

Eighth Annual Seminar for Judges

26 January 2024



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Promotes Ferrari originality and authenticity

- Encourage originality - cannot be replaced and is the gold standard
- Encourage authenticity - original materials together with craftsmanship that embodies the attributes of the original
- Continually learn and refine the guidelines as the knowledge base of Ferrari attributes grows.
- Continually improve judging quality
- Research, collaborate, and share information on Ferraris
- Provide consistency of judging

Recent IAC/PFA Decisions

- IAC/PFA is an independent council of about 20 Ferrari experts who establish rules and guidelines for judging
- Primary objectives:
 - Encourage originality and authenticity of Ferraris
 - Provide general guidance and specific rules where needed
 - Communicate to the Ferrari community

David Eichenbaum: Chairman of the International Advisory Council for the Preservation of the Ferrari Automobile (IAC/PFA)

IAC/PFA Decision on Options and Accessories.

Factory Options:

- Factory authorized for that model / year and on the **option** list. Road Ferraris judged as delivered - including factory **options** available at the time of manufacture. The owner is expected to document the as built configuration. OEM accessories are specified elsewhere

Accessories from Ferrari Dealer

- OEM accessories are model specific & added postproduction
- Genuine Ferrari with part number.
- Documentation listed in specific year/model OEM **accessory** catalogs.

IAC/PFA Decision on Color Rule

Past rule:

- May be any color appropriate to the period. Does not have to be an original Ferrari color

New Rule:

- Includes rule above
- And Ferraris originally delivered in only one color, must be painted the original color

IAC/PFA Decision on Competition Ferraris

Past:

Refers to Salon cars being restored to a point in time with equipment installed when manufactured.

Outdated wording. No direction on competition Ferraris

New Rule:

Road Ferraris – judge as they left the factory. Factory authorized options available at the time of manufacture are acceptable. Safety items may be added. The owner is expected to have relevant documentation.

Competition Ferraris - judged as they left the factory OR as restored to a point in time within period. The color and livery should be consistent with the point in time selected. The owner is expected to have relevant documentation.

The Endless Improvement Cycle – *a Team Effort*

1. Owner is educated on value of preserving originality and authenticity
2. Owner AND Restorer together seek to maintain originality & authenticity
3. Judging provides feedback to owner / restorer.
4. Cycle continues to improve authenticity & maintain originality

***Maintaining the originality and authenticity of Ferraris
is a team effort by people who care about Ferraris***

Judging Quality is Essential

The quality of the judging is directly related to your team's knowledge of the cars you judge.

Preparation before the show is essential – you cannot “wing it”

*You must **KNOW** what is correct --
Otherwise, you are just looking at cosmetics*

Entrant Expectations from Judging

- **Consistency achieved using:**
 - **Judging Guidelines, deduction guidelines, list of prior decisions, and training. Technical competence.**
- **Fairness**
 - **Platino for achieving a standard of excellence – allows flexibility**
 - **Major awards process is thorough and fair.**
- **Feedback of results to the entrant**
- **Show courtesy, appreciation, and respect for entrants and their cars.**
 - **Listen to the entrant.**
- **Entrants should have fun and feel their car was fairly judged.**

Some Questions

You have already heard - in the past 7 Seminars - a lot of what I intend to cover.

Lets chat a minute.

