

(Proposed changes are highlighted in yellow)

Chapter II:

Page 1, Section 1 – GENERAL, A. Entry Requirements and Eligibility, Item 6: Change to read:

6. Entries to be Driven to their Assigned Parking Positions / Trailing

Trailing to the Concours site is allowed only for Champion and Special Division Entries. Trailing or towing to the Concours site is NOT allowed for Entries in Driven Division. **The Chief Judge or his designees must confirm that all Entries are driven, under their own power, to their assigned parking positions in the judging area – the objective is to simply prove/observe that the Entry runs and is drivable.** Entries not meeting this rule are ineligible for the day's Concours competition and shall not be judged. Entries shall not be trailed directly to their assigned parking positions and off-loaded.

Rationale:

This clarifies the existing rule and guides Chief Judges on the administration of the rule. A 2/3 majority will be required to implement this change for the 2008 Concours season.

Page 3, Section 2 - CHAMPION DIVISION, Item B: Change to Read:

B. Champion Division Classes (2007 AGM)

- C1A: Classics (Pre-XK engine) Tourer and OTS: Swallow, SS & SS Jaguar (1927-51)
- C1B: Classics (Pre-XK engine) DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)
- C2: XK 120 (1948-54)
- C3: XK 140 (1955-57)
- C4: XK 150 (1957-61)
- C5: E-Types, Series 1 (1961-67)
- C6: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)
- C7: E-types, Series 3 (1971-75)
- C8: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70)
- C9: Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
- C10: XJ6/12 Series 1 Saloons (1968-73) **Note 1**
- C11: XJ6/12 Series 2 Saloons and Coupes (1973-79) **Note 1**
- C12: Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) **Note 1**
- C13: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) **Note 1**
- C14: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-On) **Note 1**
- C15A: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
- C15B: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
- C16A: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
- C16B: New XK and XKR Coupe and Conv. (2007-On)
- C17: S-TYPE Sedans (1999-2008)
- C18: X-TYPE Sedans and Estate Wagon (2002-2008)
- C19A: Preservation Class (more than 35 years old)
- C19B: Preservation Class (20 to 35 years old)
- C20: XF Sedans (2008-On)

Rationale:

The S-type will no longer be made after the 2008 MY.

The X-type will no longer be offered in North America after the 2008 MY.

A post on the JCNA Forums prompted JCRC to examine the preservation class and recommend this change in response to the posted forum discussions.

This makes the new XF model eligible for Concours Competition.

A 2/3 majority will be required to implement this change for the 2008 Concours season.

Page 6, Section 3 - DRIVEN DIVISION, Item B: Change to Read:

B. Driven Division Classes (2007 AGM)

- D1: All Classics (Pre-XK engine) and XK 120, XK 140, XK 150
- D2: E-Types (1961-67)
- D3: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)
- D4: Series 3 E-Types (1971-75)
- D5: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
- D6: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) **Note 1**
- D7: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97) **Note 1**
- D8A: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
- D8B: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
- D9A: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
- D9B: New XK and XKR Coupe and Conv. (2007-On)
- D10: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-On) **Note 1**
- D11: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)
- D12: XF Sedans (2008-On)

Rationale

The S-type will no longer be made after the 2008 MY.

The X type will no longer be offered in North America after the 2008 MY.

This makes the new XF model eligible for Concours competition.

A 2/3 majority will be required to implement this change for the 2008 Concours season.

Chapter V:

Page 8, C. EXTERIOR, Item 11: Change to Read:

11. License Plate Frames and Plate Clear Covers (2007 AGM)

Plain license plate frames or those advertising current or past Jaguar dealerships, JCNA, JCNA Affiliates, or promoting the Jaguar marque are accepted. ~~non-authentic~~. Frames may be of any material. All other license plate frames will be scored as non-authentic unless the Entrant can document that Jaguar Cars Ltd., Jaguar Cars Inc., or Jaguar Canada Inc. offered them for that specific model and Model Year.

Rationale

The underlined text was approved at the 2007 AGM, but was not changed in Edition 8.4 of the rule book. I wanted to document the error so there would be no question as to how it became a part of Edition 8.5 of the rule book – Sorry for my error, Stew Cleave

I believe a vote on this is not necessary.

Chapter VI:

Page 7, F. EXTERIOR, Item 34, Change to Read:

34. Pin Stripping (a.k.a. Body Stripes or Coach Lines)	0.5 ea Panel		j
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Rationale:

The deduction of 2.0 points per side was thought to be excessive for some models and did not take into consideration pin stripping on other body panels.

A 2/3 majority will be required to implement this change for the 2008 Concours season otherwise the 2.0 deduction for each side will stand.

Page 7, F. EXTERIOR, Item 36, Change to Read:

36. Racing Stripes, Large Decals & Film Appliqués (including Clear Bras)	6.0 ea	12.0	
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Rationale:

A discussion on the JCNA Forums regarding “Clear Bras” prompted this clarification.

