

Rolls-Royce Owners' Club of Australia

Judges Manual

Version 3.0

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1. REVISION CONTROL

This section contains the details of issues and revisions to the Concours Judges' Manual.

Version No.	Date of Issue	Sections Affected
1.0	Sept. 2002	First Issue
1.1	Aug. 2003	<ul style="list-style-type: none"> ◆ TOC, ◆ Sect.1 – Revision Control, ◆ All Sects renumbered, ◆ Sect. 11 – Appendices added a suggested Concours Entry Form
1.2	Oct. 2004	<ul style="list-style-type: none"> ◆ TOC ◆ Sect. 1 – Revision Control ◆ Sect. 3.1.2 – Amendment to eligible motorcars added ◆ Sect. 7.1 – Standardisation of Classes amended class 10 added classes 12, 13 & 14 ◆ Sect 8.13 – Hierarchy of Awards amended to reflect new classes ◆ Sect. 9.5 – Amended wording re previous winner penalties. ◆ Sect 11 Appendix F – Replaced with new appendix to reflect all above changes.
1.3	Apr. 2005	<ul style="list-style-type: none"> ◆ Sect. 1 – Revision Control ◆ Sect. 7.1 – Standardisation of Classes. Remove Class 11 and renumber classes 12-14 ◆ Old Class 11 to be known only as Masters Class ◆ Sect. 8.13 – Hierarchy of Awards Diagram to reflect above changes ◆ Sect. 11 Appendix F - Replaced with new appendix to reflect all above changes.
1.4	Apr. 2006	<ul style="list-style-type: none"> ◆ Sect. 3.1.2 – Amended wording to reflect the ineligibility of new models under original manufacturers warranty. ◆ Sect. 11 Appendix F - Replaced with new appendix to reflect all above changes.
1.5	Apr. 2007	<ul style="list-style-type: none"> ◆ Sect. 3.1.2 – Amended wording to remove confusion about eligibility of models under original manufacturers warranty. ◆ Sect. 11 Appendix F - Replaced with new appendix to reflect all above changes.
1.6	Mar. 2009	<ul style="list-style-type: none"> ◆ Corrections to spelling and typo errors in Sect. 8
1.7	Mar. 2010	<ul style="list-style-type: none"> ◆ Re-introduction of definition of Masters Class to Table of Standard Classes in Sect 7.1 ◆ Add Master Class description to Sect 9
2.0	Apr. 2011	<ul style="list-style-type: none"> ◆ Sect. 9.2 - Amendment to Age Allowance ◆ Sect. 4 - Amendment to Judging Committee appointments ◆ Sect. 5 - Amendment to Judging Panel nominations
2.1	May 2012	<ul style="list-style-type: none"> ◆ Included note 10 from Guidelines as Sect 8.13 of Rules
2.2	Feb. 2015	<ul style="list-style-type: none"> ◆ Update sample Judging Forms to reflect latest versions of same
2.3	May 2015	<ul style="list-style-type: none"> ◆ Amended Rules for award of Post-War Original Coach Built Trophy to better reflect the donor's intention to recognise original coachwork.
2.4	May 2016	<ul style="list-style-type: none"> ◆ Sect 4 – Amendment to Judging Committee responsibilities ◆ Sect 5 – Delete reference to Judging Panel. Insert Conduct of the Concours ◆ Delete all references to Judging Panel in Manual and Guidelines ◆ Add Post War Non-Original Coach Built Trophy
3.0	May 2018	<ul style="list-style-type: none"> ◆ Addition of Class 14 - Bentley SUV ◆ Revision of Judging Forms to a single page

		◆ Conversion of Scoring system to 100 point basis
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2. INTRODUCTION

2.1. Scope

The rules and guidelines contained in this manual are to be used in and applied to all judging in Concours held under the auspices of the Federal Council of the Rolls-Royce Owners' Club of Australia.

The Rolls-Royce Owners' Club of Australia conducts its annual Concours in accordance with the principles of the International Chief Judges Advisory Group (ICJAG) and as such we continuously strive for improvement and consistency among our judges.

2.2. Target Audience

- 2.2.1. This manual is intended for those members of the RROCA who will be involved in the planning, organisation and conducting of the judging of vehicles in the Concours. The manual has been prepared with specific reference to judging at the Federal level of the RROCA however the principles contained in this manual may equally be applied to judging at all levels throughout the Club.
- 2.2.2. Members of the Club who are preparing their cars for entry in a Concours may also find this manual of benefit in assisting them with their preparation.
- 2.2.3. This is truly a living document that must be maintained in currency to reflect the current trends and thinking within the Club community. It is hoped that this manual will provide the framework for improving the quality and consistency of judging at Concours in Australia.

