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Judges Number: \_\_\_\_\_



**Official JCNA  
Concours d'Elegance  
Rule Book**

and

**Judges' Instruction Manual  
(Concours Rule Book)**

Includes

**Ground Rules and Standards  
For the Concours Chair**



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## **Official JCNA Concours d'Elegance Rule Book**

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# Official JCNA Concours d' Elegance Rule Book

Includes

## Organizing a Concours d' Elegance For the Concours Chair

Edition 10.1

for the  
**2011**

Concours Season

**Replace This Inside Title Page Every Season**

Previous Editions:

Edition 10.1 - 2011

Edition 10.0 - 2010 (formatted to provide removal of 2008 and previous AGM notes and strikeouts and reorder pages for better page flow)

Edition 9.0 - 2010 (formatted to comply with 8.6 and previous edition page layout\_

Edition 8.6 - 2009

Edition 8.5 - 2008

Edition 8.4 - 2007

Edition 8.3 - 2006

Edition 8.2 - 2005

Edition 8.1 - 2004

8th Edition - 2003

7th Edition - 2001

6th Edition - 1997

5th Edition - 1992

4th Edition - 1991

3rd Edition - 1989

2nd Edition - 1982/83

1st Edition - 1975/76



Judges JCNA Name: \_\_\_\_\_

Judges JCNA Number: \_\_\_\_\_

Your JCNA number is printed on your Jaguar Journal label. You will need it for filling out Score Sheets.

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**Forms:**

- Official Concours d'Elegance Judging Score Sheet #1 – Operation Verification**
- Official Concours d'Elegance Judging Score Sheet #2 – Exterior**
- Official Concours d'Elegance Judging Score Sheet #3 – Interior & Boot**
- Official Concours d'Elegance Judging Score Sheet #4 – Engine Compartment**

**Available on the Internet at *www.jcna.com*:**

- Request for a Certificate of Insurance**
- Trophy Order Form**
- Concours d'Elegance Entrant Registration Form**
- Event Member Registration**
- Special Division, Class 3 Non-Authenticity Deduction Form**
- Placard Champion Division**
- Placard Driven Division**
- Placard Special Division**
- Placard Display Only**

- JCNA Publications**
- JCNA Regional Areas and Club Numbers**





## 2011 Rule Book Update Synopsis

The following changes have been made for the 10.1 edition.

Note: Pages are printed front to back. The actual page with the change is indicated by the “\*”.

Although there are no changes to most of the chapters, the actual page numbers have been changed. This is due to the new index. As each chapter begins on page 1, the chapter Roman numeral has been placed in front of the page number, “Page IV-1” .

Approval was passed at the 2011 AGM that administrative and spelling corrections may be made without the requirement AGM delegate approval as long as they do not affect judging or scoring.

### Action:

**Table of Contents – Replace in its entirety**

**Synopsis, History, & Preface etc. Replace pages iii to viii**

Chapter I: **Replace pages I-1 and I-2\***

Chapter II: **No Changes**

Chapter III: **No Changes**

Chapter IV: **No Changes**

Chapter V: **Replace pages V-7\* and V-8 and pages V-11\* and V-12\***

Chapter VI: **Replace pages VI-7\* and VI-8\*, pages VI-11 and VI-12\*, and pages VI-13\* and VI-14**

Appendix A: **No Changes**

Appendix B: **No Changes**

Appendix C: **No Changes**

Appendix D: **No Changes**

Appendix E: **No Changes**

Index **Add in its entirety**

Scoresheets **Replace All**

### Summary:

The 2011 Edition 10.1 of the rule book is provided on the JCNA Website Concours Page, below the *Rule Book Synopsis* heading,

**There are no corrected pages available for editions prior to 10.0.**



## **History of the Jaguar Clubs of North America**

### **JCNA Founding**

The Jaguar Clubs of North America (JCNA), 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.

The objects and purposes of JCNA are to promote interest in motoring, foster and encourage a spirit of mutual interest and assistance in the acquisition and preservation of Jaguar automobiles among owners; to charter or otherwise enter into agreements with clubs or groups of Jaguar owners desiring to support the objectives and share in the benefits of the corporation by becoming a JCNA member group; to exchange recognition with other corporations, associations or groups in other countries that have similar objects and purposes; to promote enhanced driving standards and to encourage skillful driving on the public highways; to promote interest in motoring activities, classes, exhibitions, publications and motor sports related to the marque.

Club activities encouraged by JCNA include Concours d'Elegance, Road Rallies, Slaloms, Tours and Social meetings. All are at the option of the local club.

Jaguar Clubs of North America's Board of Directors adopted the following VISION and MISSION STATEMENTS in March 1994.

'94 AGM, May-June *Jaguar Journal*, pg 15

### **JCNA VISION STATEMENT**

The Jaguar Clubs of North America is the friendliest and best association of Jaguar enthusiasts fulfilling the needs and interests of the members.

'94 AGM, May-June *Jaguar Journal*, pg15

### **JCNA BOARD OF DIRECTORS MISSION STATEMENT**

The Board provides a structure for effective and efficient operation of the Jaguar Clubs of North America in finance, administration, and competition. It communicates effectively with the members.

# History of the Rule Book

## First Edition

The original Rule Book (First Edition) was prepared under the auspices of the National Concours d'Elegance Committee, 1975 - 1976. This First Edition was prepared in 1975 by the following:

Chairman      TOM HENDRICKS *Nations Capital Jaguar Owners Club*  
Officers      JOSEPH HALPERIN *Jaguar Club of Southern New England*  
                 KAREN MILLER *Empire Division (New York)*  
                 FRANK POOLE *Jaguar Owners Club of Virginia*  
                 BILL STREITENBERGER *Jaguar Owners Club (Los Angeles)*

Compiled by Tom Hendricks; written by Tom Hendricks and Karen Miller. Their individual contributions, as well as those of the JCNA affiliated clubs, are hereby acknowledged.

FRED S. HORNER *Secretary/Treasurer JCNA*

## Second Edition

The First Edition was revised in 1982-83 by the Delegates to the Annual General Meeting. Special acknowledgment to Al Simmons, Jaguar Club of Austin, for the Score Sheet and Judges' Guide; Karen Miller for criticism, editing, and clarification and Bob Aldridge for the Standard Deductions Guide.

## Third Edition

The Third Edition was prepared in 1989 by Barbara Grayson, Karen Miller, and Mike Cook with input from Jack Stamp and Dick Howe.

## Fourth Edition

The Fourth Edition was issued in 1991 to include rules revisions enacted since 1989. Michael L. Cook *Vice President JCNA*

## Fifth Edition

The Fifth Edition issued as paste-in changes to Fourth Edition in 1992 to include rule and technical changes made since 1991. Special acknowledgment goes to Dick Howe for the revision of the Guide to Scoring Non-Authenticity and to Dennis Connally and his committee, Rob Brown, Phil Taxman, Thorne Dobbins for preparing the final Driven Division Rules. Barbara Grayson *President JCNA*

## Sixth Edition

The Sixth Reordered Edition was prepared in 1996 for publication in 1997 to include rule revisions enacted since 1992. Special acknowledgment goes to Steve Kennedy of the Rocky Mountain Jaguar Club for the many hours spent revising the sixth edition along with Bill Streitenberger, Competition Chair, and Southwest Regional Director. Jerry Parkhill *President JCNA*

## **Seventh Edition**

The Seventh Edition was prepared in 2001 includes rule revisions enacted since 1996. Special acknowledgment goes to Tom Kopke of the Jaguar Club of Florida in the conversion of the main document into Microsoft Word and to Steve Kennedy of the Rocky Mountain Jaguar Club for the conversion of the forms.

Eric Schumaker, *President JCNA*

## **Eighth Edition**

The Eighth Edition was prepared in 2003 to include the major revision of Chapter III, *Instructions and General Rules for the Judge*, the revision of Chapter IV, A., paragraphs a, b, c, and d, with a single spirit statement regarding “Entrant Protocol” and the replacement of the word “Owner” with the word “Entrant” wherever appropriate throughout the rulebook. These changes were, after much study and debate, proposed by the JCNA Judge’s Concours Rule Book Committee (JCRC) and passed at the 2003 AGM.

Gary Hagopian, *President JCNA*

### **Edition 8.1**

Edition 8.1 was prepared in 2004 to include the major revision of Chapter II, *Entry Eligibility, Divisions, and Classes*, the minor revision of Chapter IV, *Instructions and General Rules for the Entrant*, and the complete updating of Appendix B, *Original Equipment Tire and Wheel Information for SS & Jaguar Cars*. These revisions were proposed by the JCNA Judge’s Concours Rule Book Committee (JCRC) and passed, with minor amendments at the 2004 AGM. Chapter 3 includes a revision to the paragraph on Judge’s Guides, also approved at the 2004 AGM. The other chapters have been edited to be consistent with the approved changes.

Gary Hagopian, *President JCNA*

### **Edition 8.2**

Edition 8.2 was prepared in 2005 and includes, the minor revision of Chapter II, *Entry Eligibility, Divisions, and Classes* which splits the XJS classes as mandated by the 2004 AJG, and minor revisions to Chapter III, *Instructions and General Rules for the Judge*, adding rules for Operation Verification (formerly Mechanical). These revisions were proposed by the JCNA Judge’s Concours Rule Book Committee (JCRC) and passed at the 2005 AGM.

Bill Streitenberger, *President JCNA*

### **Edition 8.3**

Edition 8.3 was prepared in 2006 and includes, the rewriting Chapter I, *Organizing a Concours d’Elegance*, that reflects the use of the JCNA Website in matters related to Concours; A minor revision to Page 1 of Chapter II, *Entry Eligibility, Divisions and Classes*, dealing with Special Division, Class S2; The rewriting of Chapter V, *Judges Guide to Jaguar Evaluation*, that brings the chapter up to date with actual judging practices; The inclusion of Chapter VI, *Judges’ Guide to Scoring Non-Authenticity*, that was approved for implementation in 2006 at the 2005 AGM. Minor changes and additions from the 2005 version of Chapter VI are included. These revisions were proposed by the JCNA Judge’s Concours Rule Book Committee (JCRC) and passed at the 2006 AGM.

Bill Streitenberger, *President JCNA*

#### **Edition 8.4**

Edition 8.4 was prepared in 2007 and includes changes in Chapter II, *Entry Eligibility, Divisions and Classes*, splitting Class 16 into 16a and 16b and Class 9 into Class 9a and 9b; Changes to Chapter III, *Instructions and General Rules for the Judge*, clarifying confusing language held over from previous editions, deleting the “whole Jaguar judging” method of judging and adding language on conferring with team members when assigning large deductions; Changes to Chapter V, *Judges Guide to Jaguar Evaluation*, adds language regarding decals, labels, or permits, adds language regarding body stripes (coach lines) (to be implemented in 2008), adds language clarifying that the non-authenticity of redline tires applies to Champion Division only, and adds words to C.11 License Plate Frames and Plate Clear Covers; Changes to Chapter VI, *Judges’ Guide for Scoring Non-Authenticity* include the addition of Note j. Body Stripes (Coach Lines) (to be implemented in 2008), a minor change dealing with deduction consistency, and a revision reflecting new information regarding Hose Clamps (to be implemented in 2008). These revisions were proposed by the JCNA Judge’s Concours Rule Book Committee (JCRC) and passed at the 2007 AGM. Appendixes A, C, & D have been updated.

Dennis Eynon, *President JCNA*

#### **Edition 8.5**

Edition 8.5 was prepared in 2008 and includes changes to **Chapter II**, *Entry Eligibility, Divisions and Classes*, changing Section 1, Item 6, to allow trailering in all Divisions and adding sentences mandating that the Chief Judge confirm that Entries are driven to their assigned parking positions on the Concours Field, splitting Champion Class 19 into 19A and 19B, and adding Class C20 and D12 for the new XF Model; changes to **Chapter VI**, *Judges’ Guide for Scoring Non-Authenticity*, include changing the deduction for Exterior Item 34 - Pin Stripping, adding the words “Including Clear Bras” after Exterior Item 36 - Racing Stripes, Large Decals & Film Appliqués, rewriting Exterior Note l - Side Protective Moldings, rewriting Exterior Note m - Sunroofs, adding the words “Including Factory Floor Mats” to Interior, Item 10, adding Interior Item 14 - Dash Plaques (Allowed in Driven Division) and Adding Engine Compartment Item 14 - Cam Covers and Engine Compartment Item 28 - Distributor. These revisions were proposed by the JCNA Judge’s Concours Rule Book Committee (JCRC) and passed with modifications at the 2008 AGM. Appendixes A, C, & D have been updated.

Dennis Eynon, *President JCNA*

#### **Edition 8.6**

Edition 8.6 was prepared in 2009 and includes changes to **Chapter II**, *Entry Eligibility, Divisions and Classes*, clarifying Section 1, Item A and changing Section 3, Item A, to allow trailering of Entries that are 35 years old and older in all Divisions; Changes to **Chapter V**, *Judges Guide to Jaguar Evaluation*, allowing any license plate frame in Driven Division and; changes to **Chapter VI**, *Judges’ Guide for Scoring Non-Authenticity*, allowing an non-authentic exception to replacement parts, still available from Jaguar Cars under their original Part Number, but now having a different color or configuration than the original, and adding a maximum deduction for Exterior Item 34 - Pin Stripping. These revisions were proposed by the JCNA Judge’s Concours Rule Book Committee (JCRC) and passed with modifications at the 2009 AGM. Appendix E has been added.

Steve Kennedy, *President JCNA*

#### **Edition 9.0**

Edition 9.0 was prepared in 2010 and formatted to the 8.6 and previous editions. Edition 9.0 has all the revisions that the 10.0 edition has, but the formatting has not been updated.

#### **Edition 10.0**

Edition 10.0 was prepared in 2010 and has fresh formatting. All references to AGM changes prior to the 8.6 edition have been removed and the pages have been reformatted.

## **Edition 10.1**

Edition 10.1 was prepared for the 2011 concours season.

### **Approved at the 2011 AGM**

Administrative and grammatical corrections can be made without AGM delegate approval as long as they do not affect judging or scoring.

The Table of contents has been updated and renumbered showing each chapter number in front of each page number.

The Index has been added. Items are cross referenced, e.g. an item such as **Ethics of Judging** is also cross reference under **Judging, Ethics**.

Chapter I, page I-2, Organizing a Concours d'Elegance, Heading B. SELECTING THE DATE AND OBTAINING SANCTION, 3. Obtaining a Sanction, New Item "e" added.

- e. Concours sanctions requested for the 2012 competition year and thereafter, will **only** be granted if the requesting club's JCNA online Judge Roster/List verifies that, it **currently** has listed a Chief Judge, an active Judge Training Program and 5 or more Certified Judges, in order to meet or exceed the JCNA requirement for at least 1-Certified Judge per Judging Team. (See the online sanction request instructions for additional information.) (2011 AGM)

### **Approved at the 2011 AGM**

Chapter V, page V-7, item C. 9. Tires, item b. Driven Division

#### **b. Driven Division**

Tires of any brand, type, or profile, having the original inside diameter are acceptable. Road tires must be of matching brand, type, and profile. **Beginning with the 2012 concours season, cars less than 15 years old must have tires whose speed ratings are equal, equivalent, or superior to their original tires (see Appendix B).** (2011 AGM)

### **Administrative Correction**

Chapter V page V-9 and V-10

Formatting correction

### **Administrative Correction**

Chapter V page V-11, Heading D. Interior, Item 11

Change wording from "Early Mk Jaguars" to "MK VII, MK VIII, and MK IX Jaguar saloons"

Chapter V page V-12 Item E. 2. b) Tool Kit Variations.

Correct wording in last sentence from "it is the still" to **..it is still the..**"

### **Approved at the 2011 AGM**

Chapter VI, page VI-7,

New item #15, "Clear Bras" Deduction 4.0, Max Deduction 4.0

**Renumber subsequent items** (2011 AGM)

### **Administrative Correction**

Chapter VI, Page VI-7, Item F. Exterior

Move table line item 44 from page VI-7 to VI-8 to get all text in the same box.

### **Administrative Correction**

Chapter VI page VI-9 and VI-10

Formatting correction

### **Administrative Correction**

Chapter VI, Page VI-12, Item G.1. Alarm Systems,

Add **"c"** in Note column.

**Approved at the 2011 AGM**

Chapter VI, page VI-13, Note “c”

Changed to read

- c. **Electronic Telephones, Alarm Systems and Radar Detectors:** No deduction for neatly installed telephones, alarm systems or their accessories authorized by the factory, Jaguar Cars Inc. or Jaguar Canada Inc. (2011AGM). Radar detectors were offered by all dealers on XJS for a period and were also installed by Jaguar Cars Ltd.; they were contained in a special case and stowed in the void above the steering column nacelle. All other radar detectors, NOT provided by either Jaguar Cars Ltd. or Jaguar Cars Inc., will be considered non-authentic.

**Approved at the 2011 AGM**

Score Sheets

The box under Condition & Cleanliness Deduction Locations on the score sheets for judge to note where deductions were made. These notations are not critical to the scoring process but just written down as a courtesy to the entrant, thus the wording was changed from Must to Should.

Referencing the numbered boxes, list and describe the top 3 or More condition and cleanliness deductions. If C&C deductions are made, this section should not be left blank.

*Dick Cavicke*

JCNA Chief Judge

Chair, Judge's Concours Rules Committee

**Members of the JCRC:**

Dick Cavicke, Chief Judge, San Diego Jaguar Club, Chairman, SW Region

Hal Kritzman, Chief Judge, Jaguar Club of Southern New England, NE Region

George Camp, Chief Judge, Jaguar Society of South Carolina, SE Region

Bob Stevenson, Chief Judge, Jaguar Affiliates Group of Michigan, NC Region

Rufus Coburn, Chief Judge, Jaguar Club of Austin, SC Region

Stew Cleave, Chief Judge, Jaguar Owners Club of Oregon, NW Region,

Steve Kennedy, Rule Book Editor, Rocky Mtn. Jaguar Club, SW Region

**EDITION 10.1 OF THE OFFICIAL  
JCNA JUDGES' CONCOURS d'ELEGANCE RULE BOOK  
SUPERSEDES ALL PREVIOUS EDITIONS**



## Preface

The Rule Book is written for the enthusiast who is new to Jaguars as well as the seasoned Judge. Each chapter is written to a specific audience.

Chapter I is a guide based on the experience of many clubs' members within JCNA. It will help the individual Jaguar club put on a first-class Concours d'Elegance.

Chapter II covers rules specific to Entry eligibility, divisions, and classes.

Chapter III covers Judging methods, Judges' qualifications, Judges' meetings and Judges' Protocol.

Chapter IV covers Entrant definition, responsibilities, and showmanship. Like other chapters, all information pertinent to the Entrant is presented in one location.

Chapter V is the Judges' Guide to Jaguar Evaluation and covers details on items to inspect while judging Jaguars. Following these guidelines will ensure that the judging teams deal fairly and knowledgeably with the Jaguars.

Chapter VI is the Judges' Guide for scoring Non-Authenticity. It gives excellent guidelines on how to assign the Non-Authentic deduction. It gives the required deductions for Non-Authentic items.

Appendices A, B, C, D & E contain information on production models, tire and wheel sizes, official publications for documenting authenticity, competition classes and factory optional accessories respectively. The Glossary can be referred to quickly clarify terms. Score sheets are included.

As the JCNA website has developed, more and more administrative tasks are being conducted electronically over the Internet, therefore, some forms that have accompanied previous editions of the Rule Book have been deleted. Concours Chairs and others needing forms, and not having Internet access, should contact:

George Camp, Rule Book Librarian  
1772 Willowcreek Dr.  
Columbia SC 29212  
803-760-9460  
[scjag@juno.com](mailto:scjag@juno.com)

Steve Kennedy, Rule Book Editor  
5196 Youngfield Court  
Arvada, CO 80002  
303-489-3955  
[skennedy@ecentral.com](mailto:skennedy@ecentral.com)

These rules have been revised and approved, over the years, by club delegates at the Annual General Meetings (AGM). Beginning in 2003, new rules and/or rule changes were proposed by the Judges' Concours Rules Committee (JCRC) and ratified by the AGM delegates. New or revised rules adopted at an AGM become effective immediately only when passed by a 2/3 majority, (2004 AGM) otherwise they become effective the following year. Reintroduction of failed rule proposals is prohibited for three years. Members wishing to have rule changes considered at the AGM should first propose the change to their regional Judges' Concours Rule Book Committee representative for consideration. These representatives are listed on the JCNA website, [www.jcna.com](http://www.jcna.com)

## **Introduction**

Concours d'Elegance, sponsored by the Jaguar Clubs of North America, Inc. (JCNA) have been operated from the beginning under rules established by the affiliated Clubs of Jaguar Clubs of North America, Inc. at their Annual General Meetings (AGM).

Rules and guidelines for judging in the JCNA sanctioned events have evolved over the last several decades by conscientious trial and error. They are not perfect by any means, but the JCNA Rules have set the owners of Jaguar automobiles on a correct course seeking originality and authenticity.

In order to promote uniformity of judging at JCNA sanctioned Concours d'Elegance, to offer organizational advice to Concours Chairpersons throughout North America, and to make the JCNA Official Concours d'Elegance Rules available in written form to all Jaguar enthusiasts, the 1975 JCNA Concours Committee compiled the first edition of this Rule Book.

Only the most current edition of the Rule Book is to be used in operating and judging any JCNA Sanctioned Concours. The rules are mandatory for all events leading to the North American JCNA Concours d'Elegance Division Championships.

Have a good Concours year,  
Dick Maury, *2011 JCNA President*

## **Chapter I. Organizing a Concours d'Elegance**

### **A. GENERAL**

#### **1. Purpose**

The foremost purpose of the JCNA Concours is to encourage the owners of Jaguars to preserve, maintain, and present their Jaguars in as clean and authentic condition as possible (see Chapter II for exceptions to authenticity in Special Division Classes). A secondary purpose is to celebrate all Jaguars and their owners by creating an event where people may share all degrees of interest in owning, driving, maintaining, and restoring Jaguars.

#### **2. Concours Year**

The JCNA Concours year runs from January 1st through November 30th.

#### **3. Number of Concours per Year**

Each JCNA affiliated Jaguar club that has met JCNA judges' training and certification prerequisites may hold only **ONE JCNA** sanctioned Concours d'Elegance per year.

#### **4. Regional Concours per Year**

One sanctioned JCNA Regional or Joint Regional Concours may be held in each Region or Joint Region per year without affecting the host club's **ONE** per year rule or the sanctioning of another affiliate's Concours.

#### **5. Concours d'Elegance Divisions**

In order for scores to be eligible for annual JCNA Concours Standings, Champion Division, Special Division, and Driven Division competition must be offered at each Concours.

### **B. SELECTING THE DATE AND OBTAINING SANCTION**

#### **1. Selecting the Concours Date**

The Concours Chair should carefully choose the date as far in advance as practical. Normally a Saturday or Sunday is best. Saturdays have become popular in recent years, often with an awards banquet in the evening and, occasionally, a rally or slalom on Sunday after the Concours.

#### **2. Avoiding Local Conflicts**

Investigate other activities in the immediate area to determine that the date requested will not conflict with other popular local events. Some clubs have been very successful tying their Concours in with other local car related events or local festivals.

### 3. Obtaining a Sanction

To obtain a sanction, go to the "Calendar Page" of [www.jcna.com](http://www.jcna.com) click on the "Login" link at the top of the page. Using your club number and password, access the "Club Page Main Menu" and follow the instructions to "Post new events in the Calendar and Request New Event Sanction".

The request may be submitted within one (1) year but no less than four (4) months prior to the requested Concours date. This avoids conflict with other clubs and ensures notice of the Concours will be listed as promptly as possible in the *Jaguar Journal's* Clubs Calendar.

Sanction will be granted on requested date subject to:

Priority of request

- a. No same-weekend conflict within the JCNA Region or within 200 miles of other JCNA Concours meets.
- b. No conflict within 14 days of a JCNA major event i.e., Regional Concours such as Western States and Challenge Championship.
- c. The listing of the Chief Judge and club's affirmation that JCNA Concours rules and requirements will govern.
- d. Concours sanctions requested for the 2012 competition year and thereafter, will **only** be granted if the requesting club's JCNA online Judge Roster/List verifies that, it **currently** has listed a Chief Judge, an active Judge Training Program and 5 or more Certified Judges in order to meet or exceed the JCNA requirement for at least 1-Certified Judge per Judging Team. (See the online sanction request instructions for additional information.) (2011 AGM)

Conflicts will be referred to the appropriate Regional Directors. Avoid commitments involving financial penalties until a sanction is granted.

### 4. Canceling/Rescheduling the Concours

It is preferable to make the date of the Concours firm. If the Concours must be canceled and rescheduled, it is imperative that the JCNA Regional Directors be notified. Thereafter, a new sanction must be requested through the JCNA Website again taking precaution to avoid conflict with other Concours or a major JCNA event in the Region.

## C. LOCATION OF THE CONCOURS D'ELEGANCE

### 1. Concours Sites

- a. National, State or local parks
- b. Historical sites, such as, stately homes with extensive grounds
- c. Museums or restoration complexes
- d. Hotel, motel, or resort complexes, with a central area for staging events, offering restaurant and banquet facilities
- e. Expositions or local festivals and celebrations

## **2. Amenities and Facilities to Look For**

### **a. Central Location**

Centralize efforts by operating out of one location or a Concours site combined with lodging and restaurants within a reasonable distance

### **b. Shade & Grass**

For people and Entries

### **c. Water**

For washing Entries

### **d. Food**

Available during Concours hours; either a restaurant on or near the Concours site or catered

### **e. Rain Shelter**

In case of rain

### **f. Rest Rooms**

Clean restroom facilities nearby

### **g. Trash Receptacles**

## **D. JAGUAR CARS NORTH AMERICA SPONSORSHIP**

Jaguar Cars, Inc. values the contribution that the JCNA and its affiliates make toward increasing public awareness of the Jaguar marque. The Jaguar Cars North America Sponsorship application form is available on the Concours Page of [www.jcna.com](http://www.jcna.com). **The application deadline is February 28<sup>th</sup>**. Should Jaguar Cars Inc. favor your activity with their support, it is important to provide feedback, proper thanks, and evidence showing that their funds were “money well spent”. Download the form and follow the instructions.

## **E. INSURANCE**

Jaguar Clubs of North America, Inc. purchases, as an element of JCNA membership, a blanket coverage for the Corporation, its officers, its members, and all affiliated clubs' officers and members covering General Liability.

Jaguars entered in a sanctioned JCNA Concours d'Elegance must be covered by a current standard motor vehicle liability insurance policy. Each Concours Registration Form shall have a "Release of Liability" statement signed by the Entrant.

Example:

## **RELEASE OF LIABILITY**

JCNA Event Participation: It is an Entrant's privilege to participate in any JCNA sanctioned event held by any JCNA affiliate upon executing proper registration forms and paying published entrance fees. Each affiliate shall be solely responsible for granting entry privileges to each Entrant on an individual basis.

**I hereby agree to enter the above described Jaguar(s) in the (*Name of Concours*) Concours d'Elegance. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America, Inc., (*Host Club Name*) and the Concours d'Elegance committee from any and all liability for injuries, damage, or loss arising from my entry and attendance in the Concours.**

Signature of Entrant \_\_\_\_\_ Date \_\_\_\_\_

**(If the Entrant is not a JCNA Member, then the Special Event Member Registration Form must be filled out and sent to JCNA along with a check for \$5.00.) (2010 AGM)**

You may either incorporate the above statement in your registration form or, for your convenience, you may go to the “Concours Page of [www.jcna.com](http://www.jcna.com) and download the “Entrant Registration Form”, which contains the Release of Liability, and have each Entrant sign.

Clubs using another statement should clear it with the JCNA General Counsel.

A "Request for a Certificate of Insurance" form is also available for downloading by going to the Concours Page” of [www.jcna.com](http://www.jcna.com) and clicking on “Certificate of Insurance”. This form is to be used when there is a requirement by the Concours site owner, or other entity, to furnish a "Certificate of Insurance.” Complete details are included on the form.

## **SANCTIONED EVENT NON-MEMBER REGISTRATION FORM**

Non-JCNA members are permitted to participate in JCNA Sanctioned Events upon executing the Sanctioned Event Non-Member Registration Form, paying the Non-Member Event Membership fee, completing the event’s regular Registration Forms and paying the entry fees. The Sanctioned Event Non-Member Registration Form is available on the “Concours Page” of [www.jcna.com](http://www.jcna.com).

At the host club's discretion, Non-JCNA members may be awarded JCNA trophies. However, their scores will not count towards Regional or North American championship points.

## F. PUBLICITY

### 1. Host Club Announcements

#### a. Include:

Date, time, place, registration deadline, entrance fee, and a statement that JCNA Concours d'Elegance Rules will govern. Include an Entry Form listing Champion, Special, and Driven Division Concours Classes and a statement that Driven Division Entries **less than 35 years old** may not be trailered. (2010 AGM)

#### b. Social Activities:

Information on social activities such as reception parties, awards banquets, etc.

#### c. Travel Information:

Information on travel; maps of the immediate area, lists of available lodging and prices (including addresses and telephone numbers)

#### d. Parking

Information on general parking facilities, trailer off-loading and trailer and motor home parking

### 2. Publicity through JCNA

#### a. Contact Regional Clubs

Send Concours announcements and registration forms to all JCNA affiliated clubs in the Region and nearby affiliated clubs in other Regions. Addresses can be found by visiting the "Club List Page" of [www.jcna.com](http://www.jcna.com) and clicking on the club name, when the club page appears click on "Club Officers and Contact Info".

#### b. Distribute Flyers

Distribute flyers at local club activities and at neighboring JCNA club activities.

