

## Glossary of Terms

<b>Authentic</b>	An item of very similar or identical material and identical configuration to that of the original. See “Original” below.
<b>Chip</b>	A small defacing in the paint finish, as caused by a stone or door ding. A chip will often reveal metal underneath.
<b>Cleanliness</b>	The state or degree of being free of dirt, grease, dust, water spots, lint, wax residue, road tar, finger-prints or other impurities.
<b>Concours d’Elegance</b>	<p>Pronunciation: kōn<sup>n</sup>-kūr-dā-lā-'gā<sup>s</sup></p> <p>French term meaning “parade of elegance” originating in Paris around the beginning of the twentieth century. European couture houses showcased fashion collections in combination with exquisite custom coachwork on automobiles of the day. Usually the cars were expensive, being adorned with custom coachwork. In many cases they were one-of-a-kind. Both the cars and the fashion were judged and awards given based on beauty, style and design. The event grew in popularity and spread around Europe, with similar premier events in Italy and England, both of which had World class automotive and fashion industries.</p> <p>World War II resulted in the cessation of Concours. In the 1950s and 60s Concours D’Elegance reappeared in Paris and soon began to appear in countries around the world including the United Kingdom, Italy, Australia, Philippines and the United States.</p> <p>Some sources go back to pre-automotive days and cite exclusive participation by nobility showing their carriages; hence Concours d’Elegance is sometimes referred to as the “sport of kings”.</p>
<b>Coachline</b>	Pin-stripe along the waistline of the body.
<b>Cracked/Crazed</b>	A narrow split, partial fracture or separation of a piece or part that is normally considered one unit. In body panels, a separation of a panel(s) that is normally welded, brazed, or leaded together to form a single unit.
<b>Creases/Wrinkles</b>	A line, mark or ridge caused by looseness or folding of a fabric, leather, or vinyl. Creases and wrinkles are usually found in cloth hoods, side curtains, leather seats, door panels, carpet, and headliners.
<b>Cushion</b>	The lower portion of the seat upon which one actually sits on, as opposed to the squab or portion one’s back rests against.
<b>Customized</b>	A change in shape or appearance of a section of the Jaguar.
<b>Curb Side</b>	The side nearest to the kerb for right-hand drive cars.

<b>Damaged wheel/spoke</b>	A wheel or spoke that is bent or broken is considered damaged. A wheel that has hit an obstacle with sufficient force to cave in the edge of the rim is damaged.
<b>Delamination</b>	The separation or splitting apart of layers of laminated wood. The steering wheel and other items of interior trim on many Jaguars may be of laminated wood. It sometimes separates due to age and exposure to heat and light from the sun.
<b>Dent</b>	A slight or significant depression, indentation or hollow in a surface made by a blow or other pressure, not a part of the original design of the component.
<b>Different Type/Make</b>	It is a JCNA rule that tires are considered expendable items and may be replaced by a make other than those originally furnished on the Jaguar, but that they must be of the original size (see Appendix B). Different Type/Make is defined as tires fitted onto a Jaguar that have been produced by different manufacturers, or are of styles that differ one from another. For example, the entry that has two Dunlop tires, a and two Firestone tires fitted on the road wheels, and a Goodrich on the wheel in the boot, must be penalized under the Different Type/Make category. Alternatively, some may be radial tires while others are bias tires, or there may appear a mix of blackwall and white wall or red line tires. Any mixture as described above is subject to penalty under the Different Type/Make deduction.
<b>Discolored/Cloudy</b>	A change in color, darker or lighter, variegated, streaked, or opaque instead of transparent.
<b>DHC - Drop Head Coupe</b>	A car fitted with a cloth top that is padded internally to provide shape when erect and incorporating a head-lining. The cloth top remains exposed when folded down around the back of the seats and is still visible above the exterior of the car. The metal framework around the windshield is also body paint color as opposed to a complete chrome frame like the OTS models.
<b>Entrant</b>	The Entrant is the person who registers the Entry. The Entrant must be: <ul style="list-style-type: none"> <li>a. An individual or joint title holder of the Entry, or;</li> <li>b. An employee of a business or institutional title holder of the Entry who has been assigned its regular use, or)</li> <li>c. A lessee of the Entry, or;</li> <li>d. An immediate family member of one of the above.</li> </ul>