3. CONDITIONS OF ENTRY

- 3.1. Only an eligible motorcar that has been 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. An eligible motorcar 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".
 - 3.1.1. Federal Council has resolved 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 Judging Committee.
 - 3.1.2. 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.
- 3.2. Only eligible motorcars that have been specifically entered for the "Age & Authenticity Trophy" or for the "Company Trophy" shall be judged for these trophies.
- 3.3. 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.
- 3.4. The Concours entry form is to be completed prior to the day of judging where possible, but on no account will entries be accepted after the commencement of judging.
- 3.5. Cars will be judged in the classes as defined in section 7 of this manual. There will be no amalgamation of classes.
- 3.6. The owner of a car entered for judging must be a financial member of the Rolls-Royce Owners' Club of Australia at the time of submitting the entry.
- 3.7. The car to be judged must be ready and its owner present. A car without its owner or accredited representative cannot be started or judged.
- 3.8. No judge is allowed to drive an entrant's car under any circumstances.

4. THE FEDERAL JUDGING COMMITTEE

- 4.1. This committee shall consist of 4 members, Chaired by the Federal Registrar of Judges with 3 appointed by the Federal Council and the 4th being the Chief Judge of the host Branch for the current year. The appointees of Federal Council shall serve on the Committee for a period of up to five years. To provide continuity the appointments should overlap so that only one appointee is changed at a time.
- 4.2. The Federal Judging Committee has overall responsibility for the application and integrity of the Federal Judging Manual 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. This committee shall review the Concours judging at each Federal Rally and submit recommendations for changes as necessary to the Federal Council. The committee shall also act as arbitrators and advisers to the host Branch Chief Judge to ensure the consistent and fair application of the intentions of these Judging Rules.
- 4.3. The decision of the Judging Committee is final. No discussion or correspondence shall be entered into following the decision of the Judging Committee.

5. THE CONDUCT OF THE CONCOURS

Responsibility for the conduct of the judging at each Federal Rally lies with the Chief Judge of the host Branch assisted and advised by the Judging Committee. The Guidelines for the Organisation and Running of a Federal Concours were first released in May 2011 to assist the host Branch with this activity. Copies of this document may be obtained from the Federal Registrar of Judges.

6. GENERAL RULES

- 6.1. The judges are reminded that they are obliged to point out to the owner any dangerous malfunctions (oil, petrol, water leaks, bare electrical wires) which may contribute to loss of life or limb.
- 6.2. Short-lived components such as spark plugs, tyres, batteries, hoses, belts, etc., will be considered authentic even if not original equipment provided that the judges decide that they are comparable to Rolls-Royce standards.
- 6.3. Changes made to comply with State Laws carry no penalty. This includes for example, added directional signals, stop lamps, etc. Provided, of course, that the judges decide that it is proven that the changes have been made to comply with the law and that materials and workmanship are to Rolls-Royce standards.
- 6.4. Irreplaceable items will be considered authentic even if not original equipment provided that the judges decide that they are to Rolls-Royce standards.
- 6.5. Certain changes carried out to improve performance or lengthen the life or for the safety of the car are acceptable with no penalties. These include, for example, oil filter, autovac shield and direction signals, even if not required by law, provided that the judges decide that the changes are to Rolls-Royce standards.
- 6.6. Changes made by Rolls-Royce are accepted. These include a special carburetion system, special exhaust system and four-wheel brakes, on some early models. The burden of proof in all cases resides with the owner.
- 6.7. Penalties may be incurred for over finishing of parts, e.g. chrome parts on the engine that were never intended to be chromed, chromed body parts on cars produced before 1927, excessive finishing of castings.

7. STANDARDISATION OF CLASSES

- 7.1. Federal Council has defined the following Standardised Categories of Classes to apply at all Federal Concours. There will be no amalgamation of Classes 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.

1	Pre-Ghosts and Silver Ghosts
2	Phantom I and Phantom II
3	20hp 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, Camargue and all Series 2 models, i.e. Silver Shadow II, Silver Wraith II and Bentley T2 except any late models with 17 digit Vehicle Identification Numbers (VIN) shall be included in Class 10.)
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	Masters 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.)

8. MAJOR PERPETUAL TROPHIES

- 8.1. The following major perpetual shall be awarded at Federal Concours in accordance with the rules laid down for each trophy. A table illustrating the relationship of the trophies and the eligibility for other awards is included here to aid in the determination of the awards. The specific rules for the award of each trophy should be consulted in reaching the final determination.

