

Ferrari Club of America Concours Guidelines

NATIONAL 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. 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. Owners are encouraged to bring a copy of the original factory build sheets for their car if available.

2. 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. One of the judges will be designated the Chief Class Judge who will be responsible for introductions, final class decisions, submission of the results, and feedback to interested entrants. Judging conflicts of interest are to be avoided. A car may not change from display to judged after the deadline for applications.

3. 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 1st place (Platinum), 90 points for the single 2nd place (Gold), and 85 points for the single 3rd place (Silver). Platinum winners are eligible for major awards consideration. The one exception is Pebble Beach where the first, second, and third place winners are all eligible for the Luigi Chinetti Trophy.

4. 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, hood, trunk lid, and lights. Such items will be checked on competition cars where applicable. Equipment such as horns, radios, and air conditioning will be briefly checked for operability. A judge may ask to sit in the car with feet outside for the purpose of properly evaluating the interior of the vehicle.

5. 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 are 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.

6. 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.

7. 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.

8. Routine replacement items, such as spark plugs, filters, battery, window glass, and tires, 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 original rims and any spare should match unless the spare is an original specially-equipped factory item

9. 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.

10. The key purpose of the concours 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 minor emphasis on cosmetics. Deductions will be made for over-restoration; extravagance detracts from originality. Applied patina is discouraged. 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.

Questions on the IAC/PFA Judging Guidelines may be directed to Ed Gilbertson - IAC/PFA Coordinator (415) 824-6129 or Chris Current - FCA Chief Judge (301) 924-1716.