#### c. Publicity through the JCNA Website and *Jaguar Journal*

Sanctioned events are automatically posted on the JCNA Website and listed in the next possible issue of the *Jaguar Journal* on its Club Calendar Page

#### d. *Jaguar Journal* Concours Articles

Concours articles should be sent to the *Jaguar Journal* a minimum of four months prior to the Concours itself. Follow-up articles and photos should be sent immediately following the Concours. *Jaguar Journal* can be accessed through the *Jaguar Journal* page of [www.jcna.com](http://www.jcna.com)

### 3. Newspapers

A news release featuring the basic journalistic "Who, what, when, why, where," plus day and evening telephone numbers to call for additional information, should be sent at least three weeks prior to the Concours to the managing editor or sports editor of the local newspaper(s).

#### **4. Radio**

Most local stations have a free public service announcement policy. Inquire if there is a specific form to be filled out and sent in. Send the Concours announcement to the station manager at least three weeks prior to the date.

#### **5. Automotive Media**

Magazines (both weekly and monthly) may present publicity opportunities that should be investigated; each publication will have its own policy and deadline for announcement inclusion; some will be free, others will require a fee. It is up to each club to decide if this type of publicity is worthwhile.

#### **6. Local Automobile Related**

##### **a. Local Parts Houses**

Flyers can be left at local parts houses and auto dealerships (especially the local Jaguar dealer).

##### **b. Multi-make Sports Car Clubs**

Announcements can also be made through local multi-make sports car clubs, in person at a meeting, or by passing out flyers.

##### **c. Repair Facilities**

Local service stations or shops specializing in repair of foreign cars will sometimes welcome flyers.

### **G. OPERATING THE CONCOURS D'ELEGANCE**

#### **1. The Concours Chair and the Chief Judge**

The Concours Chair is in charge of overseeing every Concours detail including choosing the site, ordering trophies, and selecting, organizing and coordinating all committees and personnel, except the Chief Judge. The Chief Judge is responsible for all matters dealing with Concours judging including preparing a Judging Schedule, scrutinizing score sheets, validating and posting scores on *www.jcna.com*, and mailing score sheets to the Entrants. It is imperative that the Concours Chair and Chief Judge work well together.

#### **2. The Concours Chair's Personnel (minimum suggested)**

##### **a. Publicity**

Oversees advance publicity arrangements

##### **b. Entertainment**

Plans entertainment that may include a pre-Concours party and post-Concours banquet

##### **c. Set-up Crew**

Arrives **early** to mark parking spots and access lanes, to place tables and chairs, erect canopies and signs, position sound system, etc



**d. Registration**

In charge of registration and handing out registration packets to pre-registered Entries. Responsible for registering day of Concours Entries if allowed, and ensuring that they receive their blank score sheets and any other associated paperwork. Must coordinate with the Chief Judge so that the Chief Judge can assign proper judges to the Entries

**e. Parking**

Directs incoming Entrants to their proper places

**f. Hospitality (Optional)**

Provides coffee, doughnuts, water, etc. as appropriate for early Entrants and Concours helpers

**g. General Personnel**

Plan for people who can be called on for any other duties (the plan B People)

**h. Stay Late/Clean-up Crew**

Willingly stays on site as long as required to disassemble and remove all equipment associated with the event, to pick up and properly dispose of all trash and to properly secure/close the site as required

**3. The Chief Judge's Personnel (suggested)**

**a. Judges**

See Chapter III, Instructions and General Rules for the Judge. It is best to use as many Certified Judges as possible. Using qualified Judges from other JCNA clubs adds to an atmosphere of impartiality.

**b. Chief Judge's Assistant**

When assigned by the Chief Judge, the Chief Judge's Assistant helps the Chief Judge assure that judges have pencils and current rulebooks or clip boards (rulebooks in three ring binders with binder clips eliminate the need for clipboards) and other duties as assigned.

**c. Scrutineers**

Select one or two people, depending on the size of the Concours, to act as Scrutineers. The Scrutineers ascertain that the score sheets registration information is completed correctly. The Scrutineers then check each score sheet to ensure each box contains a Judge's entry and the entry is within the specified deduction range. If an Entry has received a non-authentic deduction, the Scrutineers must ascertain that the Entrant has initialed each such deduction.

If the Scrutineers find any discrepancy or any questionable or illegible figures, the score sheet(s) will be returned it to the Judge(s) responsible for clarification or correction.

**d. Score Sheet Runners**

Assign each Judging Team a Score Sheet Runner; this is a good way to get children and spouses involved in the Concours. Score sheet runners transport the completed sheets between the Judging Teams and the Scrutineers.

**e. Scoring Personnel**

Select at least three or more non-mathematically challenged people. Find an isolated area where the Scorers can concentrate on tabulating the score sheets.

**4. Site Layout**

**a. Visit the Site**

The Concours Chair and the person in charge of parking should visit the Concours site shortly before the Concours date in order to walk the areas and decide how the various Divisions and Classes should be arranged.

**b. Determine Class Size**

Determine the largest Classes and the smallest Classes of Jaguars in the Concours. Allow ample room for all, including late registrations if allowed. Look at past records to see which classes were well filled.

**c. Formal Site Layout**

When planning the site layout, allow room between Entries for maneuverability, stowage of personal gear, and simultaneous door opening of the Entry and adjacent Entries.

**d. Informal Site Layout**

In informal settings, Classes might be grouped to take advantage of shade and the contour of the landscape. Driven, Special, and Championship Division Entries of the same Class are always best grouped together.

**e. Sprinkler Head Marking and Shut-off**

With or without assistance from the site custodian, in-ground sprinkler heads should be located and marked in order to avoid having them run over and damaging either the sprinkler or the Entry. Positive arrangements should be made to assure that the sprinkler or other irrigation systems will not be operated on the day of the concours, or at any time immediately prior, that would result in the field being soft or muddy.

**f. Drive Jaguar to Judging Area**

Area size and safety considerations permitting, an interesting site layout is one where the Entries are parked by class and, when called, are driven to a central judging area. This arrangement allows the Judges to work without spectator hindrance and also provides a visible confirmation of the Jaguar's operability.

## **H. REGISTRATION**

### **1. JCNA Event Manager Computer Program**

A program designed to automate the JCNA Concours Registration process is available on the Concours Page of [www.jcna.com](http://www.jcna.com). Among other features, this program will print registration forms and score sheets with all Entrant and Entry information preprinted. Follow the instructions found on the website when downloading this program. Use of the program is not mandatory, but many report it greatly reduces the time required to administer the JCNA Concours.

### **2. Registration Form Requirements**

**Registration forms must clearly state that JCNA Concours Rules will govern.** Registration forms must include a space for the JCNA member's membership number and Release of Liability form. A list of the Classes in Champion, Special, and Driven Divisions must also be included on or attached to the registration form (see Appendix D).

### **3. Encourage Pre-Registration**

Encourage as many Entrants as possible to pre-register. As an inducement, a slightly lower fee might be offered to pre-registrants. Pre-registration cuts down on a great deal of paperwork on the day of the Concours.

### **4. Registration Deadlines**

If the Registration deadline is in advance of the date of the event, it should be clearly indicated on all Concours publicity. If on-site registration is allowed, a specific entry cut-off time, in advance of judging, should be established, after which, NO further entries can be allowed. Entries should not be added to Classes after judging has commenced. It is the Entrant's responsibility to be aware of, and adhere to, the published Registration deadline. The Chief Judge has final authority in special circumstances.

### **5. On-Site Entry Registration**

If allowed, those registering on the day of the Concours will be required to complete the appropriate registration forms. It is advisable for registration personnel to assist the on-site Entrants in completely filling in the required information at the top of the score sheets. Entrants in a rush often make mistakes or leave out vital information.

### **6. Entrant's JCNA Membership Number**

The Entrant must list his/her JCNA Membership Number on the registration form in order to qualify for North American Standings. JCNA Numbers will be required when posting scores on the JCNA website.

### **7. Entrant Packet**

For each pre-registrant prepare an envelope containing:

- Windscreen Placard
- Score Sheets
- General guidance for Entrants who may be new to Concours or not aware of new rules
- Dash Plaques (optional)
- People's or Entrant's Choice ballots (optional)
- Other items (optional)

The envelopes can then be alphabetized and handed out when the pre-registered Entrants check in at Registration.

**a. Windscreen Placard**

Provide a windscreen placard to identify each Entry. If not using the JCNA Event Manager, these forms are available in PDF and interactive Word<sup>®</sup> formats on the Concours Page at [ww.jcna.com](http://ww.jcna.com). The windscreen placard identifies the Entry, Class, and Entrant. If different colored score sheets are being used to distinguish between the Divisions, windscreen placards may be color coordinated as well.

**b. Score Sheets**

If not using the JCNA Event Manager, score sheets may be downloaded by going to the “Concours Page” of [www.jcna.com](http://www.jcna.com). Each of the four (4) score sheets must be downloaded and printed individually. Clubs are authorized to reproduce the quantity of score sheets required for their Concours. Different colored sets of score sheets may be used to distinguish between Divisions. Sheet #4 (Engine Compartment) and the Boot portion of Sheet #3 are not required for judging Driven Division.

**When preparing score sheets for use with a specific Entry, be certain that the Maximum Deduction columns on Score Sheet #2 NOT APPLICABLE TO THE PARTICULAR ENTRY have a diagonal line drawn through them, to prevent inadvertent judging in the wrong column.**

## **I. CONDUCTING THE CONCOURS**

### **1. Working Groups**

Working groups, including the Concours Chair and the designated Set-up Crew, should arrive at the Concours site approximately an hour and a half before the stated opening time of registration.

### **2. Class Areas**

Predetermined Class areas should be identified with Class signs. A lime base line or a string line will help align the various classes as they arrive.

### **3. Registration Area**

A convenient registration area should be set up near the entrance to the Concours field. Be sure all necessary forms and scoring supplies are available. If sufficient room is available, trophies may be displayed. If late registrations are allowed, have enough money on hand to make change for Entrants paying cash. Be sure to bring a cash box.

### **4. Loud Speaker/Announcing System**

Provide a means of making announcements and paging personnel in order that all present are aware of what's happening. A variety of portable systems are available to rent or purchase.

## **5. Parking Personnel**

Parking personnel should be on hand to safely guide Entrants to their proper Class parking area and to assist in achieving the desired spacing and alignment of Entries.

## **6. Rags Down**

All Entrants must be instructed by the Chief Judge to cease preparation of Entries at a predetermined, published time, referred to as "rags down," before judging begins.

## **7. Leaving the Concours Site**

The Clean-up Crew and the Concours Chair should be the last committee to leave the Concours site, to check for any equipment left behind and to be very particular about cleaning up the area before departing. Many sites require substantial user deposits, which may not be refunded if the area is abused or left cluttered. Make every effort to have your club regarded as one that treated the site with respect and one that would be welcomed back again

# **J. SCORING**

## **1. Score Sheet Calculations**

Judges are not to do **ANY** score totaling on the score sheets.

## **2. Scorers**

Scorers should be prepared to begin calculating about fifteen (15) minutes after judging begins. Insure that the Scorers have a quiet area to work in. **UNDER NO CIRCUMSTANCES** are spectators and/or Entrants to be allowed near the Scorers. It's a good idea to staple the score sheets together as soon as they arrive at the Scorer's area.

## **3. Score Calculations**

All scores should be calculated twice independently by the Scorers for accuracy and by a third Scorer if the first two calculations disagree.

## **4. Completed Score Sheets**

As the Scorers finish their calculations score sheets should be arranged by Class, from lowest to highest score on top. This will allow the Chief Judge to keep a constant check on how quickly judging is progressing. Cross-referencing the Judging Schedule will reveal if any score sheets are missing.

## **5. Score Sheets During the Concours**

Except for the Entrant initialing Non-Authenticity deductions at the time of judging, completed score sheets are **NOT** to be made accessible to Entrants at any time on the day of the Concours d'Elegance.

## **6. The Entrant and the Score Sheets**

**NEVER, NEVER** release score sheets to the Entrants at the conclusion of the event. Unless the scores are transcribed elsewhere, there may be no way to double-check the scoring, nor will there be a record of scores to post on [www.jcna.com](http://www.jcna.com). In addition, if

score sheets are released, arguments may develop between Entrants and the Chief Judge or other Judges.

## **7. Score Sheets after the Concours**

Score sheets submitted by the Judges at a Concours as final and complete shall not be subject to any substantive alteration except by the Chief Judge after consultation with the individual Judges or the Judging Team involved. At the conclusion of the Concours, the score sheets are retained by the Chief Judge, who should review them, and if necessary, correct any mathematical or administrative errors. If this review process changes the standings that were announced at the Concours awards ceremony, the Chief Judge and the Concours Chair will have to exercise the utmost diplomacy in notifying the Entrants affected and, if appropriate, arrange an exchange or return of trophies.

Entrants, competing for Regional or North American standings, are very eager to receive their score sheets in order to correct discrepancies prior to the next event. The Chief Judge **MUST** send the **ORIGINAL** score sheets to the Entrants, as soon as practical but not later than 21 calendar days following the Concours. Score sheets, from concours held after November 9th, must be sent to Entrants no later than December 1st. The Chief Judge may retain copies for club records. Scores shall be posted on [www.jcna.com](http://www.jcna.com) as soon as possible, but no later than 21 days after the Concours and no later than December 1st.

## **K. TROPHIES AND AWARDS**

### **1. Official JCNA Trophies**

JCNA offers official trophies for JCNA sanctioned Concours in Champion, Special, and Driven Divisions.

#### **a. Ordering Trophies**

Order Trophies by going to the “Concours Page” of [www.jcna.com](http://www.jcna.com) and clicking on “Trophy Orders”. Follow the Instructions! First, second, and third place Champion and Special Division winners are awarded Champion Division Trophies. First, second, and third place Driven Division winners are awarded Driven Division Trophies.

#### **b. Trophy Engraving**

Engraving is not available through JCNA

### **2. North American Awards**

At the conclusion of each JCNA Concours year, JCNA presents the North American Concours d'Elegance Awards three deep, in each of the Champion, Special, and Driven Division Classes, to members of JCNA affiliates or JCNA Members-at-Large. These annual awards are determined by averaging the Entrant's three (3) highest scores during the Concours year. Scores achieved at the JCNA Challenge Championship or Western States qualify for inclusion in the three (3) score average.

### 3. Regional Awards

Regional Awards are presented in each of the six JCNA Regions. These annual awards are determined by averaging the Entrant's two (2) highest scores achieved at JCNA sanctioned concours within the Entrant's home region during the Concours year. Scores achieved at the JCNA Challenge Championship or Western States qualify for inclusion in the two (2) score average.

No Entrant may receive both a North American and a Regional Award in any given year, in the same Class, for the same Entry.

### 4. Presenting Trophies

When presenting trophies, it is more suspenseful and interesting to begin announcing the finishing positions from the bottom of the Class first, reading upward to the winner. In good taste, it is recommended that scores of the lower place entries not be read. It is informative and courteous to spectators if, as each class is announced, the models included in the class are announced as well.

As the presenter reaches the top three Jaguars in the Class, the scores should be announced individually and the winning Entrant(s) invited to come forward to receive their trophies and perhaps be photographed.

In order to show appreciation for the Entrant's participation, and possibly the support of a neighboring club, it is recommended that the presenter's announcement include: the placement, the Entrant's name, (if from out of area, the Entrant's city), the Entrant's home club, the car's color, the year, the model, the body style, and the score.

Example: “**Third** place in **Champion Division, Class 2**, goes to **Happy Fellow** from **Scottsdale, Arizona** and the **Central Arizona Jaguar Club**, for his **red, 1950 XK 120 OTS**, with a score of **99.79**.”

### 5. Club Discretionary Trophies

Additional locally prepared trophies may be provided at the Club's discretion; some Clubs present perpetual trophies, i.e. the trophy (sometimes engraved with the name of the yearly recipient) returns to the club for re-presentation each year.

Clubs may also present trophies (of their own design and at their own expense) in recognition of accomplishments such as:

- Best in Show
- Longest Distance Driven To Compete
- Longest Distance Trailered To Compete
- Oldest Jaguar in Show
- Hard Luck (En Route Damage)
- Display
- Peoples' Choice
- Other

## **L. SCORE SUBMISSION AND CORRECTIONS**

The Chief Judge is responsible for having the scores correctly posted on the JCNA web site. Scores are posted by going to the "Concours Page" of [www.jcna.com](http://www.jcna.com) and clicking on the "Online Scoring System Login. Enter your club number and password and follow the instructions given under "Online Scoring System". When finished, printouts can be made for the club's records and the results sent to the JCNA Competition Chair via email. The scores and other information can be edited and corrected up to December 1<sup>st</sup> as long as the results have not been marked "official". (The JCNA Competition Chair must be notified of all changes by re-emailing the report.) Once the event results have been marked "official", corrections may only be made by emailing the JCNA Webmaster and the JCNA Competition Chair. **The only score or standing changes allowed after December 1<sup>st</sup> are those resulting from the official JCNA Protest process.**

### **Note:**

JCNA Numbers are required when posting scores on the JCNA website. If numbers are not available when posting results, they must be looked up using the Online Scoring System "look up" function. For new members, leave the JCNA number blank. The club is responsible for logging back on and filling in all new members' numbers once assigned by JCNA; the "look up" function cannot look up missing numbers. Concours Entrants listed without JCNA numbers will be considered non-members and clubs must forward JCNA the Non-Member Event Membership Fee. JCNA reserves the right to bill clubs for fees not received.

## **M. JUDGES' ROSTER AND JUDGES' REPORT**

It is best to have the Chief Judge update the club's Judges' Roster as soon as possible after your mandatory Judges' School and prior to posting scores. After posting the scores, fill in the online Judges Report; the system will ask who judged each class.



## **Chapter II.**

### **Entry Eligibility, Divisions, and Classes**

#### **SECTION 1 - GENERAL**

##### **A. ENTRY REQUIREMENTS AND ELIGIBILITY**

###### **1. "Jaguar" Definition**

"Jaguar" is any authorized passenger or race prepared vehicle originally assembled, or modified, at either the Jaguar Cars Works or a Works authorized assembly plant. Subject to the following rules, all Jaguars are eligible.

###### **2. Swallow Bodied Chassis, S.S., & Jaguar Cars**

"Jaguar" is used to refer to all models built by the original companies that evolved into Jaguar Cars (Appendix A).

###### **3. Daimlers**

Only 1962-On Daimler motorcars, manufactured by Jaguar, sharing production Jaguar bodies and correct engines are eligible. Jaguar engined Daimlers, without production Jaguar bodies, are eligible for Special Division Class S3. Daimler SP250s are NOT eligible.

###### **4. Engine Requirements**

All Jaguars, entered for judging in JCNA Concours, must have Jaguar engines installed. Driven Division Jaguars must have Jaguar engines that were available from the factory for that particular model, i.e. Entries originally equipped with 6 cylinder engines should not have 8 or 12 cylinder engines. Likewise, the 1960's Daimler 2.5 Liter V8 engine must be present in all Daimlers so originally equipped.

###### **5. Horn and Light Requirements**

a. Entries in Champion, and Driven Division and Special Division Classes S1 and S4 must have horns and exterior lights in the numbers and positions as originally configured. At the Entrant's discretion, lights offered as optional equipment for the specific model, may be added. Horns and all exterior lights must operate as intended.

b. If horns and lights are present on S2 Entries, they must operate.

c. Special Division Class S3, Modified, must be equipped with functional horns, headlights, tail lights, brake lights, parking lights, license plate lights, back-up lights and turn signals appropriate to the vintage.

###### **6. Entries to be Driven to their Assigned Parking Positions**

Trailing to the Concours venue is allowed for all Champion and Special Division Entries and for certain Driven Division Entries. 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, i.e. entries shall not be trailered directly to their assigned parking positions and off-loaded. Entries not meeting this rule are ineligible for the day's Concours Competition and shall not be judged.

## **7. Handicap Points**

No handicap points are awarded for the Entry's (or Entrant's) age, the odometer reading, or the mileage driven to a Concours.

## **8. Division Crossover**

An Entrant may choose to "crossover," that is, to place the same Entry in a different Division during a given year. However, scores earned by an Entry in one Division become invalid for year-end championship points upon transferring that Entry to another Division.

## **9. Incapacitated Entrant**

During the Concours Season, if, for any reason, an Entrant becomes unable to present an Entry, an immediate family member may register and present the Entry using the Entrant's Name and JCNA Number. Under such circumstances, all scores received by the Entry, during that season, would count toward Regional and North American Championships in the Entrant's name.

## **10. Entry Ownership Change**

If an Entry's ownership changes during the Concours Season, scores earned by a previous Entrant are NON-TRANSFERABLE to a new Entrant. Theoretically, this could result in an Entry receiving awards under the ownership of more than one Entrant, in a single Concours Season.

## **11. Award Eligibility**

A single Entry in a class is eligible for a trophy. Entries in all classes will compete for first, second, and third place trophies in accordance with their Division Scoring Plateaus.

## **12. Unofficial Awards**

At the host club's discretion, "People's Choice", "Best in Show", "Best First Time Out", or similar awards may be given.

# **B. CONCOURS DIVISIONS**

## **1. The Official Concours Divisions**

Each sanctioned JCNA Concours d'Elegance will provide for Entries in Champion Division, Driven Division, and Special Division Classes.

## **2. Unofficial Divisions**

"Display-only" is not an official JCNA Concours Division. It is a classification given to those Jaguars voluntarily positioned for viewing as pre-planned part of the event. This type of participation is promoted to both add to the number and variety of Jaguars being shown and to encourage future Concours entries.

## Section 2 - CHAMPION DIVISION

### CHAMPION DIVISION GENERAL SPIRIT

Champion Division is the most demanding JCNA Concours Division. It challenges its Entrants to research, prepare, and present the judged portions of their cars in their original, authentic, factory-delivered configuration, and condition (see Chapter VI for allowable exceptions). All Entries in Champion Division will have their interiors, exteriors, engine compartments, and boots judged for authenticity, condition, and cleanliness.

### CHAMPION DIVISION CLASSES

- 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- 2009) **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: 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)
  - C21: XJ Sedan (2010 [as 2011 model year] – On)
- Note 1:** Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes 10, 11, 12, and 13 according to their years, engines, and body styles.

## **C. PRESERVATION CLASS REQUIREMENTS**

### **1. Entry Age**

Preservation Class is for unrestored or near original Entries over 20 years old, well prepared, and in good to excellent condition. Class entry is to be the Entrant's choice.

### **2. Proof of Originality**

In order to validate a Preservation Class Entry's original exterior and interior colors, plus other unique equipage or configuration, the Entrant is required to present the judges a copy of the vehicle Archive Report/Jaguar Daimler Heritage Trust (JDHT) Certificate.

These reports are available through Jaguar Cars Archives, 555 MacArthur Blvd., Mahwah, NJ 07430. Additional requirements and fees associated with obtaining Archive Reports are available in the "Library" section of *www.jcna.com*.

### **3. Vehicle Evaluation and Deductions**

Preservation Class Entries shall be judged as all other Champion Division Entries, that is, on the basis of authenticity, condition, and cleanliness, except, restored or reconditioned items will be assessed "non-authentic, wrong, missing, or incorrect" point deductions.

- a. Deductions made for restored or reconditioned items shall not exceed the total Non-Authentic points allowed for the category.
- b. The restored or reconditioned status of any component is limited to the Judge's opinion and shall not require any discussion with, nor initialing by, the Entrant.
- c. Deductions for restored items apply only to this Class. Non-Authentic items will be treated as in other Champion Division Classes. A restored or reconditioned item, found to also be non-authentic, shall be assessed a single "non-authentic, wrong, missing, or incorrect" point deduction.
- d. Deductions should not be made for mechanical components such as, generators, alternators, compressors, etc. that have been replaced with authentic items.

### **4. Preservation Class Championship Eligibility**

Preservation Class Entrants are eligible for North American and Regional Championship competition.

### **5. Preservation Class Protests**

Deductions for restored components are based on judgment alone and may not be protested. Protests regarding non-authenticity deductions are allowed as in other Champion Division Classes.

## **D. CHAMPION DIVISION SCORING**

### **1. Score Sheet Calculations**

The 1000-point score sheet permits points to be deducted for areas not up to standard. The total is to be divided by 10 for the competing score; 100 points would be a "Perfect" Champion Division Entry.

## 2. Champion Division Scoring Plateaus

The following scores are required in order to qualify for a Champion Division Class, first, second, or third place award.

First Place Award, **90.00** points, minimum

Second Place Award, **80.00** points, minimum

Third Place Award, **70.00** points, minimum

## SECTION 3 - DRIVEN DIVISION

### A. DRIVEN DIVISION GENERAL SPIRIT

Driven Division also challenges its Entrants to research prepare, and present their Entries in their original, authentic, factory-delivered configuration and condition. However, Driven Division is for Jaguars that, regardless of age, are in regular use. In consideration of this usage, Driven Division Entries do not have their engine compartments or boots judged and certain convenience and safety-related authenticity exceptions are allowed. The exteriors and interiors of Driven Division Entries are judged to the same standard as Champion Division. Driven Division Entries are encouraged to be driven under their own power from their normal place of garaging to the concours site and return. Towing or trailering is allowed for 35-year and older Entries)

#### Authenticity Exceptions

Driven Division Entries are allowed certain authenticity exceptions without penalty. No other items qualify for this exception!

1. **Tires** - Any type or profile tires, of original inside diameter, are acceptable. Road tires must be of matching size, type, and make/brand.

**Note:** This exception is made for those drivers of early Jaguars who prefer the handling characteristics and superior construction of contemporary tires.

2. **Wire Wheels** - Wide wire wheels are acceptable. Hub style, diameter and spoke count must be as original. All road wheels must match.

**Note:** This exception is made to safely accommodate contemporary size tires.

3. **Alloy Wheels** - XJ6/12, XJS and XK8 factory-supplied alloy wheels, appropriate for the specific model, may be chrome plated or polished. All road wheels must match.

**Note:** This exception recognizes that many new car buyers believed that their Jaguar's chrome or polished alloy wheels had been provided by the factory when, in fact, the dealers had altered the original factory finish prior to offering the cars for sale.

4. **Radios, Tape, and CD Players** - Contemporary radios, tape, or CD players installed in the original radio mounting space, utilizing the original speaker locations and external housings.

**Note:** This exception is made to allow the frequent driver the option of a modern system with improved audio, capable of playing tapes, CD's, or the media du jour.

5. **Aftermarket Window Tinting** - Shiny or mirrored tinting, graphics or logos in the tinting, tinted film on the front windscreen or excessively dark tinting shall receive deductions as non-authentic. The tint should allow the interior of the vehicle to be clearly visible when looking in from approximately one foot away. Flaws in the tinting, such as bubbles, trapped material or damage, shall receive deductions similar to glass defects.

6. **Luggage Racks** - Either factory or appropriate vintage after-market racks are allowed. All racks must be neatly mounted in the prescribed location on the vehicle.
7. **License Plate Frames** - Any allowed; i.e. only judged for cleanliness and condition.

## **B. DRIVEN DIVISION CLASSES**

- 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- 2009) **Note 1**  
 D11: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)  
 D12: XF Sedans (2008-On)  
 D13: XJ Sedan (2010 [as 2011 model year] – On)

**Note 1:** Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes 6, 7 and 10 according to their years, engines, and body styles.

## **Driven Division Scoring**

Sections on the Driven Division score sheet which are excluded from judging should be crossed out, and scorers are to note that **NO POINTS ARE TO BE DEDUCTED FOR NON-JUDGED SECTIONS**

### **1. Driven Division Score Sheet Calculations**

The 1000-point score sheet permits points to be deducted for areas not up to standard. The total is to be divided by 100 for the competing score; 10 points would be a "Perfect" Driven Division Entry.

### **2. Driven Division Scoring Plateaus**

The following scores are required in order to qualify for a Driven Division Class first, second, or third place award:

- First Place Award, **9.00** points, minimum
- Second Place Award, **8.00** points, minimum
- Third Place Award, **7.00** points, minimum

### **3. Driven Division Eligibility in Consecutive Years**

The year's North American Championship, Driven Division award winners are encouraged (but not required) to step up to the Champion Division the following year. Entrants may continue Driven Division competition at their discretion.

## **SECTION 4 - SPECIAL DIVISION**

### **A. SPECIAL DIVISION GENERAL SPIRIT**

Special Division is intended for factory and non-factory-prepared competition and limited production Jaguars; production Jaguars privately prepared for competition; modified production Jaguars, and Jaguar powered vehicles with replica Jaguar bodies. The interior, exterior, engine compartment, and boot of Special Division Entries are judged only for condition and cleanliness, NOT for authenticity.

### **B. SPECIAL DIVISION CLASSES**

- S1: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars **Note 1**
- S2: Production Jaguars privately prepared and modified for competition **Note 2**
- S3: Modified **Note 3**
- S4: Replica (non-production, Jaguar powered) **Note 4**

#### **Note 1: Class S1 includes**

- a. Ex-works XK 120s, C-Types, D-Types, XK-SS or E-Types
- b. Jaguar automobiles prepared for competition by recognized professional race organizations operating independently of the factory or by Jaguar Cars sponsored teams, including Jaguar powered variants such as those built by Coombs-Jaguar, Cooper-Jaguar, Ecurie Ecosse, Lister-Jaguar, Group 44, Tojeiro-Jaguar, TWR, or JaguarSport, etc.
- c. Factory race-prepared XJ220s
- d. Standard XKSS and XJ220s (as Limited Production)

#### **Note 2: Class S2**

To be eligible for Class S2, each Entrant must present the Chief Judge at least one of the following:

- a. Documented race history for the Entry, or
- b. Proof that the Entry meets and has passed the existing track and safety requirements of a **currently recognized** road-race sanctioning body, such as FIA, SCCA, etc.

#### **Note 3: Class S3**

- a. This Class is for production Jaguar vehicles of any year and model that have been substantially personalized, modified, or customized. Entries must be equipped with

functional horns, headlights, taillights, brake lights, parking lights, license plate lights, back-up lights and turn signals appropriate to the vintage.

