures, in fact, now include provision for this. The AACA National judging Committee recommends as follows: “judges’ questions that may arise concerning

authenticity must be discussed with the owner before making the actual deduction on the judging form. Documentation for a vehicle is the responsibility of the vehicle owner and... must be made available upon the request by the judging team captain. If the owner does not give a satisfactory response or is not present when the vehicle is being judged, the judges are free to use their own discretion”.

It should be noted that AACA, more or less the mother club of the hobby, has made laudable efforts toward training judges and insuring a fair and uniform assessment of historic automobiles. AACA’s National Judging Committee sponsors judging schools and makes slide and tape visual aid training programs available to its regions and chapters as part of these efforts. As a final comment on judging, competing, contesting disputes, and otherwise managing the mania for prizes, it seems to me to have reached some points of absurdity. I confess to having been an early heretic in the cult of prize worship. When I was a member of the board of AACA, I joined with a few others in suggesting that board members lead the hobby away from cup collecting for sheer ego satisfaction. Once a first prize was given, we recommended, the owner henceforth would only exhibit his car with a placard noting that the First Prize had been gained in a given year and that the car was for exhibition only. This suggestion was hooted down at the time, but a super-prize class known as the Senior Award Winners has since been established for owners who wish to compete endlessly among themselves. This, too, seems silly in a way because such an owner must plan to re-restore a car every few years to insure that the prize cup runneth over on his mantelpiece. Or he will gently trailer and wrap his museum piece to be stored for the next meet. For all that, this summer and probably forever, the competitive will compete, the judicious will judge, and the authentic and magnificent automobiles we all love will continue to bring us Trophies, and more subtle pleasures. And on the judging field, to repeat all this yet again, an owner should realize that he may risk significant financial loss in a car officials judged to be less than he thought it was, and that neither judges nor the judging process are perfect. It is an owner’s responsibility to make his restoration work as perfect as possible, then to make its judgment as perfect as possible. And to,

“Never Trust a Judge”

March 5th – 6th Australian Mark of Excellence Sydney

Once again, NCRS Australia returns to the Novotel at Rooty Hill Resort to complete the last stage of the Australian Mark of Excellence Award for three of our members. Also at this venue there was a Chapter Member from Melbourne completing his second stage of this Award.

This Chapter meet being an Australian Mark of Excellence Award; we also have to comply by judging other cars for Flight Awards. Listed below are all the cars that competed at this Meet.

Murray Forman 1963 coupe

Richard Stones 1993 convertible

Richard Dickens 1978 coupe

Peter Whiston 1963 coupe

Greg Euston 1971 coupe

Barry Kissell 1971 coupe

Lon LeMaster 1963 convertible

Neil Fletcher 1959 roadster

I must say that these cars were of the highest quality and were presented in excellent condition.

The event was held over the two days where all the cars, excluding Peter Whiston's 1963, were all Flight judged. Peter's car only had Operations judged being his second stage.

As stated above, Murrays 1963, Richards 1993 and Richards 1978 were completing the last stages for the AMoE Award. The criteria for this Award is that you have a three year period to complete three Judging Meets, two of which are full Flight judging where the car has to score 97% or above without driving points, the third being a driving test of 400km to the event where only Operations are carried out on the car. The car has to score 96% in its Operations.

It gives me great pleasure to inform you that all three cars passed and were awarded their Australia Mark of Excellence Award. They have become the first International cars in the world to receive this Award. Congratulation goes to them for their outstanding efforts.

Also part of this Award is that at the next National Convention in America, they can take their Award and have it represented to them by the National Judging Chairman.

Both Murray Forman & Richard Dickens will be attending the National Convention in Detroit where they will be represented with their Awards.

I would like to thank David Alder our Vice President for his assistance in running this Meet and also to David Alder, Terry Martin and Colin Morris

for travelling such a long distance from Perth WA to attend and participate in this Meet. Following is a report on the Awards presented at this Meet.