AWARD	CRITERIA	ELIMINATE FROM	REMAINS ELIGIBLE FOR
OVERALL WINNER	Highest scoring Rolls-Royce or Bentley other than a Masters Class Entrant by virtue of its being a previous Overall Winner.	Class, Bentley, Best Pre War, Best Post War	Coachwork, Company, Age & Authenticity
BEST PRE-WAR CAR <i>(Presented by R..A. McDermott & Co.)</i>	Highest scoring Rolls-Royce or Bentley car Classes 1 to 5 after eliminating Overall Winner.	Class, Bentley	Coachwork, Company, Age & Authenticity
BEST POST-WAR CAR <i>(York Motors Trophy)</i>	Highest scoring Rolls-Royce or Bentley car Classes 6 to 13 after eliminating Overall Winner.	Class, Bentley	Coachwork, Company,
BENTLEY TROPHY	Highest scoring Bentley car overall after eliminating 1, 2 and 3 above.	Class	Coachwork, Company,
CLASS TROPHIES	Highest scoring car in each Class, after eliminating 1 to 4 above.	Eligibility unaffected	
MASTERS CLASS <i>(R-R Motorcars Ltd.)</i>	Highest scoring car in Masters Class. If the Overall Winner comes from this Class, next highest scoring car in this Class becomes Master Class winner.	Classes 1-13, Best Pre-War, Best Post-War	Coachwork, Company, Age & Authenticity
POST-WAR ORIGINAL COACH BUILT TROPHY	Highest scoring post 1945 Rolls-Royce or Bentley car with original custom coachwork as per "Federal Judging Manual"	Eligibility unaffected	
AUSTRALIAN COACHWORK TROPHY	Highest scoring Rolls-Royce or Bentley car with Australian built or substantially modified coachwork (not modified Standard Steel Saloons).	Eligibility unaffected	
COMPANY TROPHY	Best Rolls-Royce or Bentley restoration as per "Federal Judging Guidelines"	Eligibility unaffected	
VIDLER SHIELD FOR AGE & AUTHENTICITY	As per "Rules - Age & Authenticity".	Eligibility unaffected	
JASON ROGER FRY POST-WAR NON-ORIGINAL COACH BUILT TROPHY	Highest scoring post 1945 Rolls-Royce or Bentley car with non-original custom coachwork as per "Federal Judging Manual"	Eligibility unaffected	

8.2. Overall Winner (Refer to 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.

8.3. Best Pre-War (Refer to 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.

8.4. Best Post-War (Refer to 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.

8.5. The Bentley Trophy (Refer to Note A)

Awarded to the eligible Bentley motorcar which receives the highest point score in the Concours Judging after eliminating 8.2, 8.3 and 8.4 above. Providing that this score shall reach or exceed 90% of the available points for the motorcar.

8.6. The Company Trophy (Refer to 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 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 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.
- 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

8.7.E.J. Vidler Shield for Age and Authenticity

Awarded at the discretion of the 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. Refer to section 10 of this manual for the rules applying to Age and Authenticity.

8.8. Post War Original Coach Built Trophy (Refer to Note B)

Awarded at the discretion of the 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.

8.9. Australian Coach Work Trophy (Refer to 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 Judging Committee may take into account the degree of Australian content in cases where the coachwork is not entirely Australian in origin.

8.10. 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 Judging Panel 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.

8.11. The Masters Class Trophy (Refer to 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 case the next highest scoring motorcar in the Masters Class will be judged the winner of this Trophy.