- b. To be eligible for Class S3, the Entry must clearly have a minimum of 35 points of deductions for non-authentic, judged items. **Those deductions may NOT include the tire, wheel, or radio authenticity exceptions currently allowed in Driven Division** (Section 3.A.1). The Entrant (using the appropriate form available in the “Concours” section of *www.jcna.com*) must provide a list of the non-authentic items to the Chief Judge well in advance of the scheduled start of judging.
- c. Daimler Exception: Jaguar powered production Daimlers (such as the DS420 Limousine) that are not eligible for any other JCNA class, are eligible for entry in Class S3 without listing non-authentic items.

**Note 4: Class S4**

Replicas must appear to be an accurate reproduction of the original model Jaguar they replicate.

## C. SPECIAL DIVISION SCORING

Sections on the score sheet which are excluded from Special Division judging should be crossed out. Scorers should note that **NO POINTS ARE TO BE DEDUCTED FOR NON-JUDGED SECTIONS**

### 1. Score Sheet Calculations

The 1000-point score sheet permits points to be deducted for areas not up to standard. The total is to be divided by 100 for the competing score; 10 points being a "Perfect" Special Division Entry.

### 2. Special Division Scoring Plateaus

The following scores are required in order to qualify for a Special Division Class first, second, or third place award:

First Place Award, **9.00** points, minimum

Second Place Award, **8.00** points, minimum

Third Place Award, **7.00** points, minimum

### 3. Special Division Championship Awards Eligibility

All Special Division Class Entrants are eligible for North American and Regional Championship competition.



## **Chapter III.**

### **Instructions and General Rules for the Judge**

#### **A. EVOLUTION OF RULES**

##### **1. Rules and Guidelines**

Rules and guidelines for judging in the JCNA sanctioned events have evolved over the last several decades by conscientious trial and error. They are not perfect by any means, but the JCNA Rules have set Entrants on a correct course seeking originality and authenticity and judges on a course of inspecting and scoring the cars accurately.

##### **2. Apply Rules Uniformly**

For this reason, it is important that all Judges apply these accepted rules and standards to each Jaguar in the same way. Similarly, it is equally important that the Jaguars with the same defect, from different classes, appraised by different Judges, and judged in different areas of North America all suffer the same degree of penalty for the same flaw.

##### **3. Approved Judging Guides**

**When a Judging Guide has been approved by the AGM, its use is mandatory.** Judging guides have been developed at great effort to aid judges in determining authenticity and to standardize judging throughout JCNA. One copy of each approved judging guide shall be available for reference by judges and entrants at each sanctioned Concours.

#### **B. ETHICS OF JUDGING**

The primary purpose of judging is to determine the outstanding Jaguar in each class. Consequently, it is suggested that the point spread between a well-prepared Jaguar and a poorly prepared Jaguar should be substantial. Scores should reflect the often-considerable differences between Jaguars.

##### **1. Be Objective**

Judges must be **OBJECTIVE**. Deduct points for actual flaws found, despite age, mileage, or usage.

##### **2. Be Fair**

Of two similarly prepared Jaguars, the most original and/or authentic entry must win.

##### **3. Be Consistent**

Above all, the Judge must be consistent in deductions from Jaguar to Jaguar and Concours to Concours. Individuals may have their preference as to a particular Jaguar model, color, or body style but a Judge must not. All models, colors, and body styles are one as far as the Judge is concerned. Favorites are not to be entertained.

#### **4. Be Impartial**

Judges have a responsibility not only to Concours Chair and the club hosting the Concours, but to the Entrant as well, to **JUDGE EACH JAGUAR IMPARTIALLY AND WITHOUT BIAS**. Avoid even the appearance of favoritism particularly when judging cars owned by friends or acquaintances.

### **C. CHIEF JUDGE**

#### **1. Designating the Chief Judge**

Each club is responsible for appointing the person they deem most suitable for acting as the Chief Judge. The duties of the Chief Judge are to encompass all affiliate concerns about rules, judging, and protests. The term of office may be left to individual club discretion; however, a minimum of a one-year term is suggested.

#### **2. Chief Judge Qualifications**

The ideal Chief Judge will have extensive experience as a concours judge, as a JCNA concours exhibitor and/or as an amateur or professional Jaguar restorer. Lesser experience is acceptable; however, all candidates must have obvious leadership, administrative and management abilities. The Chief Judge need not be an expert in multiple car classes but he or she must know the rules and must be familiar with the judging expertise available within the host club and among the Entrants who have indicated a willingness to assist.

#### **3. Chief Judge Responsibilities**

The Chief Judge is responsible for:

- a. Recruiting local club members to be trained and serve as judges.
- b. Conducting Judges' Training Sessions. A Judges' training session should be scheduled annually at least two weeks prior to the Concours. The session should include Judges' protocol, practice judging, authenticity, and a Rule Book review. The JCNA Judge's Test may be given to those seeking initial certification or certification renewal.

**NOTE: Some clubs that do not have a Chief Judge of their own may select a Chief Judge from another club to officiate at their concours and/or to conduct judge training.**

- c. Holding the Judges' Meeting the day of the Concours.
- d. Ensuring that the Judges are judging according to the rules set forth in the Rule Book.
- e. Organizing and training judges and administering Judge's certification tests as feasible throughout the year. (Cross training with other clubs is encouraged.)
- f. Becoming very familiar with the published JCNA rules and protocols.
- g. Receiving and disseminating to club Judges all JCNA correspondence relating to Concours judging and scoring.

- h. Being responsible for all Concours Judging team assignments. Knowing which club members are the most knowledgeable in each class.
- i. Overseeing score sheet Scrutineers and validating final scores and standings.

**NOTE: If the Chief Judge serves as an active Concours Judge, he/she must observe all rules regarding the avoidance of conflict of interest. If the Chief Judge has a Jaguar entered in the competition, he/she should not handle the completed score sheet for his/her own Jaguar prior to the announcement of Concours results.**

- j. Resolving, as feasible, day-of-event protests and/or intervening should there be any problems between Entrants and Judges.
- k. Investigating and endorsing all concours protests that may be submitted following the event.
- l. Submitting the required JCNA Concours and Judges' reports.
- m. Insuring that the completed score sheets are returned to the Entrants.
- n. Maintaining a chronological record of each club Judge's attendance at training sessions, taking the JCNA Judge's Test, judging at JCNA concours, and certification.

#### **4. Chief Judge and Judging**

It is recommended that soon after judging begins, the Chief Judge should check the progress of each of the judging teams. This will aid in determining whether a particular Judge or team is having trouble. In this manner, problems may be dealt with early in the judging period when fewer Jaguars are affected.

#### **5. Master Entry List**

The Chief Judge or Concours Chair is in charge of preparing and maintaining the Master Concours Report form (available at [www.jcna.com](http://www.jcna.com)) with the Entrant's name, type of Jaguar, Concours division, and class entered. The Concours Chair should closely coordinate with the Chief Judge, making certain that, at the outset of the event; the Chief Judge has a current listing of each and every entry.

#### **6. Judges' Roster and Judges' Report Forms**

The Chief Judge should maintain a record of judges' credentials and who judged what in order to complete the Judges' **Roster** and **Judges' Report Forms**, which have been integrated by the JCNA Web Master with the **On Line Scoring System**. Follow the instructions found on the On Line Scoring System page, referring to the help page first.

## **D. JUDGE CERTIFICATION AND CERTIFICATION RENEWAL**

### **1. Responsibility**

Under the direction of their own Chief Judge or a Chief Judge from another club, individual clubs, will be responsible for certifying Concours Judges from among their members. All Divisions require at least one JCNA Certified Judge per judging team.

### **2. The Certification Process for New Judges**

- a.** Undergo thorough training on the contents of the Rule Book and the content, use and marking of score sheets.
- b.** Take the current JCNA Judge's Test. The purpose of the test is best served by taking it as a group, explaining each answer, and responding to all questions (see **NOTE** following D.5 below).
- c.** Perform practice judging of one or more components under the supervision of the Chief Judge, and
- d.** Serve as an Apprentice Judge with a judging team during a JCNA sanctioned concours and mark practice score sheets for examination and critique by the team leader at the conclusion of their judging.

### **3. Acknowledgement of Certification**

- a.** After having successfully accomplished the foregoing, the Chief Judge will notify the club Membership Chairperson to identify the person as a "Judge" when next submitting the club's membership roster to JCNA. (This normally occurs at the beginning of each calendar year.)
- b.** Thereafter, the letter "J" (for judge) followed by the certification expiration year-date should appear on the front of the person's JCNA Membership Card.
- c.** If a newly certified judge intends to judge at other than his home club in the current year, the Chief Judge may, if desired, make a one-time endorsement on the back of the person's JCNA Membership Card: "Certified as a Concours Judge for the calendar year 20xx", followed by the date and the Chief Judge's name.

### **4. Maintenance of Judging Currency**

- a. Once certified, Judges are expected to Judge at a minimum of 2 JCNA sanctioned concours every three years.**
- b.** All Judges must receive annual briefings and/or correspondence describing all changes to the Rule Book that affect the judging process.
- c.** Additionally, all Judges are required to educate themselves on the annual changes to the Rule Book that affect the judging process. This may be accomplished at judges' meetings and briefings, through correspondence, through articles published in Jaguar

Journal and from notices and summaries posted on the JCNA website, *www.jcna.com*. Judges should also learn as much as possible about the Jaguars they anticipate judging by reading available literature (including the JCNA Judging Guides), examining Jaguars as opportunities arise, and questioning Certified Judges experienced in the model.

- d. **Judges certification must be renewed every three years.** In order to retain continuous certification, Judges should anticipate the year in which their certification will expire and undertake timely renewal.

## **5. Certification Renewal for All Judges**

Take the current JCNA Judge's Test, preferably in a group training session (Should hardship circumstances dictate otherwise, the test may be mailed.)

**NOTE:** The Chief Judge will maintain tests, training, and judge participation records. Should any Judges be unable to meet all renewal requirements, the Chief Judge will decide whether to extend or rescind their certification based on their individual situations and experience level.

# **E. GENERAL QUALIFICATIONS AND PROCEDURES FOR JUDGES**

## **1. Infallibility of Judges**

No matter how carefully Judges are selected, trained, and tested, it must be acknowledged that no one person should be burdened with the weight of infallibility. Nobody can know all things about all cars of a particular marque or era.

## **2. Qualification of Judges**

It is recommended that the Chief Judge approach the most knowledgeable members with, whenever possible, the necessary technical background to act as Judges. Every effort should be made to supply the Judges with as much information as possible on the various models, especially the older ones. Cooperation between clubs in supporting one another with qualified Judges is recommended.

## **3. Choosing Judges**

The Chief Judge should approach club members who are certified judges, those who may have judged in the past, and others who he/she believes are qualified to judge, and invite them to judge in the upcoming concours.

Begin inviting Judges at least two months ahead. Concentrate on those whom you believe will judge the Jaguars fairly, without personal prejudice and will treat the Concours and the Entrant with respect and impartiality. Consider qualified, knowledgeable Judges from

other JCNA affiliated clubs as well as those from the host club. This encourages an air of impartiality.

#### **4. Inexperienced Judges**

New or relatively inexperienced Judges should be assigned, if possible, to less complex areas such as the exterior until they have acquired some expertise by judging at several Concours.

#### **5. Apprentice Judges**

It is recommended that each club consider a system whereby, during their concours, members interested in judging accompany experienced judging teams as Apprentice Judges. This is a means of giving prospective Judges some practical experience. Be sure the Apprentices understand they are not to hinder or delay the Judge(s) in any way. The Apprentices should take notes of any items they may want to discuss later with the Judge(s).

#### **6. Experienced Judges**

Attempt to recruit members who have the most practical everyday working experience with many models of Jaguars.

#### **7. Familiarize Judges with Rules**

To function effectively a Judge must be informed. Each Judge should have a copy of the current Rule Book and a copy of the current score sheet no less than two weeks before the concours to have time to familiarize themselves with the contents.

#### **8. Judging Own Class**

A Judge may not judge his or her own Jaguar(s) or the specific class(es) in which their cars may be entered. Neither may he nor she judge the class in which an immediate family member has a car entered. If a person or firm has performed existing cosmetic restoration on a Jaguar, neither that person nor any member of the restoration firm involved may judge the class in which that Jaguar is entered.

### **F. JUDGING METHOD AND TEAMS**

#### **1. Number of Certified Judges per Team**

To judge any JCNA Division at a Concours d'Elegance, there must be at least one JCNA Certified Judge per team, including the OV Team (see Chapter III, Heading D. Rule 3).

## 2. Team Judging

Prescribed teams of Judges (see a. and b. below) will evaluate specific areas of Champion, Special and Driven Division Entries (see Chapter 2, Spirit Statements). JCNA provides 4 score sheets that accommodate the 3 to 5 possible areas to be inspected, depending on the Entry's Division:

- Score sheet #1 - OV
- Score sheet #2 - Exterior
- Score sheet #3 - Interior & Boot
- Score sheet #4 - Engine

Judges should be assigned an area according to their expertise and fully judge the items listed on their score sheet, for all cars in the team's assigned class. More than one Judge must not be assigned to the same area, except when an Apprentice Judge is assigned to the team. Judges are encouraged to share their authenticity expertise and may assist other team members. Operation Verification (OV) is conducted either by the primary team or by a separate OV team (see Chapter V, Heading B. Operation Verification).

### a. Number of Champion or Special Division Judges Required per Team

Three or four Judges will be responsible for judging OV, Exterior, Interior & Boot and Engine, excluding Apprentice Judges and the separate OV judging team when used.

### b. Number of Driven Division Judges Required per Team

Two or three Judges will be responsible for judging OV, Exterior and Interior, excluding Apprentice Judges and the separate OV judging team when used.

## 3. Judging Team Leaders

Team leaders shall be assigned to all teams by the Chief Judge. The team leader shall:

- a. Introduce him or herself and any team members who may not know the Entrant.
- b. Promptly scan all team score sheets as the judging of each Entry is completed. Assure all required fields are completed, Entrant's initials are present where required, and cleanliness and condition deductions are commensurate with local conditions, scoring experience and teaching.
- c. Deliver the finished score sheets to the Chief Judge or Scrutineers in a timely manner.
- d. Critique Apprentice Judge's score sheets and answer their questions on a not-to-interfere basis. Provide Apprentice Judge score sheets to the Chief Judge at the conclusion of your judging assignment.

## 4. Judging Time Limit

Each Judge must judge each Jaguar a maximum of 15 minutes. **This limit applies to each judge's actual time spent**

**EXAMINING THE CAR and recording its discrepancies. Judges must make every effort to avoid exceeding the 15-minute judging time limit** (see Section G. Heading 1.a. below).

#### **5. Judging Teams Remaining Intact**

The Judging teams must remain intact throughout the judging procedure, examining one car at a time **as a team**. Team members may, at times, be required to leave in order to present their own Jaguar(s) for judging. When this occurs the team should complete the car they are judging, then stop and wait for their team member to present his or her car and return. When the team is again complete, they move on to judge the next Jaguar in line. This is fairest to the team and the Entrant.

#### **6. Judging Teams and Substitution**

No substitution of Judges is permitted once judging of a specific class has begun. The only possible exception to this rule is in the case of illness of a participating Judge. To assure scoring consistency, all cars in each individual class must be judged by the same team.

### **G. OPERATION VERIFICATION**

**(Formerly Mechanical)**

#### **1. Conduct of Operation Verification**

JCNA clubs may use either the primary Judging Team or separate Operation Verification teams to conduct the Operation Verification portion of the concours evaluation.

- a. Primary Judging Team.** The primary team, assigned to judge the class, will conduct the Operation Verification as part of their assigned overall judging effort. Where needed, an extra 5 minutes may be allowed to conduct these checks, (20 minutes of judging time, total.).

**Note:** In order to reduce the possibility of debris entering the car, prior to judging its interior, it is recommended that the Operation Verification be done after the team finishes its other component judging.

- b. Operation Verification Team(s).** One or more 2- or 3-person teams are designated to conduct the Operation Verification prior to the formal judging. At the completion of the verification, Entrants are allowed to remove any incidental debris, even if "Rags Down" has already been announced.

**Note: The following are considered "no exception" requirements when using verification teams:**

1. If any light(s) or horn(s) are suspected of being non-authentic, the Operation Verification team leader **must** make an appropriate note in the corresponding Operation Verification non-authenticity section, **without indicating any point deductions.**



2. The primary Judging Team will re-examine the suspect system(s) and, if warranted, **make the mandatory non-authenticity point deductions**. (Only the primary Judging team may assign non-authentic deductions for discrepancies found during the Operation Verification checks.)
3. The Operational Verification team(s) must comply with the same rules governing the make-up and conduct of other JCNA Concours Judging Teams; in particular:
  - Team members are prohibited from judging their own car(s) or judging any car in the class in which their car(s) may be entered and
  - Each team must include at least one JCNA certified Judge as the team leader.

## **2. Courtesy Repair Time**

If light or horn malfunctions occur during the Operation Verification, the **Entrant will be allowed 15 minutes to correct the malfunction**. The Judging Team Leader should note the time when the team completes judging the Entry. If, thereafter, the Entrant corrects the problem within the allotted 15 minutes, the (original) judging team will re-examine the affected light, horn or system and make appropriate corrections or adjustments to the score. If the repair takes longer than 15 minutes or is unsuccessful, the originally assigned deductions will stand. **No member of a Judging Team is allowed to participate in the repair of any car, he or she has judged, while judging of the class is still in progress.**

## **H. DAY-OF-EVENT JUDGES' MEETING AND GUIDELINES**

Judges must be on time for the Concours and the prearranged Judges' Meeting conducted by the Chief Judge. Have extra copies of the most current JCNA Rule Book on hand. Apprentice Judges, if any, should also attend this meeting.

### **1. Announce and/or Confirm Judging Assignments**

Wherever possible, the Chief Judge should make judging assignments well prior to the day of the event in accordance with the known expertise of each judge as well as their JCNA certification. If that has not been possible, the Chief Judge should still see that each Judge is assigned to evaluate areas with which that Judge is most familiar. Judges must be physically capable of examining the component area assigned (see Chapter III, Heading J, Rules 2 and 3). The Chief Judge should also provide individual teams with lists of cars they are to judge.

### **2. Review the Day's Procedures**

Review the day's scheduled events: close of registration; rags down; judging start; lunch; awards presentation and departure. Settle any questions.

### **3. Review Basic Rules**

Ensure that the Judges are aware of basic JCNA rules, especially those regarding the application of non-authenticity deductions and the Entrant's right to comment on each such deduction. See that such rules are applied in a responsible and reasonable manner.

Have at least one Rule Book available per team as well as extra copies of non-authentic deductions and Judging Guides where appropriate.

#### **4. Designate Alternate Judges**

It is highly recommended that one or more alternate Judges be available on a stand-by basis the day of the event.

#### **5. Advise Teams to Walk the Site**

Judges should have the opportunity to walk the Concours site prior to the commencement of formal judging in order to obtain an idea of the overall quality and location of the entries.

**NOTE:** The Chief Judge should determine, and announce to all Entrants, whether the Jaguars should be presented with their doors, boot lid and bonnet opened or closed.

#### **6. Announce Lunch Break Procedures**

To reduce the possibility of lost time due to lengthy lunch breaks, it is the Concours Chair's responsibility to see that the Judges are provided with sufficient time for lunch and are ready to resume judging ON TIME.

#### **7. Direct Judges - No Eating, Drinking, Smoking, or Touching**

Do your eating and drinking before or after judging. Do not smoke around the Jaguars during judging. Remind judges that, when required, they must ask the Entrants to open and close the doors, bonnet and boot lid, etc. and are never to touch the cars without the Entrant's permission.

#### **8. Advise Judges to Remain on Site Until Excused**

All judges should refrain from drinking alcoholic beverages and must remain at the concours site until the Chief Judge determines:

- a. All cars that were to be judged, have been judged,
- b. No re-judging is required, and
- c. There are no problems with the submitted score sheets.

### **I. FIELD PROTOCOLS FOR JUDGES**

#### **1. Judges and Spectators**

While judging is in progress, all spectators MUST be kept clear of the Jaguars and out of the Judges' way. The parking staff can be of help in this matter.

#### **2. Alcoholic Beverages**

Clubs are not to provide alcoholic beverages during judging. Judges are not to imbibe until the Chief Judge determines there is no further need for their services as Judges.

## **J. THE JUDGE AND THE SCORE SHEET**

### **1. Number of Score Sheets**

Champion and Special Divisions use four score sheets, Driven Division uses three score sheets.

#### **a. Judge**

For normal Component Judging, each Judge on the team uses one of the component score sheets per Jaguar, filling in only the areas pertaining to the component he or she is judging (e.g. DHC/OTS or Sal/FHC).

#### **b. Tally**

The Scoring Committee (not the Judges) total the scores from each score sheet in the designated boxes.

#### **c. Submit**

The Chief Judge is responsible for entering the scores electronically in the appropriate section of the JCNA web site. All score sheets are sent to the Entrant following the concours.

### **2. Use Current Score Sheets**

**BE CERTAIN THE JUDGES USE THE CORRECT, CURRENT JCNA SCORE SHEETS.** Score sheets are located in the back of the Rule Book. They can also be obtained from the JCNA Sanctioning Chair or downloaded from the JCNA web site.

**NOTE:** As a space saver, the score sheets included in the Rule Book have been printed front-to-back. When judging, they should be printed separately. Component areas may be combined on one sheet or printed on individual sheets at the discretion of the Chief Judge.

### **3. Cross out Non-judged Score Sheet Sections**

Cross out sections on the score sheets that are excluded from judging. **NO POINTS ARE TO BE DEDUCTED FOR NON-JUDGED SECTIONS.** The total of the remaining items will equal 100%, and Judges will proceed with the evaluation as usual.

### **4. Score Sheet Calculations**

The score sheet is based on a negative system where the Judge simply writes down the deductions for the discrepancies he or she observes. Judges are not to do ANY calculating or totaling of deductions on the score sheets. The Scorers are responsible for tallying the score sheet figures.

### **5. Judges' Supplies**

Judges should have clipboards, pencils, (with erasers) and perhaps some scrap paper for making notes.

### **6. Examine the Score Sheet Heading**

Before beginning the judging process; it is essential that the Judges examine the tops of the score sheets to determine that all the information (particularly the Entrant's name and Jaguar body style) is complete and correct. Judges should also draw a line through the

**MAXIMUM DEDUCTION/BODY STYLE'S COLUMN THAT IS NOT APPLICABLE** to the Jaguar being judged. This will prevent writing deductions in the wrong column.

**7. Determine if the Entrant is Present**

It is the responsibility of the Judging Team Captain to ascertain that the Entrant or member of the Entrant's family is present and so note on the score sheet in the box provided for this purpose.

**8. Minimize Scoring Errors**

To minimize scoring errors, where less than a whole point is deducted, the judge should place a dash line or a "0" in front of the decimal point, e.g., "-.4" or "0.4". For whole numbers, it is suggested that they be written with a dash line or a "0" after the decimal point, e.g., "4.-" OR "4.0". **Improperly drawn zeros are often mistaken for the numbers 6 or 9.**

**9. Fill in All the Blanks**

To assure the Scorekeepers that a Judge has not forgotten to evaluate a particular item; all blanks on the score sheet should be filled. Either "line through" or place a slash "/" through any empty portion of the boxes where no deduction is made.

**10. Handicap Points**

No handicap points are allowed for age, odometer reading, or mileage driven to a Concours.

**11. Mandatory Penalties**

Mandatory penalties **must** be deducted for items or materials judged to be non-authentic. Mandatory deductions for specific items are covered in Chapter VI, Judges' Guide for Scoring Non-Authenticity.

**12. Points Per Defect**

The Points Per Defect shown on the score sheets are **minimums**. If a Judge considers a particular defect to be more extensive than the minimum allows the Judge may take off more points than the minimum. **Do not deduct less than the minimum required deduction, e.g. deducting 0.05 when the minimum is 0.1.**

**13. Noting the Location of Cleanliness and Condition Deductions**

A new section has been added, to each component judging sheet where the Judge should note the location and describe each of the major cleanliness and/or condition discrepancies where deductions have been given. This section is of great interest and importance to Entrants who wish to correct every discrepancy prior to the next concours.

#### **14. Score Sheets During Judging**

Except for the Entrant's initialing non-authentic deductions at the time of judging, score sheets are not to be made accessible to the Entrants for examination for any reason at any time on the day of the Concours d'Elegance. Judges are cautioned that unnecessary discussion with the Entrant, regarding condition and cleanliness deductions, can lead to unpleasant disagreements.

#### **15. Score Sheets After Judging**

**Score sheets submitted by the Judges at a Concours as final and complete should not have their actual findings altered without the permission of the Judges involved.** The Chief Judge may, however, correct mathematical errors, tallying errors, and/or deductions that are not in accordance with the prescribed minimum or maximum deductions.

### **K. THE JUDGE AND THE JAGUAR**

**ALL JUDGES SHOULD KEEP IN MIND THAT JAGUARS WERE CONCEIVED AND BUILT TO BE DRIVEN. THERE ARE DEFECTS IN THE MANUFACTURING PROCESSES AND DEFECTS CREATED THROUGH USE. THEREFORE, IT IS ESSENTIAL THAT PENALTIES BE APPLIED IN PROPORTION TO THE IMPORTANCE AND SCOPE OF THE DEFECT.**

#### **1. Competitiveness of the Jaguars**

The competitiveness of the Jaguars being entered, throughout North America, in the JCNA sanctioned Concours d'Elegance has risen considerably in recent years. The judging teams face the enormously difficult task of competently and quickly scoring exceptionally well restored and prepared Jaguars, some of which may be separated by less than a tenth of a point in scores.

#### **2. Judge's Posture**

Judges are permitted to stand, bend over at the waist, or kneel to inspect judged items.

#### **3. Judge Touching the Jaguar**

While judging is in progress Judges are forbidden to touch the Jaguar without the Entrant's permission. Due to liability considerations, Judges are forbidden to sit inside the Jaguar at any time during judging.

#### **4. Dress Accordingly**

Judges should avoid wearing large belt buckles or articles of clothing with metal trim or zippers. These items may damage paint or upholstery as the Judge bends over to examine an item. Pendants or other such jewelry should be removed during judging.

#### **5. Exterior Judge's Authority**

The Exterior Judge has the authority to require the bonnet, doors, windows and boot be open or closed in order to properly evaluate the fit and finish of the bodywork

## **6. Confer with Fellow Judges**

### **a. Confer on Technical and Authenticity Points**

Judging teams must confer among themselves on technical points and share their individual knowledge to validate authenticity or non-authenticity wherever it is noted. Confer with fellow Judges or request assistance from the Chief Judge or his delegate where personal knowledge is lacking.

### **b. Comparing Entries**

Judges should never compare one entry with another within hearing of any participant. This sort of conversation should be held privately.

### **c. Care in Assessing Large Condition and Cleanliness Deductions**

Judges should take advantage of the expertise and experience of all team members by conferring with them before assessing large (1.0 point or greater per item) cleanliness or condition deductions.

## **L. THE JUDGE AND THE ENTRANT**

### **1. Responsibility of the Judge and the Entrant**

It is the responsibility of the Entrant to present an authentic well-prepared Jaguar; it is the responsibility of the Judges to recognize and confirm the Jaguar's authenticity. It is incumbent upon the Entrant to furnish proof of authenticity when the Judge questions any point of authenticity. The role of the Judge should not be to prove the facts, but to assess the claim of authenticity based on the evidence submitted.

**AT ALL TIMES REMEMBER THAT, AS A JUDGE, YOU ARE EVALUATING THE JAGUAR, NOT THE ENTRANT.**

### **2. Authentic Options**

Authentic options are those items listed in Jaguar Parts Books or official Jaguar sales literature. Only written proof from those sources, from Jaguar Cars or from JCNA approved Judging Guides is acceptable. **Factory items offered as standard must be correct for the year and model presented.**

### **3. Entrant Documentation**

If an Entrant anticipates that a Judge may question the authenticity of particular features or components of their Jaguar, that Entrant should, where feasible, bring official documents to validate those items. If there is some aspect of their Jaguar that is unusual or difficult to imagine being authentic, it is incumbent upon the **Entrant** to prove its authenticity beyond a doubt. If the Entrant does not provide a convincing document or explanation, the Judge is free to draw his/her own conclusion (see Appendix C).

#### **4. Entrant Showmanship**

No credit will be given or points deducted for an Entrant's showmanship in displaying the Jaguar, such as decanters, glasses or flowers in vases on the trays of the saloon models, horizontal alignment of the word "Jaguar" on hubcaps or any other special efforts or displays. Factory shop manuals and spares catalogues, along with introductory advertising brochures, are not to be judged, although they may be used for authenticity reference.

#### **5. Required Conversation Between the Judge and the Entrant**

Judge's questions may arise concerning originality or authenticity that **MUST** be discussed with the Entrant **BEFORE FINALIZING THE ACTUAL DEDUCTION** on the judging form.

#### **6. Extraneous Conversation Between the Judge and the Entrant**

However well intended, Entrants must not engage in extraneous conversation with Judges during judging; such conversation slows the judging process. Some Entrants may see conversation with the Judge as an opportunity to "sell" the Jaguar or to excuse the appearance of an item. A vocal, persuasive, and persistent Entrant should be politely warned about disrupting and extending the process. If such behavior continues, judging should be suspended and the Entrant's conduct reported to the Chief Judge.

