



The Stevens Competition 2017
Architectural Glass Artist of the Year
Brief for the design of three windows at the
Royal Automobile Club, 89 Pall Mall, London
SW1Y 5HS



The Worshipful Company of Glaziers & Painters of Glass
Glaziers Hall, 9 Montague Close, London SE1 9DD

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1. The Glaziers Company and the Stevens Competition 2017

The Worshipful Company of Glaziers & Painters of Glass ('The Glaziers' Company') has been running the prestigious annual Stevens Architectural Glass Competition since 1972. It is open to student glass artists and designers and those who have commenced their vocation in glass within the last eight years.

This year entrants are required to design three windows to be installed at the Royal Automobile Club, 89, Pall Mall, London SW1Y 5HS. The Glaziers Company is appreciative of their support.

Past Stevens Competition winners have gone on to international acclaim. Winners are awarded cash prizes, and one entrant may get the chance to realise their design. Entries are assessed by a distinguished panel of practising craftsmen. In 2016 first prize was awarded to Sarah Knighton of Holy Well Glass. In recent years the competition has attracted several sponsors who have commissioned work of their choice from among the prize-winning entries. Sponsored commissions have launched the careers of several talented young glass artists

The Glaziers' Company is one of the City of London's medieval Livery Companies, or craft guilds. The history of the Worshipful Company of Glaziers and Painters of Glass dates back to 1328. It was incorporated by Royal Charter and granted Livery in 1638. Today, the Company is the home of The Glaziers Foundation charity (registered number 1143700), responsible for administering and funding the Stevens Competition.

2. The Royal Automobile Club

The Royal Automobile Club was formed by Frederick Simms in 1897. Originally called the Automobile Club of Great Britain and Ireland, the Club was awarded a royal warrant by King Edward VII in 1907, thus changing the name to The Royal Automobile Club. The Club is the oldest motoring organisation in the United Kingdom and the second oldest in the world after the Automobile Club de France. It was formed at the genesis of motoring and its history mirrors that of motoring in society, being given the accolade 'The Parliament of Motoring'.

Key events in the Club's history are

| | |
|---|------|
| Emancipation Run | 1896 |
| Formation of the Club | 1897 |
| 1000 mile trial | 1900 |
| Pall Mall Clubhouse opened | 1911 |
| First RAC touring guide, leading to 'get you home service' | 1912 |
| First RAC roadside box | 1919 |
| Grand Prix organised by Club at Brooklands | 1926 |
| First Veteran Car Run | 1930 |
| First RAC Rally | 1932 |
| RAC examines and registers driving instructors | 1934 |
| First post war Grand Prix organised by Club | 1948 |
| First Grand Prix d'Europe organised by RAC | 1950 |
| Demerger of the RAC Motoring Services Division | 1998 |

The term 'RAC' is synonymous in the minds of many with the Royal Automobile Club. However, it should be made clear that the motoring services and rescue organisation known as the RAC was demerged from the Club and the two are no longer connected. More details of the important activities of the Club are set out in a series of Appendices.

3. The Pall Mall Clubhouse

The Club was originally housed in offices in Whitehall Court and moved to premises at 119, Piccadilly in 1902. It soon outgrew these and land was purchased from the Crown Estate. The distinguished architects Charles Mewès and Arthur Davis (who had achieved fame as the designers of the London's Ritz Hotel) were commissioned to create a new Clubhouse.

The exterior of the building (shown on the front cover) is neo-classical in design. The interior was conceived on an equally grandiose scale, with emphasis on classicism. Thus the Rotunda at the centre of the building takes its theme from Rome's Parthenon, the Great Gallery reflects the French Louis XIV style, the Terrace is reminiscent of the William & Mary period and the Library is English 18th century in appearance. The *pièce de résistance* was the swimming pool, combining Greek and Roman influences.

The latest technology of the time was incorporated, including electric and hydraulic lifts, central heating, air conditioning and its own telephone exchange. Whilst moving with the times, the Club has been at pains to maintain its traditional culture.

The Club operates a number of bars and excellent restaurants. It fosters a range of sporting and social activities including squash, billiards and snooker, bridge tournaments, chess, photography, a choir and music appreciation evenings.