Follow the Standard Judging Field Protocol

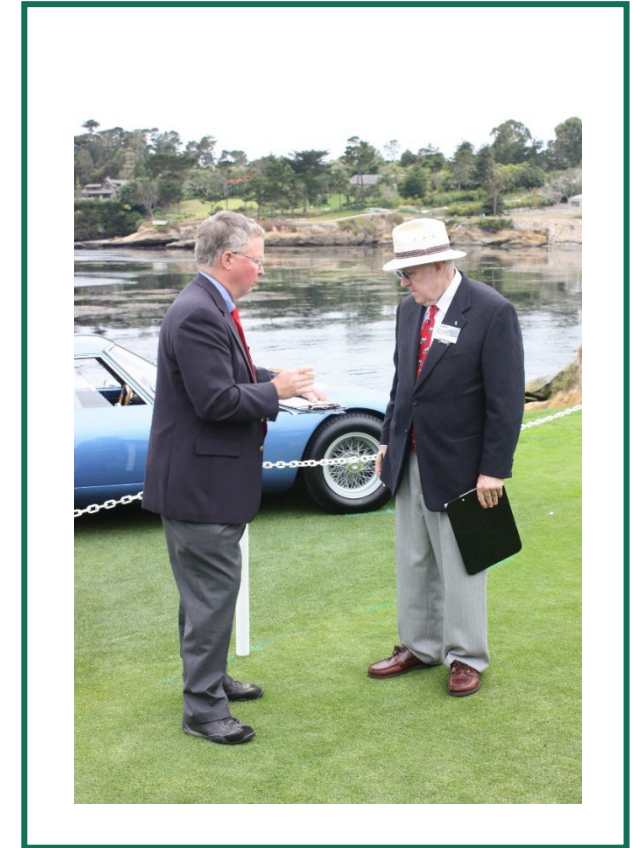
- 1. Introduce team. Thank the owner. Ask about documentation.**
- 2. Give opportunity for owner to speak – what is special/unusual?**
- 3. Tell the owner what you will be doing**
- 4. Walk around car while closed**
- 5. Ask owner to open car doors, hood, trunk**
- 6. Begin judging by area**
- 7. Owner start engine – team conduct operability checks – judge front/interior/rear.**
- 8. Interior judge directs operation of car. Use hand signals**
- 9. Owner stop engine; inform entrant of failures (if any)**
- 10. Complete judging, thank owner for bringing car**
- 11. Team withdraw to compare notes / agree on score.**

Keeping on Time – *preparation is key!*

- Equal time - no more than 15-20 minutes per car – regardless of the number of cars
- Designate one person to keeping

Example: If you have 7 cars in your class,
how much time do you have?

5 minutes - walk out, 7 x 20 minutes/car = 140 minutes, 5 minutes - walk back, 20 minutes to consolidate scores. 170 minutes < 3 hours



*What happens when you
get behind*

So, why does it take over 3 hours to judge 4 cars? Judges not prepared?

From Score Sheets -- Confusing Examples

From the Notes	Deduction
<i>A/C not cold</i>	- ½ S/B 0 (flow test only)
<i>Carpet pile too thick</i>	- 1 S/B ½ (per guidelines)
<i>Missing pouch</i>	No deduction – no explanation
<i>Wear on edge of paddles (shifter)</i>	- ½ Cosmetic desperation?
<i>Exhaust tip NOR (on 599)</i>	No deduction. Why not?
Both tail lights loose, taped up	- ½ S/B ½ point for each
<i>Incorrect speedometer</i>	- ½ S/B -1 (per guidelines)
<i>License plate light INOP. No rear lights.</i>	No deductions. Why not?
<i>Fog lights not operational</i>	No deduction. Why not?

Judging Sheets *Why are we talking about this – again?*

If you make a deduction, you MUST cite why / what is correct:

S/B – the item in question is incorrect and should be . . .

NOR – the item is not authentic because of condition, design, craftsman, materials or finish

INOP – the item does not operate

[illegible]

If you believe something is incorrect but cannot say why make a note encouraging further research – but do not deduct

Change to Taking Judging Notes – more time!

- Good judging notes are essential – but difficult because:
 - Pressure of time
 - Poor penmanship
 - Weather (wind, sun)
 - Standing & Writing on a clipboard
 - Make the best notes you can, but . . .
 - Take a picture of your judging sheets and refine your notes
- After handing in judging results, complete your notes and give to CCJ
Before leaving room.

The Law of Judging Proportionality

**Use the Guidance on Suggested Deductions,
moderated by sense of overall Proportionality**

A	HEADLINER	2
B	UPHOLSTERY Seats, Console, Door & Shelf Panels	4
C	CARPET Pedals & Shifter	3
D	DASHBOARD Instruments & Components Condition	3
E	STEERING WHEEL, Levers, Controls, Column	2
F	TRIM & EMBLEMS	2
G	TRUNK Carpet, Paint, Decals, Hardware Originality	2
H	TOOLS, Spare, Manual, Pouch, Jack, Window crank	4

- **“Paint” is 3 points** - if no paint (primer), then it is a 3 point deduction. If 6 minor flaws (- ½ each), but overall paint is not bad, should you take off 3 points?
- **“Glass” is 2 points** – if missing all glass, take off 2 points. If significant delamination (- ½), scratch in a side window (- 1/2) and minor chip in the windshield (- ½). Should you take off 1 ½ points?
- **“Cooling system” is 3 points** – if the coolant tank cap is NOR (- ½), two clamps are NOR (- 1), and missing a sticker (-1/2). Should you take off 2 points?
- **“Tools” 4 points** – if 3 missing/incorrect tools, should you take off 3 of the 4 points? See Guidance on deductions.