#### **7. Judge Non-Authenticity Notifications and Entrant Acknowledgement**

- a. Each team Judge who believes a certain feature(s) or item(s) to be non-authentic **must inform the Entrant and give him or her the opportunity to present documentation proving the authenticity of the feature(s) or item(s) being questioned.** If the Entrant does not or cannot prove authenticity to the Judge's satisfaction, the Judge must list it/them and the mandatory deduction(s) on the score sheet (in the Non-Authenticity box) and **HAVE THE ENTRANT INITIAL EACH ENTRY.**
- b. **Failure to inform the Entrant of a deduction and/or secure the Entrant's initials will result in the deduction being invalidated. If the Entrant chooses not to initial the deduction, the Chief Judge should be informed immediately.**
- c. Refusal by the Entrant to acknowledge a non-authentic deduction by initialing it is grounds for the Entrant's disqualification. If the Entrant does not agree with the non-authenticity deduction, he or she should be informed that their initials do not constitute agreement with the judge's assessment but instead, only that they were given the opportunity to document the authenticity of the item. Advise the Entrant that he or she has the right to lodge a protest and to present facts and/or documentation for the JCNA Protest Board's consideration. The Protest Board Chair's address is listed in the Jaguar Journal's club page and on the CONTACTS page of the JCNA web site.

## **8. Serious Entrants**

A Judge must keep in mind that an Entrant in a Concours is generally very serious about the Jaguar being shown and will welcome the benefit of the Judge's knowledge.

## **9. Entrant Who Argues**

Judges should avoid confrontations with an Entrant who is prone to argue about all deductions. If the Entrant persists, they should be referred to the Chief Judge and/or be politely reminded of their prerogative to file a formal protest (see Chapter IV, Heading I).

## **10. Judge's Decision is Final**

The decision of the Judge(s) is **FINAL**. No Judge should be subjected to any pressure because of his or her scoring and application of the JCNA rules.

## **11. Influencing Judges**

**ANY ENTRANT, OR HIS/HER REPRESENTATIVE, WHO INTENTIONALLY TRIES TO INFLUENCE A JUDGE OR JUDGES BY OFFERING VERBAL OR WRITTEN INFORMATION OR BY DISPLAYING MATERIAL WHICH WOULD DISCREDIT ANOTHER ENTRY DURING THE CONCOURS WILL BE DISQUALIFIED FROM THE CONCOURS.**

# **M. REJUDGING**

## **1. Reevaluating the Jaguar**

Rejudging of one or more classes, individual Jaguar(s) or individual component areas may be warranted under circumstances such as:

### **a. Resolving Complaints**

An Entrant or Entrants lodge on-site protests or complaints relating to the consistency of judging. The Chief Judge and the Judges involved may choose to settle the issue with or without re-judging. In any case, the local club option as to procedure will prevail and the Chief Judge will make the final decision.

### **b. Resolving Ties**

If two Jaguars in the same class are awarded identical scores, the cars may be re-judged; however, JCNA will accept tie scores.

### **c. Resolving Protests**

Every effort should be made to resolve an Entrant's protest on-site. Protests that cannot be resolved should be dealt with according to the rules as set forth in Chapters I and IV.

## **2. Leaving the Concours Field**

Except in unusual circumstances, competing Jaguars should not be allowed to leave the Concours field until the conclusion of the Concours or until judging and scoring have been completed in the class entered. Entries that leave the field prematurely (for whatever reason) **will be eliminated from the competition** if those entrees or the class in which they were entered require re-judging.



## **Chapter IV.**

### **Instructions and General Rules for the Entrant**

This chapter contains rules for the presentation of Entries and guidance for the interaction between the Entrant and the Judges during the Judging process. Entrants are especially encouraged to familiarize themselves with the contents of this chapter.

#### **A. REGISTRATION AND ENTERING THE CONCOURS**

##### **1. Entrant Spirit**

The Entrant is the person who registers the Entry. The Entrant must be:

- a. An individual or joint title holder of the Entry, or;
- b. An employee of a business or institutional title holder of the Entry who has been assigned its regular use, or;
- c. A lessee of the Entry, or;
- d. An immediate family member of one of the above.

Under whichever of these categories the Entrant qualifies, ALL requirements of legal ownership or entitlement must have been met by the Entrant in his or her state or province of residence or in the state or province of the Entry's registration. If requested by a concours official, that ownership or entitlement must be proven by presenting either the Entry's title or registration. Dealers and professional restorers may register their personal Entries for judging; however, they, too, must be prepared to show title or registration documents, proving their ownership of the Entry.

The Entrant, or an immediate family member, must present the Entry for judging and answer the Judges' questions. In the historical spirit of Concours d'Elegance, Entrants must refrain from registering Entries solely for economic or commercial gain. "For Sale" signs will not be allowed.

At the discretion of the host club, Jaguar dealers and professional restorers may be encouraged to present new, rare, or historically significant Entries and register them for Display Only Division. Display Only Jaguars shall not be judged as part of the JCNA competition.



#### **4. Providing Documentation**

If an Entrant anticipates that a Judge may question the authenticity of particular features or components of their Entry, that Entrant should, where feasible, bring official documents to validate those items. If there is some aspect of their Entry that is unusual or difficult to imagine being authentic, it is incumbent upon the Entrant to prove its authenticity beyond a doubt. If the Entrant does not provide a convincing document or explanation, the Judge is free to draw his/her own conclusion (see Appendix C).

### **C. PRESENTING THE JAGUAR FOR JUDGING - ALL DIVISIONS**

#### **1. Doors, Bonnets, and Boot Lids**

The Chief Judge will decide and announce whether Entries should initially be presented with their doors, bonnets, and boot lids opened or closed.

#### **2. Soft and Hard Tops, Windows, Tonneaus, and Boot Covers**

Champion and Driven Division Entries with open or drophead configurations must have their soft tops erected when presented for judging. (Special Division Classes S1, S2 and S4 are exempt from this requirement.) Windows should be in the shut position and, where applicable, side curtains, tonneaus, and boot covers should be displayed nearby for judging. Hardtops, either factory optional or aftermarket, except as fitted to the XJS Cabriolet, are NOT acceptable for judging.

#### **3. Floor Mats and Seat Covers**

After-market floor mats and seat covers ARE NOT judged. Carpets, factory installed floor mats and primary seat coverings ARE judged. **Entrants should remove all floor mats and seat covers** in order for the judges to examine the authenticity, condition and cleanliness of the carpeting and seats.

#### **4. Small Compartments**

Gas cap lids, glove boxes, and similar covered compartments shall remain closed. The interiors of these compartments are not to be judged. The interiors of uncovered compartments, "cubbies" and under-dash shelves (as found on XK150s and Series 1 E-types and MK2s) are subject to judging.

#### **5. Authentic Options**

Authentic options are those items listed in Jaguar Parts Books or official Jaguar sales literature. Only written proof from those sources, from Jaguar Cars or from JCNA approved Judging Guides is acceptable. **Factory items offered as standard must be correct for the year and model presented** (see Appendix C).

#### **6. Entrant Showmanship**

- a.** No credit will be given or points deducted for an Entrant's showmanship in displaying the Jaguar, such as decanters, glasses, or flowers in vases on the trays of the saloon models, horizontal alignment of the word "Jaguar" on hubcaps or any other special efforts or displays.

- b. Factory shop manuals and spares catalogues, along with introductory advertising brochures, are not to be judged, although they may be used for authenticity reference.
- c. Entrants who wish to display previously won trophies must refrain from doing so until judging of their class has been completed. Trophies or awards won at the event may, at the Entrant's discretion, be displayed on the field after the awards ceremony.

## **D. PRESENTING THE JAGUAR FOR JUDGING - CHAMPION DIVISION**

### **1. Tools and Owner's Manuals**

Tools (if appropriate to that model), jacking equipment, associated rolls, pouches, and containers plus other factory original accessories (grease guns, tire pumps, etc.) must be displayed. **If tools were optional for the model, they need not be displayed; however, if they are displayed, they will be subject to judging.** Owner's Manuals and any associated stowage pouches or sleeves shall also be displayed for judging.

### **2. Spare Tire**

Spare tires may remain in their normal stowed locations. Where necessary, the Judge will request that the spare tire cover be removed in order to compare the tire size, type and make/brand with the road tires and examine it and the wheel's condition and cleanliness. The judge may NOT request that the spare be removed to inspect the compartment.

## **E. PRESENTING THE JAGUAR FOR JUDGING - DRIVEN DIVISION**

### **Engine verification**

Before formal Driven Division judging begins, the judges must verify that it has the proper engine.

## **F. PRESENTING THE JAGUAR FOR JUDGING - SPECIAL DIVISION**

### **Fire Extinguishers**

All competition cars must be equipped with fire extinguishers.

## **G. ENTRANT - JUDGE INTERACTION**

### **1. Responsibility**

It is the responsibility of the Entrant to present an authentic well-prepared Jaguar; it is the responsibility of the Judges to recognize and confirm the Jaguar's authenticity. It is incumbent upon the Entrant to furnish proof of authenticity when the Judge questions any point of authenticity. The role of the Judge is not to prove the facts, but to assess the claim of authenticity, based on the evidence submitted.

**JUDGES MUST REMEMBER THAT THEY ARE EVALUATING THE ENTRY, NOT THE ENTRANT.**

### **2. Serious Entrants**

A Judge must keep in mind that an Entrant in a Concours is generally very serious about the Jaguar being shown and should welcome the benefit of the Judge's knowledge.

### **3. Exterior Judge's Authority**

The Exterior Judge has the authority to require the bonnet, doors, windows, and boot (depending on the Division) be opened or closed to properly evaluate fit and finish of bodywork.

### **4. Judge Touching the Jaguar**

While judging is in progress, Judges are forbidden to touch the Jaguar without the Entrant's permission.

### **5. Required Conversation Between the Judge and the Entrant**

Judge's questions may arise concerning originality or authenticity that **MUST** be discussed with the Entrant before finalizing the actual score sheet deduction.

### **6. Non-Authenticity Notification and Acknowledgement**

a. Judges who believe a certain feature(s) or item(s) to be non-authentic **must inform the Entrant and allow the Entrant the opportunity to present documentation proving the authenticity of the feature or item being questioned.** If the Entrant does not or cannot prove authenticity to the Judge's satisfaction, the Judge must list each such feature or item, and its corresponding mandatory deduction, in the Non-Authenticity box of the score sheet and **HAVE THE ENTRANT INITIAL EACH ITEM.**

b. **Failure to inform the Entrant of a deduction and/or secure the Entrant's initials will result in the deduction being invalidated. If the Entrant chooses not to initial the deduction, the Chief Judge should be informed immediately.**

c. Refusal by the Entrant to initial a non-authentic deduction is grounds for the Entrant's disqualification. The Entrant's initials **do not constitute agreement** with the judge's assessment but **do acknowledge** that information regarding the deduction was received, and that the opportunity to document the authenticity of the item was given.

### **7. Extraneous Conversation Between the Entrant and the Judge**

However well intended, Entrants must not initiate extraneous conversation with Judges during judging; such conversation slows the judging. Some Entrants may take every opportunity to try to "sell" the Entry to the Judge or to excuse the appearance of an item. Judges should politely caution assertive, outspoken, or persistent Entrants that they are disrupting and extending the process. If such behavior continues, judging of the Entry should be suspended and the Entrant's conduct reported to the Chief Judge.

### **8. Influencing Judges**

**If, during the concours, an Entrant, or a person acting on behalf of a particular Entrant, intentionally offers a Judge or Judges unsolicited information, or displays material that would clearly discredit a competing Entry, the Entrant in question will be disqualified.**

## **9. Entrant Who Argues**

Judges should avoid confrontations with an Entrant who is prone to argue about actual or perceived deductions. If the arguing persists, it should be referred to the Chief Judge; otherwise, the Entrant should be politely reminded of the prerogative to file a formal protest.

## **10. Judge's Decision is Final**

The decision of the Judge(s) is **FINAL**. Judges should NOT be subjected to pressure because of his or her scoring assessment and application of the Concours rules.

## **11. Resolving Ties**

JCNA accepts tie scores within a class. Re-judging is not required unless the judging team or the Chief Judge determines that circumstances warrant it.

# **H. THE ENTRANT AFTER THE CONCOURS**

## **1. Reviewing the Jaguar with the Entrant**

An Entrant who is seriously concerned and interested in improving his or her Entry and knowledge of the marque may request a Judge to review the Entry with them following the completion of the day's judging.

## **2. Leaving the Concours Field**

Except in unusual circumstances, competing Entries should not be allowed to leave the Concours field until the conclusion of the Concours or until judging and scoring have been completed for the class in which the vehicles are entered. If an Entrant leaves the field prematurely (for whatever reason) and their Entry, or the entire class in which they were entered, requires re-judging, **they will be eliminated from the competition.**

## **3. Returning Score Sheets to the Entrant**

The Entrant will be told his or her Entry's score but will not receive the score sheets at the end of the Concours day. The Concours Chair or Chief Judge **MUST** send the original score sheets to the Entrants, no later than 21 days after the Concours. Copies of the score sheets may be kept for club records.

# **I. COMPLAINTS AND PROTESTS**

## **1. Protests**

The protest process is intended to allow Entrants to question the manner in which their Entry was judged and/or the deductions made during the judging. Depending on its nature, the protest may be made on the day of the event or after the score sheets are returned, but no later than 45 days following the event.

## **2. Settling On-Site Complaints or Protests**

If, during a Concours, an Entrant voices a protest or complaint relating to any aspect of the judging of the class or of his or her Entry, the Chief Judge and the Judges involved must strive to settle the issue courteously and fairly on-site, prior to the awards presentation. If warranted, re-judging the Entry, or the entire class, is an option. Local club procedures will prevail and the Chief Judge will make the final decision. Complaints

or protests that cannot be resolved may be dealt with through the Protest Procedures that follow.

### **3. Formal Protest**

An Entrant's protest or judging dispute, that cannot be satisfactorily resolved at the local level, may be appealed to the JCNA Protest Committee for a decision.

### **4. Filing Protests**

a. An Entrant's protest must be filed with the JCNA Protest Committee Chair within 45 days of the occurrence or it will not be considered. The address for the JCNA Protest Committee Chair is listed in the Jaguar Journal's Club Page and on the CONTACTS page of *www.jcna.com*

b. When an Entrant files the protest with the Protest Committee Chair, a copy must also be sent to the Chief Judge of the event. Following this procedure will help expedite the protest resolution process.

### **5. Concours Protest Committee and Unresolved Protests**

Only the JCNA Protest Committee has the authority to rule on unresolved Entrant procedural or administrative protests. Only Entrant protests regarding scoring, procedural, and administrative problems will be considered. The Protest Committee cannot change the Judges' scores if a rule was not broken.

### **6. Protest Committee Responses**

As soon as the Protest Committee reaches a decision, the Entrant filing the protest is notified of the ruling by e-mail (if possible), followed by a formal letter from the Protest Committee Chairman. If the ruling results in a concours score change, the person in charge of Concours Scores Recording will be notified. The Editor of the Jaguar Journal is also notified in order for the results of the protest to be published in the Journal.

### **7. Non-Entrant Questions**

Any JCNA member (not participating as an Entrant or representing an Entrant) with a question regarding the conduct of a JCNA Concours or the application of Concours Rules, should address that question directly to the event Concours Chairperson or the Chief Judge. If the question is not answered to the member's satisfaction, it should be forwarded to the JCNA Vice President. The Vice President may answer the question directly or refer it to the appropriate committee for a response.

**Notes:**



## Chapter V. Judges' Guide to Jaguar Evaluation

### A. OVERVIEW

#### 1. Judging to the Standard

In order for Concours scores to be meaningful in establishing North American competition standings, Judges throughout North America must judge each JCNA Concours Entry on the basis of a recognized **standard**.

That **standard** is, “**The Entry’s configuration and condition shall be as it was officially documented or intended to have left the factory.**” JCNA challenges its concours Entrants, using original or authentic replacement parts and materials, to prepare and present their Entries to that **standard** (see Chapters II and VI for allowable exceptions). The ultimate goal is to achieve a level of judging standardization such that any given Entry, judged by any JCNA Affiliate in North America, would receive an identical score.

This Chapter provides guidelines as to what Judges should look **at** and generally what to look **for**. Items not up to the established **standard** must be assessed appropriate deductions (a review of the Chapter VI listings will provide reminders of other items subject to judging).

Entries are judged “as presented”. There will be no allowances or exceptions for “en route damage”.

#### 2. Cleanliness and Condition

With certain specific exceptions, each visible item on all Entries should be judged for condition and cleanliness.

#### 3. Authenticity

**a. Items on Champion and Driven Division Entries will also be judged for authenticity.** Authenticity will be determined by judging individual components for:

- original materials or authentic replacement materials
- correct fasteners (e.g., bolts, screws, latches, etc.) of the correct size and type
- correct patterns, shapes, fit, and positioning
- correct colors, finishes, and plating
- correct applicability to the model

#### **b. Replacement Parts**

Replacement parts, regardless of the manufacturer, are considered authentic only if they meet the **exact** specifications and appearance of the original item or material. "Almost correct" items are non-authentic.

#### **c. Logos, Labels, Decals, and Dash Plaques**

Parts and accessories which, when properly installed, normally allowed the manufacturer's cast, engraved or imprinted name or logo to be plainly and easily

observed, are considered non-authentic if the original brand name or logo is missing. Decals, stick-on labels, and metal tags are judged separately and may not affect the authenticity of the item to which they're attached. Decals, labels, or permits required for legal operation, access, or like purposes, may be neatly affixed to the vehicle's glass or bumpers without deduction. An Entrant may also display a maximum of two window or bumper stickers or decals issued by JCNA or its affiliates or by organizations which promote automobile preservation, exhibition, or restoration.

Dash plaques commemorating JCNA concours or similar events, are allowed in Driven and Special Divisions only. Plaques should be neatly affixed to the dash or console.

**d. Non-Authentic Deductions**

Specified deductions must be assigned for non-authentic items; Judges must be aware of exceptions to the authenticity rules as they apply to certain components and Divisions.

**Preservation Class**

Deduct for condition and cleanliness as in other classes. Components on Preservation Class entries that have been restored, refinished, or replaced will receive "Wrong" or Non-Authentic deductions. The words "Restored" or "Reconditioned" shall be synonymous with the words "Wrong", "Missing", "Incorrect" or "Non-Authentic" and cause the same numerical deductions. Items and areas that have only been partially restored should receive a percentage of the required Non-Authentic deduction.

**4. Items Excluded From Judging**

- a. Front and rear suspension components
- b. Brake drums, discs, and calipers
- c. The underside of the vehicle.

**5. Items Common to All Component Areas**

**a. Rubber Seals, Pads, and Weather Stripping**

Judge the authenticity of all rubber moldings, mounts, seals, pads, and weather stripping. Weather stripping and rubber moldings should fit uniformly and be clean, black, and not cracked or split. Generic after-market rubber seals **should not** be found in place of original molded seals.

**b. Nuts, Bolts, Studs, Washers, Screws and Miscellaneous Fasteners**

Judge the authenticity of all visible fasteners, including number, type, size, length, plating, finish, bolt head markings, nut style, washers, etc.

**c. Striker Plates, Latches, and Support Rods Chips and Stains**

**Do not** deduct for paint chips, plating wear, or stains caused by latch mechanisms, rubber bumpers, or support clips where metal or rubber contact is made. This includes bonnet, door, and boot lid latches, striker plates, and support rods. The finish or plating on other portions of the item should be of good quality. This does not include chipping or rubbing caused by parts or assemblies that are misaligned.

## **B. OPERATION VERIFICATION (FUNCTIONAL ONLY)**

This verification deals exclusively with the functional qualities of the individual items and systems listed. **Do not judge the condition or cleanliness of the any of the components being tested during this process.** (Condition and cleanliness of these items are the responsibility of the Exterior Judge.) **All of the exterior lights mounted on the Jaguar must work.**

**Note:** Some models must have the **ignition key on** for electrically powered components to function correctly. Prompt the Entrant to turn the ignition on if some of the OV items fail to operate.

### **1. Horns**

Two electric horns were supplied on all models, one high note and one low note. Ask the Entrant to operate the horns as long or as often enough to determine that both horns are working and to confirm that both a high and low note are heard. If one or both horns do not work, the appropriate **non-functional** deduction should be made. If non-Jaguar horns are heard, or if both horns work, but sound the same note, the appropriate **non-authentic** deduction should be assigned by the appropriate judging team.

### **2. Headlights-Inspect High-Low Beams**

Verify the operation of high and low beams.

**Note:** On pre-war models and postwar 2½ and 3½ (MK IV) Jaguars the headlamps may dip to only one lamp.

### **3. Driving Lights**

Verify the operation of the driving lights.

### **4. Fog Lights (front and rear)**

Verify the operation of all fog lamps. Several models have two red fog lamps mounted in both the front and rear rubber bumpers

### **5. Parking, Tail, Side, and License Plate Lights**

Verify the operation of all parking, tail, side, and license plate lights. There may be as many as 10 or more lamps involved in this check.

**Note:** On 1968 and early 1969 US Export model E-types, the sidelights **are not** fitted with bulbs; they are reflectors only.

### **6. Brake Lights**

Verify the operation of the brake lights; check that all associated lamps function.

## 7. Back-up Lights

Verify the function of the back-up lamp (the transmission must be in reverse and the ignition must often be ON for this system to work). Models equipped with only a single back-up lamp will only receive a 1.0-point deduction if it does not work. Models with two back-up lamps will receive a 1.0-point deduction if a single lamp fails to work and a 6.0-point deduction if neither lamp works. Certain early models were not equipped with back-up lights and therefore incur no deductions.

## 8. Turn Signals

Verify the operation of the turn signals, check that the correct front, side (when fitted), and rear lamps come on and flash correctly. Certain models were equipped with trafficators (flipper-type turn signals located in the center door posts) when selected, the appropriate trafficator extends and the light within it comes on. Models **not** equipped with turn signals or trafficators incur no deductions.

# C. EXTERIOR

## 1. Body, Doors, Bonnet, Sun Roofs and Boot Lid

### Body Panels

Individual body components should fit well, with a uniform gap between them and adjacent panels or structures. Check panels for authenticity of shape and material (i.e., no fiberglass). Look for excessive misalignment, protrusion, or contact around doors, bonnet, and boot lid. Check for rust and dents and determine if the body has been altered from the original design in any respect. Inspect for items, which have split, cracked, or separated. Check welded, brazed, or leaded body panels, for separation or stress fractures.

**Note:** Many early XK and prior series Jaguars were manufactured with a certain amount of misalignment between the doors, the fenders, the bonnet, the boot lid, and the adjacent body panels. Judges must learn how much misalignment is considered acceptable. Deduct for excessive misalignment.

## 2. Paint Finish

### a. Paint and Body Work

Judge the exterior finish for runs, sags, orange peel, nicks, blisters, ripples, dents, stone chips, scratches, checking, or crazing of the paint. Consider the overall appearance while judging for authenticity of color. **There is no deduction for type of paint.** Colors must be reasonably close to production standards for year and model. Metallic colors or two-tone color schemes must adhere to factory standards. Non-production colors must be documented by the car's JDHT certificate, as having been an original factory-applied color. Check for overspray on chrome trim, weather stripping, mounting pads, moldings, and doorjambs, etc. Observe and deduct for mismatched body colors. Protective clear bras are non-authentic.

**b. Body Stripes (Coach Lines)**

Determine whether body stripes are appropriate for the model.

- If body stripes (coach lines) are appropriate and present on the car, evaluate the authenticity of their position, color and composition.
- If body stripes should be on the model but are **missing**, assign the mandatory non-authentic deduction.
- If body stripes are NOT appropriate for the model but are present on the car, assign the mandatory non-authentic deduction.

**Preservation Class - Fit and Finish**

Restored paint (percentage of restoration shall be determined by the Exterior Judge) shall be treated the same as "Wrong Color". Body stripes should be evaluated as in C. 2 b) above. New body stripes shall receive a non-authentic deduction.

**3. Glass and Plexiglas<sup>®</sup> Windows, Lamp Lenses and Covers**

Any brand of window glass that meets or exceeds the requirements of the original specifications on form, fit, or function (color/tint) is acceptable.

**Note:** Glass manufacturer's logos are **not** judged.

**a. Glass and Plexiglas<sup>®</sup>**

Judge all glass for clarity and authentic tinting. Look for scratches, pits, discoloration and separation of laminated layers, particularly in the corners of the windscreen. Normal operation and handling of convertible tops and OTS side curtains may cause minor blemishes on the plastic rear windows and side curtain Plexiglas<sup>®</sup>.

**b. Headlamps and Glass and Plastic Light Lenses**

Judge headlamp covers on closed headlamp E-types and contemporary models. Judge the condition of the lenses and reflectors of all lamps. Where visible, judge modern headlamp bulbs for original color and style. Each set/pair of sealed beam lamps, fog lamps, and driving lamps must be identical in make.

**4. Chrome and Stainless Steel Components**

**(including accessories, emblems, badges, antennas, window trim, tailpipes and resonators)**

**a. Chrome**

Judge all chrome for common flaws such as discoloration, wear, pits, scratches, blisters, and peeling. Deduct for grinder marks, major changes in coloration (e.g., nickel showing through), and loss of definition through over-working. **To be considered authentic, alternative grilles and/or grille inserts and add-on trim must have been offered for the specific model and model year in official publications** (see Appendix C).

**Preservation Class - Chrome work**

Judge in the same manner as paint, e.g. restored chrome receives the same deduction as "Wrong" or "Missing". Scratches on restored chrome will receive additional deductions.

**Note:** Original British chrome work tended to have more of a bluish tint than its North American counterpart. **No deduction** should be taken for slight color differences.

**a. Leapers**

Check for leapers. Leapers on Series 1, 2 and 3 XJ and XJ40 Style Saloons are considered acceptable North American Jaguar Cars accessories. In 1994, X300 model saloons, exported overseas, were the first to be offered with the Jaguar Cars Ltd. redesigned "safety" leapers. **Leapers were never officially offered for XK 120s, XK 140s, E-types or XJSs and should be judged as non-authentic when present.**

**b. Tailpipes, Extensions, Resonators and Hangers**

Judge the visible tailpipes for correct location and configuration, and correct resonators, extensions, hangers, and finish.

**c. Windshield Wiper Arms and Blades**

Judge the wiper arms and blades. Early Jaguars with flat windshield glass should have single-piece stiff-backed wiper blades rather than the flexible-type used with multi-pieced blade supports on later curved windshields. Wiper blade brand names are not judged.

**5. Hood, Hood Envelope, Side Curtains, & Tonneau**

Judge the appearance, frays, punctures, and tears. Check for correct materials.

**a. Hoods**

Check the hood for correct fit, style, and fasteners and the presence and correct installation of special trim such as pin beading (pin beading attached by visible screws is non-authentic). Judge the rear windows of OTSs and DHCs for correct size, configuration, fit, and material. The original OTS and DHC rear window and zipper configurations were often compromised on after-market hoods. Deviations from original should be assigned non-authenticity deductions.

**b. XJ6C, XJ12C and XJ-SC (Cabriolet) Vinyl Tops**

Judge the vinyl tops of XJ6C and XJ12C coupes for correct fit, color, and secure attachment.

**c. Hood Envelope and Tonneau**

Judge the tonneau and hood envelope for correct style, fasteners, and zipper configuration.

**6. Electric Horns**

Two electric horns were supplied on all models. If non-authentic horns are visible during judging or heard during Operation Verification, the appropriate judging team shall assign a non-authenticity deduction.

## 7. Wheels

Using Appendix B as a reference, judge the road wheels for correct style, size, type, and finish. Judges must be aware of the authenticity exceptions allowed for Driven Division Entries (Champion and Special Division Boot Judges will judge the spare wheel and tire).

### a. Fully and Partially Painted Wheels

Check that the correct sections of the wheels are painted and that authentic colors have been used.

### b. Wire Wheels

Judge the wheels for correct hubs, knock-offs, rim style, and numbers of spokes. Check the spokes, the wheel rim and hub for rust, grease and damage. Look through the outer spokes and check the wheel hub for cleanliness and condition. **Do not** judge the brake discs, calipers, brake drums, or axle hubs that may also be visible through the spokes.

### c. Chrome and Alloy Wheels

Most contemporary Jaguars are offered with a large number of wheel options; official accessory brochures may be required to document their authenticity. Many dealers chrome plated or polished wheels, which were never offered in chrome or polished by Jaguar Cars. Judges must be alert to this situation and, as necessary, ask the Entrant to validate the authenticity of the wheel finish.

### d. Wheel Lug Nuts, Hubcaps, and Emblems

Judge the lug nuts, hubcaps, and wheel center emblems. All wheel trim must match. Mismatches shall be assigned non-authentic deductions.

## 8. Gas Cap Lids and Doors

Gas cap lids and doors **are not** opened nor are their interiors judged.

## 9. Tires

### a. Champion Division

Using Appendix B, the Entrant's Owner's Manual, or the Entry's Tire Data Plate, judge Champion Division tires for authenticity (see Chapter VI. Heading F. Note m.). Any brand is acceptable. **Cars less than 15 years old must have tires whose speed ratings are equal, equivalent, or superior to their original tires** (see Appendix B). All judged tires' brand, size, construction, tread pattern, sidewall, and speed rating must match (an exception to this rule occurs with some of the newest cars, where the front and rear tires may be a different size). It is the responsibility of the Exterior Judge to judge the road tires. For Champion and Special Divisions, the Boot Judge checks the spare tire. Both judges should work together to verify their findings.

### b. Driven Division

Tires of any brand, type, or profile, having the original inside diameter are acceptable. Road tires must be of matching brand, type, and profile. **Beginning with the 2012 concurs season, cars less than 15 years old must have tires whose speed ratings are equal, equivalent, or superior to their original tires** (see Appendix B). (2011 AGM)

**c. Condition and Sidewalls**

All tires subject to judging should be judged for weather checking, excessive tread wear and blemishes. Depending on the era, many Jaguars were available from the factory with either white wall or black wall tires. There shall be no deduction for an Entrant's choice of white or black sidewalls provided they are in keeping with the vintage of the Jaguar.

**Redline sidewalls were never offered by Jaguar and are considered non-authentic in Champion Division only.**

**Note:** Acceptable tread wear may be determined by observing the tread wear indicator bands or by using a coin or other device to measure that the most shallow tread groove is at least 1/16" deep.

**d. Tire Valve Caps**

Tire valves should have valve caps appropriate to the vintage. Pre-'60s Jaguars should have metal valve caps. Logo valve caps must be shown to have been an authentic Jaguar Cars accessory.