A 2/3 majority will be required to implement this change for the 2008 Concours season.

Page 8, F. EXTERIOR, Note “a”, Change to Read:

- a. Antennas.** No deduction for factory installed antennas or neatly installed antennas associated with radios, cell phones, emergency communications or factory offered global positioning navigation systems. Flush-fitting retractable electric antennas were not fitted prior to ~~1971~~ 1970. (2008 AGM)

Rationale:

It has come to JCRC’s attention (through Chuck Diamond of JAG Michigan) that flush fitting retractable electric antennas were fitted to 1970 E-types. Chuck’s findings have been confirmed.

A 2/3 majority will be required to implement this change for the 2008 Concours season.

Editor’s note: Through my error, the notes on the above pages 7 & 8 were never re-lettered after approval of the 2007 AGM rule book additions. These notes will be re-lettered in this year’s edition (8.5) of the rule book. Please accept my apology for this oversight, Stew

Page 9, F. EXTERIOR, Note “I”, Change to Read:

- I. Side Protective Moldings:** These protective accessories were offered by dealers in North America, beginning in September of 1977, for the XJ6/12 and the XJ-S. Mounted along the side of the body, the moldings consist of metal extrusions with vinyl inserts, capped at each end by chrome finishers and attached with rivets or adhesive. The moldings were available in white, black, silver, blue, dark brown, carmel brown, green, or red. Side moldings on earlier models (pre-1977) will be considered non-authentic.
- 1.) Circa 1988, one-piece adhesive side moldings were made available in colors, which complemented the paint codes for XJS, Series III V12 VDP, and XJ40. They came in wide or narrow widths; however, the narrow width was not available for XJS in Canada.
- 2.) In 1995 the XJS was offered with either the wide or narrow moldings in both the US and Canadian markets. The X300 had factory-applied moldings. (2008 AGM)

Rationale:

A proposal from Mark Roberts, the Ottawa Jaguar Club Chief Judge, addressing the differences between protective side moldings offered in the Canadian and U.S. market led to new research that confirmed the revised configurations and prompted the proposed change. The differences in the Canadian protective side moldings had never before been addressed

A 2/3 majority will be required to implement this change for the 2008 Concours season.

Page 9, F. EXTERIOR, Note “m”, Change to Read:

m. Sunroofs: Folding “Webasto-type” vinyl sunroofs, were offered to the North American market for MK 2, 3.8S, E-type, 420, and MK10/420G. (Webasto is the name commonly associated with these sunroofs, however, there was more than one Webasto source/company. Product differences, if any, have yet to be determined.) Only the “Webasto-type” folding vinyl sunroofs will be considered authentic. Sliding metal or glass-type sunroofs must have been installed by the factory or by a factory authorized agent at the time of delivery. In the early 1980s, the North American market XJ-S was offered with an electric retracting sunroof, installed by Hess and Eisenhardt.
1.) Research into the sunroof issue is continuing. While the information provided here is valid, more model and model year detail is being sought. (2008 AGM)

Rationale:

Extensive research by JCRC lead to the discovery by George Camp of a document listing 1965 accessory prices (port of entry) for “Webasto” sunroofs for the MK 2, 3.8S, E-type, 420, and MK10/420G. Research also revealed that the North American market XJ-S was offered an electric retracting sunroof, installed by Hess and Eisenhardt. These discoveries prompted the proposed change as these sunroofs have now been documented as available accessories.

A 2/3 majority will be required to implement this change for the 2008 Concours season.

Page 11, G. INTERIOR, Item 10, Change to Read:

10. Carpet Section (Including Factory Floor Mats)	2.0 ea	14.0	
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Rationale:

A recommended deduction for factory floor mats was never listed.

A 2/3 majority will be required to implement this change for the 2008 Concours season.

Page 11, G. INTERIOR, Item 13, Add:

14. Dash Plaques (Allowed in Driven Division)	0.5 ea		
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And renumber all items thereafter.

Rationale:

A recommended deduction for dash plaques was never listed although dash plaques are addressed in Chapter V, A.3.c) – this addition would make dash plaques consistent throughout the rulebook.

A 2/3 majority will be required to implement this change for the 2008 Concours season.

Page 16, I. ENGINE COMPARTMENT, Item 14, Add:

14. Cam Covers	4.0 ea		
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And renumber all items thereafter.

Rationale:

A recommended deduction for cam covers was never listed although a common deduction. This promotes consistency of judging throughout North America.

A 2/3 majority will be required to implement this change for the 2008 Concours season.

Page 16, I. ENGINE COMPARTMENT, Item 28, Add:

28. Distributor	4.0		
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And renumber all items thereafter.

Rationale:

A recommended deduction for distributors was never listed although a common deduction. This promotes consistency of judging throughout North America.

A 2/3 majority will be required to implement this change for the 2008 Concours season.

END OF JCRC PROPOSALS