

# PREPARING TO JUDGE

What does a judge need to know to accurately judge authenticity?

# AUTHENTICITY VS CONDITION

- The purpose of IAC/PFA concours is to encourage the maintenance, preservation and restoration of Ferrari automobiles to their state **as delivered from the factory or to first owner.**
- Traditional judging focuses on authenticity and as delivered condition.
- Preservation judging focuses on as delivered originality with patina appropriate to the car's history **without regard for condition** provided the item performs it's original task.

# How do you learn the details?

- In most cases the **old hands just “know”** what is authentic, how the cars were delivered, and the various differences even among the same series.
- Others of you have become **experts at a single series** or period and have amassed a wealth of knowledge about that specific series or period.
- But, **all of us need to refresh** or learn the specific nuances and characteristics that so often varied from car to car in a series or series to series.

# This requires research

- For the major older series there are excellent references such as Keith Bluemel's V-12 and V-8 books.
- Books by Prunet, Novak, Tanner, Nye, others.
- Compilations of early road tests by Road and Track, Car and Driver, Brooklands.
- Essential books such as Making a Difference by Anselmi and Massini.

# For series or period experts

- There are numerous books devoted to just one type of Ferrari that a series expert should consult.
- Most of us have these books in our library, but do we ever consult them?
- If I am the Daytona expert, do I know all of the differences between US and Euro models, all of the **changes that happened during the run?**

# Research by serial number

- Critical to judging anything older than a mid 1960s car is the understanding that there were **many unique features and characteristics**.
- The only way to learn these is to embark on **research by serial number** of the cars you will be judging as soon as Chris provides the s/ns.
- Without this specialized knowledge you are likely to miss or mark something that is a mistake.

# What does one have to know to make a mark?

- We must know how a particular detail was originally and be able to tell the owner **how it was when produced and “should be” now.**
- Can we distinguish between Pininfarina and Scagleitti workmanship and practices?
- Or do we just assume that Ferraris were meant to be perfect—
- And cop out by marking for condition?

# Marking for condition

- Is **legitimate** if the detail **cannot perform** its original function or
- Has **deteriorated** to worn and tired.
- Or **does not approximate** the finish, details and **appearance** of the originally delivered item.
- But it is **the least important category** to judge **except** in the case of **over-restoration** that is so prevalent at concours today and we may be reluctant to mark.



# Where to start on a s/n search

- I first search “Barchetta.cc by Ferrari snXXXXX.
- This may produce some useful information including **references to publications** in which the car has appeared, original colors, engine swaps, restorations, race history, etc.
- One must always take caution that even good sites like Barchetta, and **all sources may include questionable information**, so every fact or detail should be checked with other sources.

# For historically Significant Cars

- The original **factory photos** collected in such works as Making a Difference and other books document as delivered cars in original condition.
- There are often good **articles** in Cavallino and Prancing Horse and similar publications.
- The Ferrari **Historians** have a wealth of information that one might access with a specific question that research does not answer.
- Try to obtain **build sheets**, factory correspondence, period photos.

# Other Internet sources

- One never knows what interesting information one might find searching the archives of Ferrarichat and similar sites.
- But **great care must be taken** to seek only what appear to be original or unrestored images and data and not just the host of misinformed opinions that also crop up.
- Searching Fantasy Junction.com for ‘Sold’ cars can sometimes turn up interesting information.

# Ways to jog the memory

- Looking at unrestored and concours cars on Fantasy Junction, in the auction catalogues and in the magazines can sometimes lead one to question or investigate a particular detail that looks odd or seems to need documentation.
- Going through **your notes** and marks from previous concours can also jog the memory.

# Files

- Every time I research a particular type of Ferrari and find original photos or foglios
- They are filed by serial number with the original photos and research for each car by serial number.
- Thus, over time one can accumulate photos and detail on six, ten or more similar cars in a series that often show **differences in detail**.

# Judging notes

- In addition, I make a list of the unique characteristics for that series or for that particular s/n car to check if judging.
- Does the car on the field look like it's original photos?
- If not, then there may be an issue to **request the competitor to document or explain.**
- Likewise, by knowing the original characteristics of the individual cars, we can **rule out questionable items** that on first look we might otherwise question.
- With only 15 minutes per car, that leaves very little time to hear an owner's presentation, judge the car, check the operations and step back to consolidate findings.

# Documentation is everything

- Without research and a deep knowledge of **specific authentic details**—
- We tend to fall back on marking for Condition, Shut lines, quality of paint, tidiness and all the other things that tend to promote over-restoration.
- Good documentation instills confidence and **makes the judging process much easier** under pressure on the day to be fair, relaxed and help the owner improve the authenticity of their car.

# How to prepare to judge

- Expect to spend time researching.
- Get your assignment from your CCJ and focus your research on your area (Eng, Int, Chassis).
- Develop a **checklist** of up to ten items in your area to check on each car in class.
- Make **spreadsheets** on things that can be known ahead of time: Tires, wheels, valve stems, exhausts and tips, books, tools, badges.