**10. License Plate Brackets and Mountings**

All models delivered to North America were provided with a prepared bumper location or specific devices necessary for mounting a front license plate. If an Entry **does not** have a front license plate mounted, and is a model originally delivered with separate license plate mounting devices, those devices must be displayed either on or off the car. Check the license mounting devices for authenticity. If an official license plate is not required, a "Jaguar" or club plate may be displayed without a non-authentic deduction. License plates will only be judged for cleanliness, **NOT** condition.

**11. License Plate Frames and Plate Clear Covers**

**Champion Division:** Plain license plate frames or those advertising current or past Jaguar dealerships, JCNA, JCNA Affiliates, or promoting the Jaguar marque are accepted. 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.

Clear plastic or glass license plate covers are allowed and, if present, will be judged for cleanliness and condition.

**Driven Division:** License plate frames and/or covers will only be judged for cleanliness and condition.

**D. INTERIOR**

**1. Door Shut Panels, Hinge Panels, Hinge Panel Switches, Conduit Protectors and Sills**

The Interior Judge shall check the edges of all doors; the door shut faces, hinge panels, sills, their attachments, and components for authenticity, condition and cleanliness. Be alert for excess hinge lubrication, sill and shut panel damage from door misalignment, and damaged or incorrect rubber wire conduits.



## **2. Woodwork, Vinyl and Leather**

### **a. Woodwork**

Finishes on actual and simulated wood trim should be shiny without mars or scratches. Check for peeling, cracking, and separating of the laminated layers of wood or simulated wood. Refinished surfaces that appear to have heavy, plastic-looking coatings are non-authentic on early models.

### **b. Interior Trim**

Judge leather, fabric, or vinyl trim, piping, and panels for wrinkles, scuff marks, correct fit, and secure attachment. Fasteners should be present in the original number, style, size, and finish.

## **3. Headliner/Underside of Hoods**

Judge headliners and the undersides of DHC, OTS, and convertible hoods for smooth fit and secure fastening. Check saloon and coupe headliners for areas that may have detached from their backing and have sagged or formed bulges or blisters. Check for correct fabric and leather straps. Judge the hood frame, hood stick finish and covering and the securing hardware. Judges must be knowledgeable of areas on the underside of hoods that, under normal use, are subject to mild wrinkling, creasing, compressing, and rubbing and **not** deduct for them.

## **4. Door Panels and Arm Rests Door**

Check for authenticity of replacement materials, colors, and designs. Look into the open-topped map cases on the doors and, when fitted, judge the underside of the armrests. Judge panels for wrinkles; scuff marks, correct fit, snug attachment, and correct fasteners. Check whether the appropriate sound system speakers and grilles are present and intact.

## **5. Carpeting and Pedal Pads**

### **a. Carpeting**

Judge carpeting for uniform, authentic, unfaded color. Judge all carpet sections, carpet binding, and heel pad inserts for correctness of materials, pattern, stitching, size, color, cut, and fit. Check whether carpet fasteners are present in correct numbers and locations.

### **b. Overmats (Footwell Rugs)**

All Series III XJ Vanden Plas and Sovereign (6 and V12) were fitted at the factory with (3) “fleece” overmats for the passengers; modern XJ, XK, S-Type, and X-Type models were factory fitted with either fleece or carpet overmats for the driver and passenger(s). All factory fitted overmats shall be presented for cleanliness and condition judging outside the Entry and shall be assigned a non-authentic deduction if missing. The Entrant must remove non-authentic overmats; they are not judged, but they shall be assigned a non-authentic deduction if not removed.

**c. Pedal Pads and Footrests**

Judge pedal pads and footrests for wear and authenticity.

**6. Hardware, Steering Wheel and Instruments**

**a. Consoles Front and Rear**

Judge the fascia, shift lever, shift lever boot, and knob. Check the console finish, fasteners, configuration, and color.

**b. Instrument Panel and Dash Area**

Jaguars were supplied with Jaeger, Lucas, and Smiths gauges. Check for complete instrumentation. Are the instrument faces and numbering clean and clearly legible? Are any items missing from the fascia, such as switches, knobs, decals, bezels, etc.? Switches for extra driving lights or other accessories, when allowed, must be mounted neatly and unobtrusively. Judge the panels covering the underside of the dash and the kick panel areas. Judge the knobs on the heater and air conditioning outlets. Are the louvers in the air outlets clean and intact?

**Note:** Some XK and MK 2 models are allowed extra (authentic) driving lights and similar accessories that require the installation of separate switches.

**c. Steering Wheel**

Check whether the steering wheel is correct for the model; is it the original diameter or has the diameter been altered? If its rim is made of wood, look for separation of the laminated layers and cleanliness of the aluminum spokes. If the wheel rim is made of other material, look for chips, nicks, cracks, or scratches. If the wheel is wrapped, is the wrapping a factory accessory or after-market?

**d. Door and Top/Hood Latch Hardware**

Judge door and window handles, locking knobs, bezels, and top latches

**7. Radios, Tape and CD Players, Alarms, Phones, Radar Detectors, GPS Systems, Displays and Miscellaneous Electronics.**

(See Chapter VI, Heading G. Notes b. and g.)

**a. Champion Division**

Judge the electronic devices in all Champion Division Entries for authenticity.

**b. Driven Division**

Inspect the electronic devices in all Driven Division Entries for neat installation in the original mounting space, utilizing the original speaker locations and external housings and grilles (see Chapter II, Section 3.Heading A. Rule 1.d. for exceptions allowed).

**8. Seats, Squabs, Head Rests, and Belts**

**a. Seats and Squabs, Head Rests**

Check for correct color, design, and material (e.g., number of pleats, smooth or perforated, leather or vinyl). Look for tears, discoloration or fading, cracks, and peeling. Judge the seat backs as well.

**Note:** Under normal operations, some hood sticks, seat rails, seat belts and other protrusions may leave impressions in carpeting, seat backs, or other adjacent soft materials. Such depressions **should not** be judged as flaws unless the material has been punctured or permanently damaged.

**b. Seat Frames**

Judge exposed seat frames and adjusting levers for correct paint color, plating, or protective caps.

**c. Seat Belts**

Judge factory-installed seat belts for correct hardware, fasteners, and retractors as appropriate. It is acceptable for seat belts to be installed on models not originally equipped with them; however, the belts must be neatly installed and their hardware appropriate to the vintage, i.e. early cars **should not** have automatic belts or large mechanical retractors.

**9. Small Compartments**

Glove boxes and other interior compartments with doors shall remain closed. The insides of these compartments **are not** judged (XK 120 battery compartments are an exception). Storage areas without doors **are** judged.

**10. Batteries and Battery Compartments**

**(Batteries are not judged in Driven Division.)**

**a. XK 120s**

The Judge should ask Entrants to open XK 120 battery compartments to judge the general area, the configuration of the two 6 volt batteries, the LUCAS bakelite covers, the visible cables, and the battery hold downs. The battery cable ends of XK 120s **are not** judged unless the battery covers are missing.

**b. Other Models**

Entrants should be asked to remove the covers from the batteries of all other Jaguars (except XK 140s and XK 150s, whose batteries are **not** inspected because they are in the wheel well). Judge the general area, the configuration of the battery, the visible cables, the battery hold-downs, and the cable ends.

**Note:** See additional battery inspection criteria under the Engine Section F.5.e. of this Chapter.

**11. Tool Kits**

~~Early~~ **MK VII, MK VIII, and MK IX** Jaguar **saloons** had tool kits in both the driver and the passenger door panels. When judging cars with this configuration, the Boot Judge will judge the tools. (2011 AGM)

## **E. BOOT**

**(Judged in Champion Division for condition, cleanliness, and authenticity. Judged in Special Division only for condition and cleanliness. Not judged in Driven Division.)**

### **1. Paint, Side Panels, Mat or Carpet, and Miscellaneous Fasteners**

Judge trim panels, carpeting or vinyl matting, spare tire well, and painted components (e.g., underside of boot lid, gas tank, etc.). Check materials, patterns, and colors. Some models may be fitted with optional luggage. Judge tool clips, straps, and miscellaneous boot lid and tire compartment hardware.

### **2. Tool Kits, Containers, and Pouches (Jack, Hammer, and Owner's Manual)**

#### **a. Completeness and Condition**

Judge the completeness and condition of both tools and fitted tool container or pouch. Check to see that the kit as well as the jack and the hammer (or lug wrench) are correctly mounted or displayed.

#### **b. Tool Kit Variations**

Some Jaguar tool kits look similar, but the contents vary greatly from model to model. Judges should share their tool authenticity knowledge before deducting points. Some MK Jaguars have their tools in the front door panels rather than in the boot; in such instances, it is still the responsibility of the Boot Judge to locate and judge them.

#### **Preservation Class - Tools**

A repainted jack or other tools will receive the same deduction as "Wrong" or Non-Authentic.

**Note:** Jaguar often fitted the same tool container to several models, omitting unnecessary tools. Examples of this are the 420 saloons, fitted with the MK 2 style tool container. Because the 420 jacks had built-in handles, the jack ratchet was omitted from the tool container thus leaving an empty tool slot. It is the responsibility of the Entrant to prove the authenticity of missing tools.

#### **c. Jacks and Jack Handles**

The Entrant should display or, otherwise, make the jack and jack handle visible for judging. In those instances where the jack and jack handle are stowed behind the spare tire, the Entrant may either remove them beforehand or, when the Boot Judge is present, loosen the spare tire hold-down and raise or tip the tire in order for the tools to be viewed and judged.

#### **d. Optional Tool Kits**

Some models, particularly the XJ series and MY '68 E-Types and after, were not delivered with tool kits; however, kits were available as an option. If an Entrant chooses to display an **optional, authentic** tool kit, it will be subject to judging.

#### **e. Owner's Manual and Additional Paperwork**

Judge the owner's manual and its pouch for authenticity, condition, and cleanliness. The vinyl and plastic stowage pouches can become very brittle with age. The Judge

**should not** handle the manual; its authenticity is judged by its size, its color, and its cover. If the manual is in a pouch, and its cover cannot be clearly seen, the Entrant should be asked to remove it for judging. Additional paperwork originally supplied with the Jaguar may be displayed, but additional paper work, including, but not limited to, factory shop manuals, spares catalogues, and advertising brochures, **are not** judged; however, if required, the Entrant may use them as authenticity references.

**Note: Refer to model specific Judges' Guides for further information on judging Owner's Manuals.**

### **3. Spare Tire, Wheel, & Cover**

The Boot Judge checks the authenticity of the spare tire and wheel independent of the road wheels. If Appendix B indicates that the spare wheel and/or tire should match the road wheels, they may be compared. On some models, it is possible for the spare wheel and/or tire to be authentic without matching the road wheels or tires.

#### **a. Painted Wheels**

Judge the wheel for color and condition of paint.

#### **b. Wire Wheels**

Judge the wheel for color and condition of paint or chrome. Judge the spokes, the rim and the center hub. The inside of a splined hub **is not** judged.

#### **c. Spare Tire**

Where full sized spares are present and as verified by Appendix B or the Owner's Manual, the spare tire should of identical brand and size to tires mounted on the road wheels.

**Note:** Acceptable tread wear may be determined by observing the tread wear indicator bands or by using a coin or other device to measure that the most shallow tread groove is at least 1/16" deep.

#### **d. Spare Tire Remains in Boot**

The spare tire must be displayed inside the boot. The Judge **may not** request that the spare be removed to inspect the compartment; however, the Entrant may have to loosen and raise or tip the spare tire in order for the Judge to judge the jack and jack handle behind it. The Judge may also request that the spare tire cover be removed to judge the tire and the wheel.

#### **e. Spare Tire Cover**

Judge the spare tire cover, for material, correct design, color and fittings.

### **4. Battery**

**(Batteries are not judged in Driven Division.)**

The Entrant should be asked to remove the protective cover from the battery for judging. Judge the battery configuration with respect to its location, style, cover, the positions and type of its terminals, the battery hold-down and the battery cable ends.

**Note a:** Lucas and other batteries that were original equipment are considered expendable and may be replaced with a battery of any brand provided it is in the same location and orientation and has the same voltage and configuration as the original.

**Note b:** Configuration in this instance refers to "maintaining the original type and placement of battery terminals." "Size" was expressly deleted from the rule.

**Note c:** In 1994 the Protest Committee ruled that "fluted or cylindrical sided" (Gates-Optima style) batteries were non-authentic.

## **F. ENGINE COMPARTMENT**

**(Judged in Champion Division for condition, cleanliness and authenticity. Judged in Special Division for condition and cleanliness only. Not judged in Driven Division.)**

**Despite the work involved in maintaining and preparing an engine compartment for concours judging, its overall cleanliness and condition should be excellent.**

### **1. Plated and Painted Fasteners, Caps, Covers, Piping, Handles, etc.**

Judge the chrome, cadmium, and plated nuts, bolts, gas lines, exhaust covers, oil and transmission dip stick handles, valve or camshaft covers, radiator and overflow tank caps, hydraulic lines, fuel and air piping, air conditioning metal tubing, hose clamps, etc. Check for non-standard plating or removal of original light plating or paint finishes. Much of the standard gold/yellow and silver cadmium plating was quite coarse and its surface appeared somewhat granular. Normal cleaning and polishing should, at best, only produce a satin granular finish. High-gloss mirror-finish cadmium plating is non-authentic.

### **2. Engine Compartment Peripheral Equipment and Panels**

Judge the authenticity of the firewall, radiator shell, fan shrouds, splash pans and panels, air filter housings, battery trays, fender valances and bonnet insulating blankets. Check for the presence of correct firewall plugs, covers, and grommets. Be aware that the factory painted over certain engine compartment panel sealants that had been liberally applied outside the limits of the designated seam.

### **3. Engine Basic Components and Belt-driven Accessories**

#### **a. Engine Head and Block**

Judge the engine head and block for correct application, size, and finish. Check for coolant, oil, or fuel leaks. Judge all visible components: oil filter, air pumps, power steering pumps, compressors, etc. Is the paint on the head an authentic color? If necessary, refer to the appropriate model-specific Judging Guide for a listing of head colors. Are the correct number and types of belts present?

#### **b. Carburetors, Fuel Injection, and Fuel and Air Filters**

Check that the carburetors are the correct models and configuration for the Entry. Are the correct manufacturer's identifying tags in place? Are the correct air cleaners, associated ducting, and decals present?

#### **c. Porcelainized and Non-Porcelainized Exhaust Manifolds**

Judge porcelain-coated manifolds for, blisters, crazing, or rust. All post-war models, up through 1969, are believed to have originally had porcelain coated exhaust

manifolds. (Please consult the applicable model-specific Judging Guide for possible exceptions.) Judge the manifold covers and crossovers. A plain coarse finish or a light coat of rust is authentic on factory non-painted or non-porcelainized manifolds.

**Note:** When referring to exhaust manifolds, the British term "enamel" equates to the North American term "porcelain".

#### **Preservation Class - Exhaust Manifolds**

Re-porcelainized exhaust manifolds will receive Non-Authentic deductions. Original porcelain coated manifolds will receive deductions in proportion to the amount of coating that is missing.

#### **d. Down Pipes**

A plain dark finish or light coat of rust is acceptable on mild steel down pipes. Stainless steel down pipes should **not** appear polished; they may have moderate discoloration or be darkened to resemble mild steel on those models, which were not originally equipped with stainless steel.

#### **e. Chassis and Frame Assemblies**

Judge visible portions of the chassis and/or frame assemblies for the correct color and finish. Chassis that have a high gloss powder-coated finish are non-authentic.

### **4. Cooling System and Air Conditioning Components**

#### **a. Radiator and Heater Hoses, Tubing, and Clamps**

Judge all hoses and hose clamps. Original molded or pre-formed curved hoses **should not** be replaced with universal ribbed flex hoses. (Hoses must be black and clean, with no visible cracking.) Stockinet covering is **not** required. Original type air conditioning hoses **should not** have their original swaged end fittings replaced by hose clamps. All hose clamps should be as original with the correct finish, adjusting band, shape and style of the adjusting screw head (see Chapter VI. Heading I. Note e.)

#### **b. Radiator Fans and Shroud**

Judge the radiator cooling fan(s), fan motor(s), fan mountings, and shrouds. Are the fan pulley and fan belt the same size and style as the original?

#### **c. Radiator Core, Radiator, and Expansion Tanks**

Judge the radiator core, expansion tanks, hoses and coolant piping. Cores of original style and material may be difficult to obtain, nevertheless, non-authentic deductions must be assigned for replacements that do not exactly match the original. Judge thermostat housings, radiator caps, and drain spigots.

### **5. Generators, Alternators, Regulators, Relays, Wiring, and Battery**

#### **a. Spark Plugs, Ignition Wires, and Distributor Cap**

If spark plugs are visible, check that they are all the same type and brand and that they have the correct connectors. Pay particular attention to spark plug wires, wire

separators, guides, connectors, fasteners, conduits, and harness routing. Check the ignition coil, the coil mounting, distributor cap, and plug wire connections to the cap.

**b. Generators and Alternators**

Judge generators and alternators for correct type, finish, mountings, protective covers or heat shields, wire terminal boots, pulleys, labels, and identification tags. Pre-'65 Jaguars had generators, **not** alternators.

**6. Preservation Class - Expendable Items**

*Non-Authentic deductions will not be assigned for mechanical components such as generators, alternators, and compressors that have been replaced; however, the replacements must be identical to the original.*

**a. Regulators, Relays, Fuse, and Junction Boxes**

Judge voltage regulators for correct models and the correct numbers and types of terminals, covers, and securing clips. Judge the fuse boxes, relays, and junction boxes for correct covers, finish, hold-downs, terminals, and decals.

**b. Wiring**

Judge the insulating materials, harness coverings, connectors, and terminals. Observe whether later blade-style or "Lucar" connectors have been substituted on models that did not originally have them.

**c. Battery (Batteries are **not** judged in Driven Division.)**

Judge the battery configuration with respect to its location and its permanent cover, if originally fitted. Judge the style and location of the battery terminals, the battery tray, the battery hold-down hardware and the battery cable ends. Original batteries may be replaced with batteries of any brand provided they are the same voltage and configuration as the original.

**Note:** Battery configuration refers to "maintaining the original type and location of battery terminals"

**Note:** In 1994 the Protest Committee ruled that "fluted or cylindrical sided" (Gates-Optima) batteries are non-authentic.

**7. Data Plates**

As originally fitted, the Jaguar Cars Ltd. vehicle data plate **is exclusive to each Entry** and lists the original Chassis, Body, Engine, and Gear Box serial numbers. In acknowledgement of the uniqueness of data plates, **Judges should not assess condition deductions for original data plates provided they retain their original shape and all of the stamped numbers are legible.** All data plates and their fasteners should be checked for authenticity.

**8. Steering Columns, Linkage, and Racks**

Judge visible portions of steering columns, linkage, and racks for correct mountings, protective boots, clamps, etc. Assess **no deductions** for the mounting bushing color or composition.

**9. Brake Master Systems**

Judge the master cylinders, reservoirs, hoses, vacuum tanks, accumulators, and booster devices. Look for correct pedal linkages, protective boots, and brake light switches.



**Chapter VI.**  
**Judges' Guide for Scoring Non-Authenticity**  
**(Non-Authenticity is not Judged in Special Division)**

**A. INTRODUCTION**

**1. Purpose**

The guide has been developed to promote standardization within the JCNA Concours program. It provides lists of **mandatory** deductions for non-authentic items found during the judging process.

**2. Jaguar Authenticity**

By the strictest of concours presentation standards, the most authentic Jaguars are those configured with the stock and optional extra equipment, offered by Jaguar Cars Ltd. for the model, including any unique factory-supplied equipment that may have been required by the country for which the car was prepared.

**3. Configuration Allowed**

JCNA Concours Entries will be allowed to be configured with any items, listed in the relevant Jaguar Cars Ltd. Parts Book, and applicable to the model, year, chassis and engine number of the vehicle, subject to the following exception:

**There may be *no fewer* emission control devices and elements on each Entry, than Jaguar Cars Ltd. originally authorized for the model, year and country for which the car was initially prepared.**

**4. Authenticity Documentation**

Authentic parts, options, and configurations are only those listed and/or illustrated in:

- a. Official Jaguar Cars Ltd. - Parts Books, Service Manuals and Owner's Manuals;
- b. Jaguar Cars Inc. and Jaguar Canada Inc. Sales Literature and Accessory Brochures;
- c. Official JCNA model-specific Judging Guides.

These, or other Jaguar Cars Ltd. or Jaguar Cars Inc. (see Note below) publications, are the only ones acceptable for documenting authenticity (see Appendix C.)

**Note:**

Please observe that a definite distinction is being made between **Jaguar Cars Ltd.** (located in England), **Jaguar Cars Inc.** (located in USA) and **Jaguar Canada Inc.**

## 5. Jaguar Cars Inc. Accessories - Moderation of the Standard

- a. Beginning in the early 1970s Jaguar Cars Inc. (USA) began formally offering their own collection of accessories to North American customers, accessories that, mostly, were NOT being offered by Jaguar Cars Ltd. or British Leyland Ltd. North American dealers frequently installed such items prior to or following a sale and have continued to do so since that time.
- b. Many original and follow-on owners of Jaguars will not be aware that certain items or accessories on their vehicles were not installed as original equipment and/or were not planned for installation on that model by Jaguar Cars Ltd.
- c. Because many of the accessories were NOT supplied by Jaguar Cars Ltd., **by the strictest standards, they are non-authentic**. However, because of their prevalence in North America and the circumstances of their installation, some have been accepted by JCNA in the past and will continue to be allowed **without deduction** for the foreseeable future (see Chapter VI, Heading A, Rule 5d, Notes).
- d. Unusual components, configurations or accessories, will be scored as non-authentic unless the Entrant can document that they were offered by Jaguar Cars Ltd., Jaguar Cars Inc. or Jaguar Canada Inc., for that specific model, chassis or engine number.

### Notes:

- i. The Jaguar Cars Inc. and Jaguar Canada Inc. accessories being referred to include the following. They are addressed in the component areas of this chapter:
  - Bonnet Mounted Leapers/Mascots (See Note b)
  - Head Lamps and Fog Lamps
  - XJS Jaguarsport Products
  - Side Protective Moldings
  - Door Edge Protectors
  - Sunshades
  - Wheel Nuts
  - Gearshift Knobs(The JCNA model-specific Judging Guides will also advise which items and configurations are acceptable.)
- ii. Most notable among the accessories, offered by Jaguar Cars Inc. and Jaguar Canada Inc. but NOT by Jaguar Cars Ltd., are bonnet-mounted Leapers/Mascots. Between 1970 and 1994 Jaguar Cars Ltd. discontinued leapers on all models. During that period, NO official Jaguar Cars Ltd. publications listed leapers/mascots in any production model Parts Books. At the same time, North American dealers responded to customer's demands and, upon request and otherwise, installed leapers on Series 1, 2 and 3 XJ6 and XJ40 Style Saloons. In 1994, X300 model saloons, exported overseas, were the first to be offered with the Jaguar Cars Ltd. redesigned "safety" leapers. **Leapers were never officially offered for XK120s, XK140s, E-types or XJSs and should be judged as non-authentic when present.**

## 6. Replacement Parts

Replacement parts, regardless of the manufacturer, are considered authentic only if they meet the exact specifications and appearance of the original item or material.

Exception: Replacement parts, still available from Jaguar Cars under their original Part Number but now having a different color or configuration than the original, will be accepted as authentic.

## 7. Original Brand Names and Logos

Parts and accessories which, when properly installed, normally allowed the manufacturer's cast, engraved or imprinted name or logo to be plainly and easily observed, are considered non-authentic if the original brand name or logo is missing. Decals, stick-on labels and metal tags are judged separately and may not affect the authenticity of the **item** to which they're attached.

## 8. Display of Accessories

The fact that some accessories are officially offered, by Jaguar Cars Inc., Jaguar Canada Inc. or Jaguar Cars Ltd., does not make them appropriate to be in place during judging at a JCNA concours. To avoid related deductions, non-permanent accessories protecting the car's original equipment, such as floor mats, seat covers, steering wheel wraps, etc. should be removed prior to presenting the Entry for judging. The judge shall also request that the Entrant remove all non-factory accessories such as stuffed animals before judging commences. Such items, if left in place, will be considered non-authentic and assigned an appropriate deduction.

## 9. Safety Equipment

Certain countries, states and provinces require specific safety equipment on vehicles registered there. Entrants are expected to install whatever items, such as seat belts, that are required to legally operate their cars in the countries, states or provinces where they are registered. Such "safety" items will not be judged as non-authentic; however, the Entrant may be asked to document the requirement. The installation of such items should be neat and clean, and accomplished with care and in good taste.

## 10. Component Legitimacy

JCNA Judges may **ONLY** base their deductions on the non-authenticity of the component or accessory being examined, **NOT** on their personal understanding of the item's legality or illegality under any local, state, provincial, federal, or international law or regulation.

# B. NON-AUTHENTICITY

## 1. Non-Authenticity

- a. Any items, **not** listed in the relevant Jaguar Cars Ltd. Parts Book, as applicable to the model, year, chassis and engine number of the vehicle, will be considered to be **non-authentic**.
- b. Any part that is missing or that is the wrong style, type, model, size, configuration, shape, match, color, finish, material or pattern, or is wrongly positioned, is considered **non-authentic**

- c. Devices or elements **missing**, from among those Jaguar Cars Ltd. originally installed to meet the emission control requirements of the country for which the model was initially prepared, will be considered non-authentic.

## 2. Better than original

Many cars may be restored to a level that their "fit and finish" are superior to original factory standards. **These cars should be given neither deductions nor extra credit for this achievement.** Older Jaguars whose "fit and finish" approximates original factory standards (known to be less than perfect) should **not** be given deductions for acknowledged production shortcomings.

## 3. Plated surfaces

Metal surfaces should appear as original, e.g. cadmium should not be replaced with chrome. Brass fittings that were originally lightly plated with nickel or cadmium should not have their plating removed by buffing or polishing to expose the base metal.

## 4. Over-restoration

Smoothing and bright polishing of originally unplated, uncoated, or unpainted metal components (such as early aluminum cam covers and manifolds) is allowed but will be given no extra credit. **A component, whose original paint, plating or coating of zinc, nickel, cadmium, yellow chromate, etc., has been removed through polishing, or other processes, shall be assigned a non-authentic deduction.**

# C. ASSIGNING NON-AUTHENTICITY PENALTIES

## 1. Basis of Points Allocated Each Item

The number of deduction points, allocated to each listed component, is based on the characteristics of that component, including:

- a. Size
- b. Importance to the design
- c. Restoration effort required
- d. Uniqueness or rarity

## 2. Noting the Discrepancy and Informing the Entrant

During the judging process, the Judge should make mental and/or written notes of those items believed to be non-authentic and, where appropriate, confirm findings with team members. As judging of the Entry nears completion, each Judge must **inform the Entrant** of any non-authenticity findings. The Entrant may then offer documentation to prove the authenticity of any of the items cited by the Judge (see Chapter IV, Heading G. Rule 6.).

## 3. Entering the Discrepancy and Assigning the Deduction

Items proven to the Judge's satisfaction to be **authentic** should **NOT** be entered on the score sheet. Items that the Judge determines to be **non-authentic** shall be entered in the proper area of the score sheet and assigned the required point deductions. **The Entrant must initial each non-authentic deduction** (see Chapter IV, Heading G. Rule 6).

**4. Use only the exact deduction listed for the discrepancy.**

If the exact item is not listed, Judges should base their deduction on a similar item found on the list.

**5. Maximum Total Deductions for Non-Authenticity**

The total of non-authenticity deductions for items within a component area (Exterior, Interior, etc.) shall not exceed the maximum deduction indicated: Interior 200; Exterior 200; Engine 200; Boot 100. These maximums are not based on the total deductions possible for each component area, but are a measure of the relative importance of that component's authenticity toward the overall score.

**D. USING THIS GUIDE**

**1. Listings and Penalties**

The item listings have been expanded and include items previously omitted. The guide is to be used by all Judges for scoring non-authenticity penalties. **DO NOT** use deduction point values other than those listed. Where no Maximum Deduction is listed, there IS NO maximum. If more than one of the listed items is found to be non-authentic, the total number found should be multiplied times the listed mandatory deduction for each, to determine the total deduction for the discrepancy.

**2. Items Excluded From Judging**

**Do NOT judge:**

- a. Front or rear suspension components
- b. Brake drums, discs, or calipers
- c. The underside of the vehicle.

**3. Notes**

Notes associated with specific items are intended to answer routine questions and are an **important** part of the guide.

## E. ITEMS COMMON TO ALL COMPONENT AREAS

Items listed in this section are common to all areas/components of the vehicle. The deductions apply to the listed items regardless of their relative size, quantity or location.

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration.	Maximum deduction for each of the four component areas
1. Misc. Latches, Clips & Hardware	0.50 ea	4.0
2. Nuts, Bolts, Screws & Washers	0.50 ea	4.0
3. Rubber Mounting Pads & Seals	0.50 ea	4.0
4. Rubber Weather Strip	0.50 ea Length	4.0
5. Data Plates and Small Decals	0.50 ea	4.0

## F. EXTERIOR

Maximum deduction 200 points

ITEM	Not a factory color or a documented special order color.	NOTE
Paint Finish	20.0	a

### Note:

**Paint:** No deduction for type of paint. Colors must be reasonably close to production standards for year and model. Metallic colors or two-tone color schemes must adhere to factory standards. Non-production colors must be documented, by the car's JDHT certificate or an equivalent document, as having been an original color factory-applied to the Jaguar.

