



MG CAR CLUB CAPE TOWN COMBINED CENTRES INDABA 3rd – 6th SEPTEMBER 2020 OUDTSHOORN

MG CAR CLUB COMBINED CENTRES

A GUIDE TO CONCOURS d'ETAT JUDGING

1. General

The Concours d'Etat is probably the most contentious of all competitions. There are many different ways of approaching the subject, but the system currently used by the MG Car Clubs in S.A. has been developed over a number of years out of their own experience as well as that of other clubs. The fact that it has been adopted by other major classic car clubs locally and for the National Classic Concours (with minor changes) indicates that the concept is probably very close to being right.

You may have good reasons for disagreeing with the allocation of points on the score sheet, and with some, or all of these notes. The Club, however, faces the need to obtain consistent marking between two or more judges in the same event, and between all judges in consecutive events. It is therefore expected that all judges make use of these notes as their guide. In this way we hope to reduce subjectivity and achieve an acceptable degree of consistency.

2. Format

The score sheet is divided into six sections:

1. Chassis / underbody.
2. Engine Compartment.
3. Interior.
4. Exterior.
5. Operation.
6. Authenticity.

The first four sections are all similar in that they are divided into between 5 and 7 sub-sections. Each of these is, in turn, judged under two headings, namely: Condition and Cleanliness.

Section 5 has six sub-sections and is judged on one set of scores only, the accent of which is on the working condition of the components.

Section 6 has twenty-six sub-sections all of which are judged on authenticity alone.

Each of these sections may be judged by one or more judges in which case each judge may be responsible for a certain number of sub-sections or the judges may score on a consensus basis.



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3. Presentation of Vehicles

All cars will be presented for judging in accordance with clause 11 of the Concourse d'Etat Standing Regulations (ESR's).

If a car is not presented as stated, the judge may ask the owner, if present, to rectify the matter. If not, then those aspects which do not comply will be excluded from the judging. For example, an open car presented with the soft top not erected will get no score for that section.

4. Responsibility of Entrants.

The responsibilities of the entrants shall be as set out in clause 12 of the ESR's.

5. Judging.

5.1 Condition.

Condition is the state of an item. It has nothing to do with cleanliness, correctness, etc. Remember that a body covered in dust is not necessarily in bad condition. Do not allow yourself to be put off by non-authenticity – a chrome plated rocker cover may not be authentic, but if plating and finish are good, give full marks.

Look for the following:

a) Mechanical.

Bent or distorted components, brackets, etc. Rounded nuts and mangled screws. Untidy or frayed cables. Cracked, broken or scarred castings (particularly alloy).

b) Body.

Dents, cracks and tears.
Poorly fitting panels, doors, bonnets etc.
Scratches, chips, crazing or badly applied paint work.
Poorly fitting soft top, discoloured celluloid, splits, tears, etc.
Cracks, scratches, pitting or discolouration on windows, lamp lenses, etc.

c) Interior.

Loose stitching, cracks or tears, and discolouration of the upholstery.
Frayed, worn, or poorly cut carpets.
Faded or worn lettering on knobs, dials, etc.

d) Electrical.

Perished, faded or frayed wiring looms.
Untidy connections, twisted joints, etc.



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Harness not properly clipped, etc.

e) Brightwork

Peeling, rusting, and poorly executed plating.
Scratches and dents.
Chipped enamel badges.

f) Chassis.

Bald or split tyres.
Bent or cracked chassis frame.
Bent brackets, etc.
Rusted exhaust, battery carrier, etc.
Perished suspension rubbers.
Bent suspension components.

This list is indicative and not exhaustive. Overall condition is fairly easily rated and should be based on wear, fit, discolouration, damage, etc.

5.2 Cleanliness

Probably the least difficult to judge, but just how clean is clean? Remember that no car on the competition is likely to be really filthy, so the difference in dirt between zero and maximum points will be quite small. Also bear in mind that loose surface dirt collects in getting the car to the judging arena, and whilst just standing there – do not mark this down – you are looking for real ingrained dirt. So if the component you are considering is basically clean in its entirety, award maximum points.

