

R-ROCA FEDERAL CONCOURS JUDGING GUIDELINES

The following is a resumé of the various resolutions of the Federal Council as they relate to judging of the motorcars in the Annual Federal Concours, together with guidelines for the awarding of Trophies.

Right of Entry to Concours

Only motorcars that have specifically entered for the Concours, in accordance with the time limits placed thereon by the Rally Director of the Host Branch, in conjunction with the Federal Judging Committee, will be judged. Similarly, any late entries shall be at the discretion of the Federal Judging Committee. Again only motorcars that have been specifically entered for the "Age & Authenticity Trophy" and for the "Company Trophy" by completing the appropriate Entry Form for these two trophies shall be judged for these trophies. Again late entries shall be subject to the discretion of the Federal Judging Committee.

Only cars that are driven under their own power in the traditional cavalcade from the published gathering point to the Concours venue will be eligible to be judged.

Eligible Motorcar

This is defined in the Deed Constituting the Rolls-Royce Owners' Club of Australia, paragraph 1.1, as being "Any motorcar built by Royce Limited, Rolls-Royce Distributing Limited, Rolls-Royce Limited, Bentley Motorcars (1931) Limited, Rolls-Royce of America Inc., Rolls-Royce Motors Limited, Rolls-Royce Motorcars Limited, Bentley Motors Limited or their successors". Federal Council resolved some years ago that in interpreting the definition of "eligible motorcar" motorcars constructed by Bentley Motors Limited (the pre 1931 company) or from parts manufactured by Bentley Motors Limited are not eligible motorcars within the Constitution of this Club. Bentley cars fitted with Rolls-Royce radiator shells (or vice versa) are to remain as eligible cars, but shall suffer points penalties when judged in Concours, at the discretion of the Federal Judging Committee.

A new Rolls-Royce or Bentley motorcar which is still under the original manufacturer's warranty is not eligible for entry for the major trophies in the Concours. They are eligible however for judging within their own class and for the relevant class trophy.

Classes

Standardised Categories of Classes

Federal Council has defined the following Standardised Categories of Classes to apply at all Federal Concours and has also recommended that the same Classes be adopted by Branches at Branch level Concours judging.

Amalgamation of Classes

Federal Council has further resolved that no amalgamation of Classes be allowed at a Federal Concours. Therefore, should a Class have only one motorcar entered for judging and that motorcar is of a suitable standard (as defined from time to time by Federal

Council) then that motorcar shall be judged in its Class.

Classes

1. Pre-Ghosts and Silver Ghosts
2. Phantom I and Phantom II
3. 20 h.p. and 20/25
4. 25/30, Phantom III and Wraith
5. Derby Bentley (3½ Litre, 4¼ Litre, Mk V)
6. Silver Wraith, Silver Dawn and Phantom IV
7. Bentley Mk VI and R-type
8. Silver Cloud I, Silver Cloud II, Silver Cloud III, Bentley S1, Bentley S2, Bentley S3 and Phantom V
9. Silver Shadow, Bentley T Series, derivatives of those models and Phantom VI

(Derivatives shall encompass Rolls-Royce and Bentley Corniche, Camarque and all Series 2 models, i.e. Silver Shadow II, Silver Wraith II and Bentley T2.)

10. Silver Spirit I, II & III and derivatives, Flying Spur (1995), Bentley Mulsanne, Brooklands, Eight, Continental R, T, S, Azure and derivatives.
11. Silver Seraph, Silver Seraph Last of Line, Bentley Arnage and derivatives.
12. Goodwood Phantom and derivatives
13. Bentley Continental GT and derivatives
14. Bentley Bentayga SUV and derivatives

M Master Class

(The Masters Class shall consist of eligible motorcars which were Overall Winners, Best Pre-War, Best Post-War winners at the preceding three Federal Rallies.)

Perpetual Trophies

1. **Overall Concours Winner** (see Note A)

Awarded to the eligible motorcar, being either a Rolls-Royce or a Bentley, pre-war or post war, which received the highest point score in the Concours Judging, other than a Masters Class Entrant by virtue of its being a previous Overall Winner. Providing that this score shall reach or exceed 95% of the available points for the motorcar.