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTE
1. Antennas	2.0		a
2. Back-up Lights Assemblies	2.0 ea		
3. Badges & Emblems	2.0 ea		b
4. Batteries, XK140 & 150 batteries are <b>excluded</b> from judging	----		
5. Body Plugs	0.5 ea		
6. Bonnet (Basic Structure only)	10.0		c
7. Bonnet, E-type only	20.0		
8. Boot Lid (Basic Structure only)	8.0		c
9. Brake & Turn Signal Assemblies	2.0 ea		

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTE
10. Bumper Overriders	2.0 ea		
11. Bumper Spring Bars	4.0 ea		
12. Bumper Valences	2.0 ea		
13. Bumpers per Assembly (Less Overriders)	6.0 ea	12.0	
14. Chassis/Body Stance/Ride Height	5.0 ea End		<b>d</b>
15. <u>Clear Bras</u>	<u>4.0 ea</u>	<u>4.0</u>	(2011 AGM)
16. Curb Feelers	2.0 ea		
17. Door Edge Protectors	1.0 ea		<b>e</b>
18. Door Handles, Boot Lid Handles and Locks	2.0 ea	8.0	
19. Doors	8.0 ea		<b>c</b>
20. Driving/Fog Light Assemblies	3.0 ea		<b>b</b>
21. Exhaust or Tailpipe Tips/Ext./Assemblies	3.0 ea		
22. Exhaust Resonators	4.0 ea		
23. Fenders	8.0 ea	12.0	<b>c</b>
24. Grille, Primary	8.0		
25. Grille, Secondary and Grille Bars	4.0		
26. Gutters	3.0 ea		
27. Head Light Assemblies	4.0 ea	10.0	<b>f</b>
28. Hood/Envelope Cover	4.0		
29. Leaper	3.0		<b>g</b>
30. License Plate Holders/Brackets/Supports	2.0		
31. License Plate Frames	1.0		<b>h</b>
32. Light Lenses	1.0 ea		
33. Luggage Racks	4.0		<b>i</b>
34. Mud Flaps (Except authorized Jaguar accessories)	2.0 ea		
35. Pin Striping (aka Body Stripes or Coach Lines)	0.5 ea Panel	1.0	<b>j</b>
36. Piping, Fender and Panel	2.0 ea Section		
37. Racing Stripes, Large Decals & Film Appliqués	6.0 ea	12.0	
38. Rear View Mirrors	2.0 ea		
39. Rocker Panels	6.0 ea		
40. Roof Vinyl or Fabric Covering	8.0		<b>k</b>
41. Side Curtains	3.0 ea		
42. Side Curtain Storage Pouch	2.0 ea		
43. Side Marker Light Assemblies	2.0 ea		

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTE
44. Side Protective Moldings (Except authorized Jaguar Cars Ltd. or Inc. accessories)	2.0 ea Side		<b>l</b>
45. Spats	6.0 ea		
46. Sun Roof	6.0		<b>m</b>
47. Tires	2.0 ea	8.0	<b>n</b>
48. Tonneau	4.0		
49. Top, OTS/DHC (Hardtop in place is equal to Missing)	10.0		<b>o</b>
50. Top, OTS/DHC Binding	2.0 ea		
51. Top, OTS/DHC Pin Beading or Molding	4.0 ea Section		<b>p</b>
52. Top, OTS/DHC Rear Window	4.0		
53. Trim, Exterior	4.0 ea Section		
54. Turn Signal & Brake Light Assemblies	2.0 ea		
55. Wheel Arch Trim or Beading	2.0 ea		
56. Wheel Hubcaps	2.0 ea		
57. Wheel Knock Offs	2.0 ea		
58. Wheel Lug Nuts	1.0 ea	10.0	
59. Wheel Trim	2.0 ea		<b>q</b>
60. Wheels	6.0 ea	20.0	
61. Window Glass & Tinting	1.5 ea Pane	6.0	<b>r</b>
62. Window Glass Decorative Etching	1.5 ea Pane	6.0	
63. Windshield Stanchions	4.0 ea		
64. Windshield Washer Jets	1.0 ea		
65. Windshield Wipers Arms	1.0 ea		

**Notes:**

- 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 1970.
- b. Badge Bars and Driving and Fog Lights.** An Owner may install Jaguar car badge bars and driving or fog lights as long as they and their installation are in keeping with the quality and vintage of the Jaguar. No extra points are to be given or deducted for the presence of these items; however, all installed driving and fog lamps must be functional.
- c. Bonnet, Boot Lid, Doors and Fenders.** Observe that the component is made of the same material as the original (steel, aluminum, fiberglass, etc.), that its shape is the same as the original (flares, curvature, air scoops, louvers, etc.), and that it belongs on that specific



model. This does not include trim, bumpers, lights, handles or other items attached to the basic structure.

- d. **Chassis/Body Posture and Ride Height:** This deduction should be applied to cars whose front, rear, or overall posture or ride height is **MARKEDLY** higher or lower than specification. (*This problem is most often seen on cars that have been re-sprung or whose torsion bars are seriously misadjusted.*)
- e. **Door Edge Protectors** These vertically mounted stainless or anodized black protectors were offered by Jaguar Cars Inc. for 1979-1992 XJ and 1976-1992 XJS models. If door edge protectors are installed on other models the Entrant must document that Jaguar Cars Ltd., Jaguar Cars Inc. or Jaguar Canada Inc. offered them, for that specific model, or they will be considered non-authentic. Where authorized, the protectors should be installed on all doors.
- f. **Headlights:** Entries are allowed to have any style and/or size headlamps, offered by Jaguar Cars Ltd., Jaguar Cars Inc. or Jaguar Canada Inc. for the specific model, regardless of the country to which the car was originally delivered.
- g. **Leaper:** Leapers are non-authentic on all XK120s, XK140s, E-types and XJSs. Leapers are "non-authentic but allowed" on all 1970-1994 Saloons. "Safety" leapers introduced on 1994, X300 model saloons and subsequent are considered authentic.
- h. **License Plate Frames:** Plain license plate frames or those advertising current or past Jaguar dealerships, JCNA, JCNA Affiliates, or promoting the Jaguar marque are accepted. Frames may be of any material. All Champion Division 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. Driven Division frames are only judged for condition and cleanliness.
- i. **Luggage Racks:** Only luggage racks offered as factory optional equipment are allowed for Champion Division entries. Driven Division entries are allowed either factory or appropriate vintage after-market racks. All racks must be neatly mounted in the prescribed location on the vehicle.
- j. **Body Stripes (Coach Lines).** Where offered, factory applied and authentic optional body stripes (Coach Lines) consist of one or two narrow, closely spaced stripes complimenting or contrasting to the body color (see applicable Judging Guides and Factory Brochures for additional details). Body stripe (Coach Line) embellishments such as initials, monograms, leapers, scrolls, etc. are non-authentic.
- k. **Roof Covering:** XJ6C & XJ12C and certain pre-war coupes have a vinyl roof covering.
- l. **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, caramel 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.

**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. Research into the sunroof issue is continuing. While the information provided here is valid, more model and model year detail is being sought.

**n. Tires (Applies to Champion Division Entries only):** There shall be no penalties taken for the Owner's preference of white or black sidewall cosmetics. **Redline side walls were never offered by Jaguar Cars and will be considered non-authentic beginning in the 2006 competitive year.** (Redline tires may be reversed to show their black side only.) Any brand is acceptable. The standard industry tire sizes, appearing on the tire sidewalls, are acceptable proof of correct size without further measurement. (Original tire sizes are listed in Appendix B)

1. **Tire Construction:** Tires are considered expendable. Replacement tires must be the same (or equivalent) size and construction (bias/radial) as originally found on the car when delivered by the Jaguar factory or offered by Jaguar Cars as optional equipment. To retain authenticity, if the year and model Jaguar was originally delivered exclusively with bias ply tires, they may only be replaced with bias ply tires. If suitable radial ply tires were **not** available, at the time of delivery of the Jaguar, the car should not be retrofitted with radial tires. (XK120, 140 and 150 cars should only be fitted with bias ply tires. Series 1 E-types may be fitted with either 185x15 radials or 6.40x15 bias ply tires.)
2. **Tire Size:** Tire size must match the original or an equivalent Alpha Numeric, Eurometric or P-Metric size. All judged tires must be identical in manufacturer/brand, size, sidewall, and tread pattern. (Original sizes are shown in Appendix B) Size must be consistent with the original profile for the car to maintain its proper stance and appearance.
3. **Tire Speed Ratings:** Tires on Champion Division cars less than 15 years old must have original speed ratings or speed ratings equal to or superior to the original (see Appendix B).

- o. Top, Side Curtains, Tonneau & Boot Cover:** No hardtops, either factory optional or aftermarket, except as fitted to the XJS Cabriolet, are acceptable for judging.
- p. Pin Beading:** Pin beading is the narrow, chrome plated, half-round trim found on early (MK and XK) convertibles, and drop heads. It is called pin beading because, when properly attached, hidden pins on its backside hold it in place. Screws, or other visible substitute fasteners, used to hold pin beading in place, are non-authentic.
- q. Wheels:** Wheels must be the correct factory size, type, finish, and style for the model. Ace Discs & Rimblishers are permitted if they were offered by the factory for the specific model. Bolt-on wire wheels are non-authentic. Wire wheels should have the same number of spokes as the original. **Chrome plated wheels, not offered as a Jaguar factory option, must be scored as non-authentic in Champion Division.**
- r. Window Glass:**

  - 1. Champion Division:** Any window glass that meets the requirements of the original specifications for form, fit, function, and factory tint is acceptable. Triplex or other brand and safety markings are NOT judged.
  - 2. Driven Division:** Shiny or mirrored tinting, graphics or logos in the tinting, tinted film on the front windscreen or excessively dark tinting shall receive deductions as non-authentic. The tint should allow the interior of the vehicle to be clearly visible when looking in from approximately one foot away.

## G. INTERIOR

Maximum deduction 200 points

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTE
1. Alarm System	4.0 ea		<b>c</b>
2. Arm Rests	3.0 ea		
3. Ash Trays	1.0 ea		
4. Batteries (XK120 Champion Division only)	3.0 ea	6.0	<b>a</b>
5. Battery Compartment Cover (XK120)	2.0 ea		OTS only
6. Battery Individual (bakelite) Covers (XK120)	2.0 ea		<b>a</b>
7. Battery (metal) Securing Straps (XK120)	1.0 ea		
8. Carpet Binding	1.0 ea Section	6.0	
9. Carpet Inserts/Heel Pads	1.0 ea		
10. Carpet Section (Including Factory Floor Mats)	2.0 ea	14.0	
11. Carpet, Whole Set	14.0		
12. Consoles - A/C, Light, Radio, Computer	2.0 ea		<b>b</b>
13. Dash Plaques (Allowed in Driven Division)	0.5 ea		
14. Dash/Instrument Panel	6.0		
15. Door Panels	4.0 ea		
16. Door Sill Plates	3.0 ea	10.0	
17. Electronic Devices	3.0 ea		<b>c</b>
18. Handles, Door, Window and Grab	2.0 ea	8.0	
19. Headliner (Saloons and DHC's)	10.0		
20. Head Rests	2.0 ea		
21. Hinge Panel	4.0 ea		
22. Horn Ring/Horn Button	3.0 ea		
23. Instruments	2.0 ea	8.0	<b>d</b>
24. Knobs and Switches	1.0 ea	6.0	<b>e</b>
25. Levers, Shift and Brake	2.0 ea		
26. Non-Factory Accessories	2.0 ea		<b>f</b>
27. Piping, Binding & Trim	2.0 ea		
28. Radio, Tape or CD Player	3.0		<b>g</b>
29. Rear View Mirror	2.0		
30. Seat Belts	4.0 ea Set		<b>h</b>
31. Seat Belt Retractors	2.0 ea		
32. Seat Covers not removed	5.0 ea	10.0	<b>i</b>
33. Seat Frames	4.0 ea Seat		
34. Seats & Seat Backs (Squabs)	5.0 ea	10.0	
35. Shut Panel	4.0 ea		
36. Speaker Grilles	2.0 ea		<b>g</b>

37. Speakers	4.0 ea		<b>g</b>
38. Steering Wheel (Wrong or wrapped)	6.0		<b>j</b>
39. Top (convertible) Bow Covering	2.0 ea		
40. Top Bows, Hoodsticks	4.0 ea		
41. Top (convertible) Underside	6.0		
42. Under-Dash & Kick Panels	2.0 ea Section		
43. Vinyl & Leather Trim (not seats or doors)	2.0 ea Section		
44. Visors	2.0 ea		
45. Window Seals	2.0 ea		
46. Woodwork (other than Dash)	2.0 ea Section	10.0	

**Notes:**

- a. **Batteries:** XK120 batteries are located behind the seats and will be judged in **Champion Division only**. FHC's and DHC's have a hinged panel, which the Entrant should unfasten and tip forward for the batteries to be inspected. The separate battery cover on the 120 OTSs should be unfastened and either tipped forward or removed for battery inspection. The Bakelite battery covers should **not** be removed. Lucas and other original equipment batteries may be replaced with batteries made by any manufacturer provided they are of like voltage and appearance, and their terminals are in the same positions as on the original. Replacement batteries do not have to be identical to the original in size but they must fit in the location originally intended. "Fluted or cylindrical sided" (Gates-Optima type) batteries are considered non-authentic.
- b. **Consoles:** Include individual panels for switches, radios, ashtrays, air conditioning, A/C outlets, overhead lighting, navigation, trip computers, etc.
- c. **Electronic Telephones, Alarm Systems and Radar Detectors:** No deduction for neatly installed telephones, alarm systems or their accessories **authorized by the factory, Jaguar Cars Inc. or Jaguar Canada Inc. (2011AGM)**. Radar detectors were offered by all dealers on XJS for a period and were also installed by Jaguar Cars Ltd.; they were contained in a special case and stowed in the void above the steering column nacelle. All other radar detectors, NOT provided by either Jaguar Cars Ltd. or Jaguar Cars Inc., will be considered non-authentic.
- d. **Instruments:** Instruments added to those originally supplied are non-authentic.
- e. **Knobs and Switches:** Include those on the dash and elsewhere for the control of mirrors, seats, A/C, lights and windows, plus gear shift knobs. Extra switches mounted on the face of the dash or instrument panel are non-authentic.
- f. **Non-Factory Accessories:** Items such as after-market compasses, clocks, medallions, stuffed animals and similar mementos or charms will receive a non-authentic deduction.

**g. Radios, CD or Tape Players and Speakers:**

- 1. Champion Division** - No deduction for neatly installed radios of **correct vintage**, using original or authentic mountings and original speaker housings and grilles.
- 2. Driven Division** - Entries are allowed **contemporary** radios, tape, or CD players installed in the original radio mounting space, utilizing the original speaker locations and external housings and grilles, without deduction.

**h. Seat Belts:** Seat belts are considered safety equipment and may be added/installed in those models that were not originally equipped with them. The type of installation and equipment should be in keeping with the vintage of the Jaguar. Replacement, non-standard hardware, belts or retractors will be judged as non-authentic.

**i. Seat Covers:** Accessory seat covers, such as sheepskin, must be removed allowing the Judge to examine the seat upholstery.

**j. Steering Wheels:** Steering wheels with non-original wrapping are considered non-authentic. Wrapping may be removed before judging. Original type steering wheels whose dimensions are other than as supplied at time of production are considered non-authentic

## H. BOOT (CHAMPION DIVISION ONLY)

Maximum deduction 100 points

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration.	Max. Deduct	NOTE
1. Battery	6.0		<b>a</b>
2. Battery Cover	2.0		
3. Carpet or Mat	6.0		
4. Floor Boards	3.0 ea Section		
5. Fuel Filler Pipe Cover	4.0		
6. Jack	6.0		
7. Jack Handle	4.0		
8. Jack Pouch	2.0		
9. Lid Support	2.0		
10. Lid Latches	2.0 ea		
11. Owner's Manual	4.0		
12. Paint Finish	4.0		
13. Retaining and Access Straps	2.0 ea		
14. Side and Lid Panels	2.0 ea	6.0	
15. Spare Tire	2.0		<b>b</b>
16. Spare Tire Cover	4.0		
17. Spare Tire Hold Down	2.0		
18. Spare Wheel	6.0		<b>c</b>
19. Strap Securing Tools/Tool Roll to Body	1.0		<b>d</b>
20. Tire Pump	4.0		
21. Tire Pump Hose	2.0		
22. Tool Roll or Box	4.0		<b>d</b>
23. Tools	1.0 ea	10.0	<b>d</b>
24. Tool Kit Brake Bleeder Hose Tin	1.0		
25. Tool Kit Spare Spark Plug	1.0 ea		<b>e</b>

### Notes:

- a. Batteries:** Lucas and other original equipment batteries may be replaced with batteries made by any manufacturer provided they are of like voltage and appearance, and their terminals are in the same positions as on the original. Replacement batteries do not have to be identical to the original in size but they must fit in the location originally intended. “Fluted or cylindrical sided” (Gates-Optima type) batteries are considered non-authentic

- b. Spare Tire:** (Champion Division only) The spare tire must match the road wheel tires' size, sidewall and tread pattern. Certain recent model Jaguars are equipped with low profile, space-saving spare tires and wheels. Where present (in Champion and Special Division) they should only be inspected for cleanliness and condition. When more detailed information becomes available, it will appear in Appendix B.
- c. Spare Wheel:** (Champion Division only) The spare wheel must be the correct type and match the road wheels (see "**b. Spare Tire**", above).
- d. Tool Kit:** The tool kit is optional for US models produced after 1968; however, if the Entrant displays a tool kit, it may be judged.
- e. Tool Kit Spare Spark Plug:** The spare spark plug, provided as part of certain tool kits, should be identical to the original (brand and type).



**I. ENGINE COMPARTMENT (Champion Division Only)**  
**Maximum deduction 200 points**

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration.	Max. Deduct	NOTE
1. Air Cleaner Canister	4.0		
2. Air Cleaner Duct/Horn	4.0		
3. Air Conditioning Compressor, Condenser & Drier	4.0 ea	12.0	
4. Battery (If 2 batteries, 3.0 ea)	6.0		<b>a</b>
5. Battery Box or Covers	2.0 ea		
6. Battery Cable Ends	1.0 ea		
7. Battery Hold Down (Includes Fasteners)	2.0 ea		
8. Bonnet Hinges	4.0 ea		
9. Bonnet Latches	2.0 ea		
10. Bonnet Stay/Support	2.0		
11. Bonnet Underside, Finish & Insulation	4.0		
12. Brake & Clutch Reservoirs	2.0 ea		
13. Brake and Clutch Master Cylinders	4.0 ea		
14. Cam Covers	4.0 ea		
15. Carburetors	5.0 ea	15.0	<b>b</b>
16. Carburetor I.D. Tags	0.5 ea		
17. Coil	2.0		
18. Cooling System:			
19. Expansion Tank	4.0		
20. Extra Radiator Fan(s)	4.0 ea		<b>b</b>
21. Radiator	8.0		
22. Radiator Fan (Includes Motor)	4.0 ea		
23. Radiator Fan Clutch	2.0		
24. Radiator Fan Shroud (including flaps)	4.0		
25. Radiator and Recovery System Caps	1.0 ea		
26. Cylinder Head	10.0		<b>c</b>
27. Data Plates & Decals	0.5 ea	4.0	
28. Distributor	4.0		
29. Emission Control Components	4.0 ea		
30. Engine	20.0		
31. Engine Block	10.0		
32. Engine Cover	8.0		
33. Engine Mounts	2.0 ea		
34. Exhaust Manifolds	4.0 ea		<b>d</b>
35. Exhaust Down Pipes	4.0		
36. Ex. Manifold Stud Length Uniformity	0.5 ea		

37. Firewall	4.0		
38. Fuel Filter, Filter Bowl	2.0 ea		
39. Fuel Injectors	1.0 ea		
40. Fuel Piping/Fuel Rail	2.0 ea		
41. Fuse Boxes/holders	2.0 ea		
42. Generator/Alternator	4.0		
43. Heat Shields	2.0 ea		
44. Heater Box	4.0		
45. Heater Valve	2.0		
46. Horns	2.0 ea		<b>b</b>
47. Hose Clamps	1.0 ea	10.0	<b>e</b>
48. Hoses	2.0 ea	10.0	<b>f</b>
49. Ignition Wire, Coil & Distributor Connectors	1.0 ea		<b>g</b>
50. Ignition Wire Holders & Separators	1.0 ea		
51. Ignition Wire Loom/Conduit	2.0		
52. Ignition Wires	1.0 ea		
53. Ignition Wire Boots	0.5 ea	10.0	
54. Ignition Wire Spark Plug Connectors	1.0 ea		
55. Intake Manifold	6.0		
56. Intake Manifold Stud Length Uniformity	0.5 ea		
57. Oil Filter Housing	3.0		<b>c</b>
58. Power Steering Pump & Reservoir	4.0 ea		
59. Relays	2.0 ea	8.0	
60. Rubber Covers, Caps & Bellows	2.0 ea	8.0	
61. Side & Splash Panels	4.0 ea		
62. Solenoids	2.0 ea		
63. Spark Plugs	1.0 ea		<b>h</b>
64. Starter	4.0		
65. Steering Column, Rack & Flexible Joints	4.0 ea		
66. Subframe or Frame	4.0 ea Side		
67. Throttle Linkage & Cables	2.0 ea Section		
68. Tubing, Misc. Metal	1.0 ea		
69. Valve/Camshaft Covers	4.0 ea		
70. Voltage Regulator/Control	4.0		
71. Water Manifolds	6.0		
72. Windshield Washer	4.0		
73. Windshield Washer Reservoir	2.0		
74. Windshield Washer Pump	2.0		
75. Windshield Wiper Motor	6.0		
76. Wire Terminals	1.0 ea	10.0	
77. Wiring Harness	10.0		
78. Wiring Harness Covering	5.0		
79. Wiring, Other	1.0 ea	10.0	

**Notes:**

- a. Batteries:** Lucas and other original equipment batteries may be replaced with batteries made by any manufacturer provided they are of like voltage and appearance, and their terminals are in the same positions as on the original. Replacement batteries do not have to be identical to the original in size but they must fit in the location originally intended. “Fluted or cylindrical sided” (Gates-Optima type) batteries are considered non-authentic.
- b. Add-on Items and Accessories:** Extra cooling fans, carburetors, headers, horns, or other items that were not factory-available for the model are non-authentic.
- c. Engine Block, Head & Carburetors or Fuel Injectors:** Only those items that were factory available for the model are allowed.
- d. Exhaust Manifolds:** See applicable Judging Guides for proper manifold coating. The British terms "black enameled or vitreous enamel" are the equivalent of the North American term "porcelain". MKV exhaust manifolds were NOT porcelain coated. All XK120, 140 and 150 and Series 1 E-type exhaust manifolds were porcelain coated.
- e. Hose Clamps:** Hose clamps must match the original including the material, the finish, the configuration of the adjustable band, and the shape and style of the adjusting screw head. All pre-1975 hose clamps should have round head, straight-slot adjusting screws; their adjusting bands should be grooved, not perforated. (Hex-headed clamp adjusting screws did not appear until approximately 1975. Brand name is not judged. Clamp bands must be the appropriate length (size) for the application; clamps with MORE than approximately one inch of the band showing beyond the adjusting screw will receive a non-authentic deduction.
- f. Hoses:** Hoses must be the same size and shape as the original. Hoses reinforced with Kevlar or other synthetic materials are acceptable. Where applicable, the original stockinette covering is not required.
- g. Aftermarket Ignition:** No deduction for aftermarket electronic ignition systems using all stock components and showing only a “black box” mounted unobtrusively.
- h. Spark Plugs:** There is no deduction for the make or type of spark plugs; however, all installed spark plugs, which are normally visible, must match.

**Notes:**

## Appendix A

### List of Production Models

Marque	Note	Model/Engine Capacity	Announced	Years
				Current
Swallow		Austin Seven 2-Seater, 747 cc	1927	1927-1932
Swallow		Austin Seven Saloon, 747 cc	1928	1928-1932
Swallow		Fiat 509A Saloon, 990 cc	1929	1929-1930
Swallow		Standard 9 Saloon, 1287 cc	1929	1930-1932
Swallow		Swift 10 Saloon, 1190 cc	1929	1930-1931
Swallow		Standard 16 Saloon, 2054 cc	1931	1931-1932
Swallow		Wolseley Hornet 2-Seater, 1271 cc	1930	1931-1932
Swallow		Wolseley Hornet 4-Seater, 1271 cc	1931	1931-1932
Swallow		Wolseley Hornet Special (2&4 Seater), 1271 cc	1932	1932-1933
S.S.	(1)	S.S. I Coupe, 2054/2552 cc	1931	1932-1933
Swallow		Morris Cowley 2-Seater, 1550 cc	1927	1927-1928
S.S.		S.S. I Coupe/Saloon/Tourer, 2143/2663 cc	1933	1933-1936
S.S.		S.S. II Coupe, 1052 cc	1931	1932-1933
S.S.		S.S. II Coupe/Saloon, 1343/1608 cc	1933	1934-1936
S.S.		S.S. I Airline Saloon, 2143/2663 cc	1934	1935-1936
S.S.		S.S. I Drophead Coupe, 2143/2663 cc	1935	1935-1936
S.S.		S.S. 90 2-Seater Sports, 2663 cc	1935	1935
S.S.	(2)	Jaguar "1½" s.v. Saloon, 1608 cc	1935	1936-1937
S.S.	(3)	Jaguar "2½" o.h.v. Saloon & Tourer, 2663 cc	1935	1936-1937
S.S.		Jaguar 100, 2-Seater Sports, 2663 cc	1935	1936-1940
S.S.		Jaguar 100, 2-Seater Sports, 3485 cc	1938	1938-1940
Jaguar		Saloon, Drophead Coupe, 1776/2663/3485 cc	1945	1945-1948
Jaguar		Mark V Saloon/Drophead Coupe, 2663/3485 cc	1948	1949-1951
Jaguar	(4)	XK 120 Open 2-Seater, 3442 cc	1948	1949-1954
Jaguar		Mark VII Saloon, 3442 cc	1950	1950-1954
Jaguar		XK 120 Fixed-Head Coupe, 3442 cc	1951	1951-1954
Jaguar	(8)	XK 120C (C-type), 3442 cc	1951	1951-1953
Jaguar		XK 120 Drophead Coupe, 3442 cc	1953	1953-1954
Jaguar	(5)	D-Type, 3442 cc	1954	1955-1957
Jaguar		XK 140 FHC/DHC/Open, 3442 cc	1955	1955-1957
Jaguar		2.4L (MK I) Saloon, 2483 cc	1955	1955-1959
Jaguar		Mark VIIM Saloon, 3442 cc	1955	1955-1956
Jaguar		Mark VIII Saloon, 3442 cc	1956	1956-1959
Jaguar		XK SS, 3442 cc	1957	1957
Jaguar		3.4-litre (MK I) Saloon, 3442 cc	1957	1957-1959
Jaguar		XK 150 FHC/DHC, 3442 cc	1957	1957-1961
Jaguar		XK 150 Open 2-Seater, 3442 cc	1958	1958-1961
Jaguar		XK 150S FHC/DHC/Open, 3442 cc	1958	1958-1961
Jaguar		Mark IX Saloon, 3781 cc	1958	1958-1961
Jaguar		XK 150 FHC/DHC/Open 3781 cc	1959	1959-1961
Jaguar		XK 150S FHC/DHC/Open, 3781 cc	1959	1959-1961

<b>Marque</b>	<b>Note</b>	<b>Model/Engine Capacity</b>	<b>Announced</b>	<b>Years Current</b>
Jaguar	(6)	Mark 2 Saloon, 2483/3442/3781 cc	1959	1959-1967
Jaguar		E-Type (3.8) Coupe/Open, 3781 cc	1961	1961-1964
Jaguar	(6)	Mark 10 (3.8) Saloon/Limo, 3781 cc	1961	1961-1964
Jaguar	(6)	S-Type Saloon, 3442/3781 cc	1963	1963-1968
Jaguar		E-Type (4.2) Coupe/Open, 4235 cc	1964	1964-1967
Jaguar		E-Type (4.2) Coupe/Open, 4235 cc	1967	1967-1968
Jaguar	(6)	Mark 10 (4.2) Saloon/Limo, 4235 cc	1964	1964-1966
Jaguar		E-Type 2+2 Coupe, 4235 cc	1966	1966-1967
Jaguar		E-Type 2+2 Coupe, 4235 cc	1967	1967-1968
Jaguar	(6)	420 Saloon, 4235 cc	1966	1966-1968
Jaguar	(6)	420G Saloon/Limo, 4235 cc	1966	1966-1970
Jaguar		340 Saloon, 3442 cc	1967	1967-1969
Jaguar		240 Saloon, 2483 cc	1967	1967-1970
Jaguar		Series 2 E-type 2+2/Open/Coupe 4235 cc	1968	1968-1970
Jaguar		Series 1 XJ Saloon, 2781/4235 cc	1968	1968-1973
Jaguar		Series 3 E-Type 2+2/Open, 5343 cc	1971	1971-1975
Jaguar	(6)	Series 1 XJ12 Saloon, 5343 cc	1972	1972-1973
Jaguar		XJ6C 2-Door, 4-Seat, 4235 cc	1973	1975-1977
		Pillarless Hardtop Coupe (U.S. 74-76 only)		
Jaguar	(6)	XJ12C 2-Door, 4-Seat, 5343 cc	1973	1975-1977
		Pillarless Hardtop Coupe (U.S. 74-76 only)		
Jaguar		Series 2 XJ6, XJ 12	1973	1973-1974
Jaguar		Series 2 XJ6L & XJ12L Saloon, 6 cyl. (4235 cc) & 12 cyl. (5343 cc), WB 113 in.	1973	1973-1979
Jaguar		XJ-S 2-Door Coupe, 5343 cc	1975	1975-1996
Jaguar		Series III XJ12 Saloon	1979	1979-1982
Jaguar		Series III, XJ6 Saloon, 4235 cc	1979	1979-1987
Jaguar	(6)	Series III, V12 Saloon, 5343 cc	1981	1982-1992
Jaguar	(6)	XJ6 (XJ40) and Vanden Plas 3.6L	1986	1986-1989
Jaguar		XJ-SC (Cabriolet) 3.6L	1985	1986-1988
Jaguar		XJ-SC (Cabriolet) 5.3L	1986	1986-1988
Jaguar		XJ-S Coupe, 3.6L	1985	1986-1990
Jaguar		XJ-S Convertible - Hess and Eisenhardt 5.3L (USA only)	1986	1986-1988
Jaguar		XJ-S Factory 5.3L Convertible	1988	1988-1992
Jaguar		Sport XJR-S 5.3L	1988	1988-1989
Jaguar		Sport XJR6 3.6L	1988	1988-1989
Jaguar		Majestic (XJ40) 3.6 (USA only)	1989	1989 only
Jaguar	(6)	XJ (XJ40) Saloon 4.0L	1989	1989-1994
Jaguar		Sport XJR-S 6.0L Ltd. Edition	1989	1989
Jaguar		XJ-S Rouge 5.3L	1989	1990
Jaguar		Sport XJR-6 (XJ40) 4.0L	1990	1990-1994
Jaguar	(7)	XJ-S Classic Collection	1990	1990-1991

<b>Marque</b>	<b>Note</b>	<b>Model/Engine Capacity</b>	<b>Announced</b>	<b>Years Current</b>
Jaguar		XJS (Re-styled) 4.0L & 5.3L	1991	1992-1996
Jaguar	(6)	XJ12 (XJ40) and Vanden Plas 5.3L	1993	1993-1994
Jaguar	(6)	XJ (X300) 4.0L & 5.3L	1994	1994-1997
Jaguar		XJR (X300) 4.0L	1994	1994-1997
Jaguar		XK8 Coupe and Convertible	1996	1997-2006
Jaguar		XJ & XJR V8 4.0L (X308)	1997	1998-2003
Jaguar		S-TYPE 3.0L & 4.0L	1998	1999-2007
Jaguar		XKR Coupe and Convertible	1999	1999-2006
Jaguar		XKR Silverstone	2000	2000-2001
Jaguar		X-TYPE	2002	2002-2007
Jaguar		S-Type R	2002	2002-2007
Jaguar		XJ8/R (X350 Aluminum)	2003	2004-2009
Jaguar		XK & XKR Coupe and Convertible	2006	2007-On
Jaguar		XF	2007	2008-On
Jaguar		XJ	2010	2010-On

**NOTES:**

- (1) The S.S. I Coupe was re-styled during 1932.
- (2) This was the last side-valve engined car produced by the Company.
- (3) These and all new models, up to and including the Mark V, had o.h.v. pushrod engines.
- (4) The XK 120 and all subsequent Jaguars have had overhead camshaft engines.
- (5) Several of the D-types were subsequently run with 2.4, 3.8, or 3.9-liter engines.
- (6) Models also produced in Daimler variants.
- (7) Due to non-compliance with California Air Resources Board regulations, 1991 XJ-S models could not be sold there and 1990 models with identical Classic Collection specs and features were substituted.
- (8) Descriptive Terminology, e.g. "XK 120C" taken from factory literature.