8.12. 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

8.13. Note B

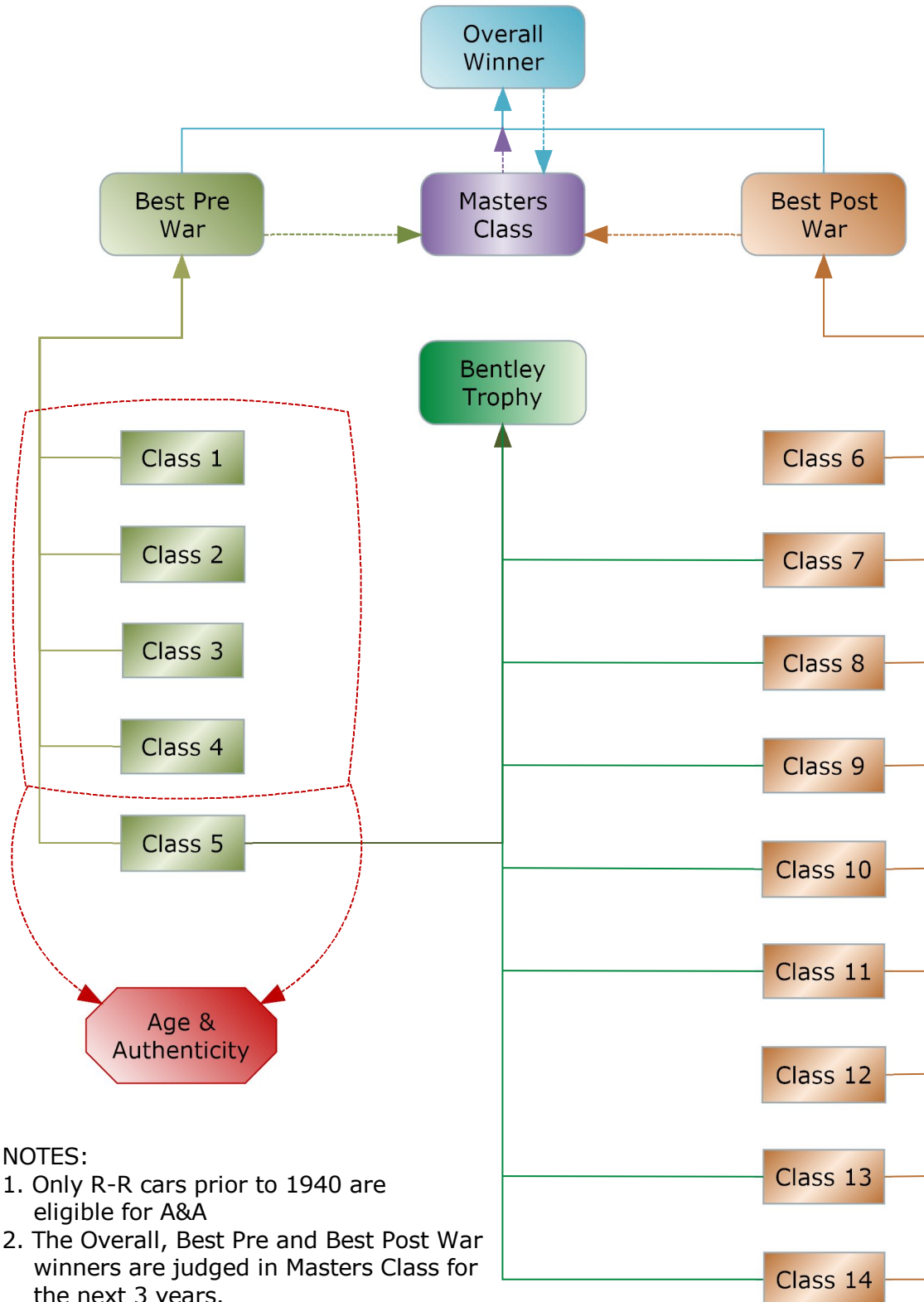
The winner of one or more of the Company Trophy, Age & Authenticity Shield, Post-War Original Coach Built Trophy, Jason Roger Fry Post-War Non-Original Coach Built Trophy and/or the Australian Coachwork Trophy may still be eligible to either win one of the other Perpetual Trophies or Class Trophies.

8.14. 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.

8.15. Hierarchy of Awards

Hierarchy of Concours



NOTES:

1. Only R-R cars prior to 1940 are eligible for A&A
2. The Overall, Best Pre and Best Post War winners are judged in Masters Class for the next 3 years.

9. CONCOURS SCORING

9.1. General

The following method of scoring is applicable to all Concours judging conducted under the auspices of the Federal Council of the RROCA. This method is used in determining the winners of the major trophies detailed above and the class trophies. The only exception to this method is the judging for the Age & Authenticity Shield which is subject to a separate methodology. The rules for Age & Authenticity are detailed elsewhere in this manual.

All cars start with a maximum score of 100 points plus an adjustment for an age allowance. Points are then deducted for a variety of reasons subject to the guidelines found in the sample Suggested Deduction in Appendix B. The starting score of 100 points is allocated as follows:

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:	Operation of engine, instruments, lights and Over restoration	20

9.2. Age Allowance

An age allowance 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.

9.3. Minimum Standard

In order for a trophy to be awarded in accordance with the foregoing Rules, 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

9.4. Previous Winner Penalties

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

9.5. Master Class

The Master Class shall consist of the Overall Winner, Best Pre-War Winner and Best Post-War Winner from the preceding three Federal Concours. Cars in Master Class are not eligible for Standard Class Awards, Bentley Trophy, Best Pre-War Trophy or Best Post-War Trophy. They are eligible for the Overall Winner if they are in the Master Class by virtue of being a previous Best Post-War Winner or a Best Pre-War Winner. They remain eligible for Coachwork, Company and Age & Authenticity Trophies.

