

THE IAC/PFA CONCOURS JUDGING GUIDELINES

1 Each Ferrari entered for judging is expected to be fully operational and driven onto the show field for placement in the designated class. Cars are to be shown fully assembled; all parts such as wheels, bumpers, tops, belly pans, etc., are to be attached to the vehicle in the original position.

2 The owner is to be present with the vehicle during the judging. If, for good reason, the owner cannot be available, a single individual may be designated by the owner to show the car during the class judging process. To facilitate the judging, owners of pre-1974 models are encouraged to have available a copy of the original Factory build sheets for their car. A car may not change from display to judging after the deadline for applications.

3 Each vehicle will be judged by a three person team. Each judge will evaluate one of the following categories: exterior, interior, engine/ chassis. Each component in each category will be judged for both originality and condition. Factory options are considered original, after market options are not. If a judge is unavailable, a two person judging team may be used; however, the same categories and components will be evaluated in such circumstances. One of the judges will be responsible for introductions, final class decisions, submission of the results, and feedback to interested entrants. An effort will be made to avoid judging conflicts of interest with cars in the class.

4 At the start of judging, each car is assumed to have a perfect score of 100 points. As each component is judged, deductions of 0-5 points will be made as appropriate. Each car in the class will be judged by the same team in the same manner. A minimum of 95 points is required for a first place, and all cars receiving 95 points and more win a first place award. 90 points are required for the single second place, and 85 points for the single third place. First Place Award winners are eligible for Major Awards consideration.

5 The judges will not handle or operate the automobile. Owners or their designated representative will be asked to demonstrate the proper functioning of components, such as doors, windows, trunk lid, and lights. Such items will be checked on competition cars where applicable. A judge may ask to sit in the car with feet outside for the purpose of properly evaluating the interior of the vehicle.

6 Convertibles are to be judged with the soft top up and properly fastened. Cars with removable roof panels will be judged with the panels in place. Cars that were originally provided with tools and an owner's manual should have such items available for inspection. Authorized reprints will be acceptable. The glove box pouch should be available where applicable. Those entering multiple cars must have a separate tool kit and manual for each entry. Additional literature about the car (stories, articles, bills of sale, etc.) is not required.

7 The person showing the car will be asked to start the car and run the engine at idle. Proper instrument operation will be evaluated, the engine compartment will be checked for leaks, and lights will be tested. Quartz clock movements with the proper original appearance will be acceptable as a replacement in older cars. 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.

8 Factory provided pollution control equipment should be as originally installed and have a working appearance. Modifications to headlights and other lights to conform to federal law, and modifications of structural and exhaust components to allow registration of gray market cars, will be acceptable so long as the changes are consistent and do not seriously detract from the original appearance of the automobile.



9 Routine replacement items, such as spark plugs, filters, battery, window glass, and tires, need not be 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 original rims and any spare should match, unless the spare is an original specially-equipped Factory item.

10 If a car has unique or unusual design characteristics that place originality in question, the entrant should be prepared to offer substantiating documentation to the Chief Class Judge. Safety related items that are not original, but which were added for safety purposes, such as seat belts, fire extinguisher, side view mirror, or alarm system, will be acceptable provided the installation of such items is neat, unobtrusive, and does not detract from the original appearance of the automobile. This also applies to audio-visual and telecommunications equipment.

11 The key purpose of the Concorso is to promote the preservation of the Ferrari in its original state. Therefore, the primary focus of the judging will be on originality, authenticity and condition with secondary emphasis on cosmetics. Deductions will be made for over-restoration; extravagance detracts from originality. Spyder conversions and unauthorized rebodies are ineligible for judging. Over-cleanliness is unnecessary; some slight road dust and wear is to be expected. Ferraris are meant to be driven.

THE IAC/PFA PROCESS FOR MAJOR AWARD SELECTION...

- Once the judging on the field has ended, the scores are tabulated in each class by the class judging teams under the direction of the Chief Class Judges. Each class judge signs off on his particular category for each car he judged.

- The judging results are brought by the Chief Class Judge to the Chief Scorer, who confirms that the tabulations are correct. Each Chief Class Judge signs off on the results of his particular class.

- After all the class scores are tabulated and confirmed, the Chief Class Judges meet to choose the Major Award winners. The meeting is held under the direction of the Chief Concours Judge. (Some Major Awards, such as the Honorary Judges' Award, are not voted upon by the Chief Class Judges.)

- Any Chief Class Judge who has been recently involved with any car under consideration, as a previous owner, restorer, advisor, consultant, broker, etc., is asked to leave the meeting, and he or she has no further involvement in the meeting, or the voting.

- Regular class judges, or other interested parties, such as experts on a particular car or group of cars, may be asked to sit in on the meeting and add to the discussion, but they may not vote.

- The Chief Concorso Judge does not vote.
- All Ferraris with a class score of 95 points and higher are eligible for the Major Awards. Each car is brought up for consideration and its merits are discussed. There is a slow process of elimination as the cars are discussed in turn.

- If a car is then nominated for a particular Major Award, the decision of the Chief Class Judges must be unanimous for it to win. If there is a split in the voting, the candidates are discussed further, until a unanimous decision is reached.

- To assist in reaching a consensus, or to break a tie among contending cars, the following criteria can be utilized. A point is given to the car that is deemed best in each of the following categories:

1. Rarity;
2. Design and Engineering;
3. Difficulty of Restoration;
4. Historical Significance;
5. Age;
6. Visual Impression.

- The points are assigned by vote of the Chief Class Judges, after a group discussion of the best candidate for each category. A final vote is then taken, and again, if the decision is still not unanimous, discussion continues until it is unanimous.

- Questions on the IAC/PFA Judging Guidelines may be directed to the Cavallino Classic Chief Concorso Judge Ed Gilbertson, who can be reached at 415-824-6129.