**Notes:**



## Appendix B

### Original Equipment Tire and Wheel Information for SS & Jaguar Cars

The following information is based on the best data available and is for use in judging. Some non-North American and International models may not be included. This information may be superseded either by the tire and wheel data contained in the Owner's Manual for a specific model Jaguar or by the Tyre Recommendation Plate attached to the car. Recommendations for additions or corrections to this appendix are encouraged and may be sent to the Chairman of the Judge's Concours Rules Committee (the address can be found in the Clubs, JCNA Committees Section of the *Jaguar Journal*). A copy of the page(s) of the applicable Owner's Manual, or a photo of the Tyre Recommendation Plate, specifying the tire size and/or wheel description, should accompany all submissions.

<u>YEAR</u>	<u>MODEL / NOTE</u>	<u>TIRE SIZE</u>	<u>MFG.</u>	<u>TIRE</u>	<u>WHEEL</u>
<b><u>SS</u></b>					
1931-32	S.S. 1 Coupe	5.50 x 18	Dunlop	Fort 90	60 Spoke
1931-33	S.S. 2 Coupe <sup>1</sup>	4.75 x 18	Dunlop	Fort 90	48 Spoke
1932-36	S.S. 1 Coupe/Saloon/Tourer	5.50 x 18	Dunlop	Fort 90	60 Spoke
1933-34	S.S. 2 Coupe/Saloon	4.75 x 18	Dunlop	Fort 90	60 Spoke
1934-36	S.S. 2 Tourer	4.75 x 18	Dunlop	Fort 90	60 Spoke
1934-36	S.S. 1 Airline	5.50 x 18	Dunlop	Fort 90	60 Spoke
1935-35	S.S. 1 Drop Head Coupe	5.50 x 18	Dunlop	Fort 90	60 Spoke
1935-35	S.S. 90	5.50 x 18	Dunlop	Fort 90	60 Spoke
1935-37	S.S. Jaguar 1½ s.v. Saloon <sup>1</sup>	4.75 x 18	Dunlop	Fort 90	60 Spoke
1935-37	S.S. Jaguar 2½ o.h.v. Saloon/Tourer	4.75/5.50 x 18	Dunlop	Fort 90	60 Spoke
1935-41	S.S. Jaguar 100 2½, 3½	5.25/5.50 x 18	Dunlop	Fort 90	60 Spoke
1935-38	S.S. Jaguar 1½ All Steel Saloon	4.75/5.25 x 18	Dunlop	Fort 90	60 Spoke
1935-38	S.S. Jaguar 2½, 3½ All Steel Saloon\DHC	5.50 x 18	Dunlop	Fort 90	60 Spoke
<b><u>MKIV</u></b>					
1945-48	1½, 2½, 3½ Jaguar (Mk IV)	5.50 x 18	Dunlop	Fort 90	60 Spoke
<b><u>MKV</u></b>					
1948-50	MK V <sup>2</sup>	6.70 x 16	Dunlop	Super Comfort	Pressed Steel 5x16

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
<b><u>XKs</u></b>					
1948-54	XK 120	6.00 x 16	Dunlop	Roadspeed RS4 (Later RS5) & Racing	Pressed Steel 4½x16, 5x16 54 Spoke Wire 5x16
1954-57	XK 140	6.00 x 16	Dunlop Racing	Roadspeed RS5 54 Spoke Wire 5x16	Pressed Steel 5x16
1957-61	XK 150	6.00 x 16	Dunlop	Roadspeed RS5 Racing	Pressed Steel 5½x16 54 Spoke Wire 5x16 June '58 - 60 Spoke Wire 5x16
<b><u>C and D Types, XKSS</u></b>					
1951-54	XK 120C (C-Type)	(Front) 6.00 x 16 (Rear) 6.50 x 16	Dunlop	Racing	54 Spoke (Early) 60 Spoke (Late)
1955-57	D-Type & 1957 XKSS	6.50 x 16	Dunlop	Racing	5.00 x 16 light alloy perforated disc
<b><u>Large Saloons</u></b>					
1950-57	MK VII, MK VIIM <sup>2</sup>	6.70 x 16	Dunlop	Super Comfort	Pressed Steel 5x16
1956-59	MK VIII <sup>2</sup>	6.70 x 16	Dunlop	Super Comfort	Pressed Steel 5x16
1958-61	MK IX <sup>2</sup>	6.50/6.70 x 16	Dunlop	Super Comfort	Pressed Steel 5½x16
1961-64	MK 10 (3.8)	7.50 x 14	Dunlop	Roadspeed RS5	Pressed Steel 5½x14
1964-66	MK 10 (4.2)	205 x 14	Dunlop	SP-41 (Radial)	Pressed Steel 5½x14
1966-68	420G	205 x 14	Dunlop	SP-41 (Radial)	Pressed Steel 5½x14
<b><u>Small Saloons</u></b>					
1955-59	2.4 (MK 1)	6.40 x 15	Dunlop	Super Balloon	Pressed Steel 4½x15 72 Spoke Wire 4½x15
1955-59	3.4 (MK 1)	6.40 x 15	Dunlop	Roadspeed RS4	Pressed Steel 4½x15 72 Spoke Wire 4½x15 after chassis #127785-lhd
1959-67	MK 2 (2.4, 3.4, 3.8) Factory authorized <sup>3</sup>	6.40 x 15 185HR15	Dunlop Dunlop	Roadspeed RS5 SP-41 (Radial)	Pressed Steel 5x15 72 Spoke Wire 5x15
1963-68	3.4S, 3.8S radial after 3.4-1B25084 & 3.8-1B75382	6.40 x 15 185HR15	Dunlop Dunlop	Roadspeed RS5 SP-41/SP-68 (Radial)	Pressed Steel 5½x15 72 Spoke Wire 5½x15
1966-68	420	6.40 x 15 185 HR15	Dunlop Dunlop	Roadspeed RS5 SP-41 (Radial)	Pressed Steel 5½x15 72 Spoke Wire 5½x15
1967-69	240, 340	6.40 x 15 185HR15	Dunlop Dunlop	Roadspeed RS5 SP-41 (Radial)	Pressed Steel 5½x15 Optional 72 Spoke Wire 5½x15

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
<b><u>E-Types</u></b>					
1961-67	E-type (Ser 1) 3.8, 4.2 <sup>4</sup>	6.40 x 15	Dunlop	Roadspeed RS5	Pressed Steel 5x15
			Dunlop	Racing	72 Spoke Wire 5x15
1967-68	(Option after 10/65) E-type (Ser 1½) 4.2 <sup>4</sup>	185HR15	Dunlop	SP-41 (Radial)	
		185HR15	Dunlop	SP-41 (Radial)	Pressed Steel 5x15
1968-70	Series 2 E-type	185HR15	Dunlop	SP-41 (Radial)	72 Spoke Wire 5x15
					72 Spoke Wire 5x15
1971-75	Series 3 E-type <sup>5</sup>	ER70VR15	Dunlop	SP Sport (Radial)	Slotted Pressed Steel 5x15 (Optional)
					Astro Pressed Steel 6x15
					Triple Laced 72 Spoke Wire 6x15
<b><u>XJ6/12 Series 1</u></b>					
1968-73	Series 1 XJ6, XJ12, XJ6L, XJ12L <sup>5</sup>	ER70VR15	Dunlop	SP Sport	Slotted Pressed Steel 6x15
<b><u>XJ6/12 Series 2</u></b>					
1973-79	Series 2 XJ6, XJ6L, XJ6C, XJ12, XJ12L, XJ12C <sup>5</sup>	ER70VR15	Dunlop	Formula 70	Slotted Pressed Steel 6x15
		205/70VR15	Dunlop	SP Sport	Slotted Pressed Steel 6x15
				(XJ12 1977-79) 5-Spoke Kent Polished	
<b><u>XJ6/12 Series III</u></b>					
1979	Series III XJ6	ER70VR15	Dunlop	Formula 70	SP Sport Pressed Steel w/ Trim Ring 6Jx15
1979-87	Series III XJ6	ER70VR15	Dunlop	Formula 70	5-Spoke Kent Alloy 6x15
		205/70VR15	Pirelli	P5	5-Spoke Kent Alloy 6x15
1979-82	Series III XJ12	215/70VR15	Dunlop	Formula 70	5-Spoke Kent Alloy
1982-92	Series III V12	215/70VR15	Pirelli	P5	Ogle Perforated Alloy or 5-Spoke Kent Alloy
1984-87	XJ6 Sovereign	215/70VR15	Pirelli	P5	Ogle Perforated Alloy

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
<b><u>XJS</u></b>					
1975-81	XJS Coupe	205/70VR15	Dunlop	SP Super	5-Spoke Kent Alloy 6JKx15
		205/70VR15	Pirelli	P5 Super	5-Spoke Kent Alloy 6JKx15
		205/70VR15	Michelin	XWX Super	5-Spoke Kent Alloy 6JKx15
1981-86	XJS HE and XJS 3.6	215/70VR15	Pirelli	P5	5-Spoke Starfish (Grey Highlights) 6.5x15
	(Non-US)	P215/70VR15	Dunlop	SP Super D7	Ogle Perforated Alloy 6x15
1986-88	XJSC Cabriolet XJS V12	(Non-US) P215/70VR15	Pirelli	P5	5-Spoke Starfish (Grey Highlights) 6.5x15
		215/70VR15	Pirelli	P5 or	Lattice 6.5JKx15, 03/88-on, or
		215/70VR15	Dunlop	D7 Sport Super	5-Spoke Starfish 6.5JKx15
1988	XJR-S Le Mans	245/55ZR16	Dunlop	D-40-M2	Radial Alloy 7x16
1989-91	XJS	235/70VR15	Pirelli	P600	Lattice 6.5JKx15
					5-Spoke Starfish
1991	XJS Classic	215/70VR15	Pirelli	P5	Lattice 6.5JJx15 (Body Highlights or Chrome)
		235/60ZR15	Goodyear	Eagle NCT60	Lattice 15x6.5J (Plain or Chrome)
1992	XJS (Redesigned)	235/60ZR15	Goodyear	Eagle NCT60	Lattice 7x15
1993	XJS	235/60VR15	Pirelli	P4000	Lattice 6.5x15
	XJR-S JaguarSport	(Front) 225/50ZR16	Goodyear	Eagle NCT60	JaguarSport Rectangular Slotted 8x16
		(Rear) 245/55ZR16			
		(Spare) 205/70R15			Speedline Alloy Spare
		(Spare) 205/70R15	Dunlop	D7	Speedline 7.5x15
1994	XJS 6 cyl	235/60ZR15	Goodyear	NTC	Lattice (US Standard) 6.5x15
	XJS 6 cyl Sport	225/55VR16	Pirelli	P600	Alloy Painted 5-Spoke 7x16
	XJS 12 cyl	225/60ZR16	Pirelli	P4000E	5-Spoke Diamond Turned Gold 7x16
1995-96	XJS 6 cyl	225/60ZR16	Pirelli	P4000	5-Spoke Diamond Turned 7x16
1995	XJS 12 cyl	225/55VR16	Pirelli	P4000E	20-Spoke Diamond Turned 7Jx16
					(Chrome 5-Spoke optional)
1996	XJS Convertible	225/60ZR16	Pirelli	P4000E	Diamond Turned 11-Slot Aero Sport 7Jx16

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
<b><u>XJ6/12 (XJ40)</u></b>					
1987-92	XJ6	205/70VR15	Pirelli	P5	Radial Alloy 7x15
1993	XJ6	225/65ZR15	Pirelli	P4000	(XJ6) Radial 7x15, (VP) Roulette 7x15
1994	XJ6	225/60ZR16	Pirelli	P4000E	Kiwi Alloy 7x16
1994	XJ12 (early)	225/60ZR16	Pirelli	P4000E	Lattice 7x16
1994	XJ12 (late)	225/60ZR16	Pirelli	P4000	20 Spoke Alloy 7x16
1994	Vanden Plas	225/60ZR16	Pirelli	P4000E	Aero Alloy 7x16
<b><u>XJ220</u></b>					
1988	XJ220 Prototype	295/40ZR17	Pirelli	P Zero	Speedline One-piece Alloy 9x17
1991	XJ220	(Front) 255/45ZR17 (Rear) 345/35ZR18	Bridgestone Bridgestone	Experia Experia,	Speedline One-piece Alloy 9x17 Speedline One-piece Alloy 14x18
1993	XJ220C	(Front) 250/640R18 (Rear) 315/655R18	Dunlop Dunlop	Racing Slicks Racing Slicks	JaguarSport Speedline 10x18 JaguarSport Speedline 13x18
<b><u>XJ6 (X300) (See Note #6)</u></b>					
1995-97	XJ6 & '97 XJ6L	225/60ZR16	Pirelli	P4000e	Dimple Cast Alloy-Diamond Polished 7Jx16
1995	Vanden Plas	225/60ZR16	Pirelli	P4000e	Aero Cast Alloy-Diamond Polished 7Jx16
1996-97	Vanden Plas	225/60ZR16	Pirelli	P4000e	20-spoke Cast Alloy-Diamond Polished 7Jx16
1995-96	XJ12	225/60ZR16	Pirelli	P4000e	20 Spoke Cast Alloy-Diamond Polished 7Jx16
1995-97	XJR	255/45ZR17	Pirelli	P Zero	Sport Cast Alloy 8x17

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
<b><u>X-TYPE (2004-2007) (See Note #6)</u></b>					
2002-02.5	X-TYPE 2.5	205/55R16 91H	Continental	Conti Touring Contact	X-10 Cast Alloy 16x6.5
2002-02.5	X-TYPE 3.0	205/55R16 91H	Continental	ContiTouring Contact	X-5 Cast Alloy 16x6.5
2002		(Option) 225/45R17	Pirelli	P Zero A-Sport	X-10 Sport Cast Alloy 17x7.0
2002.5		(Option) 225/45R17	Continental	ContiSport Contact	X-10 Sport Cast Alloy 17x7.0
2003	X-TYPE 2.5	205/55R16 91H	Continental	ContiTouring Contact	X-10 Cast Alloy 16x6.5
2003	X-TYPE 3.0	225/45R17 91H	Continental	ContiTouring Contact	X-7 Flute Cast Alloy 17x7.0
		(Option) 225/45R17 91H	Continental	ContiTouring Contact	X-10 Sport Cast alloy 17x7.0
		(Option) 225/45R17 91H	Continental	ContiTouring Contact	X-Triple 5 Cast Alloy 17x7.0
	(R Performance Option)	225/40R18	Pirelli	P Zero Nero	Melbourne 2-piece 18x7.5
	(R Performance Option)	225/40R18	Pirelli	P Zero Nero	Indianapolis 2-piece 18x7.5
2004	X-TYPE 2.5	205/55R16 91H	Continental	ContiTouring Contact	Tobago Cast Alloy 16x6.5
2004	X-TYPE 3.0	225/45R17 91H	Continental	ContiTouring Contact	Cayman Forged Alloy 17x7.0
2004	X-TYPE 3.0 Sport	225/40R18	Pirelli	P Zero Nero	Aruba Forged Alloy 18x7.5
2004		(Option w/Sport) 225/45R17 91H	Continental	ContiTouring Contact	X-Ten Sport Cast Alloy 17x7.0
2004	X-TYPE 3.0 Luxury	225/45R17 91H	Continental	ContiTouring Contact	Andros Forged Alloy 17x7.0
2004		(R Performance Option) 225/40R18	Pirelli	P Zero Nero	Melbourne 2-piece 18x7.5
2004	X-Type	255/45ZR17	Pirelli	P Zero	Sport Cast Alloy 8x17
2004	X-Type Estate Wgn	225/45 R17	Pirelli	P Zero	Andros Cast Alloy 7x17
2004	X-Type Sports	225/45 R17	Pirelli	P Zero	Andros Cast Alloy 7x17
2004	X-Type 2.5	205/55 HR16	Pirelli	All Season	Tobago 7-Spoke Alloy 6.5x16
2004	X-Type 3.0 Sports	225/45 R17	Pirelli	P Zero	Agulia 5x2-Spoke Alloy 7x17
2004	X-Type 3.0 Sports	225/45 R18	Pirelli	P Zero	Aruba Cast Alloy 7.5x18
2004	X-Type 3.0 Sports	225/45 R18	Pirelli	P Zero (Optional)	Melborne 2-Piece Alloy 7.5x18
2004	X-Type 3.0	225/45 HR17	Pirelli	All Season	Cayman Alloy 7x17
2005	X-Type 2.5	205/55 HR16	Pirelli	All Season	Tobago 7-Spoke Alloy 6.5x16
2005	X-Type 3.0	225/45 HR17	Pirelli	All Season	Cayman 7-Spoke 7x17
2005	X-Type Wagon	225/45 HR17	Pirelli	All Season	Cayman 7-Spoke 7x17

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
2006	X-Type 3.0	205/55 HR16		All Season	Antares 15-Spoke 6.5x16
2006	X-Type 3.0	205/55 HR16		All Season	Tobago 7-Spoke 6.5x16
2006	X-Type Sport Wagon	225/45 HR17		All Season	Cayman 7-Spoke 7x17
2006	X-Type 3.0 Sports	225/45 HR17		All Season	Agulia 5x2-Spoke Alloy 7x17
2006	X-Type 3.0 VDP	225/45 HR17		All Season	Belize 12-Spoke 7x17
2006	X-Type 3.0	225/40 ZR18		Optional All Models	Proteus 5-Spoke 7x18 Space Saver Spare
2007	X-Type 3.0	205/55 HR16		All Season	Antares 10-Spoke 6.5x16
2007	X-Type Wagon	225/45 HR17		All Season	Bermuda 5x2-Spoke 7x17
2007	X-Type 3.0 Lux Pkg	225/45 HR17		Optional	Belize 12-Spoke 7x17
2007	X-Type 3.0 Lux Pkg	225/40 ZR18	Pirelli	P-Zero (Optional) All models	Aruba 15-Spoke 7x18 16 " Space Saver Spare
2008	X-Type 3.0	205/55 HR16		All Season	Antares 10-Spoke 6.5x16
2008	X-Type Wagon	225/45 HR17		All Season	Bermuda 5x2-Spoke 7x17
2008	X-Type 3.0 Lux Pkg	225/45 HR17		Optional	Belize 12-Spoke 7x17
2008	X-Type 3.0 Lux Pkg	225/40 ZR18	Pirelli	P-Zero (Optional) All models	Aruba 15-Spoke 7.5x18 16 " Space Saver Spare
<b>S-TYPE (See Note #6)</b>					
1999-01	S-TYPE 3.0	225/55HR16 94H	Bridgestone	EL42	Dynamic Cast Alloy 16x7.5
		(Option) 235/50ZR17 96Y	Pirelli	P Zero	Sport Cast Alloy 17x8.0
1999-01	S-TYPE 4.0	225/55HR16 94H	Bridgestone	EL42	Spirit Cast Alloy 16x7.5
		(Option) 235/50ZR17 96Y	Pirelli	P Zero	Sport Cast Alloy 17x8.0
2001	(R Performance Option)	245/40ZR18 97Y	Pirelli	P Zero	Monaco 2-piece 18x8
2002-04	S-TYPE 3.0	225/55HR16 94H	Continental	CH95	Artemis Cast Alloy 16x7.5
2002-04	S-TYPE 4.2	235/50HR17	Michelin	Pilot HX MXM4	Kronos Cast Alloy 17x7.5
2002-04	(Sport Option)	235/50HR17	Michelin	Pilot HX MXM4	Herakles Cast Alloy 17x7.5
2002-03	(Performance Option)	245/40ZR18 97Y	Pirelli	P Zero A	Monaco 2-piece 18x8.0

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
2002-04	S-TYPE 4.2R	(Front) 245/40ZR18 97Y (Rear) 275/35ZR18	Continental	CSC1-R	Zeus Forged Alloy 18x8.0
2004	(R Performance Option)	245/40ZR18 97Y	Pirelli	P Zero A	Zeus Forged Alloy 18x9.5
		(Option) 245/40ZR18 97Y	Continental	ProContact	Monaco 2-piece 18x8.0
2004	S-Type	255/45ZR17	Pirelli	P Zero	Sport Cast Alloy 8x17
2004	S-Type Sports	2_5/45ZR18	Pirelli	P Zero	Triton Alloy 8x18
2004	S-Type 3.0	225/55 R16			Artemis Alloy 7.5x16
2004	S-Type 4.2	235/50 R17			Kronos Alloy 7.5x17
2004	S-Type R	(Front) 245/40ZR18 (Rear) 275/35ZR18			Zeus Alloy 8x18 Zeus Alloy 9.5x18
2005	S-Type 3.0	235/50 R17			Kronos Alloy 7.5x17
2005	S-Type 3.0 Sport	245/40 R18			Triton Alloy 7.5x18
2005	S-Type 3.0 Sport	245/40 R18			Mercury Alloy 7.5x18
2005	S-Type 4.2	235/50 R17			Juno Alloy 7.5x17
2005	S-Type 4.2 Sport	245/40 R18			Triton Alloy 7.5x18
2005	S-Type 4.2 Sport	245/40 R18			Mercury Alloy 7.5x18
2005	S-Type VDP	235/50 R17		All Season	Aurora Alloy 7.5x17
2005	S-Type R	(Front) 245/40ZR18 (Rear) 275/35ZR18			Vulcan Alloy 8x18 Vulcan Alloy 9.5x18
2006	S-TYPE 3.0	235/50HR17		All Season	Antares 15-Thin Spoke 17x7.5
2006	S-TYPE 4.2	235/50HR17		All Season	Juno 7-Spoke 17x7.5
2006	S-TYPE 4.2 VDP	235/50HR17		All Season	Aurora 7-Spoke 17x8
2006	S-TYPE R	(Front) 245/40HR18 (Rear) 275/35HR18		Performance	Vulcan 5-Spoke 18x8
				Performance	Vulcan 5-Spoke 18x9.5
2006	S-TYPE 3.0 Premium Pkg	245/40HR18		All Season	Triton 10-Thin Spoke 18x8.5.
2006	S-TYPE 4.2 Premium Pkg	245/40HR18		All Season	Triton 10-Thin Spoke 18x8.5
2006	S-TYPE Aluminum Spt Pkg	245/40HR18		All Season	Valencia 16-Thin Spoke 18x8.5
2007	S-TYPE 3.0	235/50HR17			Antares 17x7.5
2007	S-TYPE 3.0 & 4.2	245/40HR18		All Season (Optional)	Triton 18x8
2007	S-TYPE 4.2	235/50HR17			Juno 17x7.5



YEAR	MODEL / NOTE		TIRE SIZE	MFG.	TIRE	WHEEL
2007	S-TYPE R	(Front)	245/40ZR18			Vulcan 18x8
		(Rear)	275/35HR18			Vulcan 18x9.5
2007	S-TYPE R		275/30HR19		Optional	Barcelona 19x8
2008	S-TYPE 3.0 V6		245/40HR18		All Season	Triton 10 x 2 Thin Spoke 18x8
2008	S-TYPE 4.2 V8		245/40ZR18		All Season	Vulcan 5-Spoke 18x8
2008	S-TYPE R V8	(Front)	245/35ZR19			Barcelona 5x2-Spoke 19x8
		(Rear)	275/30ZR19			Barcelona 5x2-Spoke 19x9.5

**XJ8-XJR (X308) (See Note #6)**

1998-03	XJ8/L		225/60ZR16 98W	Pirelli	P4000e/P6000	Starburst Cast Alloy 7Jx16
1998-99	XJR		255/40ZR18 95W	Pirelli	P Zero A	Penta Forged Alloy 8Jx18
2000-03	XJR		255/40ZR18 95W	Pirelli	P Zero A	Asteroid Cast Alloy 8Jx18
		(R Performance Option)	255/35ZR19 96W	Pirelli	P Zero A	Milan 2-piece 8.5x19
2001-03		(Alternate)	225/60HR16 98W	Michelin	Pilot HX MXM4	
1998-00	Vanden Plas		225/60ZR16 98W	Pirelli	P4000e	Crown Cast Alloy 7Jx16
2001-03	Vanden Plas & Sovereign		225/60ZR16 98W	Pirelli	P6000	Lunar Cast Alloy 7Jx16
		(Alternate)	225/60HR16 98W	Michelin	Pilot HX MXM4	
2001-03	Super V8		235/50ZR17 98W	Pirelli	P6000	Solar Cast Alloy 7.5x17
2001-03	XJ Sport		255/40ZR18 95W	Pirelli	P Zero A	Penta Cast Alloy 8x18

**XJ8-XJR (X350 Aluminum) (See Note #6)**

2004	XJ8 4.2		235/55R17 99H	Pirelli	P6	Elegant Cast Alloy 7.5x17
		(Alternate)	235/55R17 99H	Continental	CH95	
2004	Vanden Plas		235/50R18 97H	Continental	CH95	Dynamic Forged Alloy 8.0x18
		(Alternate)	235/50R18 97H	Michelin	Pilot HX MXM4	
2004	XJ8		235/55 R17	Pirelli	P Zero A	Elegant 10 -poke Alloy 7.5x17
	Optional wheels		235/55 R19	Pirelli	P Zero A	Matching Spare
			235/50 R18	Pirelli	P Zero A	Custom Cast Alloy 8.5 x 19
						Dynamic 8-spoke Alloy 8 x 18

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
2004	XJR	235/55 R18 255/40 R19	Pirelli Pirelli	P Zero A P Zero A	Luxury Cast Alloy 8 x 18 R-Performance Alloy 8.5x19 Matching Spare
2004	Optional wheels VDP	255/35 R20 255/40ZR18	Pirelli Pirelli	P Zero A P Zero A	Sepang BBS 2-piece Alloy 8.5x20 Dynamic Cast Alloy 8x18 Matching Spare
2004	Concept 8	255/35ZR21	Pirelli	P Zero A	Penta Cast Alloy 8x21
2004	Super V8 Portfolio	255/35ZR20	Dunlop	P Zero A	Callisto 5-Spoke Alloy 9x20
2004	Daimler (XLWB)	225/60ZR16	Pirelli	P Zero A	Penta Cast Alloy 7x16
2004	XJR (R Performance Option)	255/40R19 96Y 255/35ZR20 97Y	Pirelli Michelin	P Zero A Pilot Sport	Performance Forged Alloy 8.5x19 Sepang 2-piece 9.0x20
2005	XJ8, XJ8L	235/50 HR18		All Season	Dynamic 8-Spoke 8x18
2005	VDP	255/40 HR18		All Season	Rapier 20-Spoke 8x18
2005	XJR	255/40 HR19		All Season	Performance 5x2-Spoke 8.5x19
2005	Super V8	255/40ZR19			Custom 5-Spoke Star 8.5x19
2005	XJR	255/35ZR20		All models above Optional	Matching Spare Sepang 15-Spoke 8x20 Space Saver Spare
2006	VDP	235/50 HR18		All Season	Dynamic 8-Spoke 8x18
2006	VDP	235/50 HR18		All Season	Rapier 20-Spoke 8x18
2006	XJ8 & XJ8L	235/50 R18		All Season	Tucana 15-Thin Spoke 8x18
2006	XJR	255/40 ZR19			Sabre 5-Thick Spoke 8.5x19
2006	XJ Super V8	255/40 ZR19			Custom 5-Star Spoke 8.5x19
2006	XJR	255/35 ZR20		Optional	Sepang 15-Thin Spoke 8x20
2006	XJ Super V8	255/35ZR20		Optional	Callisto Cast Alloy 8x20
2007	XJ8 & XJ8L	235/50 HR18		All Season	Tucana 15-Spoke 8x18
2007	VDP	235/50 HR18		All Season	Rapier Cast Alloy 8x18
2007	XJR, Super V8	255/35ZR20		Optional	Sepang 15-Spoke 8x20
2007	XJ Super V8	255/40ZR19			Custom Cast Alloy 8.5x19
2007	XJR	255/40ZR19		All Models	Matching Full Size Spare Sabre Cast Alloy 8.5x19

