



The Vintage Triumph Register Concours Rules

July 19, 2006

1. INTRODUCTION

Each year at the VTR Convention / North American Triumph Challenge, the Concours event has attracted a large number of entries and for some, it is the premier event of the weekend. As more and more Triumphs are restored and returned to the land of living cars, the Concours has grown each year. For some reason, the host clubs seem to have the most difficulty organizing this one event. These rules have been established to standardize this event from one year to the next and from one area of the country to the next.

Of equal importance, each participant in the Concours must be familiar with his/her responsibilities (see section 4) as outlined in these rules. Ignorance of the rules shall not be an excuse for any complaint or protest.

1.1 SCHEDULING: The Concours Event shall be scheduled on the final day of the VTR Convention. Starting time should be late enough to allow the participants enough time to detail their cars yet early enough to allow the judges to finish by a reasonable time in the afternoon. A realistic time for the beginning of the judging shall be no later than 11:00 AM.

1.2 PREREGISTRATION: To aid the host club in preparation, MOST cars should be preregistered by class for participation in the Concours Event. This is to allow the host club sufficient time for space allocation, trophy preparation, line up time, etc. This does not preclude a FEW last minute entries, but late registrations SHALL NOT affect class reorganizations under Rule 2.3.

2. CONCOURS CLASSES:

The following are the minimum standard classes which MUST be offered at the VTR Convention:

- Showroom Stock
 - Historical {Pre-TR}
 - TR-2/TR-3
 - TR-3A Early {Pre TS 60000}
 - TR-3A Late
 - TR-3B
 - TR-4/TR-4A
 - TR-250 / TR-5
 - TR-6 Early {all-chrome bumpers}
 - TR-6 Late {bumpers with rubber overrides}
 - TR-7
 - TR-8
 - Spitfire Mk 1/2/3
 - Spitfire Mk 4/1500
 - GT-6
 - Stag
 - Special Interest
- Modified Touring
- Modified Prepared
- Senior
- Preservation

2.1 SHOWROOM STOCK CLASSES: The standard for these classes is the way the Triumph appeared and functioned when it left the dealer showroom as a new vehicle whether it is original or restored.

2.2 MODIFIED CLASSES: 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.

2.2.1 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.

2.2.2 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.

2.3 SENIOR CLASS: Any car which has won one (1) First Place Award in Concours (Not Participants' Choice) MAY enter Senior Class. After two (2) First Place Awards, he/she MUST enter Senior Class for the period of the next four VTR National Conventions. Senior Class will be judged against the score sheet only. A score of 350 points or better is required to receive the Senior Award. After winning a Senior Award the car must be entered in Preservation Class if the owner wishes to pursue Concours. There can be any number of Senior Awards at any convention.

2.3.1 PRESERVATION AWARD: If the owner wishes to pursue Concours after having obtained one Senior Award, the car shall be entered for a Preservation Award. The scoring shall be the same as for Senior except that a score of 365 points shall be required for the awarding of a Preservation Award. Preservation Award cars must be preregistered. There shall be no limit to the number of Preservation Awards that a given automobile may win.

2.3.2 RETURN TO STANDARD CLASS: If the owner wishes, they may choose to return to the standard classes or remain in the Senior or Preservation classes after the passage of four VTR National Conventions. If returned to the standard class, the car will return to the Senior Class after the above rules have been achieved again.

2.4 CLASS COMBINING: The classes listed under Rule 2.0, along with Senior & Preservation, are the MINIMUM classes which must be offered. If three or more cars of the same type are preregistered, for which there is no class, i.e. Herald, 2000, Vitesse/Sports Six, Race Cars, then another class shall be created. Classes of fewer than three cars SHALL NOT be combined without the permission of the participants affected.

3. JUDGING SYSTEM & AWARDS

3.1 400 POINT SYSTEM: Judging shall be conducted on the VTR 400 point system. All cars shall begin with 400 points and suffer deductions for deviations from standard.

3.2 1st, 2nd, 3rd TROPHY MINIMUM POINTS: Minimum points for awarding of trophies, regardless of the number of cars in a class, are as follows:

FIRST – 350; SECOND – 300; THIRD – 250

3.3 BEST OF SHOW: The Best of Show Award shall be selected from the standard classes as follows: After all classes are judged, the top two cars in each class shall 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.

3.4 CERTIFICATE OF EXCELLENCE: In addition to the top three place trophy awards in each class, any car which scores high enough shall be awarded certificates as follows:

GOLD – 350; SILVER – 300; BRONZE - 250

Certificate winners may purchase, through the VTR, a plaque for permanent display of their award. The VTR will maintain a record of all scores to verify eligibility.

3.5 DISPUTES and PROTESTS: Any disputes which arise shall be handled as follows: The owner shall first discuss the problem with the team leader of his/her class. If this is unsatisfactory in resolving the problem the owner shall then immediately appeal to the Host Club Concours Director. The final step shall be to take the problem to the Chief Judge who shall resolve the issue in consultation with all interested parties. All disputes (protests) shall be raised prior to completion of judging for the class in which the dispute arose.

3.6 ASPECTS OF JUDGING: (See also the [Concours Judging Form](#).)

3.6.1 PERIOD ACCESSORIES: Accessories which were available to the owner during the period when the car was current shall not be a cause for a deduction and shall not be considered modifications. This includes modern radios if installed in a period mount.