# Example of Operational Checklist

Concours: quick operational checks including with driver in car		
Ignition ON/Running: <ul style="list-style-type: none"> <li>• Check engine light – out</li> <li>• A/C – compressor click</li> <li>• Gauges – functioning</li> <li>• No warning lights</li> </ul>	Lights: <ul style="list-style-type: none"> <li>• Running</li> <li>• Fog</li> <li>• Low</li> <li>• High</li> <li>• Backup</li> <li>• Turn</li> </ul>	Lights: <ul style="list-style-type: none"> <li>• Flashers</li> <li>• License Plate</li> <li>• Interior overhead</li> <li>• Doors</li> <li>• Front boot</li> <li>• Eng compartment</li> </ul>
<ul style="list-style-type: none"> <li>• Windows – quick up down</li> </ul>	<ul style="list-style-type: none"> <li>• Seat – quick adjust</li> </ul>	<ul style="list-style-type: none"> <li>• Radio – quick on off</li> </ul>
<ul style="list-style-type: none"> <li>• Door locks – cycle</li> </ul>	<ul style="list-style-type: none"> <li>• Horn – beep</li> </ul>	<ul style="list-style-type: none"> <li>• Clock – showing time</li> </ul>
<ul style="list-style-type: none"> <li>• Side mirrors – quick move</li> <li>• Boot – stays open</li> </ul>	<ul style="list-style-type: none"> <li>• Portable Light</li> <li>• Eng lid – stays open</li> </ul>	<ul style="list-style-type: none"> <li>• A/C compressor click</li> <li>• Gas lid - opens</li> </ul>
<ul style="list-style-type: none"> <li>• DO NOT Operate: Windshield wipers</li> </ul>		

# Testarossa Configuration Roadmap

S/N xxxxx, date

- Single High Mirror
- Octagonal Hubs w 415 mm wheels, TRX tires



S/N ?????, date

- Shift coachwork assembly from Pininfarina to Ferrari
- Shift to 16 " Wheels, Goodyear tires w Octagonal Hubs

S/N 62453

- Two Low Mirrors

S/N 78848

- 5 lug Hubs w 16 " Wheels, Goodyear Tires, Stamped Wishbones

S/N 75997

- Passive Restraints



S/N xxxxx

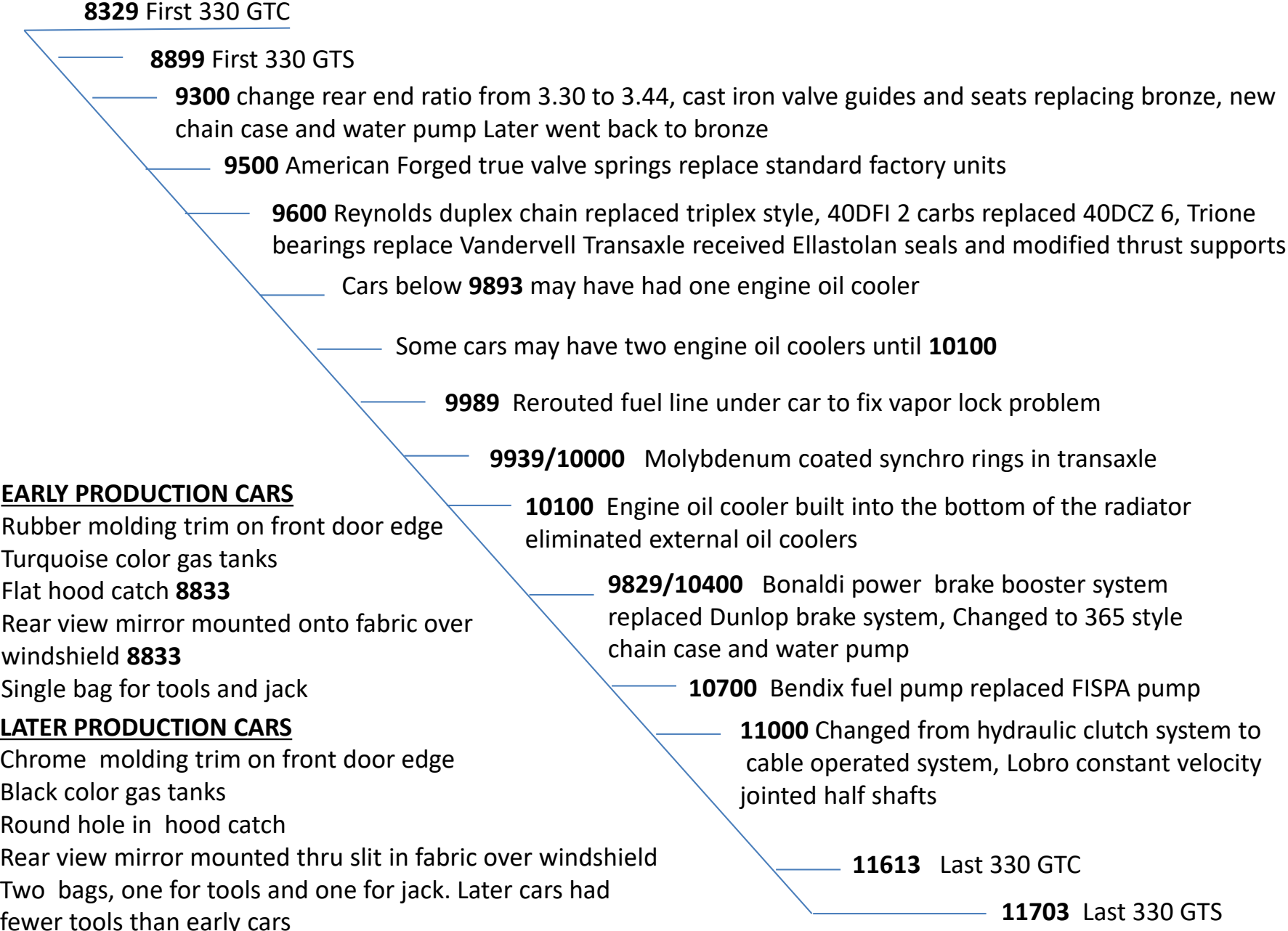
For Model Year 1991, S/N ?????