10. AGE AND AUTHENTICITY - RULES

10.1. General

- 10.1.1. Subject to an Age Allowance and a Previous Winner Penalty, the Trophy shall be awarded to the Rolls-Royce car which is most nearly in accordance with the original specification. Only the chassis supplied by Rolls-Royce Limited shall be considered.
- 10.1.2. Emphasis shall be given to the parts which bear the mark of Sir Henry Royce and are important in revealing his contributions to automotive design.
- 10.1.3. The condition of the parts (including mechanical wear and cleanliness) shall not be considered unless it is such that correct assessment of the contribution of the parts as originally fitted is made difficult.

10.2. Entry

- 10.2.1. Entry is restricted to Rolls-Royce cars manufactured prior to 1940 and owned by financial members of the Rolls-Royce Owners' Club of Australia.
- 10.2.2. An entry form shall be lodged prior to judging giving the chassis, engine and registration numbers, the model, the claimed date of manufacture (evidence may be submitted if desired), and details of all known departures from the original specification.

10.3. Judging

- 10.3.1. The judging shall determine the scores of cars according to the system specified unless they consider it necessary to depart from this system in order to implement the aims of the trophy.
- 10.3.2. The scores of the top three cars shall be evaluated fully, and of all other entrants at least until the score of each is lower than that of the car in third place.
- 10.3.3. The decision of the Federal Judging Committee shall be final.

10.4. Scoring

- 10.4.1. The score shall be evaluated by subtracting from the Age Allowance, the Penalties for Modification and the Penalty for a Previous Winner.
- 10.4.2. Age Allowance: In view of the modification, removal and addition of parts due to changes in general standards of equipment, unavailability of original type parts and other causes, an allowance for age is made, of one point for each year of age prior to 1940. Therefore a car manufactured in 1939 receives a total bonus of one point: a car manufactured in 1920 receives a bonus of 20 points.
- 10.4.3. Penalties for Modifications: For complete absence of an original component, or its replacement by a wholly unsuitable one, penalties shall be applied according to the importance of the component as assessed by the Judges who shall be guided by the following examples:

COMPONENT	PENALTY
Radiator	Disqualification
Engine	Disqualification
Gear-Box	Disqualification
Rear-axle Assembly	Disqualification
Front-axle Assembly	Disqualification
Carburettor	40 points
Exhaust System	40 points
Starter Motor	40 points
Generator	40 points
Radiator Core	40 points
Wheels, rims, tyres (per complete set)	40 points
Ignition Coil	20 points
Steering Wheel	20 points
Lubricators and caps (per complete set)	20 points
Undersheets	20 points
Leaf Spring (each)	10 points
Spring Gaiters (per spring)	10 points
Instrument (each)	10 points
Shock Absorber (each)	10 points

Where the full penalty does not apply, partial penalties shall be assessed by the Judges, who shall be guided by the following examples:

Complete absence of a component	100% of full penalty
Replacement by wholly unsuitable component	100% of full penalty
Addition of Component	50% of full penalty
Incorrect finish (paint, plating, etc.)	25% of full penalty
Replacement by genuine modified part.	25% of full penalty
Replacement by non-genuine part to original specification	25% of full penalty
Replacement by genuine part to original specification.	0% of full penalty

* Penalty for Previous Winner

Winner one year ago	50 points
Winner two years ago	20 points
Winner three years ago	10 points

Maximum deduction for previous winner shall not exceed 50 points.

11. LIST OF APPENDICES

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| Appendix B | Sample Concours Suggested Point Deductions List |
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| Appendix D | Summary Judging Guidelines |

11.1. APPENDIX A – SAMPLE R-ROCA - CONCOURS JUDGING SHEET – ICJAG Format

R-ROC OF AUSTRALIA - CONCOURS JUDGING SHEET

The RROCA conducts its Concours in accordance with the internationally recognised standards of ICJAG

CLASS:	MAKE/MODEL:	YEAR:	CHASSIS:	REG. No.:
BODY & COACHBUILDER:			OWNER:	

NOTES: 1. Please always make notes where a deduction is made. 2. Points should be deducted in accordance with the Scoring Guide