Club Room



Great Gallery



Rotunda



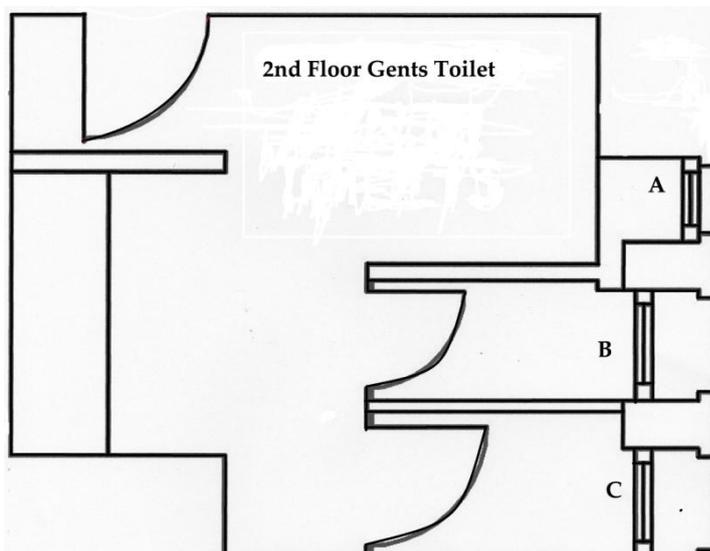
Pool

The Club also owns a second clubhouse located at Woodcote Park, near Epsom, Surrey, incorporating two championship golf courses and a range of other sporting facilities.

See www.royalautomobileclub.co.uk for additional information.

4. The Competition Brief

The Club is intent on upgrading its toilet facilities and has selected one for the initial project. Entrants are required to submit designs for three windows to be installed in the gents' toilet on the 2nd floor, together with a sample panel showing the detail of one window. The floor plan and existing windows are shown below:-



A



B



C

The new windows will be fitted in front of existing windows (which will not be removed) which look onto a ventilation shaft. They will be dry glazed, set into recesses in white wooden frames in neoprene rubber, and secured by an outer bead. They will be back-lit by means of LED lights and a diffuser. The dimensions (in millimetres) of each window pane are as follows:-

Window A: 887 x 745

Window B: 1118 x 658

Window C: 1118 x 575

The sizes are such that no tie bars are necessary. The budget cost for the new windows is £13,000. This does not include the cost of lighting and diffusers which will be met by the Club.

The designs of the new windows must reflect the Club's involvement in the world of motoring and its long history.

Entrants should not feel diffident about the unusual nature of the location. Here is a golden opportunity to create a design to enhance the ambience of the Club which will stand the test of time.

5. Competition Rules and Conditions and Entry Requirements

There are many routes to designing for architectural and stained glass, including both academic study and vocational work-based training. It is recognised the competition will attract those working in all types of 2D or 3D glass design or conservation.

Eligibility to this competition embraces all those at an early stage of their career. This is reflected by the stipulation that all entrants must have started their vocation in glass practice within the last eight years.

Entrants **must** fall within one of the following categories:

- A student training in glass at University, Art School, College, on a further education course or on one of the Glaziers' Company awards.
- An assistant/employee of an independent glass artist or a commercial glass firm.
- A glass artist who is self-employed.
- Artists from abroad (following competition rules)

The following are not eligible.

- Those who have studied and practiced glass, from the start of their training, for more than eight years.
- Fellows and Associates of the British Society of Master Glass Painters.

Anyone who has some doubt as to their eligibility is advised to contact the Competition Organiser, Michael Holman (see page 9). The Glaziers Company reserves the right to reject an entry if there is reason to doubt the entrant's eligibility.

All entries submitted must be accompanied by the entry form (see page 10) and a short summary of the entrant's vocation in glass from initial starting date.

The form must also be signed by the entrant's tutor, employer, client or other responsible person stating that the work is original and unaided, and certifying that the applicant has followed the above criteria and that the applicant is within the 8 years stipulated from starting their vocation in glass.

Only one entry may be submitted by any entrant.

Entrants must identify their work only by a **Nom de Plume** of not more than **three** words. This is to ensure that all entries are judged fairly and on an anonymous and impartial basis. Information or images relating to the entrant's work (even under cover of the Nom de Plume) must not be made public prior to the judging (including on social media) as this may result in disqualification from the competition.