Dealing with Over Restoration

Guidance: if the car is generally over restored, and the team agrees, take ½ or 1 point deduction.

Do not deduct for each item that is over restored and add them together.

*Over restoration is considered during Major
Awards selection*

When Is a Platinum a Platinum – or Not?

A Raw score of 96 ½ and 97 points is a very fine distinction between Platinum and not Platinum

Step 1: Take the holistic view of the car. Is this car really a Platino or not?

Step 2: Compare and agree on individual deductions/points within team. In retrospect, should you adjust an individual mark up or down? Ensure consistent scoring.

Be objective, not sympathetic. Our credibility depends upon fairness.

What If an Operational Check Fails During Judging?

If there is a malfunction of any kind, the owner or representative will be given a chance to correct the fault while the next car in the class is being judged.

What do you do?

1. Inform the person showing the car of the problem.
2. Complete judging the car.
3. Inform the person showing the car they have the time it takes to judge the next car – about 15-20 minutes. Annotate the judging sheet.
4. If the item is fixed, and verified, ensure the deficiency is erased from the judging sheet.

Why are we talking about this again?

Individual Judge Preparations

1. Research from various sources. New car? Older car?
What are the possible reference sources? IACPFA.org FCA for owners manuals and parts books
2. Review the judging references:
 - Judging Guidelines, Guidance for Deductions, Past IAC/PFA decisions, Replacement Items.
Where do you find these references? *IACPFA.org and FCA web sites*
3. Make a checklist to guide your judging on the field
 - Make efficient use of limited judging time.
 - Focus on certain items/areas
 - Learn from previous judging – know historical weak areas

Judging Preparations – what we see in Judging Teams

It is obvious what teams are prepared and those not

- Some CCJS do not coordinate the team (e.g. backgrounds, expertise, knowledge about cars to be judged, no expectations of what to do}.**
- No assignments of who judges what**
- Have not reviewed the guidance for deductions**
- Have not done any research & no sharing within team.**
- No discussion of major awards to support.**
- No team assignments for doing the operability checks**
- Violate past IAC/PFA decisions**

More on Judging Preparations – what we see in Judging Teams

- Not resolved potential conflicts of interest.
- Judge under instruction “lost”– not brought into team – no feedback
- CCJ not familiar with individual judging results
- Usually late turning in results
- Team has not discussed Platino or not
- Judging notes incomplete, inconsistent, unreadable.

Unfair to owners who have taken the time, effort and expense to prepare the car.

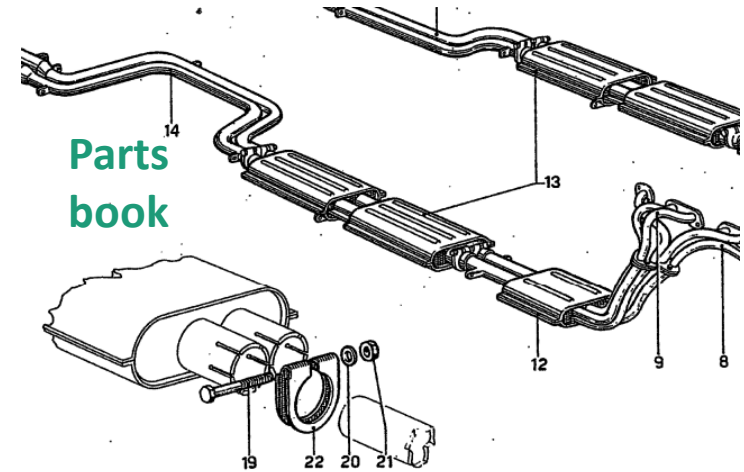
How do you prepare to judge?

How do you create a checklist?

Research and Judging Checklist

It is a list of what you expect to see on every car --

- Tire size, wheel size, model, knock offs
- Exhaust style – Ansa, Cerritti, etc. New cars w/ aftermarket
- Tools, spare tire, manuals
- Carpets
- Badges
- Instruments
- Typical weak points on this model
- Expected documentation (Modus, build sheets, original pictures), owners manual, parts book, etc.



