

IAC / PFA Decisions (15 February 2025)

General / Judging

1. The standard for judging is as the car rolled out of the factory or as the car was prepared, with factory participation, for a specific race, within 10 years from date of manufacture. *Note: the factory generally stopped supporting after about 10 years).*
2. Modifications to headlights and other lights, along with modifications of structural and exhaust components to allow registration of gray market cars will be accepted so long as the changes are consistent and do not seriously detract from the original appearance of the automobile.
3. Cars that could be presented in either European or U.S. form must be consistent throughout. There should be no cars with a mixture of compliance components. Certain gray market cars, such as the federalized Boxer, came with a number of modifications in the engine and body to legalize the car in the U.S. to meet D.O.T. and E.P.A. regulations. Ferraris must be presented as wholly European or U.S specification. It is not allowed to mix components.
4. A set of "Suggested Deductions" will be used for each of the three judging areas and will be updated periodically as conditions warrant.
5. If the judges have any doubt or question about the authenticity of a specific component, they should give the entrant a chance to document the piece.
6. Windshield wipers and washers will not be tested on the concours field.
7. There will be no consideration for vehicle age or mileage.
8. There will be consideration for over-restoration only when considering the whole car, not individual components.
9. Some new replacement factory supplied components may be functional but do not match the original pieces. However, all components should be 100% functional and should match the appearance of the components that were on the car when it rolled out of the factory gates. *Note: some FNA-supplied replacement parts for the modern cars such as hoses, gas hood struts, etc. do not conform to the general appearance and characteristics of the original OEM part – i.e. different shape, color or printing.*
10. There will be two general classes for concours cars: Regular Concours class where the car must be at least 5 years old or older and Preservation where the car must be at least 30 years old or older. **Age criteria for judging may be set by the event organizers but must not be less than the above stated years.** A separate set of judging forms and guidelines for the Preservation class are approved. The emphasis is on pure originality but must also maintain full functionality. Entrants must apply for either the Regular Concours OR the Preservation class, but not both.
11. Applied patina is to be discouraged as new parts will age soon enough through normal use.

12. Winners of the Coppa GT may enter subsequent years with a different car.
13. Road Ferraris should be judged as-built and may include factory options available at the time of manufacture. Additional safety items such as period seat belts and mirrors are acceptable. The owner is expected to document the as-built configuration. OEM accessories as specified elsewhere in the Decisions are acceptable.

Competition Ferraris should be judged as they left the factory OR as restored to a point in time, such as a particular race. The color and livery should match the point in time. Complete documentation is expected.
14. In determining the authenticity of a Ferrari, it must first of all have an original unmolested chassis in order to be eligible for judging. The factory "Red Book" certification certifies that the major propulsion components are correct and authentic. However, this does not mean that many other components are correct.
15. The Futuro Classico program was established to document the new Ferrari production cars that are less than five years old. One purpose is to begin to build a database of information and judging knowledge to use in later years when these cars become eligible for concours judging.
16. Vintage race cars, that are currently raced, are allowed to have safety modifications required by recognized sanctioning bodies if they are done in a manner that looks "period" and does not detract from the original appearance of the cars. Documentation must be provided.
17. Judging feedback information will be given only to the owner of the car.
18. A certain group of vintage Ferraris have been rebodied to mimic a racer or more sporting design. While not exactly Factory original, they do represent an important element in the history of the marque. Notable examples are the Drogos, the Zagatos, Chinetti designed cars, and the Ferrari "Breadvan". If sufficient cars are available, they will be judged in a Special class with an exception for their historical body.
19. Emission control equipment must be installed and have working appearance
20. For newer Ferraris (~2000 model-year or newer), factory order documentation is required to validate the as-delivered configuration (including, but not limited to, build sheets, order documentation, window stickers). Additionally, we accept OEM accessories that are model specified and are added postproduction including OEM personalization and accessories which are Ferrari Genuine and have a Ferrari part number. Official documentation of their authenticity will be listed in specific year/model OEM accessory catalogs.

Replacement Items

1. Correct reproduction tools and manuals are acceptable but should be similar in appearance to the originals. The owner's pouch with owner's manual is required. The mechanics' tools in the wooden box that accompanies some street cars is not required. (*Warranty cards and wiping cloths are no*

longer required)

2. Routine frequent replacement items such as light bulbs, spark plugs, filters, battery, hoses, **fan belts**, and tires need not be the exact original brand or type provided that the replacements conform to the general appearance, characteristics, and size of the original.