6. Site Visits

It is essential that prospective entrants visit the Royal Automobile Club. Dates have been set aside as follows:-

Thursday 10th November, Tuesday 22nd November, Tuesday 6th December, and Friday 6th January 2017.

There will be three sessions each day – 11 a.m., 2 p.m. and 3 p.m. Entrants must advise Alison Jones, Assistant Clerk to the Glaziers Company, which session they will be attending (alison@worshipfulglaziers), giving your university/college/place of employment and telephone number. On arrival at the Club please report to Reception just inside the front door.

In addition to being shown to the test site, entrants will be conducted on a tour of the Club's facilities. As one would expect, the Club has a dress code which entrants are therefore asked to respect. **Jeans, shorts, trainers and sandals are not permitted and gentlemen are requested to wear a jacket and tie.**

7. Research

A considerable amount of information on the historic and modern worlds of motoring is to be found on the internet. Entrants may find the following useful for sources of material:-

National Motor Museum, Beaulieu
Brooklands Museum, Weybridge
Transport Museum, Coventry
British Motor Museum, Gaydon

Naturally, as stated in section 4, any design submitted must be relevant in some way to the history and/or the activities of the Royal Automobile Club.

8. Competition Activity

Entries must comprise:

- a) A coloured design of the **overall scheme** on a scale 1:10, suitably mounted. This should give the judging panel the best possible impression of the finished work.
- b) **Artistic Statement** of no more than 300 words.
- c) **Technical Statement** covering techniques used of no more than 100 words.
- d) **A full scale sample panel** 465mmW x 465mmH (excluding frame), securely framed. Entrants may show two sections within one panel if desired.
- e) **Frames** should consist of painted or stained timber or light robust metal approximately 50mm face x 40mm deep. **The top and front should be clearly indicated.**
- f) **The section chosen for the sample panel must be clearly marked** on the 1:10 overall scheme design.
- g) **A Budget estimate.** The estimate should include materials costs and time calculated at a rate of £40.00 per hour.
- h) A completed copy of **the entry form** (see page 10) securely attached in a sealed envelope.
- i) **The design and sample panel must be clearly marked with the Nom de Plume and not the entrant's own name.**
- j) **The Nom de Plume** of the entrant, as given on the entry form, must be indicated on all information.
- k) All entries must be securely packaged and delivered in a form which enables each package to be moved by a single person. Every package must be clearly labelled:

“GLAZIERS COMPANY - STEVENS COMPETITION 2017”

Entries must be received at Glaziers Hall, 9 Montague Close, London SE1 9DD by 5.00pm Thursday 30th March 2017.

9. Budget and Commission

The budget for the design, construction and installation of the new windows is £13,000.

The Worshipful Company of Glaziers very much hopes that the designs selected will be those submitted for the Stevens Competition. However, the Company cannot guarantee this will be the case as the final decision will rest entirely with the members and management of the Royal Automobile Club.

10. Insurance

The Glaziers' Company does not accept any liability whatsoever for any damage or loss however caused to any entry during transit, throughout the Competition and during any subsequent exhibition. Entrants are therefore most strongly advised to insure their work for the whole period from despatch or delivery until the entry is returned to or collected by them. Please note that staff at Glaziers Hall are not permitted to repackage entries for return by courier. The Glaziers' office (0207 403 6652) requires five working days' notice of any courier collections.

11. Marking and Assessment

The Competition will be judged by a panel of judges appointed by the Court of Assistants of the Worshipful Company of Glaziers and Painters of Glass. Their decision is final. The judges reserve the right to withhold all or any of the Prizes if they consider that the entries are not of sufficient standard.

Marks will be awarded based on the following criteria:

- a) Presentation – 20%
- b) Design – 40%
- b) Sample panel – 40%

The judges will consider the following elements:

Presentation: Impression and supporting statements

Design: Concept, research and development, design solution

Sample: Execution, representation of design

A copy of the marking sheet is shown on page 10.

12. Prizes

The prizes are awarded at the discretion of the judges. These are:

- 1st Prize: £1,000: The Brian Thomas Memorial Prize
- 2nd Prize: £500
- 3rd Prize: £350
- Highly Commended : £100
- The Prize for Presentation: £250
- The Prize for Craftsmanship: £250

As already stated, the choice of design for the commission rests entirely with the members and management of The Royal Automobile Club and may, or may not, be selected from the prizewinning entries.