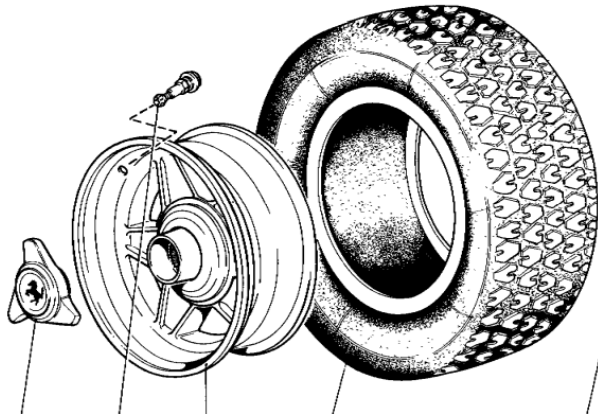
Parts
book

FCA web site



Owners
manual.

Parts
book



7" J x 16"		
8" J x 16"		
GOODYEAR EAGLE 205/55 ZR 16" N.O.	MICHELIN MXW 205/55 ZR 16"	PIRELLI P700 205/55 ZR 16" (1)
GOODYEAR EAGLE 225/50 ZR 16" N.O.	MICHELIN MXW 225/50 ZR 16"	PIRELLI P700 225/50 ZR 16" (1)

Research and Judging Checklist – example (*Wetmore*)

What to Inspect	What to Expect	What I Saw
Seat Upholstery Material	Blue Vinyl side bolsters - Blue canvas	
Seat Cushion Pleat Count	Ten total?	
Seat Backrest Pleat Count	Ten total?	
Seat Fastener type	Hex bolts	
Firewall/ Kick Panel upholstery	None - Expect black paint	
Floor carpeting type	None - Front of footbox may be black or silver	
Transmission tunnel color	Black - make sure it has the rubber boot for the shift lever tower - Should be gasketed with a vinyl welt cord	
Dash Panel finish	Black Wrinkle paint - secured with slotted pan head sheet metal screws	
Instruments	GTO Spec - Veglia	
Air control handles	Three red bank	

Research and Judging Checklist – (*Gardenhour*)

ENGINE AND CHASSIS

	Problem areas on 330 GTC/GTS	Should Be
1	Cam cover and heat shield	The cam covers and exhaust header heat shields should be black crinkle paint. The Ferrari name should be the same color and texture as the cam cover. Heat shield secured with black oxide Lobo bolts and flat washers
2	Carburetors and throttle shaft bearing	Should be four black oxide nuts and wave washers mounting each carburetor to the manifold. Black oxide nuts and washers retain throttle bell crank bearings.
3	Carburetor choke wire	Solid wire connecting the carburetors choke mechanisms. The wire is terminated in a square shape at the front carburetor.
4	Air filter breather hose and clamp	The filter breather hoses on the PVC systems should be semi clear or transparent green polyurethane tubing retained with black oxide Corbin spring clamps. Heat and age may alter the color of the tubing. Angst clamps have been seen on later cars.
5	Cheney clamps	Cheney clamps should be used for all hoses except for the heater water hose, radiator overflow hose, air filter breather hose, and the hydraulic fluid hoses from brake and clutch master cylinders.
6	Water heater hose and clamps	Water heater hoses are cloth covered or cloth covered appearance, secured with <u>Copiglia</u> band clamps. No printed “as made by logos” on the hose. If stickers are on the hose, should be <u>Safta Calore</u> sticker, not Pirelli
7	Steering column	Steering column painted satin black up to the U-joint. The U-joint should have a raw case hardened steel finish (may be clear coated to preserve finish), the

Research & and Judging Checklist – example (Gardenhour)



