



Ferrari Club Australia Concorso Judging

INTRODUCTION

By Frank Cavasinni, National Chief Judge, Ferrari Club Australia

Over the last year I and the other judges have received significant feedback regarding the recently adopted international Concorso rules and regulations. Many members have asked about the judging criteria and the judging process and it has become apparent that there are still some misunderstandings about the aims of the process and what exactly is judged.

In the spirit of fairness and competition we are also implementing the following eligibility rules to pre-empt the possibility of the same vehicle winning awards in successive years.

"A member who wins Best of Show in a State Concorso, cannot re enter the same vehicle in a State Concorso for 3 years, however is eligible to enter the vehicle in the National Concorso.

A member who wins Best of Show in the National Concorso, cannot re enter the same vehicle in the National Concorso for 3 years. However, if the vehicle wins in a national Concorso, the vehicle is eligible to enter the State Concorso, only if not entered and won the State concorso in the previous 3 years.

A vehicle is not eligible to win Best of Show in any Concorso, either, state or national unless it is older than 5 years from build /compliance date. However the vehicle is accepted and welcomed to enter for display purposes only.

In all Concorso, all members that wish their vehicle to be judged must register their vehicle with exact information, a minimum of 14 days prior to the day of the event."

Fortunately the highly regarded Cavallino magazine recently published an excellent article explaining the criteria and process for Concorso judging under ("IAC/PFA") rules.

We have kindly received permission to reprint the entire article in HorsePower from John Barnes, the Publisher of Cavallino magazine, Chris Current, the Chief Judge of the Ferrari Club of America and Ed Gilbertson, author of the article and Chief Judge Emeritus & Honorary Judge at Pebble Beach Concours d'Elegance and Chairman International Chief Judge Advisory Group (ICJAG).

As you may recall the Ferrari Club Australia adopted the IAC/PFA judging rules nationally in 2016. These rules came about in 1984 when Ed Gilbertson, at the time the Chief Judge Ferrari Club of America, along with other judges, set up a committee within the Ferrari Club America called the "International Advisory Council for the Preservation of Ferrari Automobile ("IAC/PFA"), a body dedicated to purely for the preservation of Ferraris.

The IAC/PFA was established to be an independent body whose purpose is to provide advice and counsel to the entire Ferrari community, and to set standards and guidelines for the judging of Ferrari automobiles. The goal of the IAC/PFA is simple, to ensure that Ferraris are preserved to original and authentic condition. A Ferrari should be restored to the same condition, or as close as possible to when it originally left the Ferrari factory

Over the years the IAC/PFA rules and principles have been adopted by many Ferrari Clubs and major Ferrari related Concorso's such as the Cavallino Classic, Pebble Beach, Amelia Island and leading European events such as Goodwood and even the recent 70th Anniversary concorso at Maranello. The IAC/PFA principles have also been incorporated in to the judging standards used by many other marques.

By adopting the IAC/PFA judging standards our club is now fully aligned with international Ferrari judging rules. A car receiving a platinum award in Australia is now recognised as a platinum car overseas, ensuring that your time, effort and money spent preserving and restoring your Ferrari is well spent.

In implementing the IAC/PFA judging standards the Club has been aware of the importance to identify and train people so that we have a pool qualified judges in Australia. Local judges have been selected for their thorough knowledge of the type of Ferraris being judged and for their overall knowledge and experience of Ferraris in general.

Judges must also demonstrate a passion for the preservation of the Ferrari brand and have no conflicts of interest. Judges cannot submit their own car for judging in an event they are judging. The key principle is that the car is being judged on its merits on the day, and that the process is not influenced by who owns it, who has restored it or the cost of any restoration. (If you would like to know more about becoming involved as a concorso judge please contact Frank Cavasinni, National Chief Judge Concorso).

In case of a tie, under the IAC/PFA rules the chief judge is ultimately responsible for making all final decisions with regards to Concorso judging. On the day the Chief Judges principal role it to assist the other judges to ensure the consistency of judging is maintained.

And finally something to consider before undertaking any work; it is very important to note that classic cars are saved from unnecessary restoration work, as they are only original once!

I hope that this article on the following pages clarifies judging process, rules, and regulations.

