

CONCOURS **JUDGING GUIDELINES**



A. INSTRUCTIONS TO JUDGES AND PROPER USE OF THE JUDGING FORM

1. Cars should be displayed on the concours field as follows:
 - Tops installed and erected, sidecurtains and canvas displayed.
 - Hoods open.
 - Trunks open.
2. The correct procedure is to first inspect the vehicle. When a defect is located in the vehicle, find the offending component on the judging form and make an appropriate deduction. Never look at the form first and then try to locate a corresponding defect on the car.
3. The standard of all proper judging is the way the car appeared (and functioned) when it left the dealer showroom as a new vehicle, and as documented by the original catalog. Any deviation from that standard calls for a deduction. Judge each car against the standard; don't ever judge a car against the car parked next to it on the judging field. The judging should be done from the point of view that we (VTR) encourage the driving of our cars, and driving the cars will mean that each and every component will not be showroom new. A minimal amount of wear and tear is to be expected on well maintained cars.
4. Each component should be judged within your area of responsibility for authenticity, workmanship and maintenance. These are the three factors that can contribute to a component's ability to live up to the "standard" mentioned above. Authenticity refers to any deviation in form or material from the original component; workmanship alludes to any reduction in the quality of a restored component as compared to the way it appeared (or performed) when new; and maintenance refers to any deterioration which may have occurred since the component was new or restored which causes it to deviate from "like new" condition.
5. Each car starts out with a full 400 points. The judging form serves as a guide or checklist to prevent duplication of deductions and to assure that deductions are scored in a manner consistent with VTR judging standards. The judging form, however, is not sacred, and not all items deemed worthy of a deduction will appear on the form. Do not hesitate to use the "other" classification at the bottom of each category.
6. The maximum deductions are a guideline and refer to the amount that you could properly deduct if the component were missing or in the poorest possible condition. Your actual deduction is left to your judgement, and should be an equitable percentage of the maximum depending on the lack of properness of the component. Use no less than one-half point deductions.

7. The car is to be judged and scored component by component, rather than process by process, such as paint, plating, etc. All aspects of a particular component are scored at once; such as, dirt accumulation, poor quality re-paint, faulty plating, incorrect color, etc. The only exception to this is when a defect is widespread over many components, such as excessively orange-peeled paint over the entire body, or an excessive amount of road dirt over the entire undercarriage. Such defects, if not specifically listed, can be given an appropriate general deduction using the maximum point guidelines on the form.
8. Each component on the car may receive up to the maximum deduction. For instance, a 4-door car with its doors missing would receive a 20-point deduction, whereas a 2-door car would receive only a 10-point deduction.
9. The judge should be kind to the car and give it the benefit of the doubt. Don't kill the car! Don't deduct for points of authenticity of which you are not certain, and don't deduct for slight defects that are obviously fresh and might have been caused enroute to the meet.
10. All components must be operable. It is assumed that all engines run because all cars are required to drive onto the field and participate in an authorized moving event; however, other operating components such as head lights, tail lights, brake lights, turn signals and horns should be checked at the discretion of the judges if sufficient time is available.
11. Judging is a matter of good judgment. Judges must be knowledgeable, systematic and consistent between cars.
12. Areas of questionable authenticity may be documented by the car owner. Such documentation should be considered at face value. Any questionable areas of a vehicle that produce uncertainty on the part of the judges should be brought up to the car owner. His answers should be taken at face value.
13. With apologies to our English cousins, American terminology has been used consistently on the VTR judging form. This has been done to prevent confusion.
14. All those involved in VTR class judging should be aware that the basic purpose of a judging event is to promote the proper restoration and maintenance of old Triumph automobiles through healthy competition among the registered members. A judging event is not, however, a restoration clinic. It is not the duty or responsibility of field judges to provide restoration information to car owners, nor is it the purpose of the judging form to provide a handy guide for restoration. In other words, proper research is the responsibility of the car owner, not the judging staff.