9) Bonaldi system



10) Engine bay surround molding









11) Alternator junction box

Research and Judging New(er) Cars – post 2000

All new(er) Ferraris are customized and unique

You and/or the owner must have the Modis information for this VIN

150105				
Sequence	Product Feature		Option	
1	INTC	Internal colors	364014208	BEIGE 4208
2	EXTC	External colors	065427400	ROSSO CORSA DS 322
3	CRPT	Carpets colors	364900172	CASTORO 172 (LIGHT BROWN)
 8	CALR	RED BRAKE CALIPERS	SI	SI
12	CDCH	6 CD CHANGER	SI	SI
16	CHUS	BATTERY CHARGER USA +PREWIRING	SI	SI
 27	INST	INSTRUMENT PANEL	094077934	STRUMENTAZIONE COLORE ROSSO
 33	LOGO	'SCUDERIA FERRARI' SHIELDS	SI	SI
35	MIR1	ELECTROCHROMIC INNER MIRROR	SI	SI
38	PARK	REAR PARKING SENSORS	SI	SI
40	PIP1	COLOUR UPON REQUEST FOR PIPING	364012806	ROSSO 112806
 46	RIM4	MONOLITIC RIM 20"	SI	SI
 48	RUF1	LEATHER HEADLINER	364014208	BEIGE 4208
 49	SHF1	LEATHER REAR SHELF	364014208	BEIGE 4208
50	SND4	BOSE HIFI SYSTEM	SI	SI

Judging Race Cars – authentic purpose-built competition Ferrari

Owners must provide documentation describing the race configuration

- Judged in the configuration as they left the factory, OR to a particular race, OR as raced in the series for which they were/are intended.
 - Older race cars:
 - As they left the factory, OR
 - As they raced in period – owner must document
 - Newer race cars (examples):
 - As they left the factory, and with sanctioning body requirements
 - Ferrari Challenge Series; 360 N-GT (*FIA, ALMS, LeMans*); 360 GT (*FIA, ALMS, Le Mans, Grand Am*);
 - SCCA

Feedback from Chief Class Judge to Entrants (upon request)

Cavallino Classic 31, January 22, 2022									
Rev: Dec 2021									
Chief Class Judge: _____									
Class:			Entrant:			Chassis:			
EXTERIOR			INTERIOR			ENGINE & CHASSIS			
A	COACHWORK, BODY & FENDERS		A	INTERIOR TOP OR HEADLINER		A	CORRECT ENGINE TYPE		
B	DOORS, HOOD, TRUNK		B	UPHOLSTERY CONDITION		B	CORRECT ENGINE SERIAL NUMBER		
C	TOP CONDITION		C	CARPETS, PEDALS, SHIFTER		C	ENGINE, TRANSMISSION, AUXILIARIES		
D	PAINT		D	DASHBOARD & INSTRUMENTS		D	FLUID LINES		
E	PLATING		E	STEERING WHEEL		E	ELECTRICAL SYSTEM INCLUDING BATTERY		
F	LIGHTS, TYPE & FITTINGS		F	INSTRUMENT OPERATION		F	FUEL SYSTEM		
G	TRIM & EMBLEMS		G	TRIM & EMBLEMS		G	WHEELS & TIRES		
H	GLASS, PLEXIGLASS		H	WINDOW OPERATION		H	UNDERSIDE		
I	RUBBER & WINDOW FELT		I	TRUNK CONDITION		I	CHASSIS		
J	WHEELS & TIRES		J	TOOLS, SPARE & MANUALS		J	EXHAUST SYSTEM		
			K	EXTERIOR LIGHT OPERATION		K	ENGINE OPERATION		
Judges Comments:			L	OPERATION OF EXTERIOR LIGHT		Deductions			
EXTERIOR:						EXTERIOR			
						INTERIOR			
						ENG/CHASSIS			
						Over- restoration penalty			
						TOTAL POINTS DEDUCTED			
INTERIOR:						SCORE (100-TPD)			
ENGINE & CHASSIS:									

CCJ Provide to entrants only

- Standard / professional looking feedback
- People keep for their records
- Microsoft Excel 2003-97
- Readable by entrant
- Forward with an explanatory letter
- With good notes (of course).
- I will provide the form via email

Major Awards Process

Selecting Major Awards by Chief Class Judges

Four Platino winners are eligible for one award: “Finest 8-cylinder Ferrari”

1986 328 GTS

1995 355 Challenge

1988 GTB Turbo

1988 F40

*How will you Select
the winner?*

Selecting Major Awards by Chief Class Judges

Four Platino winners are eligible for one award: “Finest 8-cylinder Ferrari”

Select the winner

1986 328 GTS

1995 355 Challenge

1988 GTB Turbo

1988 F40

Special Factors:

- *Rarity*
- *Historical significance*
- *Engineering / Design significance*
- *Difficulty of restoration*
- *Elegance or presence*
- *Over restoration (negative)*

Summary – food for thought

- The Platino award has become a widely sought measure of excellence in Ferrari automobiles.**
- The IAC/PFA and judging teams give credibility to the Platino award.**

Are we doing as well as the reputation of the award?

