



The Cavallino Concorso d'Eleganza is the one true place to solidify your car's reputation, with the ultimate accolade - 97 points gives you a Platino Award! Important Note: Your Ferrari is judged only against itself, not against the other Ferraris in its class. The classes are grouped so that the judges have sufficient time to devote to each Ferrari entered for judging.

# JUDGING GUIDELINES

The Cavallino Classic subscribes to the judging guidelines as formulated by the International Advisory Council for the Preservation of the Ferrari Automobile (IAC/PFA). These guidelines have been found to be the most logical, the most comprehensive, and the fairest of any other proposed format.

The Committee was formed over two dozen years ago by a group of enthusiasts whose goal was to improve judging standards at Ferrari shows.

"The key purpose of the Concours is to promote the preservation of the Ferrari in its original state. Therefore, the primary focus of the judges will be on originality, authenticity and condition...."

Please see the IAC/PFA Judging Guidelines see below.

#### PRESERVATION

The Cavallino Classic also has four Preservation Awards. Please see the IAC/PFA Preservation Guidelines see below.

# AWARDS

Enter your Ferrari for a truly unique experience.



# IAC/PFA PRESERVATION GUIDELINES

# THE FERRARI PRESERVATION CLASS ("TO KEEP IN AN ORIGINAL UNALTERED STATE")

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#### INTRODUCTION

In concours conducted in accordance with the Judging Guidelines of the Council for the Preservation of the Ferrari Automobile (IAC/PFA) there are two sets of judging rules. The first addresses judging regular concours for authenticity and condition and the second focuses on judging for originality.

In both cases Ferraris are judged using as delivered from the factory as the baseline. The second class, Preservation, focuses on cars that are at least 30 years old where pure originality is the baseline. Any intervention to the car, beyond required mechanical maintenance, detracts from that original state.

The purpose of this paper is to inform owners, restorers, and judges on how to own, maintain and judge original Ferraris in the Preservation class. The goal is to keep as many Ferraris as possible in their original state with minimal intervention. Note that the pool of preservation cars is growing year by year as more Ferraris reach their 30<sup>th</sup> anniversary.

### GENERAL APPROACH TO OWNING, MAINTAINING AND JUDGING AN ORIGINAL FERRARI

Original Ferraris provide a glimpse into how the factory built and delivered cars with car-to-car production variances and in many cases less than perfect paint, chrome, workmanship and other details characteristic of the era. They provide volumes of irreproducible, tangible information to researchers and historians and serve as reference Ferraris in whole or in part. It is important that we, as enthusiasts, owners, restorers, and judges know what is original. Through attrition, there are fewer and fewer unrestored older Ferrari automobiles to document how these unique vehicles were built with the materials and techniques available in period.

#### PHILOSOPHY AND DEFINITIONS

Some definitions here are helpful for further discussion since the words Original, Preserved Conserved, Restored and Authentic are often used interchangeably. These are important to clarify since the term Preservation has been used in varying, poorly defined degrees.

ORIGINAL is defined as unmolested, unrestored and not refinished or modified in any way from as delivered. An original Ferrari has the patina appropriate for the history of the car. It is highly unusual to find a completely original older Ferrari that runs and drives but there are a number of cars that are mostly original. (Ref: Cavallino #143 LUSSO pages 37-45. Forza #141 BLUE MOON pages 28-32. and Forza #148 page 28-32.)

**PRESERVED** is defined as keeping an object in its original unaltered condition. For example, an item that was in poor condition can be restored to an authentic state or partially replaced and might be considered as preserved. However, in either case, the item is no longer original, unless a specific failed part has been replaced with an identical period original, unrestored Ferrari factory part.

**CONSERVED** implies that some limited restoration has occurred in part to conserve the as-built appearance and characteristics of the original. Most unrestored cars have had some conservation

intervention performed over the decades with components of various systems such as exhausts repaired and limited painting in small areas. These interventions must often be performed to preserve functionality.

**RESTORED** CARS have experienced numerous interventions or been totally restored. A car with an older restoration is not an original car.

**AUTHENTIC** is defined as delivered from the factory.

**CONDITION** is a description of how much an item has changed from the original, especially with regard to cosmetic deterioration. This is not important when considering whether an item is original but may be important when considering whether an item restored to good condition is authentic.

**PATINA** is a subjective term that describes a level of natural degradation over time. Merriam-Webster defines patina as "a surface appearance of something grown beautiful especially with age or use." This appearance is acceptable but when false, unnatural patina is applied as part of a conservation or restoration effort then the

intention is to deceive. One should keep in mind that neglected cars in poor condition and/or those that have been modified to the extent they no longer represent a semblance of originality are candidates for restoration. There is little worthwhile to preserve in a neglected car that has deteriorated to the point of being a poor reference or is non-operable. Such a car has lost its authenticity through neglect. Cleaning is encouraged but the preservation of non-original dirt and grime adds nothing of value. Ideal original cars have aged gracefully and many show signs of wear and evidence of driving. They may have been fully enjoyed and maintained or conserved sufficiently to be driven on the road or track. Original cars are not neglected or derelict cars, but they have not been disassembled, refinished or cosmetically prepared for condition or restored.