<b>Faded/Fading</b>	A finish that has become less distinct, has lost color or brilliance or has become dull in appearance. In paint, a finish that has lost its color intensity and become dull is considered faded. In soft materials, such as canvas, hoods, side curtains, leather or vinyl fading is indicated by a general loss of strength of color.
<b>FHC -Fixed Head Coupe</b>	A Jaguar fitted with a metal roof and windshield that are not removable. Roll-up windows are also fitted in the doors.
<b>Frayed/Loose Bindings</b>	A fabric, leather, or vinyl component that is ragged or worn on the edges, where the material is unraveling, or stitching is loose or missing must be penalized.
<b>JCNA</b>	Jaguar Clubs of North America, founded on January 16, 1958, exists to promote and encourage a spirit of mutual interest and assistance among owners of Jaguar automobiles, to assist in the formation of local Jaguar owners' clubs and to charter these groups, to provide a means for the exchange of information concerning Jaguar automobiles and to publish periodic bulletins and magazines containing material of interest to members.
<b>Less than Legal Tread</b>	As the determination of legal tread depth may vary from state to state, for judging purposes legal tread means that the cord of the tire cannot be seen when the tire is viewed from the side at a 45-degree angle of the tread surface.
<b>Lifting/Peeling</b>	The separation of a finish, such as paint or chrome, from the base metal. This usually occurs in small to large sheets or flakes. This process leaves the metal bare.
<b>Loose</b>	An item not connected, restrained, bound, glued or attached where it is intended to be is considered loose. This generally pertains to fabrics, leathers, vinyl, or wood that has become unglued from its base material, but may also be applied to components made of other materials in other situations.
<b>Missing</b>	An item originally installed whose removal has not been camouflaged.
<b>Modified</b>	Changing one component for another, or the adding of components, or departing from the original specifications.
<b>Near Side</b>	The side nearest to the kerb for right-hand drive cars. (See Off Side)
<b>Non-Authentic</b>	A part, component, finish, color or material is considered to be non-authentic if it is not a genuine Jaguar item for the particular year and model of the Jaguar being presented. THE ITEM MUST BE AS IT WAS SPECIFIED AND INTENDED TO LEAVE THE FACTORY BY JAGUAR CARS. Replacement parts, regardless of manufacturer,

are acceptable only if they meet the exact specifications of the original item or material. The Judge must use common sense when judging for non-authenticity. Any item added or missing which is not genuine as verified by Jaguar literature is non-authenticity.

**Non-Standard**

A Jaguar not necessarily built by the Jaguar company, but an Entry that satisfies the requirements of a Class within a Special Division.

**Off / OFF**

Provided for, as in “well off”. Used to describe a one-of-a kind automobile, as in a “one off”. Used in Jaguar Parts Catalogues to denote the quantity of an item, as in “4-OFF”

**Off Side**

The side furthest from the kerb for right-hand drive cars. (See Near Side)

**OTS - Open Two Seater**

A car fitted with a cloth top that is stowed behind the seats.

**Original**

A component that was installed by Jaguar Cars at the time of the vehicle’s manufacture.

**Paint Flaws**

Flaws found in paint finishes. Orange peel is a roughness to the finish similar to the skin of an orange. The most common cause is excessive paint being applied at low air pressure. Fisheye is a tiny crater in the paint surface where the paint has actually gathered around the hole, forming a small "volcano" or cone shaped flaw. Fisheye is the result of improper preparation of the surface being painted. Blushing is paint that has a white or chalky appearance caused by the lack of thinner in the paint or excessive humidity during application. Alligator paint is a series of connected cracks in the paint finish that is the result of paint being applied too thickly, or where thinner of the wrong drying time has been used. Deductions for paint flaws need not be limited those listed above.

**Paint Overspray**

A thin film of paint or undercoating or their residue(s) on adjacent surfaces not requiring paint or undercoating. This flaw is the result of inadequate masking, poor painting procedure and/or inadequate cleaning of adjacent surfaces after painting. Overspray usually observed on chrome or rubber parts. Overspray may also be found on nearby painted elements of different color, e.g., an Entrant painted the radiator shell without proper protection and small specks of black paint are seen on other painted panels in the engine compartment.