Thank you for attending the 8^h annual Seminar
for Judges.

The quality of our IAC/PFA judging is improving!

Questions??

BACKUPS

Use only previous charts

More from Your Score Sheets

From the Notes	Deduction
<i>Horn button crazed</i>	- ½ (functional, replace an original?)
<i>Valve stems dirty & light corrosion</i>	- ½ (must be a near perfect Ferrari)
<i>Valve stems. Wheel scrapes of rear rim</i>	- 1 ½ (max. 3). S/B ? valve stems wrong ???
<i>Wear on edge of paddles (shifter)</i>	- ½ (evidence of being driven??)
<i>Missing Dealer Network Manual</i>	- ½ S/B 0. (Not required by Guidelines)
Blank	- 1 (under Engine Operation) for what?
<i>Sticker in engine compartment Emissions</i>	- ½ Missing, wrong ????
<i>Finish on aluminum wrong</i>	- ½ Marked on wrong car
<i>Exhaust tip NOR (on 599)</i>	No deduction. Why not????
<i>Incorrect speedometer</i>	- ½ S/B - 1

Special Awards

Ferrari Classiche (one award) recognition

- All Classiche certified judged Ferraris entered are eligible
- Must have Red Book
- Certification process must have added significant benefit to the overall pool of Ferraris.

Example: Two 250 LMs were known to exist with various components from one car. Which is authentic?

Revived Ferraris (one award)

- Recognize a Ferrari that has been otherwise lost to the Ferrari world.
- Recognize the owner who has resurrected the Ferrari
- *Example: 206 SP burned - leaving only the steel components.
Car restored to an authentic appearance with sufficient Ferrari components to obtain Classiche certification.*

Miscellaneous Items – a reminder

- Over restoration deduction – whole car by consensus of team (no more 1 point)
- “Minor” paint chips – what is evidence of use and what is degradation?
- Tool kits – what could have come with car; don’t be dogmatic
- Look at books/manuals and tool kits. Good repros ok.
- Anything special / unusual about the car? – give the owner an opportunity to present his car.
- Equal time for every car – *More time judging = more deductions. Fair?*
- Questionable originality – if unsure ask. If unresolved, make a note - but no deduction
- Owners Manuals and Parts Book can be found at <https://iacpfa.org/>
-

Research & Judging Checklist – Interior example (*Blinn*)

- Exterior - Trunk area:
 - Carpet – match interior, cut pile, may have white whiskers
 - Spare tire – 2 different styles, strap for stowage, checked for air
 - Front bonnet – stays up, perforated vinyl on bottom
 - Tool kit – match diagram, owners manuals, depends on type of wheel fasteners (TR)
 - Bulb holder – match diagram – etc.
- Interior – non functional areas
 - Dash – proper alignment, sun damage
 - Instrument binnacle – proper fit, leather shrinkage
 - Defroster vents – shrinkage around vents
 - Etc. etc.
- Interior – functional tests with other two judge (front & rear)
 - Clock keeps time
 - Hand brake light
 - Test interior and external lights – listed

Qualities of an IAC/PFA Judge?

1. Knowledge of one or more models – gained on your own
1. Ability to judge per the Guidelines – familiarity with guidance and increased through experience
2. Treat entrants with courtesy and respect

Prospective judges: provide your “Ferrari CV” emphasizing your knowledge of Ferraris and judging experience

Responsibilities of Class teams BEFORE the Show

- **Management**
 - Establish the judging team – introduce yourself and others.
 - Assign each member to a judging area
 - Assign each member research responsibilities
 - Group review the individual checklist
 - Follow the field protocol
 - Ensure each member has reviewed the Judging Guidelines, guidelines for deductions, field judging protocol, and list of prior IAC/PFA decisions.
 - Manage the time (equal for all)
 - Develop team's perspective on major awards (special factors)
- **Chief Class Judge**
 - Lead the team
 - Primary point of contact with the entrants
 - Responsible for final scores and deductions
 - Advocate in major awards meting for your cars.
 - Provide feedback to entrants

Chief Class Judge Responsibilities (continued)

During Concours – continued

- Allow sufficient time back in meeting room to review scores and notes
- Follow the Judging Protocol and equal time - for every car

After the Judging

- Consolidate results; feedback form
- Can the notes be read? (rewrite/resubmit illegible notes)
- Take photos of results – speeds up post event feedback
- Discuss potential major awards & represent class cars at Major Awards Meeting
– you are the expert and the advocate for your class