IT IS AN IMPORTANT FOR OWNERS TO UNDERSTAND THAT IF A CAR IS TO BE CONSIDERED AS AN UNRESTORED EXAMPLE, THEY SHOULD PLAN FOR THE CAR'S FUTURE ACCORDINGLY, EVEN IF NOT YET 30 YEARS OLD. Original cars that have had maintenance, repair and limited preservation may be described as sensitively conserved. The proportion of a car that has been restored, including the exterior, interior, engine and undercarriage, can help determine if a car can be considered an Original Ferrari for Preservation judging.

As general guidance, an owner should consider not restoring his or her Ferrari if the car is original, functional and reasonably represents the CAR ASMANUFACTURED. If a car is unrestored and fully functional the owner should keep in mind that, no matter how sensitively and artfully an intervention is accomplished by skilled craftsmen, whatever part is restored is no longer original.

#### JUDGING ORIGINAL FERRARIS

In concours conducted in accordance with the IAC/PFA Judging Guidelines, there are two sets of judging rules: The first addresses judging regular concours for authenticity and condition and the second focuses on judging for originality. The IAC/PFA seeks to encourage owners who choose to maintain their unrestored cars to show them as original cars in the Preservation class. In this judging as delivered originality is the primary criteria with condition subject to the usual aging process. The condition of a component is evaluated to the extent that a deduction is rendered only if it 1) is degraded to the point it no longer performs its original function, or 2) no longer resembles its original appearance. Originality guidelines provide an age-graduated bonus to help level the playing field and recognize that it is more difficult to maintain a Ferrari the longer it exists. Original Ferraris may earn Preservation Platino recognition and are eligible for the major concours awards.

**EXAMPLES:** Some general examples and guidance to help convey the intent of Ferrari originality judging follow:

#### ACCEPTABLE:

- Original plated or painted parts displaying degradation
- Deteriorated seats, door panels, carpets, cracked trunk mats, and consoles.
- Seats that are non-functional may have filling sensitively re-stuffed
- Original fabric and workmanship, including convertible tops in frayed condition
- Minor restoration and/or maintenance to preserve otherwise original, damaged or deteriorated components may incur a small deduction
- unctional chassis components with original coating worn off or rusty
- Exchange of normal replacement items such as hoses, tires, battery, and exhaust as specified in the judging guidelines provided all closely replicate the original item and are documented in the history
- Cleaning, and removal of corrosion but not replacement of original finishes or materials.

### NOT ACCEPTABLE:

- Any part that has been replated, refinished or repainted after production for cosmetic or condition improvement
- Fabric or other material that has been replaced except to repair a small area
- Any part or area that is disguised with any non-factory coating other than light oiling of parts subject to rust or other normal maintenance required to assure proper running
- Any component that has lost the capability to provide the originally intended functionality such as seats falling apart, holes in exhaust, lights and instruments not functioning, etc.

#### MAINTENANCE OF ORIGINAL FERRARIS

Maintaining an original car should not detract from it being able to serve as a restoration reference. Deductions are not assessed for regular maintenance items if replaced with close replicas of the original. Original cars should be fully operable and maintained mechanically. Obviously, over the years, incidents will occur that detract from what is absolutely original. Original cars, similar to other conserved utilitarian items, are permitted and encouraged to undergo essential maintenance to remain functional. Appropriate maintenance of an original car does not include updating original components to more modern replacements or finishes. When an original Ferrari is repaired, maintained or restored in part the owner is encouraged to document what was done with photographs and to keep the original materials as part of the history. The key is to document the original condition, why an item or area needed repair and record the details of the new or repaired item.

# Some suggested examples for guidance on how to maintain an original Ferrari:

- A minor fender bender: Document the damage in the history of the car with pictures. Limit the repairs
  to the minimum necessary to restore the car to functional status avoid the temptation to repaint the
  whole car. The purpose of the documentation is to record the history of the car and where it deviates from
  originality. This could easily happen to a very original car, where the remainder of the car is a good historical
  reference and will mitigate against deductions.
- An electrical component fails and needs replacement. Attempt to replace the component with an original
  part. Again, photograph the original failed component and the replacement. The new component will age
  with patina over time and there is no need for false patina. In cases where the component, such as a window
  switch, is replaced with the correct one from Ferrari, but does not look exactly the same as the original,
  document the appearance before and after. Keep documentation such as the parts invoice that records
  that the item is a Ferrari authorized replacement.
- A small amount of battery acid or brake fluid is spilled in the engine compartment or elsewhere. Again, document and minimize the area repaired or repainted.