3.6.2 REPLACEMENT PARTS: Replacement and/or reproduction parts abound for Triumphs. No deduction shall be taken for replacement parts unless they differ significantly in appearance or material from the original. In such case the deduction shall be one-half of the deduction that would be taken if the part were missing.

3.6.3 SAFETY ITEMS: No deduction shall 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.

3.6.4 MODIFICATIONS: See section 2.2 on MODIFIED CLASS

3.6.5 OVER-RESTORATION: It is the responsibility of the team leaders to report to the Chief Judge any car which 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 Chief Judge, in conference with the team leader, shall determine if the car is in fact over-restored. If such is the case the car shall be moved to the modified class and judged accordingly. The Chief Judge may seek any advice deemed appropriate in reaching this decision. If only portions, and not the entire car, is judged to be over restored, then the over-restored items or parts shall receive one-half the deduction of a missing item or part.

4. PARTICIPANT'S RESPONSIBILITIES:

4.1 MOVING EVENT CERTIFICATION/PREREQUISITE: It is the VTR's position that all cars entered in the Concours Event MUST participate in one or more of the moving events offered at the Convention: Rally, Autocross, etc. (Driving to the convention shall specifically NOT be recognized as satisfying this requirement.) It will be the responsibility of the Host Club Concours Director to provide readily verifiable VISIBLE proof that each car entered in Concours satisfies this rule. EXCEPTIONS TO THIS RULE WILL NOT BE GRANTED.

Cars must be driven onto the Concours field under their own power.

4.2 PARTICIPANTS' CHOICE: Participants' Choice judging will be offered by the host club at the convention, a car may enter one or the other, not both. Eligibility requirements for Participants' Choice are the same as for Concours.

4.2.1 PARTICIPANTS' CHOICE CLASSES: The following are the minimum classes which MUST be offered at the VTR Convention:

- TR-2/TR-3
- TR-4/TR-4A, TR-250
- TR-6
- TR-7/TR-8
- Spitfire/GT-6
- Other Triumph

The Participants'.Choice will have a separate Best of Show then the Concours.

4.3 DISPLAY OF VEHICLE: Cars shall be displayed on the Concours field as follows:

Tops installed and erected, sidecurtains and canvas displayed.

Hoods open.

Trunks open.

Any area not open shall receive maximum deduction allowed for that area, i.e. engine compartment. Judges shall not touch the cars without permission of the owner.

4.4 OWNER MUST BE PRESENT TO BE JUDGED Owners must be present during the judging of their cars to answer any questions of the judges. Owners may not ask judges for their scores, nor will the owners be given their score sheets.

4.5 DISPUTES & PROTESTS: See section 3.5 for details.

5. HOST CLUB RESPONSIBILITIES:

5.1 JUDGING COMMITTEE At the VTR Convention, a "judging committee" shall be available as follows:

VTR Chief Judge

Host Club Concours Director and Assistant (or Co-Directors)

Class Judging Team Leaders

Individual Team Members

5.1.1 HOST CLUB STAFFING: The host club shall provide the following staffing levels:

Concours Director and optional assistant
Six Team Leaders, to be trained by the VTR Chief Judge.
Minimum of two Scribes to record scores.
Marshallers-As many as may be required to help line up the cars and
to run the score sheets to the Scribes.

5.2 CHIEF JUDGE: The VTR Chief Judge, or his designated representative from the VTR Board of Directors, MUST be present on the Concours field from the time the judging begins until it ends. The same is true for the Host Club Concours Director, who shall avail himself/herself of the Chief Judge for the solving of problems as they arise.

5.3 CLASS JUDGING TEAMS: Class judging teams shall consist of volunteer class team leaders and judges. A team may judge more than one class, i.e. TR-2 through TR-5. It shall be legal for a member who has a car entered in Concours to be a judging team member PROVIDED he/she does not serve on the team which judges his/her class. It is highly recommended that team leaders be certified by the VTR, or readily accepted as experts in the cars of the class they will judge. They will act as supervisors of the volunteer judges who will work under them.

5.4 JUDGING TEAM LOGISTICS The host club should make every attempt to provide some sort of mobile communications and/or transportation for the Chief Judge during the Concours event. Also, since heat and sun can become a severe problem, some sort of shaded shelter should be made available for all of the judges.

5.5 JUDGES' SCHOOL: In order to maintain these standards the VTR shall establish a judges' school to be conducted each year at the convention, taught by the VTR Chief Judge. The school shall include, but not be limited to the following:

VTR Concours Rules
VTR Judging Standards
Team Organization
Judges Decorum
Resolving Conflicts
Tie Breakers

The host club shall provide a two to three hour block of time and an indoor area for this school.

6. EPILOGUE:

As our cars become older, and hence more valuable, it becomes necessary to adopt Concours standards to try to level out the differences in judging from one part of the country to the other. The hope is that in the future, one win will mean the same as the next, regardless of the location, while at the same time keeping the fun in the Concours event. This is especially true in light of the increasing value of our collector cars. We are still hobbyists, not speculators.

The Vintage Triumph Register Concours Rules were written by George Rabey, VTR Chief Judge on October 27, 1997. Revisions have been made by Darrell Floyd, VTR Chief Judge on March 1, 2005 and again on July 19, 2006.