	CATEGORY	POINTS DEDUCTED	JUDGES REMARKS / NOTES
1	Coachwork Exterior Body, Frame and Adjacent Panel Fit		
2	Doors, Bonnet, Boot Fit and Operation, Soft Top		
3	Paintwork, Finish, Period Colour, Striping (Coachline)		
4	Bumpers, Lights, Trim, Emblems, Plating, Running Boards		
<i>Sub-Total Items 1 - 4</i>			
5	Coachwork Interior Glass, Side Curtains, Top Boot, Window Operation		
6	Upholstery, Trim, Floor Covering, Headliner, Soft Top Well		
7	Dash Instruments, Steering Wheel, Pedals, Gear Selector		
8	Weather Striping, Welting Rubber		
<i>Sub-Total Items 5 - 8</i>			
9	Engine Engine Type, Overall Condition of Engine Bay		
10	Oil, Fuel, Water Lines, Belts		
11	Carburetor(s), Injectors, Pumps, Linkage, Plating		
12	Battery Relays, Overall Condition of Electrical System		
13	Radiator, Hoses, Pump, Fan		
<i>Sub-Total Items 9 - 13</i>			
14	Chassis Wheels, Rims, Tyres, Spare Tyre, Tools, Jack		
15	Frame, Suspension, Brakes, Steering, Drivetrain		
16	Manifold, Mufflers, Pipes, Fishtail, End Tips		
<i>Sub-Total Items 14 - 16</i>			
17	Operations Smoothness of engine running, Leaks		
18	Instruments, Interior Lights, Horn, Radio		
19	Exterior Lights, Turn Signals, Brake and Reverse Lights		
20	General Over Restoration and/or applied patina		
<i>Sub-Total Items 17 - 20</i>			
Total Points Deducted			

JUDGES:				
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11.2. APPENDIX B – SAMPLE R-ROCA – SUGGESTED POINT DEDUCTIONS LIST



Suggested points deduction list – Effective 15 April 2018

The deductions on this list are suggestions for average deductions.

- Evaluate each item for authenticity and condition.
- NO deduction if the judge is not 100% certain of fault
- This deduction list is NOT all inclusive and are suggestions only.
- Judges must be consistent throughout the entire Class and always fair.
- All deductions must be documented on the Judging Form.

Position	COACHWORK EXTERIOR	Suggested points
1	Body, Frame and Adjacent Panel Fit	
	Out of period or non-authentic body (Consult Chief Judge) If the body has been cut to make a drop head from a sedan consult the Chief Judge.	5
	Traces of use / driving including minor addressed chips	0
	Pitting or damage to chrome or brightwork	½ to 1
	Incorrect exterior mirror(s), antenna or positioning of exterior items	1
	Non-authentic screws (E.g. Phillips or Allen instead of flanged, hex or slotted)	1
	Non-Driving related damage or scratches. Dented or cracked panels	1 to 2
	Incorrect piping/rubber gaskets on body panels	1
2	Doors, Hood, Boot Fit and Operation, Soft Top	
	Soft top material – non-period / correct colour	1
	Soft top rear window – wrong type, size or finish	½ to 1
	Incorrect stitching pattern on soft top	½ to 1
	Door and hood operation – not smooth or incorrect	½ to 1
	Door, boot and bonnet gaps and fit – Door sagging	1
	Opening and closing of doors, boot and bonnet	½ to 1
3	Paint Finish, Period Colour and Coachline	
	Model or period incorrect colour	1 to 2
	Incorrect gloss or tone (refer to Line 20 Applied patina)	1
	Use of modern paint composite but correct colour and tone	0
	Colour change to another Period correct colour	0
	Scratches, swirls, improper finish, peeling or fading	1
	Coachline uneven, thick, masked or decal	1
4	Bumpers, Lights, Trim, Emblems, Plating, Running Board Material	
	Completeness of bumpers (overrides, gaskets, etc) / missing bumpers	1 to 2
	Headlight lenses misaligned / damaged / dull reflector	½ to 2
	Headlight lenses non-authentic (wrong style, brand or brand mix)	½ to 1
	Lighting incorrect or mismatched for model (front/rear, side, foglight)	1 to 3
	Grill or mirrors non-authentic	1 to 2
	Mascot Non-authentic, poor replica, poor casting, poor finish	2
	Missing plaques (Chassis / engine / coachbuilder, etc)	½ to 1