Also be particularly careful not to confuse cleanliness with condition. Do not penalise chipped paint, worn leather, or frayed carpets, and do not assume that a polished alloy casting is necessarily cleaner than an unpolished sand casting.

Look for dirt in those areas which are not easy to clean: spokes, underside of crankcase, gearbox, axles, body panels, joints, under carpets, etc. and mark accordingly.

5.3 Operation

This section will be done when the entrant will be on hand to demonstrate the operability of the various items listed.

Most of the items are reasonably apparent, the general rule being free operation without undue strain or effort.

Where the opening type windscreens are fitted they should be in full working order – if they have been sealed then some penalty must be incurred.



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All instruments and gauges should be present and in working order (remember that the condition of the dial and needle are judged elsewhere).

Indicators of the flashing type are reasonably apparent. Semaphore type should extend and return smoothly, with no effort or delay.

All lamps should be in working condition.

Hooter is apparent.

5.4 Authenticity

This is by far the most difficult section to judge; therefore it is essential that the meaning of authenticity should be fully understood.

Authenticity means, that which is a true replacement for, or replica of, the original, and covers such aspects as pattern, material, colour, etc. and may include optional extras, or accessories fitted. Seats, for example, may be re-upholstered as authentic replicas of the original insofar as the pattern or style and colour etc is concerned, but if done in vinyl when the originals were leather, the material is then not authentic. If leather has been used, then the seats are **TOTALLY** authentic. Judging forms show how the points are allocated and to what detail the judges must judge.

Remember that you are not required to judge condition or cleanliness in this section – you do not need to know if gauges work, for example, as these are judged elsewhere.

Also remember that if you consider a component to be the original one you must give it full marks for authenticity.

When you are judging for authenticity, you must give the entrant the benefit of the doubt if you are not reasonably sure of your facts. If available, the entrant may be consulted. Particularly in the case of rare models, he will probably know more about it than anybody else, and unless you are reasonably sure of facts to the contrary, his word should be taken.

We feel that obvious and flagrant breaches of authenticity should be looked for, rather than subtle differences between year models. For example, telescopic shock absorbers will not be fitted to “T” types, whereas the exact shade of brown on an early radiator badge is of little consequence.

As it is improbable that you will know the exact range of colours originally applicable to any particular model, we feel that typical colour schemes should receive full marks and obviously over-flamboyant colours should lose only a few points.

Remember also that, certainly up to and including the MGA, it was possible to specify non-standard colours in the UK at the time of order, and that locally assembled cars may have had different colours and finish (carpets in particular). Where there is any doubt, give the entrant the benefit of the doubt.



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Tyres for 14" and 15" wheels are now a problem. Cross-ply tyres as fitted to early models are no longer available, therefore the fitment of radial ply tyres should incur no penalty. Also 165/80-14 tyres fitted to most MGB models are now virtually unobtainable and suitable replacements are 195/80-14 or 185/70-14.

Tyres with a profile of 65 or less can incur a penalty.

Accessories.

The judging of accessories can be even more contentious than the vehicle itself. The following guidelines are to be followed as closely as possible:

- a) Only approved accessories as defined in the ECR's clause 15 will be permitted.
- b) Accessories are NOT considered as original fittings and should not influence judging under the authenticity heading.
- c) Original factory approved accessories, i.e. those listed in the original handbooks, parts manuals or some other authoritative literature, and authentic "new" replicas of them will not influence the judging under the heading of authenticity.
- d) All other accessories should be penalised to a greater or lesser degree according to whether they are original "pirate" (i.e. non-factory approved) accessories (e.g. ribbed alloy rocker covers) or modern "off the shelf" varieties (e.g. external wing or door mirrors).
- e) Do not penalise early modern MG's for the fitting of a new modern radio/cassette unit as the original MW/SW set are of little use these days.