“Don’t be too dogmatic”

**Opinionated - Peremptory - Assertive – Emphatic – Adamant - Doctrinaire -
Authoritarian – Dictatorial – Inflexible - Rigid**

- **Over zealous nits:**
 - **Cracking leather on pouch**
 - **Tow hook paint scratched.**
 - **Shift paddles worn**
 - **Wrong number of flutes on screwdrivers**
 - **Minor wear on driver’s seat bolster (how you gonna drive it?)**

Judging Originality

IAC/PFA Judging Protocol: *The Chief Class Judge asks the entrant if the car has any unique or unusual original features that might bring authenticity into question and briefly review any related documentation.*

- If so, what do you expect to see (or not) on this 275?
What documentation do you expect?
- Follow the guidance for deductions



Bumpers, etc					
LIGHTS Type & Fitting	4	NOR style screws -1/2 Minor marker light NOR -1/2 Replacement bulbs -0	Each NOR Lens or Housing -1 Each Light NOR fit or style -1	X	Maximum -4
TRIM &	2	Scratches or blemishes -1/2 Minor NOR -1/2	NOR Emblem -1 Minor Emblem -1	X	Maximum -2

Preservation – not just for the “old” cars – *read the article!*

Preservation Class Philosophy

By Donovan Leyden

On the FCA web site

Ferrari preservation starts on the first day of ownership

Incorrect Mathematics for Over Restoration

- Engine bay, over restored components-- 2 points
- Oil fill caps too polished – 1 point
- Aluminum trim on coachwork too polished – ½ point
- Paint too shiny and panel fit too perfect - 1 point
 - Panel fit too perfect – 1/2 point

Total: 5 points deduction taken on essentially a perfect TdF. No other deductions on car. Fair??

Judging Example to Avoid -- "write to read"

Abbreviations: Should Be (SB _____) Not Original (NOR Condition, design, craftsmanship, materials, finish, etc.) Inoperative (INOP)

	Name / Serial number	Comments
①	NICOLA 7447	Crown on crown nut in water at top of pipe is missing (not part of original, wrong exch tips, steering wheel is wrong has spots showing RC, carbon on side hat loop, idle
②	EISENBERG 7785	Finish on R/H distributor drive, alternator wiring attachment is modified, battery is too low, minor oil leak on L/H bracket, missing cap nut on chain tensioner, missing main/s, no shield on exch
③	HEFFERNAN NO SIDE PLATE	
④	LOTMAN 8011	Finish on distributor - too shiny, look - bolts in case should have heads to front, nuts to rear
⑤	LOGANBULL 7977	After side mirror, minor scuffs + nicks on wheels, waste, muffler hangers, wrong size battery, missing cap on chain tensioner, 12v size hole clamps wrong, engine compartment has numerous rust spots, anti-rust paint too dark, anti-rust lead
⑥	RAISBECK 8621	
⑦	FRANCIS 9713	Run front fenders should be red; L/H side outer cren cover - missing plastic, not modern plastic, not label, nova out of adjustment, right, connectors (yellow - big ones) green light + auto plus lights don't work
⑧	NEWMAN 9737	FIAMM horns, wrong color - silver instead of "red" horns
⑨	MACNEIL 9993	After production wheels, no deduction, rust from water below steering box, engine runs rough or skips, fuel line, fuel lines to short, plating on servo + roller arm top too bright + wrong color

What feedback do you provide?

The judge should rewrite / return to the Chief Class Judge and Chief Judge

Research and Judging Checklist for “Replacement Items”

- Spark plugs
- Filters
- Battery
- Window glass
- Exhaust system (but, should be correct likeness of original)
- Rubber wiper blades – but arms must be correct
- Water hoses – reasonable facsimile acceptable
- Brake hoses
- Fuel lines – reasonable facsimile of original acceptable
- Tires – but must be correct size
- Does this need to expand?

From Judging Guidelines: “ . . . Need not be the exact original brand or type provided that replacements conform to the general appearance, characteristics, and size of the original. Tires with the correct profile should be fitted to the original rims . . . ”

Judging Question:

Situation: You are the chief class judge and the owner has requested feedback on his car.

Scoresheet notes state:

- *Hood struts*
- *Valve stems*
- *Tubi exhaust*
- *Marker lights*
- *Line from air pump*

What feedback do you provide?