ALL DEDUCTIONS MUST BE DOCUMENTED ON THE JUDGING FORM

Position	COACHWORK EXTERIOR (con't)	Suggested points
	Discreet installation of turning lights when not original	0
	Running board material, incorrect or incorrect pattern	1
	COACHWORK INTERIOR	
5	Glass, Side Curtains, Top Boot, Window Operation	
	Glass material / finish	½ to 2
	Glass tinting	1
	Operation of windows	½ to 1
	Presence and finish of curtains	1
	Soft top cover (presence, material, finish, colour, etc.)	1
	Gaskets (wrong type, colour or damaged)	½ to 1
6	Upholstery, Trim, Floor covering, Headliner, Soft Top Well	
	Incorrect upholstery material	1
	Finish of upholstery (piping, pattern, stitching, colour)	1 to 2
	Carpet and floor, cover material/colour/piping	½ to 2
	Headliner, material/colour/finish	1
	Soft top well, material/colour	½ to 1
7	Dash, Instruments, Steering Wheel, Pedals, Gear Selector	
	Steering wheel, gear selector, handbrake, incorrect colour or type	1
	Functionality of radio switches (IF present)	1
	Appearance of instruments (dials, colours, rings, correct for period)	1
	Operation of switches	½ to 1
	Improper accessory (modern tripmeter, GPS, indiscreet power outlet)	1
8	Weather stripping, Welting Rubber	
	Welting method or incorrect pattern	1 to 2
	Weather stripping or incorrect pattern	1
	ENGINE	
9	Engine Type, Overall Condition of Engine Bay	
	Overall appearance of engine compartment "finish"	1
	Non-original but period correct engine type	1
	Incorrect engine type (non-authentic)	3 to 5
	Indiscreetly retrofitted auxiliary fan	1
	Missing components (deduction based on importance)	½ to 2
	Incorrect type screws or fasteners (modern or generic Hex/Allen/Philips)	1 to 2
	Overall condition of compartment (e.g. heavy dirt / oxidation / leaks)	1 to 2
	Incorrect or missing belly / splash pans	2
10	Oil, Fuel and Water Lines, Belts	
	Incorrect hose clamps (generic hardware or wrong type)	½ to 1
	Incorrect hoses (modern / wrong type)	1
	Incorrect belts	1
	Incorrect expansion tank or cap	1
	Incorrect coating on lines (material, finish or colour)	1 to 2

ALL DEDUCTIONS MUST BE DOCUMENTED ON THE JUDGING FORM

Position	ENGINE (con't)	Suggested points
11	Carburetor(s), Injectors, Pumps, Linkage, Plating	
	Incorrect hoses / linkages / fasteners	1
	Incorrect linkages / spring / connector / screws	1
	Incorrect type of carburettor / injection pump	1 to 2
	Incorrect fuel feed system / pump (indiscreet addition of electric aux pump)	1 to 2
12	Battery, Relays, Overall Condition of Electrical System	
	Voltage change (e.g. 6 to 12 volt) This deduction covers affected components	2
	Incorrect generator / actuator / regulator or modern replacement	1 to 2
	Incorrect distributor type	1 to 2
	Incorrect wire coating / colour or plastic	½ to 1
	Incorrect connector type	1
	Incorrect ignition cables and / or spark plugs	1
	Incorrect insulation type / incorrect connectors	1
	Incorrect ignition system (electronic / coil / type)	3
	Incorrect starter type	1
	Modern type horn indiscreetly mounted	½ to 1
13	Radiator, hoses, Pump, Fan	
	Incorrect radiator type	1
	Incorrect hoses	1
	Incorrect hose clamps / fittings	½ to 1
	Incorrect material or colour coating on hoses and parts	½ to 1
	Incorrect water pump type or finish	½ to 1
	Incorrect fan coating, colour or finish	1
	Electric aux fan indiscreetly mounted	1
	Incorrect thermostat type	1
	CHASSIS	
14	Wheels, Rims, Tyres, Spare Tyre, Tools, Jack	
	Incorrect rim / wheel type, size / hubcap	1 to 2
	Incorrect tyre size (Non-original/Out of Period)	1 to 2
	Tyre sizes or brand mismatch, incl. spare tyre	1
	Incorrect tyre type (radial vs Cross Ply)	0
	Toolkit / Jack, incorrect or incomplete	½ to 1
	Incorrect valve caps (modern or plastic vs metal)	½ to 1
	Incorrect material / coating for wire spokes or chrome vs painted	½ to 1
15	Frame, Suspension, Brakes, Steering, Drivetrain	
	New frame or chassis – consult Chief Judge	5
	Modification of frame (geometrical)	3 to 5
	Alteration to finish of frame	1
	Steering box (modern / wrong type / retro fitted servo assist)	1 to 2
	Incorrect suspension / springs	1
	Out of period change of brake type (e.g. drums to disc / added booster)	1 to 2
	Incorrect operation of brake system (hydraulic vs mechanical)	1
	Conversion from single circuit to dual circuit braking system	0
	Axles (type / finish)	1