The goal is to limit intervention on an original car. Before any restoration is initiated one should think and think again before doing anything! Patience is key. Timelines, deadlines and show dates are the enemy. The acquisition of appropriate and sensitive repair techniques should be researched before a decision is made to intervene on an original car. The second most important consideration is to know that after one has intervened in an area or component originality can never be recovered. Parts should be cleaned but cleaning agents should not degrade originality. If an intervention is needed, the size of the area to be addressed can be limited and the consequences fully researched before starting anything. Expectations and scope of work can be fully discussed with a shop or craftsman, if one is not doing the work personally, to assure the least intrusive result.

# **EXAMPLES OF REPAIRS** to the spot of a fault include:

- 1) Body defect: Fill a paint chip vs painting a complete panel
- 2) Upholstery: Repair a tear vs. replacing a section
- 3) Engine: Weld an exhaust hole vs. replacing the pipe

# IT IS THE RESPONSIBILITY OF THE OWNER TO OVERSEE THE CONSERVATION OF AN ORIGINAL CAR AND LIMIT INTERVENTION.

#### PROVENANCE / HISTORY IS IMPORTANT

**PROVENANCE** – "The sum total of the verbal, written, photographed, inspected and referenced documentation which identifies precisely the string of ownership, details of construction, and/or photographic depiction of the automobile throughout its entire history as best can be accessed by a diligent researcher." (ref: Simeone's The Stewardship of Historically Important Automobiles). The provenance of a historically important Ferrari is as important as any other factor in determining its originality and is part of understanding the car and why it is special — just as with any other historical art object, painting, or building. If a car has been a stationary "museum piece" from new or was stored with limited driving in a climate–controlled garage, there is an expected level of deterioration. If the car was driven regularly, accumulated mileage, and stored in an ordinary garage, there is another level of expected deterioration. Considering cosmetic condition consistent with a car's documented history in judging for originality puts cars on a more level playing field.

**DOCUMENTED PROVENANCE** is a critical aspect of demonstrating originality. Owners of original Ferraris are expected to account for the car's history to the best of their ability and to have made an effort to research the car and document any refurbishment. There may be gaps in history, but a thoroughly researched car with a well-documented history can demonstrate how little intervention has been made. (ref: http://tomyang.net/blog/2016/06/05/gtc-originality/)

This evidence should be presented for any mechanical, interior, or body parts that were restored over time to keep the car in operating condition, showing the original part and documenting why it had to be repaired or replaced with a new old stock part. It is expected that original parts will be worn and deteriorated so the temptation must be avoided to replace a component simply to improve cosmetics. Owners of original cars are encouraged to organize this information in a book to share with the judging team to demonstrate that the owner is taking care to keep the car original yet functional. The judging team will be able to detect evidence of recent work, and there will be a lessor deduction if the owner can take the judging team through the history of any maintenance performed.

#### ONE FINAL CAVEAT:

Under normal concours judging rules, it is possible to correct deficiencies and improve the car closer to asdelivered condition. However, under judging for originality, it is not possible to make the car more original without some evidence of intervention.

FERRARIS ARE ORIGINAL ONLY ONCE AND WE ARE TODAY'S TEMPORARY CUSTODIANS.

# IAC/PFA Judging Guidelines

# THE IAC/PFA Concours Judging Guidelines

- 1- 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.
- 2 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. (See Documentation below.)
- 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. 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.
- 4 A car may not change from display to judge after the deadline for applications. 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 will be judged by a team in the same manner. A minimum of 97 points is required for 1st place (Platinum). Platinum winners are eligible for Major Awards consideration. (The one exception is Pebble Beach where there are first, second, and third place awards; the first place winner is eligible for Best of Show.) An age adjustment factor will be incorporated in Preservation Award scoring.
- 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, 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.
- 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 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.
- 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, exhausts, rubber wiper blades, water hoses, brake hoses 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.

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.

# 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 97 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 Importance;
  - 3. Historical Significance;
  - 4. Difficulty of Restoration;
  - 5. Elegance or Presence;
  - 6. Over Restoration (a minus point).
- 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 unanimous.
- Questions on the IAC/PFA Judging Guidelines may be directed to the Cavallino Classic Chief Concorso Judge Chris Current at curremc1@gmail.com.

# THE IAC/PFA PROCESS FOR REVIEW

After the Concorso, requests for judging results may be made, by the owner, to the Chief Concorso Judge
Chris Current at curremcl@gmail.com. He will put the owner in touch with his Chief Class Judge to receive
his judging sheets and to discuss the judging results for that car.