2. **Best Pre-War Trophy** (see Note A)

Awarded to the pre-1940 eligible motorcar, being either a Rolls-Royce or a Bentley which receives the highest point score in the Concours Judging after the Overall Winner. Providing that this score shall reach or exceed 90% of the available points for the motorcar.

3. **Best Post-War Trophy** (see Note A)

Awarded to the post World War II eligible motorcar, being either a Rolls-Royce or a Bentley which receives the highest point score in the Concours Judging after the Overall Winner. Providing that this score shall reach or exceed 90% of the available points for the motorcar.

4. **Bentley Trophy** (see Note A)

Awarded to the eligible Bentley motorcar which receives the highest point score in the Concours Judging after eliminating 1, 2 and 3 above. Providing that this score shall reach or exceed 90% of the available points for the motorcar.

5. **The Company Trophy** (see Note B)

Awarded to the 'Best Restoration of the Year' being either a Rolls-Royce or Bentley motorcar, subject to the following:

- a) Any eligible motorcar;
- b) The motorcar is at least 15 years old;
- c) The restoration was substantially completed in the twelve months immediately preceding the Federal Rally at which it is entered for judging;
- d) The motorcar has not previously been entered for the restoration award. Unless the motorcar has subsequently been restored to such a significant degree, that in the opinion of the Federal Judging Committee, the motorcar was eligible for entry;
- e) That the motorcar is the subject of the restoration regardless of during whose ownership the restoration was carried out;
- f) The points gained in the Concours not necessarily be regarded as the final basis for the award;
- g) The Federal Judging Committee has complete discretion in relation to all matters concerning equal scores between motorcars, condition of the motorcar or its authenticity or any other matters relating to the condition of the motorcar. In all other respects the Federal Judging Committee shall be the final arbiter;
- h) To be classified as a 'Restoration' a motorcar must be generally in excellent condition and have undergone, within the period specified, major or complete dismantling and extensive or complete overhaul and return to original condition, or as close as possible to original appearance, specification, material specification and finish in at least FOUR (4) of the following SIX (6) major component groups:

1. Chassis and suspension
2. Engine
3. Gearbox and rear axle
4. External panels and paintwork
5. Internal upholstery and woodwork
6. External trimming and plating

6. E.J. Vidler Shield for Age and Authenticity (see Note B)

Awarded at the discretion of the Federal Judging Committee, provided that only the age and authenticity of the chassis shall be taken into account. Only Rolls-Royce motorcars built prior to 1940 are eligible for this award.

7. Post-War Original Coach Built Trophy (see Note B)

Awarded at the discretion of the Federal Judging Committee subject to the following:

The Winner shall be the post 1945 eligible motorcar fitted when delivered to its first owner with custom coachwork (built by any coachbuilder other than by Rolls-Royce or Bentley, including but not limited to the coachbuilders whose insignia appear on the Trophy itself) and which is entered in the Concours judging at the Annual Federal Rally and attains the highest number of points in such judging.

Provided that if any such motorcar is based upon Rolls-Royce or Bentley standard steel coachwork then it should have been sufficiently modified to demonstrate the coachbuilder's art with the intention that:

(a) drophead coupé adaptations of such Rolls-Royce or Bentley standard steel coachwork when the car was new, and any two-door Silver Shadow, Corniche or Camargue and their Bentley equivalents, as well as Bentley Continental R and derivatives including Azure, built up to the end of 2002, are eligible for the award.

(b) minor modifications to such Rolls-Royce or Bentley standard steel coachwork such as, for example, Radford "Countryman" accessories or extended standard steel bodies on long wheelbase chassis, are not eligible for this award.

8. Australian Coachwork Trophy (see Note B)

Awarded to the eligible motorcar at the Federal Rally with an original Australian Coach Built body, not being a replica, which achieves the highest score in the Concours Judging categories of Coachwork Interior and Coachwork Exterior (including Tools and Elegance). Such a motorcar need not be an entrant in the Concours but the scoring procedures applicable to the Concours will apply. The object of the Award is to encourage the preservation and presentation of coachwork which is uniquely Australian. The Federal Judging Committee may take into account the degree of Australian content in cases where the coachwork is not entirely Australian in origin.