13. Seminar and Prizegiving Event

The judges will be holding a Seminar in Glaziers Hall (adjacent to London Bridge, SE1 9DD) on Thursday 25th May 2017 at which feedback will be provided to each entrant on their design and panel in the form of a power point presentation. The Company sees this as a vital aspect of the competition, providing an opportunity to engage in constructive dialogue with the judges and fellow entrants, and would like to encourage all those entering to attend.

Prizegiving will follow immediately after the Seminar.

14. Collection of Entries after the Competition

No entry may be removed until **after** the Prizegiving Reception . All entries not collected on the day of the Prizegiving must be collected from Glaziers Hall by Friday 16th June 2017. Unless specific arrangements have been agreed for further retention or disposal entries not collected by this date may be disposed of by the Glaziers Company.

15. Further Information

- a) For further information about the competition contact: Michael Holman.
Email: michael.holman12@btinternet.com.
- b) The Glaziers Company constantly reviews the Stevens Competition. Any person who wishes to comment on its format should make their views known to Michael Holman.



Stevens Competition 2017 Entry Form

Complete this form in black ink and attach it in a sealed envelope securely to the entry

| | |
|--|---|
| Nom de Plume (not more than 3 words) | |
| Full Name (in block letters) | |
| Address for correspondence | |
| Telephone Number | |
| E-Mail | |
| Brief summary of glass vocation with dates Eg. Uni/College/Art School Names of employers | |
| Competition Site Visited on: (Date) | |
| Certificate of Originality (to be signed by the Head of Department of the College/School attended or by current employer. In the case of a self employed entrant the certificate must be signed by a person of standing in the community.) | <p>I hereby certify that the work submitted by</p> <p>is original and his/her unaided work. I further certify that the entrant is within 8 years from the start of their vocation in glass.</p> <p>Signed:</p> <p>Name (In block capitals)</p> <p>Position:</p> <p>Date</p> |

All entries MUST be marked "STEVENS COMPETITION 2017" and delivered by 1700 hours on 30th March 2017 to Glaziers Hall, 9 Montague Close, London Bridge, London SE1 9DD (Tel: 0207 403 6652)

MARKING FORM

THE WORSHIPFUL COMPANY OF GLAZIERS STEVENS COMPETITION 2017

Windows at Royal Automobile Club, Pall Mall , London

Judging held at Glaziers Hall, Thursday 25 May 2017

Competitor No:

Nom de Plume:

Judge:

| CRITERIA | Marks Available | Marks Awarded | |
|----------|-----------------|----------------|----------------|
| | | 1st Round only | 2nd Round only |

| | | | | |
|---|----|------------------|--|--|
| Presentation of Design and Statements [Presentation Award] | | | | |
| <ul style="list-style-type: none"> • Impression <i>eg. Is it eye-catching, have impact, engage?</i> | 10 | | | |
| <ul style="list-style-type: none"> • Supporting statements <i>eg. Do they demonstrate artistic, technical and financial understanding? Is it well presented and easy to navigate?</i> | 10 | | | |
| Sub-total | 20 | Sub-total | | |

| | | | | |
|--|----|------------------|--|--|
| Design | | | | |
| <ul style="list-style-type: none"> • Concept <i>eg. Does it respond to the brief? Show vision, originality? Does the design have strength and work as a whole?</i> | 15 | | | |
| <ul style="list-style-type: none"> • Research and Development <i>eg. Evidence of research (visual/ historical/ geographical) Does the research result in design development?</i> | 10 | | | |
| <ul style="list-style-type: none"> • Design Solution <i>eg. Practicality and support structure. Is it appropriate for the location?</i> | 15 | | | |
| Sub-total | 40 | Sub-total | | |

| | | | | |
|--|----|------------------|--|--|
| Sample [Craftsmanship Award] | | | | |
| <ul style="list-style-type: none"> • Execution <i>eg. Flair - use of materials, competence in techniques, surface treatments, construction</i> | 20 | | | |
| <ul style="list-style-type: none"> • Representation of design <i>eg. Choice of sample area, translation of design into glass, does the sample sell the vision?</i> | 20 | | | |
| Sub-total | 40 | Sub-total | | |

Seminar discussion?

Total

Total

Judge's feedback comments

1.

2.

3.