- Inclusion of some 512 TR components

S/N xxxxx, date

512 TR

# 330 GTC and 330 GTS Production Build Changes 1966 - 1968



## EARLY PRODUCTION CARS

- Rubber molding trim on front door edge
- Turquoise color gas tanks
- Flat hood catch **8833**
- Rear view mirror mounted onto fabric over windshield **8833**
- Single bag for tools and jack

## LATER PRODUCTION CARS

- Chrome molding trim on front door edge
- Black color gas tanks
- Round hole in hood catch
- Rear view mirror mounted thru slit in fabric over windshield
- Two bags, one for tools and one for jack. Later cars had fewer tools than early cars

# Wheels and tires

- FERRARI Wheels and tires: PB 2013 M-1
- Sources were build sheets for the particular car, or a car close to it in production, owners' manuals, Bluemel's Original V -12 and the Borrani catalog.
- 0163 E 212 Export 4.00 X 15 Rudge 72 spokes (RW3024?). Tires 5.90 X 15 Pirelli 0163's build sheets and 0084 E, owners' manual. The Borrani catalog shows 4.50 X 15 RW 2841.
- 0257 EL 212 Lungo 4.50 X 15 RW 2841 Borrani catalog. Tires 6.40 X 15 or 6.50 X 15 Pirelli build sheets (0183 EL and 0215 EL)
- 0425 GT 250 GT 5.50 X 16 RW 3264. Tires 6.00 X 16 build sheets (0403 and 0503). Tires 6.50 X 16 build sheets 0463 GT. Period photos show Englebert tires size??
- 1639 GT 250 LWB California 5.50 X 16 RW 3526. Tires Dunlop, build sheets. 6.00 X 16 ??
- 2821 250 Cabriolet series 2 5.50 X 15 RW 3591. Tires 185 X 15 Pirelli Cinturato build sheets.
- 4279 SA 400 SA coupe LWB series 2 6.00 X 15 RW 3690. Tires 205 X 15 Pirelli build sheets for 4251. Borrani catalog 5.50 X 15 RW 3591. Tires 185 X 15 Pirelli Borrani catalog.
- The wheels and tires for the SII 400 SA could be RW 3690 6.00 X 15 with 205 X 15 tires. This was the 500 SF wheel and tire specification. The late SII 400 SAs also used them (4251 SA build sheet calls these parts out). However the original 400 SA wheel and tire combination is RW 3591 5.50 X 15 with 185 X 15 tires.
- The assumption is that 4279 SA came with the wider wheel and tire.
- However the literature, manuals etc. all show the RW 3591. The one foglo available for a late 400 SA (4251 SA) shows the wider wheels. 4279 SA is an even later example so presumably it has the wider wheels. The owner may follow the published literature and use the earlier size wheel. If so there would be no deduction.
- 10059 275 GTB/4 alloy berlinetta 7.00L X 14 cast alloy (10 hole). Tires 205 X 14 Michelin, Original V -12. 7.00 X 14 RW 4039. Tires Dunlop build sheet 10103 alloy. RW 4039 Borrani catalog.
- 10691 274 GT/S4 NART spyder 7.00 X 14 RW 4039. Tires Dunlop 205 X 14 build sheet 09437. 7.00L X 14 cast alloy (10 hole). Tires 205 X 14 Michelin, Original V -12. RW 4039 Borrani catalog.
- The four cams could be presented with 10 hole mag wheels with straight ear knock offs or or RW 4039s with dished knock offs. Borrani only used wheel sizes post war until the early 1950s. There were RW design numbers, but actually stamping them on the wheels did not occur until after 1951.

# FINALLY

- **Review** the Judging Guidelines, Suggested maximum deductions, and IAC/PFA decisions.
- **Share** research by email with judging team.
- Discuss special factors if appropriate to the cars in your class.
- Plan to make the event enjoyable for the owners and contribute to the common goal of
- **the preservation of the Ferrari automobile.**