

## NB3f. Defining of the term “Smoothing”

### Background

Current wording: as used in Chapter VI, B4 “Over-restoration”

### **“Over-restoration**

Smoothing and bright polishing of originally unplated, uncoated, or unpainted metal components (such as early aluminum cam covers and manifolds) is allowed but will be given no extra credit. **A component, whose original paint, plating or coating of zinc, nickel, cadmium, yellow chromate, etc., has been removed through polishing, or other processes, shall be assigned a non-authentic deduction.”**

### Problem

The term “smoothing” has caused confusion among some Entrants and Judges. While the term was intended to apply primarily to the removal of blemishes, some Entrants have used it as license to smooth and highly polish every coarse finish found in their vehicles.

Items (mostly cast aluminum or alloy) that originally had smooth, unpainted, polished surfaces may be buffed to a high luster without penalty (and without extra credit).

Aluminum/alloy items that were cast in molds that produced a characteristic coarse or grainy-textured finish (such as sand-cast carbs and the E-type clutch and brake pedal suspension housings) SHOULD NOT have their original overall rough texture removed.

Cast items (such as cam covers and carburetor air inlet ducts/horns), that are mostly smooth and polished but have some blemishes from mold-seams or rough areas caused by mold or casting imperfections, may have those defects “smoothed” and polished, to match the original surface finish of the main portion of the item, without penalty.

### Proposed Action

Change the current **Chapter VI, B4 “Over-restoration”** wording to read:

### **“Over-restoration”**

Smoothing and bright polishing of originally unplated, uncoated, or unpainted metal components (such as early aluminum cam covers and manifolds) is allowed but will be given no extra credit. **A component, whose original paint, plating or coating of zinc, nickel, cadmium, yellow chromate, etc. or whose original sand-cast-like coarse finish, has been removed through polishing, or other processes, shall be assigned a non-authentic deduction.**

Add the following definition of “smoothing” to the Rule Book Glossary “**Smoothing**”- As used in this Rule Book, Smoothing of a finish refers to the removal of casting or manufacturing blemishes (found primarily on aluminum or aluminum alloy items) that the factory did not take the time to correct.

- a. Items (such as cam covers and carburetor air inlet ducts/horns) whose surfaces were mostly smooth and polished, from the factory, but which had minor blemishes, from mold seams or rough areas caused by mold or casting imperfections, may have those defects "smoothed" and polished, to match the **original surface finish of the main portion** of the item, without penalty.
- b. Items that were cast in molds that produced a coarse or grainy-textured finish (such as sand-cast carburetor domes and the E-type clutch and brake pedal suspension housings) **SHOULD NOT** have their original overall rough texture removed.