LA PROCEDURA di GIUDIZIO

JUDGING THE FERRARI FOR CORRECTNESS NO EASY TASK FOR OWNERS, ENTHUSIASTS, RESTORERS & JUDGES

The IAC/PFA Judging System

ORDER IS ESTABLISHED

Nearly all the current Ferrari Concours shows held in the U.S., and many Ferrari Concours in other countries around the world, use the judging processes formulated and implemented by the International Advisory Council for the Preservation of the Ferrari Automobile. Over time, the guidelines proposed by the IAC/PFA for the judging of Ferraris at a Concours events have been found to be the most logical, the most comprehensive, and the most fair of any other proposed format.

This seminal Committee was formed well over three decades ago by a group of enthusiasts who were concerned about problems developing at Ferrari shows. The judging at these events was often capricious and erratic, the rules were often formulated on the spot with no continuity, and the results were often biased and inconsistent. Poor quality cars, and often modified and customized cars, were being rewarded while important examples were overlooked and cast aside.

The new Committee proposed a set of judging guidelines in which originality was the central theme. In their own words, "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" This new philosophy was immediately embraced by everyone in the field - owners, restorers, mechanics, dealers, clubs, show organizers, etc.- because it set a level playing field, and gave everyone a definite focus for their efforts.

Why originality as the cornerstone of this system? Simply because so few Ferraris have been built relative to other car marques. Each Ferrari is, indeed, unique, and concentrating on a Ferrari's special attributes made sense to everyone in the Ferrari family.

The Committee includes several dozen people deeply involved in Ferraris in all fields, people who are respected for their knowledge and expertise. The Committee meets twice a year, to discuss any problems that have arisen, and to modify or clarify the guidelines as needed. The Committee also undertakes numerous research projects, to fully document for the judges all the variables that can be found in a Ferrari. As an aid to all Ferrari owners who are contemplating entering their Ferrari in an IAC/PFA Concours, we present the following:

- The current Concours Judging Guidelines;
- The Final Judging Process

A TRUE HISTORY OF THE IAC/PFA

- The National Advisory Council for Preservation of the Ferrari Automobile (NAC/PFA) was founded by Ed Gilbertson in 1984 to promote proper preservation and correct restoration of Ferraris.
- Charter members of the NACIPFA were Alan Boe, Bob Devlin, Ed Gilbertson, Richard Merritt, Stan Nowak, Hilary Raab, Dyke Ridgely, Jim Riff and Gerald Roush.
- The NAC/PFA was renamed the International Advisory Council for Preservation of the Ferrari Automobile (IAC/PFA) in 1995 to recognize European membership.
- Founding Chairman Ed Gilbertson retired in 2006 as designated Chairman Emeritus. Veteran member Parker Hall was selected Chairman of the IAC/PFA.
- A multi-marque International Chief Judge Advisory Group (ICJAG) was founded by Ed Gilbertson in 2015.
- The IAC/PFA, established to serve the Ferrari marque, is the progenitor of the multi-marque ICJAG.
- IAC/PFA Chairman Parker Hall retired in January 2017 after serving in the position for over ten years. Member Chris Current was selected as new Chairman of the IAC/PFA.
- Membership in the IACIPFA is limited to twenty members who are among the best judges, restorers, researchers, and historians in the car world. Ferrari Classiche supports the IAC/PFA and often attends the meetings.
- The twenty members of the IACIPFA in 2017 are Steve Ahlgrim, Phil Bachman, Charles Brooke Betz, Keith Bluemel, Alan Boe, David Carte, Brian Crall, Chris Current, David Eichenbaum, Dick Fritz, Ed Gilbertson, Paul Gilpatrick, Doug Freedman, Parker Hall, Donovan Leyden, Patrick Ottis, Rick Race, Paul Russell, David Seielstad, and Bob Smith.
- There are also a number of IAC/PFA consulting members including John Barnes, Marcel Massini, Richard Merritt, Adolfo Orsi, Christian Philippsen, David Seibert, and David Smith.

LA PROCEDURA di GIUDIZIO

JUDGING THE FERRARI FOR CORRECTNESS A JUDGING SYSTEM THAT IS OPEN CLEAR AND FAIR

The IAC/PPA Concours Judging Guidelines -1

1. 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 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.

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. A car may not change from display to judge after the deadline for applications.

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 will be judged by a team in the same manner. A minimum of 95 points is required for a 1st place (Platinum), 90 for Gold, 85 for Silver. 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.