B. THE TECHNIQUES AND PRACTICES OF FIELD JUDGING

1. Although reductions may occur due to lack of trained personnel, the ideal judging team consists of five persons, four field judges and one team captain. Each field judge handles one of the four judging categories, while the team captain tallies the form for each car, handles any questions or disputes, supervises the judging operation, handles any liaison with the car owners while on the field, and handles, in the absence of the owner, any physical contact with the car.

2. Each team should ideally judge one class, or perhaps two small classes, although reductions in available trained personnel may cause doubling up at certain events. Judges should be allowed, whenever feasible, to judge the vehicles most within their areas of specialized knowledge.
3. Depending on the workload of the judging team, many of the cars on the field may be judged visually with general deductions assigned in each category on the judging form. The elimination of low-point cars from competition through visual inspection is a very legitimate procedure, but must be done with great care, and only by trained, knowledgeable judges. As a rule of thumb, if the five-man team has more than a dozen cars to judge, and some obvious low-point machines are part of that group, it is quite permissible to eliminate some cars by visual judging. The final decision on visual judging lies with the team captain.
4. It is the responsibility of each team captain to be sure that each car has participated in an authorized moving event as required by VTR and is being judged in its proper class. After each car is judged, either visually or using a form, the word "judged" should be written on the vehicle's windshield card.
5. Ideally each car owner should be present when his car is being judged. The owner should open doors, hoods, and trunk lids, and be available to answer any questions the judges may have. However, with the permission of the owner, the team captain can be responsible for opening various parts of the car. He should do so with the utmost care, being careful to treat the car as if it were his own.
6. Judges should perform quickly, quietly, and with the utmost care and courtesy. Long deliberations over any particular car should be avoided, as should the use of derogatory language concerning a particular car when the owner is present. Very little conversation should take place between field judges if they are operating efficiently. Concentration and professionalism are the order of the day!

C. ASPECTS OF JUDGING

1. **Period Accessories:** Accessories, which were available to the owner during the period when the car was current, should not be a cause for a deduction and should not be considered modifications. This includes modern radios if installed in a period mounting.
2. **Replacement Parts:** Replacement and/or reproduction parts abound for Triumphs. No deduction should be taken for replacement parts unless they differ significantly in appearance or material from the original. In such case the deduction should be one-half of the deduction that would be taken if the part were missing.
3. **Safety Items:** No deduction should be made for safety items such as a fire extinguisher, fuel line hose clamps, seat belts, fuel filters, etc. The installation must be neat and unobtrusive.

4. Over-Restoration: Since our standard is showroom new, over-restoration is not rewarded. Better than showroom quality should not earn more or less than a component in like-new condition. It is the responsibility of the team leaders to report to the VTR chief judge any car that they feel to be over-restored. Examples of over-restoration are as follows: too much chrome, leather where it shouldn't be, wool carpet where it shouldn't be, etc. The VTR chief judge, in conference with the team leader, will determine if the car is in fact over-restored. In this case the car will be moved to the modified class and judged accordingly. The VTR chief judge may seek any advice deemed appropriate in reaching this decision. If only portions, and not the entire car, are judged to be over-restored, then the over-restored items or parts will receive one-half the deduction of the missing item or part.
5. Modified: A car shall be deemed to be "MODIFIED", and placed in one of the two modified classes, if there is a major component change, i.e. engine, or multiple (2 or more) minor component changes, multiple body and/or trim modifications. (See Appendix 1.)
 - a. TOURING: The standard for this class is an original or restored Triumph set up with modern equipment for touring which does not alter the driving character of the car but enhances the reliability and ease of maintenance. Common modifications for eligibility are wheels, tires, exhaust, ignition, alternator, air cleaners, valve covers, electric fans, paint colors, soft tops, suspension, steering wheels, seat belts, dash boards and/or stereo system.
 - b. PREPARED: The standard for this class is an original or restored Triumph set up with performance modifications by modifying any major component. This would include performance ignition system, fuel system modifications, transmission conversions, major interior, suspension or body alterations.
6. Best of Show: The Best of Show Award should be selected as follows: After all classes are judged, the top two cars in each class will be judged again by the VTR chief judge and all judging team leaders. This will even out any slight variances in the judging which might exist from one team to the other.
7. Disputes and Protests: Any disputes that arise should be handled as follows: The owner should first discuss the problem with the team leader of his/her class. If this is unsatisfactory in resolving the problem the owner should then immediately appeal to the host club concours director. The final step will be to take the problem to the VTR chief judge who will resolve the issue in consultation with all interested parties. All disputes (protests) should be raised prior to completion of judging for the class in which the dispute arose.