Engine/Chassis

1. The emissions controls and Gray Market cars should have the factory-provided pollution control equipment as required by federal law and should have a working appearance, but we do not judge their operation.
2. Auxiliary electric fans are acceptable on the older cars if the fan is installed in an unobtrusive visual manner and does not change the basic structure of the car. A maximum deduction of ½ point may be taken if necessary.
3. Poor reproduction Cheney clamps will receive a half point deduction.
4. Non-matching engine serial numbers will be a one-point deduction provided the engine is the right type. There will be one point deduction for new Classiche provided engines – e.g. an accurate reproduction engine but one having a different serial than the original. Engines that have never had a serial number stamp are to be considered as original.
5. Factory ID tags were sometimes attached with screws or rivets. Judges should be sensitive to which is correct.
6. Modifications to air conditioning systems are allowed in order to accommodate federal rules (regarding refrigerant) while maintaining functionality. The installation should be neat and consistent with the overall engine layout.
7. 355 shock rebuild (Bilsteins): A rebuild is authorized on the original shocks that may slightly alter the external appearance of the actuator. Document what was done and why.

Interior

1. Some electric clocks on the older cars are unreliable and may be replaced with quartz components as long as the external appearance of the clocks match the originals.
2. The spare tire does not have to match the four tires on the ground if the spare time is an original one. However, the spare wheel should match the ones mounted on the car.
3. More recent Ferraris suffer from sticky interior components that age over time and render them useless. A good cosmetic repair that preserves the original look and feel is acceptable.
4. In general, tool rolls are defined in the owner's manual. For early cars, there were many variations. For the mid 60s cars, there were several tools rolls that could have come with the car. For the later

cars, the tool kits are defined in the owner's manual or parts manual.

5. Horns will be briefly tested; radios will be checked for operability; ventilation will be tested for air flow.
6. When observing the operation of interior instruments, the operation of major fault mode lights is considered the same as instruments.

Exterior

1. The 275s and 330s were delivered with both mag and wire wheels. Cars with Borrani should use Borrani knock off spinners; cars with the cast alloy wheels should have the correct period type Borrani knock offs. There are differences in the configuration, dimensions and the center graphics of the various manufacturers as well as in various period rebodies.
2. Pebble Beach deducts five points for "out of period" rebodies, i.e outside ten years from production. The IAC PFA will deduct three points for similar complete rebodies.
3. For exhausts:
 - a. 1947 through the 250 series cars (and car #6795) the systems were made by Abarth. From cars #6937 until the Daytona series, the systems were supplied by Spacem, Galletti and Cerretto. This information is on the factory build sheets.
 - b. Daytonas and later pre-modern cars use the ANSA systems. Modern cars use the Ferrari OEM systems.
 - c. Aftermarket exhausts will receive a deduction.
 - d. In cases where the original exhaust system is no longer available from the original manufacturer specified on the build sheet, the replacement should closely replicate the original.
 - e. If a pre-Daytona exhaust system has been replaced recently, when replacements that approximate the appearance of original Abarth, Spacem, Galletti or Cerretto are available, a deduction is suggested if they do not approximate the original.
4. The newly manufactured Borrani wire wheels are acceptable. Borrani with painted wheels having the edges polished are acceptable provided they were available during that period.
5. Some owner's manuals came in different languages. Any of these manuals is acceptable.
6. Cars may be painted using any color appropriate to the period. It is not required that an original Ferrari color be used. The exception to this rule is for cars that are believed to have been delivered by the factory in only one color, such as the F40 and 288 GTO. Should an exception arise, the owner must document the color of the car as delivered.
7. During concours judging of Ferraris with electrically operated convertible tops, the owner must demonstrate that the top operates as the manufacturer intended.
8. License plates and mounts are not judged. Frames are not required. If there is a frame present, it must be plain.

9. **For vehicles manufactured prior to 1969, headlamps that adhere to original specifications and design will not be considered consumable components. Originality in this context is determined by the physical conformity of the headlamp to period-correct standards set by the coachbuilder. These standards include: manufacturer, lens pattern and logo design, housing design, and overall appearance. Headlamp replacements adhering to these standards will not incur point deductions unless deviations from the original design are evident.**

Vehicles utilizing headlamps which deviate from original specifications are to receive a one-half-point deduction for each non-original (NOR) lamp. The maximum deduction which can be levied relative to headlamps is two points.