Murray Forman 1963 AMoE 99.6%



Richard Stones 1993 AMoE 98.6%



Richard Dickens 1978 AMoE 98.6%



Peter Whiston 1963 AMoE Pass 400km drive and Operations



Greg Euston 1971 Top Flight 96.0%



Barry Kissell 1971 Top Flight 95.6%



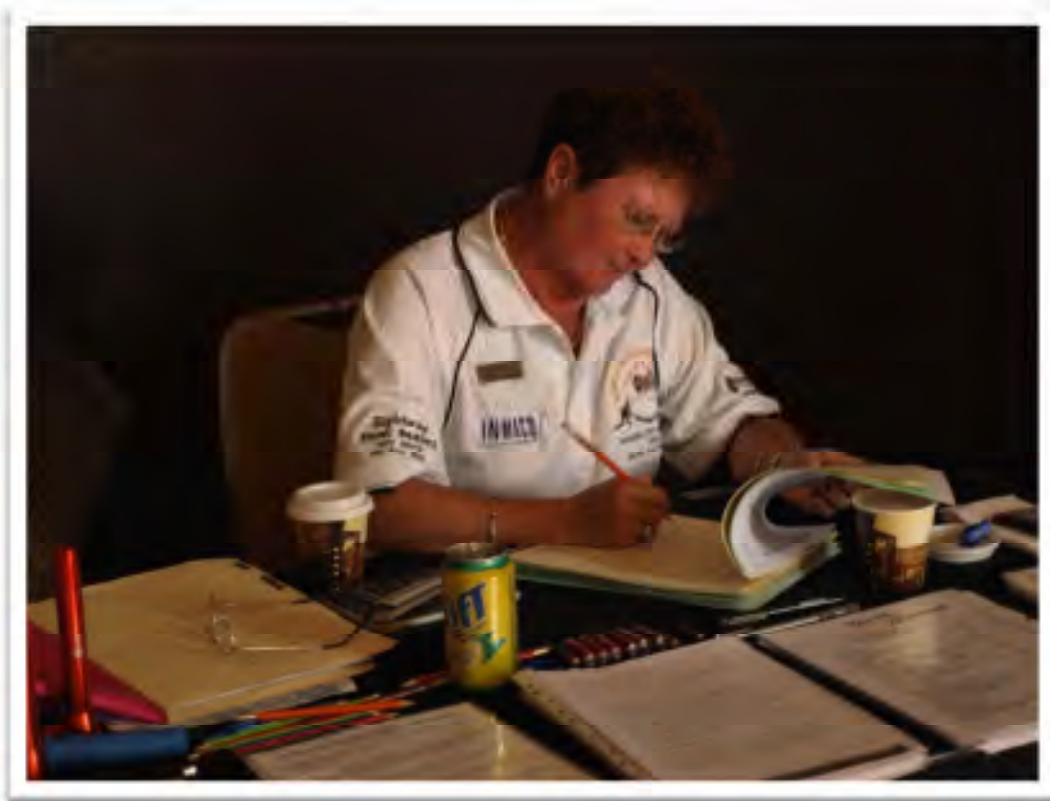
Lon LeMaster 1963 Top Flight 95.1%



Neil Fletcher 1959 Second Flight 88.9%
Ladies Choice and Longest Trailered Awards



**A big thanks goes to Wendy & Kristine.
Without them tabulating, there would be no Awards.**



Flight Judging of cars in progress



Operations on Richard Dickens 1978



More Flight Judging on Neil Fletchers 1959



At the Presentation Dinner, the Awards were given out and the reception was held in the Boomerang Room in the Novotel. The presentation of the food was of the highest quality and the service given by the staff was impeccable.



Congratulations to the three AMoE recipients'



Congratulations Peter Whiston on his AMoE Operations Pass.



Congratulations to Greg Euston on his Top Flight Award



Congratulations to Barry Kissell on his Top Flight Award



Congratulations to Lon LeMaster on his Top Flight Award



Congratulations to Neil Fletcher on his Second Flight Award



Congratulations to Peter Whiston on his Longest Driven Award



**Congratulations to Neil Fletcher for Longest Trailed
and Ladies Choice Awards.**



A big thanks to all the Chapter Members who attended, without your participation we would not be able to complete these Chapter Judging Meets. The effort helps to keep our Chapter active.

Murray Forman
President NCRS Australia Inc.

NCRS NEW ZEALAND CHAPTER MEET MARCH 2011

Directly after our Chapter Meet in Sydney, Wendy & I and Ron Barrett flew to Auckland to participate in the NCRS Mark of Excellence Award New Zealand Chapter Meet.

