**JUDGING COMPETITION FERRARIS** (as of 3/12/2021)

Competition Ferraris should be presented for judging as they were originally constructed or as they existed in a particular major race, taking into account their “**Sole** **Intended Purpose**” of competing in international races.

Restoration should be consistent with technology, tools, materials, components, construction techniques and craftmanship available at the time of construction. Every effort should be made to maintain original tool/forming marks, welds and machining marks. Deductions should be taken if the car differs obviously and significantly from the way it was constructed and does not represent the original in regard to: components, component finish, welds, assembly, panel fit, panel contour, graphics, paint finish, and paint color.

There should be a uniform and consistent overall feel and character throughout the complete car as close to its origin as possible. Preserved unrestored cars and period photos should be referenced as a guide to the original construction of the car.

Deductions can be considered if the car differs obviously and significantly from the way it was constructed and does not represent the original in regard to: components, component finish, welds, assembly, panel fit, panel contour, graphics, paint finish, and paint color.

**Philosophy**

* Ferrari competition cars were built on a tight timeline to serve one intended purpose as a racing car evoking form and function. All signs of being hand-built, hand-finished, hand-assembled by talented but stressed craftsmen should be in evidence!  The many hours of paint preparation and layers of primer and paint used during restoration would simply not have been done at the time of original construction. Fast, simple, but effective means were used to complete racing cars. We can expect some hand work or fettling to rework and finish panels or parts that went through hell and survive today. An element of restorative practice is likely to alter the finish to a degree, but if consistent and done with the right mindset, can emulate the feel and character of an original panel, part or car. We are looking for a racing car to exhibit the work of the original craftsmen. Restorers should make every attempt to save original bodywork and parts, even if those parts show some signs of an age-related flaw or past damage.

Exterior Judges primarily deal with surface finishes, graphics, panel contours and fits. The ability to interpret what can be seen in period photos and film can be subjective to a degree but along with observing similar unrestored cars can be an important part of understanding what is correct. Most restorers probably know when something they have completed is “over-the-top” but they must educate and convince owners that it’s not the right thing to do. Judges should pay attention to the authentic nature of the restoration to include a high level of detail.

**Some Details to Look For**
- Provenance. Know the provenance of the car when judging. It will provide insight into its racing record, drivers, entrant, damage, panel replacement, engine and transmission replacement, graphics, and techniques of construction used at the time.

- Body Panel Contour & Fitment.  Judges should review original pictures of the car that show body panel contour & fitment details.  Pictures of similar cars of the period may be beneficial.  It is not the goal to exactly replicate the details but to replicate the look and feel of the craftsman.

- Paint: It is not always possible to paint with the original type of paint but we are looking to see the feel and character that is representative of a car’s origin. The glossy wet-look of modern finishes is incorrect. Gloss should be slightly muted with no orange peel resulting in an almost semi-gloss finish. The goal is to capture the character of the original paint even if the type of paint is not available today. The original paints had a shine that was semi-lustrous, and slightly muted. Perfectly taped off areas that would have originally been dealt with by a paint cloth, draped cover or simply a more random approach are signs of over detailing a racing car. Hand painted numbers and graphics or decals should be done in the spirit of the original period as well. You should see screen printing and water transfer decals on older cars.

- Witness marks or reference marks from the original build efforts should remain visible and not be erased or drowned out from over use of heavy build primers and paint. The tooling/ forming marks, layout scribe and punch marks can often be found and should be saved and preserved. You want to see some evidence of the car’s origins and the methods and tools used to create it. Metal forming leaves scripts and those marks should remain visible at the backside of a panel, in returns, seams, and all areas essentially where a file or quick sanding may not have been performed at the time of construction. Surface finishes on all areas should best reflect what the car came with. A machined part should still have tooling marks and signs of being turned or milled and not sand blasted or over finished. When looking at chassis welds or riveted and bolted panels, they should evoke the feel and character of those who formed and created them. Panel hole randomness, stick weld splatter, slightly uneven panel fit, uneven hood, door and trunk gaps were normal and should be evident

- Aluminum parts. New aluminum is often very shiny and may need the modern mill finish and brightness removed to obtain a soft or subtle period finish. The aluminum may need to be muted to remove the high gloss resulting in a subtle oxidation haze.

- Cast components. Restoring the “as cast” finish on aluminum alloy or steel castings is not easy but it is possible to achieve. Original finishes should be retained whenever possible.

**Summary**

In the end. it’s really the interpretation of what can be seen in images and the ability to inspect surviving cars. The willingness of the restorer to tackle the proper type of restoration with confidence that less is more, and to educate the owner who loves the car to have a comfort level having the car authentic rather than absolutely perfect.