Acknowledgements: Concours Judging Guidelines, VTR National Convention, 1990;
The Vintage Triumph Register Concours Rules, 1997, Revised 2001 and 2003;
and Appendix I & II, Dave Massey, 2006

APPENDIX I **MODIFIED CLASSES**

Touring Class

The touring class is intended to attract those car owners who have made subtle modifications to enhance the reliability and maintainability of the car without altering the overall character or appearance of the car. Although these cars may deviate from specific details of the options and fitments available from the factory they hold true to the spirit of the concepts of the cars' designers.

The following modifications will be allowed in the Touring Class without penalties:

ENGINE COMPARTMENT:

- Engine: may be from any model car in the series of car. For example a TR2 may run with a TR4A engine.
- Intake manifold: must be factory issued equipment for the series of vehicle but not necessarily correct for model year. Example: an early TR6 may have a later model intake manifold.
- Carburation: must be factory issued equipment for the series of vehicle but not necessarily correct for model year. Example: TR3 may have HS6, H6 or Stromberg carbs from any TR2,3,4, or 4A.
- Exhaust manifold: Any factory issue for this series of engine. Example: TR4A twin outlet manifold is allowed on a TR3.
- Exhaust system: Any street legal. This means continuous to rear of vehicle and considered street legal in state of registration or state of convention, whichever is more generous. Side pipes not allowed.
- Cooling system: Electric fans allowed. Removal of engine driven fans also allowed.. Modified radiators of original dimensions and original mountings allowed.
- Ignition systems: Any "Point replacement" system (e.g.: Crane XR700, Pertronix) utilizing original distributor allowed. Capacitive Discharge, distributorless or aftermarket distributors not allowed. (See Prepared Class)
- Alternators: Any allowed provided original mounting location.
- Valve covers: Chrome, cast, or any aftermarket allowed. Must be present.
- Air Filter: Any aftermarket allowed. Must be present.
- Electrical system modifications: Allowed if not extensive. The addition of relays and extra wiring for lighting, fans, horns, ignition systems, electric fuel pumps and alternator conversions allowed. Wholesale electrical system alterations (e.g.: the Dan Masters' wiring kit) not allowed. (see Prepared class)

DRIVETRAIN

- Transmission: Any factory issue transmission that fits without modification. For example a TR6 transmission may be mounted to a TR3 without modifying either save some bolt onclutch component swaps.
- Rear axle/differential: Must be correct for the model series of vehicle.

SUSPENSION

- Ride height: No drastic changes from stock (+/- .5 inches). Exception: any ride height for model series allowed. For example a TR6 may have a ride height of either early or late models.
- Suspension geometry: no radical camber changes allowed.
- Tube shocks: Tube shock conversions allowed.

- Sway bars: Sizes up to 1/4 larger than stock allowed. Links must be stock. Fitment of bars where none were fitted by the factory are not allowed.
- Wheels: Any style of original diameter and up to 0.5 inches wider than stock.
- Tyres: Any up to 20mm wider than original (e.g.: up to 205/15 allowed on TR6). Must be street legal.

BRAKES

- Brakes: Stock equipment from model series or with mods allowed.
- Braided hoses: Allowed.