APPENDICES

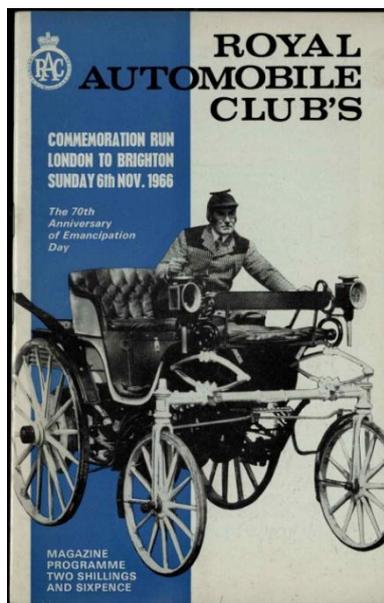
The following appendices contain background information on the principal historic activities of the Royal Automobile Club.

| | |
|------------|--------------------|
| Appendix A | Veteran Car Run |
| Appendix B | Tourist Trophy |
| Appendix C | British Grand Prix |
| Appendix D | RAC Rally |
| Appendix E | 1000 Mile Trial |
| Appendix F | RAC Patrol Fleet |

Appendix A

Veteran Car Run

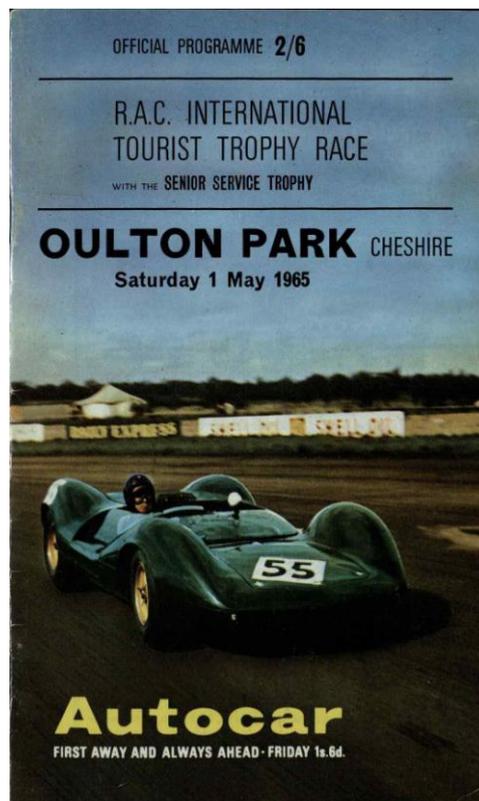
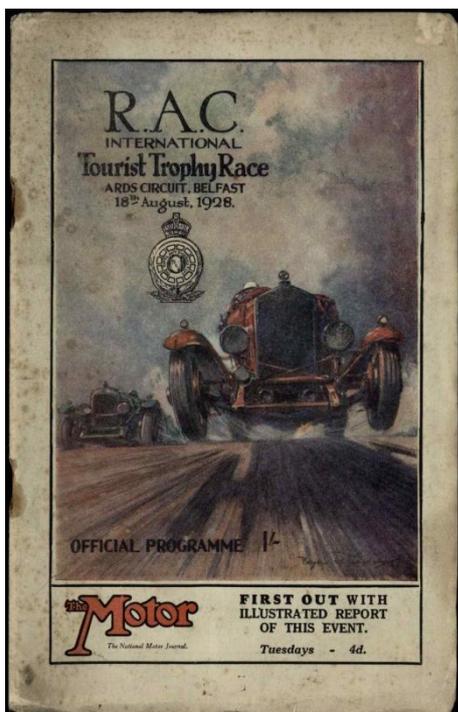
In the early days of motoring the Locomotive Act 1865 (Red Flag Act) restricted the speed of vehicles to 4 mph in the country and 2 mph in the town. It required a man to walk in front of the vehicle carrying a red flag. In 1896 legislation was passed raising the speed limit to 14 mph, dispensing with the need for the red flag. On 14th November of that year thirty pioneer motorists held the 'Emancipation Run' from London to Brighton to celebrate the first legal journey on British roads and new motoring freedom. To mark this event the Veteran Car Run was inaugurated in November 1927 with 37 starters. Today the run is held on the first Sunday in November and regularly attracts several hundred entrants. To qualify cars must have been built prior to 1905. Participants are not permitted to exceed 20 mph.