LA PROCEDURA di GIUDIZIO

JUDGING THE FERRARI FOR CORRECTNESS A JUDGING SYSTEM THAT IS OPEN CLEAR AND FAIR

The IAC/PFA Process for Major Award Selection

ORDER IS ESTABLISHED

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 Concorso Judge. Some special Major Awards, such as the Emeritus 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. (*97 points in the USA).

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.

In Australia please contact Frank Cavasinni, National Chief Judge Concorso

THE IAC/PFA PROCESS FOR REVIEW

After the Concorso (approximately two weeks), requests for judging results may be made, by the owner, to the National Chief Judge Concorso. He will put the owner in touch with his Chief Class Judge to discuss the judging results for that car.



LA PROCEDURA di GIUDIZIO

PRESERVING THE WELL-PRESERVED FERRARI NO EASY TASK FOR OWNERS, ENTHUSIASTS & JUDGES

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 30th 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 very often used interchangeably. These are important to clarify since the term Preservation has been used in varying, poorly defined degrees.

The Ferrari Preservation Class

("to keep in an original unaltered state")

By Donovan Leyden, Chairman for Preservation, International Advisory Council for the Preservation of the Ferrari Automobile

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 LUSO 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.

CONSERVE 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.



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PRESERVING THE WELL-PRESERVED FERRARI NO EASY TASK FOR OWNERS, ENTHUSIASTS & JUDGES

IT IS 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 as manufactured. 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 those Concorso conducted in accordance with the IAC/PFA Judging Guidelines, there are two sets of judging rules: the first addresses judging regular Concorso 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 a 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 Concorso Awards.

ACCEPTABLE:

- Original plated or painted parts displaying degradation
- Deteriorated seats, door panels, carpets, cracked trunk mats,
- Seats that are non-functional may have filling sensitively re-stuffed
- Original fabric and workmanship including

convertible tops frayed condition

- Minor restoration and or maintenance to preserve otherwise original damaged or deteriorated components may incur a small deduction.
- Functional 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 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 replaced, 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 1 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 & will mitigate 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, 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 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 craftsmen 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.

LA PROCEDURA di GIUDIZIO

PRESERVING THE WELL-PRESERVED FERRARI NO EASY TASK FOR OWNERS, ENTHUSIASTS & JUDGES

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, had accumulated mileage, and was 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.

This evidence should be presented for any mechanical, interior, or body parts that were restored over time to keep the car in its 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 any recent work, and there will be a lesser deduction if the owner can thus take the judging team through the history of any maintenance performed.

ONE FINAL CAVEAT

Under normal Concorso judging rules, it is possible to correct deficiencies and improve the car closer to as delivered 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.



For the Ferrari Owners Club Presidents Conference held in Maranello in February, each Ferrari owners club was asked to provide information and pictures of 3 key events the club was involved with in the past year. We are proud to announce that the NSW Division concorso was voted the best Ferrari Owners Club (FOC) event held in 2017 and in recognition the FCA received a trophy. The award is a testament to the fact that the FCA is on the right path with adopting the IAC/PFA standards and can organise concorso events that are amongst the best and most professional in the FOC community. The submission made on behalf of the FCA by National President Graham Reinthal to Ferrari is reproduced here:

ADOPTION AND IMPLEMENTATION OF INTERNATIONALLY - RECOGNIZED CONCORSO D'ELEGANZA JUDGING RULES.

Each year in Australia we hold 6 concorso d'eleganza - in our 5 regions and also at our annual National Rally. Since 2013, we have progressively adopted international judging rules developed by Ed Gilbertson (Chief Judge Emeritus for the Ferrari Club of America) and other judges who set up the "International Advisory Council for the Preservation of Ferrari Automobile" (IAC-PFA), dedicated to ensure that Ferraris are preserved in original and authentic condition, restored to the same condition, or as close as possible, to when they originally left the Ferrari factory. In 2017 Ferrari Club Australia appointed a National Chief Concorso Judge to train Club members in each region about these rules, to select and train judges in each region and to co-ordinate the whole process.

The Chief Judge has conducted training sessions in every region of Australia, held at the local authorised Ferrari dealerships. Therefore, this approach also dovetails perfectly with the Ferrari Classiche program. Ultimately, a Ferrari judged Platinum anywhere in Australia should now be exactly the same standard as a Ferrari judged Platinum anywhere in the world! Our Concorsos typically now attract more than 100 cars, help attract new members and provide community outreach. In addition, the local dealerships display the latest Ferraris, sell merchandise plus there are also displays from the other event sponsors such as Pirelli"