

Cavallino28

The IAC/PFA Judging System - Most Accurate in the World

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 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.

Headed by Ed Gilbertson since its inception, the Committee includes several dozen people deeply involved in Ferraris - historians, researchers, restorers, dealers, etc.

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 NAC/PFA 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 retires January 2017 after serving in the position for over ten years. Member Chris Current has been selected as new Chairman of the IAC/PFA.
- Membership in the IAC/PFA 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 IAC/PFA in 2016 were Steve Ahlgrim, Phil Bachman, Charles/Brooke Betz, Keith Bluemel, Alan Boe, David Carte, Chris Current, David Eichenbaum, Ed Gilbertson, Paul Gilpatrick, Doug Freedman, Parker Hall, Donovan Leyden, Marcel Massini, Wayne Obry, Patrick Ottis, Rick Race, Paul Russell, David Seielstad, and Bob Smith.
- There are also a number of IAC/PFA consulting members including John Barnes, Richard Merritt, Adolfo Orsi, Christian Philippsen, David Seibert, and David Smith.

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.

THE IAC/PPA 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.
- 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 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.



THE IAC/PPA CONCOURS JUDGING GUIDELINES

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, may not be 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;
4. Historical Significance;
3. Difficulty of Restoration;
5. Elegance or Presence;
6. Over Restoration (deduction).

- 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.

THE IAC/PFA PROCESS FOR REVIEW...

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