Appendix B

Tourist Trophy

The first tourist trophy was staged in 1905 and is the oldest motoring race. It was first held on a course in the Isle of Man because of the speed limits imposed in mainland Britain. It has been held subsequently at a variety of circuits. The initial race took a little over six hours and was won by John Napier driving an Arrol-Johnston at an average speed of 33.9 mph.

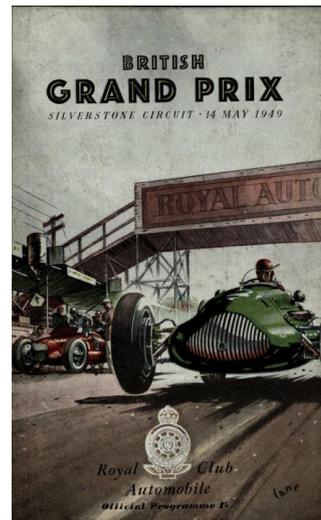


The Trophy

Appendix C

Grand Prix

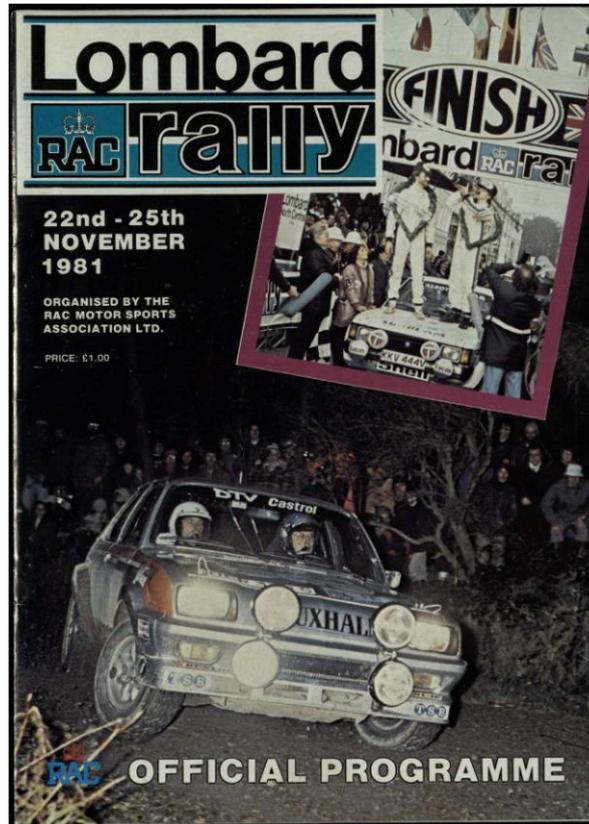
In 1926 the Club organised the first British Grand Prix at the Brooklands racing circuit, near Weybridge in Surrey. Several non-championship races known as the Donington Grand Prix were held at Donington Park in the 1930's. The Formula One championship was introduced after WW11 and the Club staged the first Grand Prix d'Europe at Silverstone in 1950. Aintree and Brands Hatch were the venues for a number of years but Silverstone is now its permanent home.



Appendix D

RAC Rally

The Rally originated in 1932. The course was approximately 1,000 miles in length. There were a number of starting points with cars finishing in Torquay. The event is designed to be a test of vehicle reliability and of driving skills under extremely demanding conditions and attracts competitors from all over the world. Since the Millenium the rally has been staged every year in Wales.



2014 winners with the Trophy

Appendix E

1000 Mile Trial

In 1900 the Club Secretary, Claude Johnson, organised a 1,000 mile trial with the objective of putting British motoring on the map. 63 cars started from Grosvenor Place, London, and travelled the length and breadth of the country in a reliability trial. The man-in-the-street was made aware of what the “horseless carriage” was and what it could do. Crowds turned out in their thousands to see the cars pass. Of the original starters 35 made it back to London. The event, open to pre-war cars, was restaged in 2014 in partnership with the Historic Endurance rally Organisation (HERO). The route followed closely that of the 1900 trial.



Appendix F

RAC Patrol Fleet

The Patrol Fleet and the famous 'get you home service' evolved from a touring guide service launched by the Club in 1912 for Associate members. The Motoring Services Division as it was called was demerged from the Club in 1998 and is now an autonomous business.