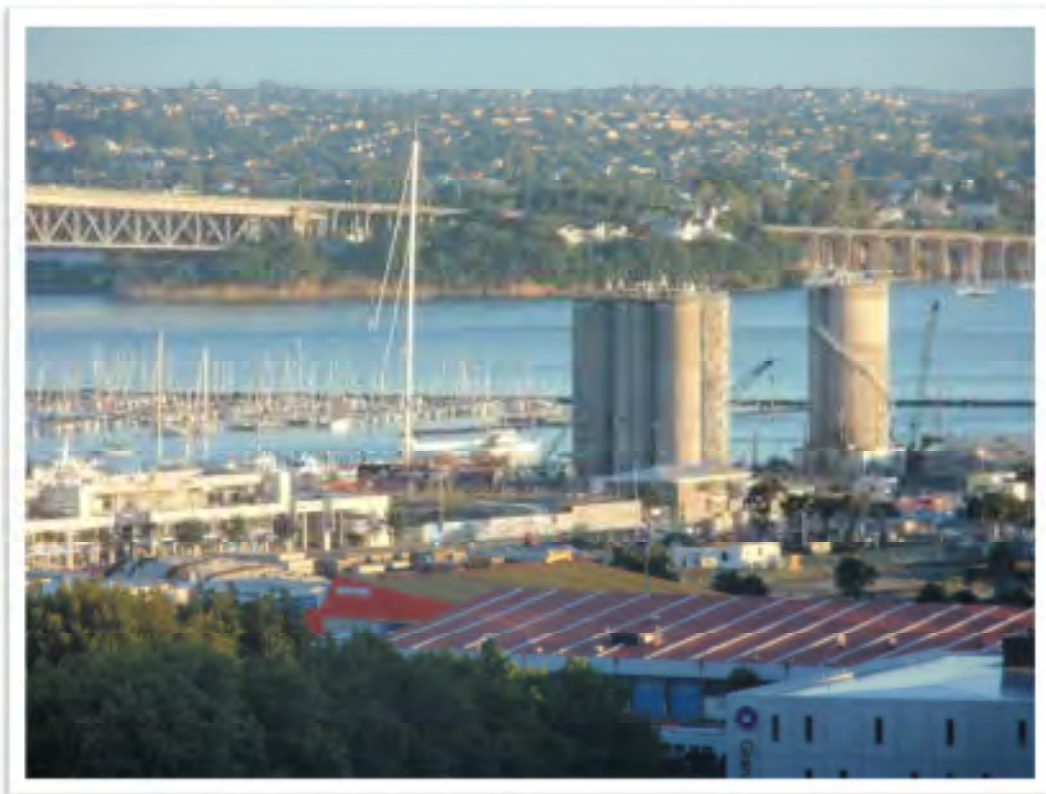
The Meet was held in SHED 5, Top Deck in Wellesley Street, Auckland a new venue for the New Zealand Chapter. This site is being redeveloped but at the present time Shed 5 is currently used as a motorcycle / vintage motorcycle restoration shop. The front of the building also holds a display area and a cafe/restaurant. Graham MacDonald was able to negotiate with the owner to carry out their New Zealand Mark of Excellence Chapter Meet in the display area.

At the Chapter Meet we had three 1959 vets to judge. The first being New Zealand's first applicant for the MoEA. This car was prepared by Ralph Ridge from the Rocky Mountain Chapter in Denver and the owner Greg Halliday.

I must say that this is one of the finest 1959's I have seen, congratulations to you both. The second 1959 is owned by Tom Gallagher, this was the first time that the car had been judged and also Tom's first experience of the NCRS judging procedure. The last 1959 is owned by Mike Jolley, this car is another fine example of the restoration work done in New Zealand.

I would like to thank Graham & Veronica for looking after Wendy, Ron and I. They did a fantastic job arranging accommodation. Excellent choice.

Overlooking the harbour, spectacular views.



The Chapter also had a display outside Shed 5 and was well attended.



Graham MacDonald's car



Veronica MacDonald's car



Greg Halliday's 1959 New Zealand MoEA 99.7%



Mike Jolley's 1959 Top Flight Award 97.1%



Tom Gallagher's 1959 No Award given



At the same time as the Chapter Meet on the following Tuesday after completion, there was also an auction, run by Webbs of New Zealand on memorabilia, motorbikes, race cars and production motor cars.

The top car there was a 1963 Ferrari Lusso 250 where there were only 350 created in the world, 23 were right hand drive and now only 21 survive today. The asking price was \$1.1million to \$1.4million.



The top motorcycle was a 1915 Indian light twin 680cc model B, asking price \$55K to \$65K



In the race car division there were 2 Lola's, 1983 and 1965 with an asking price \$150K to \$250K



As you can see, there were some very high quality items up for auction. I have since spoken to Graham and only 40% of the items sold. This gives an indication that the economy is still hurting in New Zealand.

Once again I would like to thank the New Zealand Chapter for looking after us and I must say to all the Australian Chapter members, please make an effort to cross the pond and support our NCRS neighbours at their next Chapter Meet as they always come over and support us with ours.

Murray Forman
President NCRS Australia Inc.

UPCOMING EVENTS

Later on this year we will be carrying out two other Chapter Meets, one in Melbourne and one in Perth. We will advise the dates when they are available.

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_____					/	_____
_____					/	_____

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