INTERIOR

- Seats: Stock seat frames required. Coverings may be of any material and any color.
- Dash: Stock layout/configuration but finish may be any (e.g.: wood, vinyl, powder coat, brushed stainless steel, etc.). Gauges must be Jeager, Smiths, or Lucas and correct style for model series. For example an early TR6 may have later style gauges. Retrofitting alternate gauges of the same style allowed.
- Carpet: Any type (cut pile, loop, wool, nylon) of any color allowed but must be present if car was so equipped originally. TR3's that had carpet as optional are not required to have carpet.
- Trim panels: Must be present and of original design but may be finished in any material and in any color.

EXTERIOR

- General: No sheetmetal changes. All doors, hood and trunk lid must be present. Fiberglass panels may be fitted if they conform to original dimensions.
- Bumpers: Any bumper from the model series may be used. Bumper overrides may be removed from late model TR6. Bumpers may be painted model color.
- Windshield and glass: Stock windshield must be present. Door glass must be present.
- Top: Standard folding top or removable hard top must be present but may be finished in any material and in any color. Zip-out rear windows allowed even on cars not originally equipped with zip-out windows.
- Grill and other trim: All trim must be present but may be of alternative color or material.
- Auxiliary lighting: Allowed.

Prepared Class

The prepared class is intended to attract those who have modified their cars but that are still driven on the street as regular transportation. These cars may be enhanced performance wise and appearance-wise but still qualify as street legal. These are not race cars.

In addition to all the modifications allowed in the Touring class the following modifications will also be allowed in the Prepared Class without penalties:

ENGINE COMPARTMENT:

- Intake manifold: Any manifold is allowed.
- Carburation: Any carburation changes are allowed.
- Exhaust manifold: Any manifold is allowed.
- Exhaust system: Any street legal. This means continuous to rear of vehicle and considered street legal in state of registration or state of convention, whichever is more generous. Side pipes not allowed.
- Cooling system: Electric fans allowed. Removal of engine driven fans also allowed.

- Any custom radiator allowed. Must be suitable for street use.
- Ignition systems: Any ignition system allowed. This includes after market distributors, capacitive discharge systems and multicoil distributorless systems.
- Alternators: Any allowed provided original mounting location. A belt driven charging system must be present.
- Valve covers: Chrome, cast, or any aftermarket allowed. Must be present.
- Air Filter: Any aftermarket allowed. Must be present.
- Electrical system modifications: Full custom or any level of modification to stock system allowed but all factory stock electrical items must be functional. Factory stock electrical items means all lights, horns, charging system, gauges and turn signals.

DRIVETRAIN

- Transmission: Transmission swaps allowed.
- Rear axle/differential: Swaps allowed provided it is of the same type (e.g.: IRS vs solid axle).

SUSPENSION

- Ride height: Ride height and camber changes allowed.
- Tube shocks: Tube shock conversions allowed.
- Sway bars: Sizes up to 1/4 larger than stock allowed. Links must be stock. Addition of front and rear bars on cars not so equipped originally is allowed.
- Wheels: Any style allowed.
- Tires: Any allowed. Must be street legal.
- General: Must be of factory original design. No suspension swaps allowed.

BRAKES

- Brakes: Equipment changes allowed. This includes aftermarket and brakes from another model cars.
- Braided hoses: Allowed.

INTERIOR

- Seats: Any seat swaps are allowed.
- Dash: Full custom dashes allowed. Any style gauges allowed. Must include speedometer.
- Carpet: Optional.
- Trim panels: Optional.

EXTERIOR

- General: Sheetmetal changes are limited to Hood scoops, wheel arch modifications, ventilation grill additions (including hood louvers) and alternate but street legal windscreens. Fiberglass panels allowed. All doors, hood and trunk lid must be present.
- Bumpers: Optional.
- Windshield and glass: Modified/alternate windshields of street legal status are allowed. Door glass Optional.
- Top: Optional.
- Grill and other trim: Optional.
- Auxiliary lighting: Allowed.