9. Jason Roger Fry Post-War Non Original Coach Built Trophy (Refer to Note B)

The purpose of this trophy is to encourage the art of modern coach building. Awarded at the discretion of the Federal Judging Committee subject to the following. The Winner shall be the post 1945 eligible motorcar fitted with non-original custom coachwork and which is entered in the Concours judging at the Annual Federal Rally and attains the highest number of points in the Concours Judging categories of Coachwork Interior and Coachwork Exterior in such judging. Provided that

the winning motorcar achieves a minimum of 90% of the available points in the categories of Coachwork Interior and Coachwork Exterior.

10. The Masters Class Trophy (see Note A)

Awarded to the highest scoring eligible motorcar in this Class as determined by the normal Concours judging procedures subject to the following provisions. That this score shall reach or exceed 90% of the available points for the motorcar. Motorcars in this Class are ineligible to win any other trophy other than the Masters Class Trophy, except as specified in Note A. Masters Class entries judged in that Class by virtue of being other than previous Overall Winners also remain eligible to be Overall Winner, in which the next highest scoring motorcar in the Masters Class will be judged the winner of this Trophy.

Note A

The winner of any of the following trophies is automatically "elevated" and removed from judging for other Awards, except that it remains eligible, where applicable, for the Company Trophy, the Age and Authenticity Shield, the Post-War Original Coach Built Trophy, the Jason Roger Fry Post-War Non-Original Coach Built Trophy and the Australian Coachwork Trophy.

- Overall Winner
- Masters Class Trophy
- Best Pre-War Trophy
- Best Post-War Trophy
- Bentley Trophy

Note B

The winner of one or more of the Company Trophy, Age & Authenticity Shield, Post-War Original Coach Built Trophy, the Jason Roger Fry Post-War Non-Original Coach Built Trophy and/or the Australian Coachwork Trophy may still be eligible to either win one of the other Perpetual Trophies or Class Trophies.

10. Class Trophies

Class trophies shall be awarded to the highest scoring eligible car in that Class providing that the car achieves a score in excess of the minimum requirements as specified in these Guidelines. Where all eligible cars in a particular Class have been elevated to major awards in accordance with these Guidelines and the Class Trophy would not otherwise be awarded, then the Trophy shall be awarded to the last eligible car so elevated.

Points Score

The points score is out of a maximum of 100, subject to adjustments for age allowance. Points are awarded in the following categories:

Engine:
Mechanical condition, validity,
appearance and cleanliness 20

Chassis:
Mechanical condition, validity,
appearance and toolkit 20

Coachwork Interior:
Condition and appearance, 20

Coachwork Exterior:
Condition and appearance, 20

Operations:
Engine, instruments, lights 20

Maximum possible score, 100

Age Allowance

A bonus of 0.1 (one tenth) point per year of the age of the chassis is allowed up to a maximum of 6.5 points or a 65-year-old chassis. Thus a 1929 model in 2011 would receive 6.5 points and a 1988 model 2.3 points.

Minimum Standard

In order for a trophy to be awarded in accordance with the foregoing Guidelines, the winning motorcar in each of the categories indicated must reach or exceed the following minimum scores:

Class Trophy 80% of the available points
Best Pre-War 90% of the available points
Best Post-War 90% of the available points
Bentley Trophy 90% of the available points
Masters Class 90% of the available points
Overall Winner 95% of the available points

Previous Winner Penalties

Previous winner penalties have been abolished in favour of the Masters Class. However previous winner penalties still apply in Age & Authenticity.

The Federal Judging Committee

The Federal Judging Committee has overall responsibility for the application and integrity of the Federal Judging Rules and Guidelines. The Committee is the ultimate point of reference in matters relating to the application and interpretation of the Federal Judging Rules and Guidelines. Members of the Committee shall be available at each Federal Concours to render assistance and advice to the Judges.

This Committee shall consist of four members, chaired by the Federal Registrar of Judges, with three members appointed by the Federal Council each for a period of up to five years and the fourth shall be the Chief Judge of the host Branch for the current Federal Rally. The Committee is responsible to the Federal Executive for the maintenance, integrity and fair application of these Guidelines.

The decision of the Judging Committee is final. No discussion or correspondence shall be entered into following the decision of the Judging Committee.