ALL DEDUCTIONS MUST BE DOCUMENTED ON THE JUDGING FORM

Position	CHASSIS (Con't)	Suggested points
	Incorrect gearbox type	1 to 2
	Incorrect number of gears (adds to gearbox type)	1
	Incorrect operation of clutch (hydraulic vs mechanical)	2
	Two wheel to four wheel brake conversion if period correct	0
16	Manifold, Muffler(s), Pipe(s), Hangers, Exhaust Tip(s)	
	Incorrect manifold	1
	Muffler type, shape, overall number, and position	1
	Exhaust material (e.g. out of period use of stainless steel)	1
	Exhaust tip not as originally fitted (i.e. shape / finish / coating / missing)	1
	Incorrect hangers / clamps	½ to 2
	Exhaust system colour and overall condition	1
	OPERATIONS	
17	Smoothness of engine running, leaks	
	Engine fails to start within two minutes	5
	Engine starting issues / misfiring cylinders / runs only with driver support	1
	Fuel leaks (line or carburettor), oil leak, Distinguish btw minor and major	1 to 3
	Rough engine idle. Excessive smoke at start up	1 to 2
	Engine only runs with electric aux fuel pump	1
18	Instruments, Interior lights, Horn, Radio	
	Instrument lights	½ to 1
	Operation of all instruments	½ to 1
	Horn inoperable	2
	Functionality of radio and switches (IF installed)	1 to 2
	CAUTION: Wipers are NOT checked	
19	Exterior lights, Turn Signals, Brake and Reverse Lights	
	Headlights (low and high beams) and brake lights	2
	Foglights, Side Marker Lights, Driving lights, Taillights, Searchlight	1
20	Over Restoration and / or Applied Patina	
	Overall appearance of paint, chrome, plating and upholstery as relates to vehicle age. Look for evidence of use and normal aging vs simulated (i.e. applied) patina. Over restored means "Better Than New".	½ to 3

11.3. APPENDIX C - R-ROCA - CONOURS JUDGING SHEET - AGE & AUTHENTICITY

OWNER:				
YEAR:		RALLY No:		
MODEL:		CHASSIS No:	CLASS:	
COACHBUILDER:				
SECTION	JUDGING CRITERIA & GUIDELINE (The maximum loss is for absence or unsuitable replacement)	PENALTY POINTS		POINTS LOST
		EACH	MAXIMUM	
<u>CHASSIS</u>	Frames, struts, rods (Check RR bolts, finish all over)		20	
	Bonnet		5	
	Undersheets		20	
	Engine, (basic unit not including the parts below)		40	
	Front axle		40	
	Other components, not covered below		10	
<u>COOLING</u>	Radiator core		40	
	Shutters, fan	5	5	
	Water pump pipes	5	5	
	Clips, cap, mascot	1	5	
<u>FUEL SYSTEM</u>	Carburettor		40	
	Autovac or pump, petrol tank	5	10	
	Pipes, unions, filters	1	5	
<u>EXHAUST</u>	Manifold, pipes, silencers, unions, fishtail, cut-out	5	40	
<u>ELECTRICAL</u>	Starter motor, dynamo	40	80	
	Coil		20	
	Magneto		10	
	Distributor, ballast, sleeves, conduit	1	10	
	Fuses, cut-out, boxes, starter contactor, etc	2	10	
	Wiring, braiding, terminals, connectors	2	10	
<u>LUBRICATION</u>	Oilers, greasers, drip feeds, piping, caps	1	20	
	Pump, reservoirs, BIJUR unit	5	5	
<u>TRANSMISSION</u>	Gearbox		40	
	Rear axle		40	
	Propellor shaft, torque tube, gear lever	5	5	
<u>SUSPENSION</u>	Springs, gaiters, shock absorbers	10	40	
	Linkages, roll bars, ride control/pump, small gaiters	5	10	
<u>WHEELS, BRAKES</u>	Wheels, rims, tyres (set)	10	40	
	Hubs, nuts	5	5	
	Brake drums, linkages, cross tubes	5	10	
	Servo mechanism, transmission brake		5	
	Mounting of spare wheel/s	5	5	
<u>STEERING, ETC</u>	Steering box, column linkages, gaiters	5	10	
	Steering wheel		20	
	Controls, levers, pedals	1	5	
<u>INSTRUMENTS</u>	Absence of an instrument	10	40	
<u>TOOLS</u>	Tools and spare	1	10	
JUDGE'S NAME/S	a) Given allowance	200	d) Total points lost	
Date:	b) Age allowance (1 per year prior to 1940)		e) Previous winner (50, 20 or 10)	
	c) TOTAL STARTING POINTS (a + b)		f) Total deductions (d + e)	
			g) FINAL SCORE (c- f)	

11.4. APPENDIX D: 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 Judging Committee, will be judged. Similarly, any late entries shall be at the discretion of the 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 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 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 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 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.
- 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 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 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 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 Judging Panel 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.