

Documenting Your New(er) Ferrari by IAC/PFA member David Eichenbaum

Ferrari automobiles have evolved over the past 70 years from products of a cottage industry to modern, serial production automobiles. Ferrari was originally an engine and chassis builder who used various vendors for many peripheral components such as braking systems, wheels, carburation and exhaust. Ferrari neither designed nor manufactured] the bodies that were produced to the company's or a client's specifications by various *carrozzeria*. Now nearly everything is manufactured in-house state of the art production facilities. Likewise, while only one percent of total Ferrari production occurred before 1960 using the original methods, thousands of just one F430 series have been produced.

Recently, Ferrari has returned to its earliest traditions of bespoke manufacturing. Ferraris from the F430 and 599 forward have been delivered with a variety of manufacturer's options and individualization features that render almost every car a *one off* with regard to detail. Perhaps due to cost, economies of scale, the global distribution of Ferraris, and a more stringent regulatory environment today versus 60-70 years ago these Ferrari options are limited to finishes, wheels, exhaust, and trim details. But, while limited, these details are important and should be considered an integral part of each individual and increasingly unique Ferrari. As the goal of the IAC/PFA is to preserve the cars in an original and authentic state the documentation of these as-built selections is critical to this process. ***Therefore, owners of newer Ferraris are encouraged to collect original configuration data for their cars, including the specific list of options as built or as delivered.***

There are a variety of complementary documents that capture the original configuration of these newer Ferraris. Each provides a different level of detail but they work together to verify the authentic as-built configuration of each car. A Ferrari dealer can help with the provision of this data maintained in the Ferrari Modus system by chassis number. Owners should collect:

The original window sticker (this has the lowest level of detail for Individual options)

The order documentation (this has a higher level of detail but may be difficult to find)

The *build sheet* from the Ferrari Modus system (this has the highest level of detail).

The Ferrari Club of America Futuro Classico database if the car was presented in the past and have had standardized photo documentation at that time.

At a Concours Judging teams will expect to see these documents so owners should acquire them and keep them with the car as they are an integral part of the car's identity and documentation of its authenticity. When the time comes to let your Ferrari go to a new custodian, the original documentation is an essential part of the car and should be transferred as well. The cars should outlast us all and be treasured in perpetuity!

Factory-authorized accessories do not merit judging deductions. If a car has been personalized with OEM accessories they can be left in place if they are in period for the car. But, at a Concours judges will ask to see an OEM accessory catalog and/or purchase and installation invoices that document the authenticity of an original accessory. Accessories that are not OEM Ferrari accessories (such as aftermarket mufflers and non-OEM carbon fiber) are not original or authentic Ferrari parts and will be subject to a deduction.