**Personalized**

A car built by the Jaguar company, which has been modified or customized to suit the owner’s individual tastes.

**Pitted/Pits**

A small hollow or series of hollows in a finished surface. Pitting is most commonly found in chrome and bright metal.

<b>Poor Fit</b>	Excessive misalignment of the interfacing of components or parts, e.g., doors, bonnet, bootlid or hood. The improper shape of an item, e.g., leather seats not filled with the proper amount of stuffing, and appearing to fit the frame poorly. Or, stitching of seams may not be aligned properly, resulting in pulling between sections. Poor fit may also result from overstuffing of padded or upholstered components.
<b>Poor Rubber Seal</b>	A rubber seal that is cracked, splitting, exhibiting a chalky appearance or is in otherwise poor condition. New British (NB) rubber pieces do have a tendency to exhibit minute cracks.
<b>Pozidrive®</b>	A screw head similar to a Phipps® head specially designed for automotive assembly using power driven tools to prevent the driver from slipping out of the fastener. Identified by slashes scribed between the slots that receive the driver.
<b>Privateer</b>	Someone who races non-factory sponsored racecars at national or international circuits.
<b>Rags Down</b>	The term “Rags Down” is a command used by the Chief Judge to all Entrants to discontinue the application of any device used in the performance of further cleaning the vehicle.
<b>Replica</b>	A vehicle whose builder attempted to faithfully reproduce all characteristics of the original.
<b>Ripple</b>	An undulation in a normally flat surface.
<b>Rust</b>	The reddish-brown/yellowish coating formed on metal by oxidation due to exposure to moisture and air. Rust is generally the result of rupture of the protective coating and subsequent exposure of the metal to the air.
<b>Saloon</b>	A four door automobile having a closed body and a closed boot separated from the part in which the driver and passengers sit; a sedan.
<b>Scratch</b>	A mark in the finish caused by a sharp or ragged object. Scratches left by waxing or polishing do not meet this definition.
<b>Shooting Brake/Sport Brake</b>	British term for station wagon, a car body style which originated in the 1890s as a horse-drawn wagon used to transport shooting parties with their equipment and game. (Wikipedia)
<b>Smoothing</b>	As used in this Rule Book, smoothing of a finish refers to the removal of casting or manufacturing blemishes (found primarily on aluminum or aluminum alloy items) that the factory did not take the time to correct. <ul style="list-style-type: none"> <li>a. Items (such as cam covers and carburetor air inlet ducts/horns) whose surfaces were mostly smooth and polished, from the</li> </ul>

factory, but which had minor blemishes, from mold seams or rough areas caused by mold or casting imperfections, may have those defects "smoothed" and polished, to match the **original surface finish of the main portion** of the item, without penalty.

- b. Items that were cast in molds that produced a coarse or grainy-textured finish (such as sand-cast carburetor domes and the E-type clutch and brake pedal suspension housings) **MUST NOT** have their original overall rough texture removed.

<b>Squab</b>	The upright portion of the seat, the seat's back. Squabs have visible fronts and backs.
<b>Stain</b>	A discoloring, soiling or spotting of a surface.
<b>Tears/Holes</b>	A pulling apart, puncturing, or separating by force of a soft material is a tear. Holes are a hollow or void in a normally continuous surface.
<b>Trust/Trustee</b>	A Trust/Trustee who is a member of JCNA may show, in the name of the trust, Jaguars belonging to the trust; however, the trust must be a JCNA member.
<b>TWR Tom Walkinshaw Racing</b>	A Jaguar Cars Ltd. sponsored Scottish racing team based at Kidlington, Oxfordshire. The team fielded Jaguar powered cars in both the ETC and WSC championship race series in Europe.
<b>YCCC - Yellow Chromate Conversion Coating</b>	A coating applied after plating to prevent white oxidation of cadmium-plated parts. The coating exhibits a golden tint whose luster is dependent on the luster of the base metal prior to plating. The coating became common in the late '60s and dissipates over time, especially when exposed.
<b>Worn</b>	Exhibiting the effects of use and wear.