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
2007	XJ8, XJ8L, VDP	255/40ZR19		XJR Only Optional	Space Saver Spare Custom Cast Alloy 8x19
2007	XJ8, XJ8L, VDP, XJR, Super V8	255/40ZR19		Optional	Custom <u>Chrome</u> Alloy 8x19
2008	XJ8, XJ8L	235/50 HR18		All Season	Tucana 15-Spoke 8x18
2008	XJ8, XJ8L	255/40 HR19		Optional	Polaris 5x2-Spoke 8.5x19
2008	VDP	255/40 HR19		All Season	Carelia 10-Thick Spoke 8.5x19
2008	XJR	255/35ZR20			Cremona 5-Spoke 9x20
2008	VDP	255/35ZR20		Optional	Callisto 5-Spoke 9x20
2008	XJ8 & XJ8L, VDP	255/40ZR19		Optional	<u>Chrome</u> Sabre 5-Spoke 8.5x19 Matching Full Size Spare
2008	Super V8	255/40 HR19		All Season	Carelia 10-Thick Spoke 8.5x19
2008	Super V8	255/35ZR20			Callisto 5-Spoke 9x20
2008	XJ8 & XJ8L, VDP	255/40ZR19		Optional	<u>Chrome</u> Sabre 5-Spoke 8.5x19 Space Saver Spare
2009	XJ	Standard (Front)	235/50 HR19	All Season	Aleutian 10-Spoke 9x19
	XJL	Optional (Rear)	235/50 HR19	All Season	Aleutian 10-Spoke 10x19
2009	XJL	Standard (Front)	255/40 HR19		Toba 5-Spoke 9x19
	XJ	Optional (Rear)	235/50 HR19	All Season	Toba 5-Spoke 10x19
2009	XJ, XJL	Optional (Front)	255/35ZR20		Amirante 8x2-Short Spoke w/Disc 9x20
	Supercharged	Optional (Rear)	235/50 HR20	All Season	Amirante 8x2- Short Spoke w/Disc 10x20
	Supersport	Optional			
2009	Supercharged XJ & XJL	Standard (Front)	255/40ZR20		Kasuga 10x2-Spoke 9x20
	XJ, XJL, Supersport	Optional (Rear)	235/50 HR20	All Season	Kasuga 10x2-Spoke 10x20
2009	All XJ models	Optional (Front)	255/40ZR20		Kasuga Polished 10x2-Spoke 9x20
		(Rear)	235/50 HR20	All Season	Kasuga Polished 10x2-Spoke 10x20
2009	All XJ models	Optional (Front)	255/40ZR20		Orona 8-Spoke 9x20
		(Rear)	235/50 HR20	All Season	Orona 8-Spoke 10x20
2009	All XJ models	Optional (Front)	255/40ZR20		Orona Polished 8-Spoke 9x20
		(Rear)	235/50 HR20	All Season	Orona Polished 8-Spoke 10x20
2009	XJ & XJL Supersport	Standard (Front)	255/40ZR20		Mataiva 5x3-Thin Spoke 9x20
		(Rear)	235/50 20	All Season	Mataiva 5x3-Thin Spoke 10x20
					Matching Full Size Spare
2009	Super V8		255/40 HR19	All Season	Carelia 10-Thick Spoke 8.5x19

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
2009	Super V8			255/35ZR20	Callisto 5-Spoke 9x20
2009	XJ8 & XJ8L, VDP			255/40ZR19	Optional Chrome Sabre 5-Spoke 8.5x19 Space Saver Spare
<b><u>XK8-XKR (See Note #6)</u></b>					
1997-99	XK8 & '97 Nieman Marcus	245/50ZR17	Pirelli	P Zero	Revolver Alloy 17x8 (Chrome Optional)
1997-99	XK8 Option	(Front) 245/45ZR18 (Rear) 255/45ZR18	Pirelli Pirelli	P Zero P Zero	7 Flute 18x8 7 Flute 18x9
2000-02	XK8	245/50ZR17	Pirelli	P Zero	Lamina 5-spoke Alloy 17x8
2002-02	XK8 Option	(Front) 245/45ZR18 (Rear) 255/45ZR18	Continental Continental	ContiSport Contact ContiSport Contact	Impeller Double 7-spoke Alloy 18x8 Impeller Double 7-spoke Alloy 18x9
2000-02	XKR	(Front) 245/45ZR18 (Rear) 255/45ZR18	Continental Continental	ContiSport Contact ContiSport Contact	Double 5 10-spoke Alloy 18x8 Double 5 10-spoke Alloy 18x9
2001	XKR Silverstone & 02-04 XKR Option	(Front) 255/35ZR20 (Rear) 285/30ZR20	Pirelli Pirelli	P Zero P Zero	Detroit BBS 5-spoke Alloy 20x9 2-piece Detroit BBS 5-spoke Alloy 20x10 2-piece
2002	XKR 100 & 02-04 XKR Option	(Front) 255/35ZR20 (Rear) 285/30ZR20	Pirelli Pirelli	P Zero P Zero	Montreal BBS 9-spoke Alloy 20x9 2-piece Montreal BBS 9-spoke Alloy 20x10 2-piece
2003	XK8	(Front) 245/45ZR18 (Rear) 255/45ZR18	Continental Continental	ContiSport Contact ContiSport Contact	Centaur 7-spoke Alloy 18x8 Centaur 7-spoke Alloy 18x9
2003	XK8 Option	(Front) 245/40ZR19 (Rear) 255/40ZR19	Pirelli Pirelli	P Zero P Zero	Apollo 5-spoke Alloy 19x8 Apollo 5-spoke Alloy 19x9
2003	XKR	(Front) 245/45ZR18 (Rear) 255/45ZR18	Continental Continental	ContiSport Contact ContiSport Contact	Hydra Double 7-spoke Alloy 18x8 Hydra Double 7-spoke Alloy 18x9
2002-04	XKR Option	(Front) 255/35ZR20 (Rear) 285/30ZR20	Pirelli Pirelli	P Zero P Zero	Paris BBS 5-spoke Alloy 20x9 2-piece Paris BBS 5-spoke Alloy 20x10 2-piece
2004	XK8	(Front) 245/45ZR18	Continental	ContiSport Contact	Centaur 7-spoke Alloy 18x8
2004	XKR	245/45ZR18	Continental	P Zero	Hydra Alloy 18x8
2004	XKR Portfolio	(Front) 255/35ZR20 (Rear) 285/30ZR20	Pirelli Pirelli	P Zero P Zero	Detroit BBS 5-spoke Alloy 20x9 2-piece Detroit BBS 5-spoke Alloy 20x10 2-piece

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
2004	XKR Premium	(Front) 245/50ZR19 (Rear) 245/50ZR19	Pirelli Pirelli	P Zero P Zero	Atlas Alloy 19x8 Atlas Alloy 19x8
2004	XKR Performance	(Front) 245/50ZR20 (Rear) 245/50ZR20	Pirelli Pirelli	P Zero P Zero	Detroit, Sepang Alloy 20x8 Lamina 5-spoke Alloy 20x9
2004	XKR Performance	(Front) 245/50ZR20 (Rear) 245/50ZR20	Pirelli Pirelli	P Zero P Zero	Montreal BBS 2-piece Alloy 8x20 Lamina 5-spoke Alloy 8x20
2004	XKR Portfolio	(Front) 255/35ZR20 (Rear) 285/30ZR20	Pirelli Pirelli	P Zero P Zero	BBS 2-piece Alloy 8x20 BBS 2-piece Alloy 8x20
				Optional Wheels Optional Wheels Optional Wheels	Detroit R Performance 8x20 Paris R Performance 8x20 Montreal R Performance 8x20
2005	XK8	245/40ZR18	Continental		Aris 14-Twin Spoke 8x18
2005	XK8	245/50ZR17	Pirelli		Gemini (Canada Only) 8x17
2005	XKR	245/45ZR18	Pirelli		Hydra 8x18
2005	XK8 Carbon Fiber	(Front) 245/40ZR19 (Rear) 255/40ZR19	Pirelli Pirelli	P Zero P Zero	Atlas 10-spoke Alloy 8x19 Atlas 10-spoke Alloy 8x19
	Optional	(Front) 245/40ZR18 (Rear) 255/40ZR18	Pirelli Pirelli	P Zero P Zero	Aris 14-Twin Spoke 8x18 Aris 14-Twin Spoke 8x18
	Optional	(Front) 245/40ZR20 (Rear) 255/40ZR20	Pirelli Pirelli	P Zero P Zero	BBS Sepang 15- Spoke 8x20 BBS Sepang 15- Spoke 8x20
2005	XKR	(Front) 245/40ZR19 (Rear) 255/40ZR19	Pirelli Pirelli	P Zero P Zero	Hydra 14-Twin Spoke Alloy 8x19 Hydra 14-Twin Spoke Alloy 9x19
2005	XKR			Optional Wheel	BBS 8x20
2005	XKR Premium	(Front) 245/50ZR19 (Rear) 245/50ZR19	Pirelli Pirelli	P Zero P Zero	Aris Alloy 8x19 Aris Alloy 8x19
2005	XKR Premium	(Front) 245/40ZR19 (Rear) 245/40ZR19	Pirelli Pirelli	P Zero P Zero	Atlas Alloy 8x19 Atlas Alloy 8x19
2005	XKR Premium	(Front) 245/50ZR19 (Rear) 245/50ZR19	Pirelli Pirelli	P Zero P Zero	Hydra Alloy 8x19 Hydra Alloy 8x19
2005	XKR	(Front) 245/40ZR19 (Rear) 255/40ZR19	Continental Continental		Hydra 14-Twin Spoke Alloy 8x19 Hydra 14-Twin Spoke Alloy 9x19

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
2005	XKR (Optional)	(Front) 255/35ZR20 (Rear) 285/30ZR20	Pirelli Pirelli		Montreal 9-Spoke Alloy 8x20 Montreal 9- Spoke Alloy 8x20
2005	XKR	(Front) 245/40ZR19 (Rear) 255/40ZR19	Pirelli Pirelli	P Zero P Zero	Atlas 10-Spoke Alloy 8x19 Atlas 10-Spoke Alloy 8x19
2005	XK8 (Optional)	(Front) 245/40ZR19 (Rear) 255/40ZR19	Pirelli Pirelli	P Zero P Zero	Atlas 10-Spoke Alloy 8x19 Atlas 10-Spoke Alloy 8x19
2005	XKR (Optional)	(Front) 255/35ZR20 (Rear) 255/35ZR20	Pirelli Pirelli	P Zero P Zero	Atlas 10-Spoke Alloy 8x20 Atlas 10-Spoke Alloy 8x20
2005	XKR (Optional)	235/50 R17		(Canada Only)	Gemini 10-Spoke Star 8x17
2006	XK8	245/45ZR18	Continental	(US Standard)	Aris 14-Twin Spoke 18x8
2006	XK8	245/45ZR18	Continental	(Canadian Optional)	Aris 14-Twin Spoke 18x8
2006	XKR	245/45ZR18	Continental		Hydra 14-Twin Spoke 18x8
2006	XK8 VE	(Front) 245/40ZR19 (Rear) 255/40ZR19	Pirelli Pirelli	(Canadian Std) (Canadian Std)	Atlas Alloy 19x8 Atlas Alloy 19x8
2006	XKR (Optional)	(Front) 255/35ZR20 (Rear) 285/30ZR20	Pirelli Pirelli		Detroit 5-Spoke Alloy 20x8 Detroit 5- Spoke Alloy 20x8
2006	XKR (Optional)	(Front) 255/35ZR20 (Rear) 285/30ZR20	Pirelli Pirelli		Montreal 9-Spoke Alloy 20x8 Montreal 9-Spoke Alloy 20x8
2006	XKR (Optional)	(Front) 255/35ZR20 (Rear) 285/30ZR20	Pirelli Pirelli		Sepang 15-Thni Spoke Alloy 20x8 Sepang 15- Thin Spoke Alloy 20x8
2006	XK8	235/50ZR17		All Season	Gemini (Canada Only) 17x8
2006	XK8 Ltd Ed	(Front) 245/40ZR19 (Rear) 255/40ZR19	Pirelli Pirelli	P Zero P Zero	Atlas 10-Spoke Alloy 19x8 Atlas 10-Spoke Alloy 19x8
2006	XKR Ltd Ed (Optl)	(Front) 245/40ZR19 (Rear) 255/40ZR19	Pirelli Pirelli	P Zero P Zero	Atlas 10-Spoke Alloy 19x8 Atlas 10-Spoke Alloy 19x8
2006	XKR Ltd Ed	(Front) 255/35ZR20 (Rear) 285/30ZR20	Pirelli Pirelli		Perseus 16-Spoke Alloy 20x8 Perseus 16-Spoke Alloy 20x8
2007	XK8	(Front) 245/45ZR18 (Rear) 275/40ZR18			Venus 7-Spoke 18x8 Venus 7-Spoke 18x8
2007	XK8	(Front) 245/40ZR19 (Rear) 275/35ZR19			Carelia 10-Spoke 19x8 Carelia 10-Spoke 19x8
2007	XK8	(Front) 255/35ZR20		Sparkle Silver Finish	Sabre 5-Spoke 20x8

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
2007	XK8/XKR	(Rear) 285/30ZR20 (Front) 255/35ZR20		Sparkle Silver Finish	Sabre 5-Spoke 20x8 Senta 5x2-Spoke 20x8
2007	XKR	(Rear) 285/30ZR20 (Front) 245/40ZR19			Senta 5x2-Spoke 20x8 Jupiter 5x2-Spoke 19x8
2007	XKR	(Rear) 275/35ZR19 (Front) 255/35ZR20			Jupiter 5x2-Spoke 19x8 Cremona 5-Spoke 20x8
		(Rear) 285/30ZR20			Cremona 5-Spoke 20x8
2008	XK8	(Front) 245/45ZR18 (Rear) 275/40ZR18			Venus 7-Spoke 18x8.5 Venus 7-Spoke 18x9.5
2008	XK8	(Front) 245/40XR19 (Rear) 275/35XR19		Optional	Carelia 10-Spoke 19x8.5
2008	XK8/XKR	(Front) 245/40ZR19 (Rear) 275/35ZR19		Optional Run Flat	Carelia 10-Spoke 19x9.5
2008	XK8/XKR	(Front) 245/40ZR19 (Rear) 275/35ZR19		Optional Run Flat	Sabre <u>Chrome</u> 5-Spoke 19x8.5
2008	XK8/XKR	(Front) 255/35ZR20 (Rear) 285/30ZR20		Optional	Sabre <u>Chrome</u> 5-Spoke 19x9.5
2008	XK8/XKR	(Front) 255/35ZR20 (Rear) 285/30ZR20		Optional	Senta 5x2-Spoke 20x9
2008	XK8/XKR	(Front) 245/40XR19 (Rear) 275/35XR19		Optional	Senta 5x2-Spoke 20x9.5
2008	XK8/XKR	(Front) 245/40XR19 (Rear) 275/35XR19			Jupiter 5x2-Spoke 19x8.5 Jupiter 5x2-Spoke 19x9.5
2008	XKR-S	(Front) 255/35ZR20 (Rear) 295/30ZR20	Pirelli Pirelli	P-Zero P-Zero	Vortex 14-Spoke 20x8 Vortex 14-Spoke 20x8
2009	XK8 Coupe	(Front) 245/40ZR20 (Rear) 275/35ZR20		Coupe Only Coupe Only	Takoba 5-Spoke 20x8.5 Takoba 5-Spoke 20x9.5
2009	XK8	(Front) 245/40XR19 (Rear) 275/35XR19			Carelia 10-Spoke 19x8.5 Carelia 10-Spoke 19x9.5
2009	XK8/XKR	(Front) 245/40ZR19 (Rear) 275/35ZR19		Optional Run Flat Optional Run Flat	Sabre <u>Chrome</u> 5-Spoke 19x8.5
2009	XK8/XKR	(Front) 245/40ZR19 (Rear) 275/35ZR19		Optional Run Flat Optional Run Flat	Sabre <u>Chrome</u> 5-Spoke 19x9.5
2009	XK8/XKR	(Front) 255/35ZR20 (Rear) 285/30ZR20		Optional	Senta 5x2-Spoke 20x9
2009	XK8	(Front) 255/35ZR20 (Rear) 285/30ZR20		Optional	Senta 5x2-Spoke 20x9.5
2009	XK8	(Front) 245/40XR19 (Rear) 275/35XR19			Jupiter 5x2-Spoke 19x8.5 Jupiter 5x2-Spoke 19x9.5

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
<i>Red italics indicates that the tire sizes need to be confirmed as they are not available from the 2010 dealer brochure.</i>					
2010	XK	<i>(Front)245/40ZR19</i> <i>(Rear)275/35ZR19</i>		Standard Standard	Caravela 10x2-Spoke 19x8.5 Caravela 10x2-Spoke 19x9.5
2010	XKR	<i>(Front)245/40XR19</i> <i>(Rear)275/35XR19</i>		Standard Standard	Tamana 5x2-V Spoke 19x8.5 Tamana 5x2-V Spoke 19x9.5
2010	XKR	<i>(Front)245/40XR19</i> <i>(Rear)275/35XR19</i>		Run Flat Run Flat	Artura <u>Painted</u> 10-Spoke 19x8.5 Artura <u>Painted</u> 10-Spoke 19x9.5
2010	XKR	<i>(Front)245/40XR19</i> <i>(Rear)275/35XR19</i>		Run Flat Run Flat	Artura <u>Chrome</u> 10-Spoke 19x8.5 Artura <u>Chrome</u> 10-Spoke 19x9.5
2010	XKR	<i>(Front)245/40XR20</i> <i>(Rear)275/35XR20</i>		Optional Optional	Nevis 7 Slotted-Spoke 20x8.5 Nevis 7 Slotted-Spoke 20x9.5
2010	XKR	<i>(Front)255/35ZR20</i> <i>(Rear)285/30ZR20</i>		Optional Optional	Kalimnos Twin 5x2-Spoke 20x8.5 Kalimnos Twin 5x2-Spoke 20x9.5



YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
<b><u>XF (See Note #6)</u></b>					
2008	XF 4.2 V8	245/45 R18	96H	Continental	All Season Cygnus 5-Spoke 18x8.5
2008	XF 4.2 V8	245/40 R19	94H	Continental	All Season Auriga 11-Spoke 19x8.5
2008	XF 4.2 V8	235/30 R20	97YXL	Pirelli	Performance Selena 5 x 3-Spoke 20x8.5 Space Saver
2008	XF 4.2 S/C V8	(Front) 255/35 R20 (Rear) 285/30 R20	97Y X/L 99Y X/L	Pirelli Pirelli	Performance Volans 5-Spoke 20x8.5 Performance Volans 5-Spoke 20x9.5
2009	XF 4.2 V8	245/45 HR18			All Season Cygnus 5-Spoke 18x8.5
2009	XF 4.2 V8	245/40 HR19			All Season Auriga 11-Spoke 19x8.5
2009	XF 4.2 V8	235/30 R20			Performance Selena 5 x 3-Spoke 20x8.5 Space Saver
2009	XF 4.2 S/C V8	(Front) 255/35 ZR20 (Rear) 285/30 ZR20			Performance Volans 5-Spoke 20x8.5 Performance Volans 5-Spoke 20x9.5 Space Saver
2010	XF 4.2 V8	245/45 HR18			All Season Cygnus 5-Spoke 8.5x18
2010	XF 4.2 V8	245/45 HR20			All Season Senta 5x2-Spoke 8.5x20
2010	XF 4.2 V8	245/40 HR19			All Season Artura 10-Spoke 8.5x 19
2010	XF 4.2 V8	245/40 HR19			All Season Artura <u>Chrome</u> 10-Spoke 8.5x19
2010	XF 4.2 V8	245/45 HR19			All Season Carelia 10-Spoke 8.5x19
2010	XFR	(Front) 245/45 HR20 (Rear) 285/30 ZR20			Nevis 7 Slotted-Spoke 8.5x20 Nevis 7 Slotted-Spoke 9.5x20 Space Saver

**(Notes below referring to tire judging exceptions will be moved to Chapter V or VI during the next revision.)**

**General:** Tires are considered expendable. Replacement tires must be the same (or equivalent) size and construction (bias/radial) as originally found on the car when delivered by the Jaguar factory or offered by Jaguar Cars as optional equipment. **See exceptions in Chapter VI.** In order to ensure that the car will maintain the proper stance and original appearance, replacement tires must maintain the same aspect ratio as the OEM. The size molded into the tire will be accepted as proof of currently exhibited size (example: 6.40 x 15 or 185 x 15). Sidewall or stripe/color or width is currently optional. Universal Tire Company, Lancaster, PA, British Wire Wheel, Fresno, CA or Coker Tire, Chattanooga, TN are sources for hard to find tires.

**Notes:**

1. 4.75 x 18 tires deleted from manufacturer's listings in Oct.89.
2. 6.70 x 16 newly available from Dunlop.
3. In May 1963, Service Bulletin M.7 stated that Dunlop SP tyres (a radial tire) are suitable for use on MK2 Jaguars; all MK2's may therefore be equipped with either bias ply or radial tires of the prescribed size.
4. In light of a Jaguar Service Bulletin, stating that 185 x 15 tires were a proper replacement for Series 1 E-type tires, delegates to the 1997 AGM voted that either 6.40 x 15 or 185 x 15 size tires would be considered authentic for Series 1 E-types. Further, that 185/70 x 15 tires, (purchased prior to 1997) shown on Series 2 E-types, would also be considered authentic.
5. During 1972-1974, the tire industry experienced near-chaos as it changed industry standards and nomenclature. The original equipment Dunlop ER7015VR is available through several manufacturers in either the original size or equivalent: P205/70VR15
6. For cars manufactured, beginning in the late 1990's, there is a stick on the driver's door jam specifying the correct tire size as specified by the manufacturer.

**Acknowledgments:** Original list and sizes compiled by the Northwest Regional Jaguar Clubs. Footnote research by Ed Miller. The list was originally formatted for JCNA by Dick Howe. Additional vintage tyre information was provided by Phillip Pollock of Vintage Tyre Supplies Ltd., Middlesex, England. Updated and reformatted for the 1997 6th Reordered Edition. Tyre and wheel information listed after model year 2001 updated by Jaguar Cars. Reformatted and edited by Stew Cleave and Dick Cavicke, with the help of the JCRC, Gregory Andrachuk, and Doug Dwyer for Edition 8.1 per the 2004 AGM.

**TIRE SPEED RATINGS** (The following is provided courtesy of The Tire Rack [www.tirerack.com](http://www.tirerack.com))

Over the years, tire speed rating symbols have been marked on tires in one of the three ways shown in the following examples:

**225/50SR16; 225/50SR16 89S or 225/50R16 89S**

Early tires had their speed rating symbol shown "within" the tire size, such as **225/50SR16**. Tires using this designation were **not** to have been produced after 1991:

**225/50SR16** - 112 mph; **225/50HR16** - 130 mph; **225/50VR16** - in excess of 130 mph.

Beginning in 1991, the speed rating symbol denoting the fixed maximum speed capability was shown only in the speed rating portion of the tire's service description, such as **225/50R16 89S**. Common speed rating symbols, maximum speeds and typical applications are shown below:

<b>N</b> 87 mph, Temporary Spare Tires	<b>T</b> 118 mph, Family Sedans & Vans
<b>P</b> 93 mph	<b>U</b> 124 mph
<b>Q</b> 99 mph, Studless & Studdable Winter Tires	<b>H</b> 130 mph, Sport Sedans & Coupes
<b>R</b> 106 mph, H.D. Light Truck Tires	<b>V</b> 149 mph, 240 Sport Sedans, Coupes & Sports Cars
<b>S</b> 112 mph, Family Sedans & Vans	

When **Z**-speed rated tires were first introduced, they were thought to reflect the highest tire speed rating that would ever be required, in excess of 149 mph. While **Z**-speed rated tires are capable of speeds in excess of 149 mph, how far above 149 mph was not indicated. That ultimately caused the industry to add **W** and **Y** speed ratings to identify tires that met the needs of new vehicles that have extremely high top-speed capabilities:

**W** 168 mph, Exotic Sports Cars; **Y** 186 mph, Exotic Sports Cars.

While a **Z**-speed rating still often appears in the tire size designation, such as **225/50ZR16 91W**, the **Z** in the size signifies a maximum speed capability in excess of 149 mph; the **W** in the service description indicates the tire's 168 mph, maximum speed.

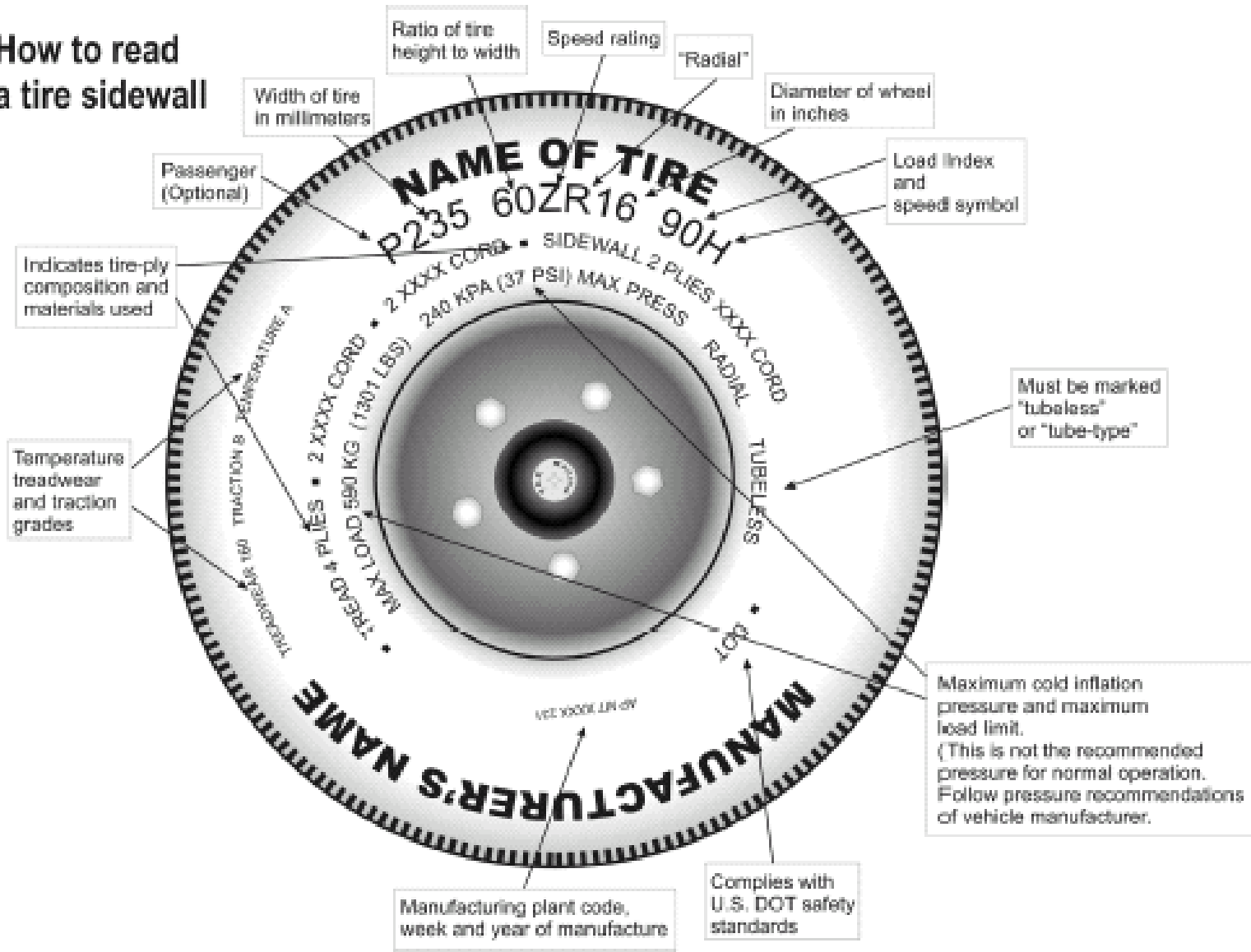
**225/50ZR16** in excess of 149 mph; **205/45ZR17 88W** 168 mph; **285/35ZR19 99Y** 186 mph.

Recently, when the **Y**-speed rating indicated in the service description is enclosed in parenthesis, such as **285/35ZR19 (99Y)**, the top speed of the tire has been tested in excess of 186 mph, indicated by the service description as shown below:

**285/35ZR19 99Y** 186 mph; **285/35ZR19 (99Y)** in excess of 186 mph.

Image above provided by TC Kopke.

# How to read a tire sidewall



## Appendix C

### Official Publications for Documenting Authenticity

**Table C-1**  
**Jaguar Cars Documents for validating feature and component authenticity**

JAGUAR CARS DOCUMENTS <sup>1</sup>	REQUIRED BY JUDGES AT CONCOURS <sup>2</sup>
1. Jaguar Cars Service Manuals	No
2. British Leyland Repair Operation Manuals	No
3. Jaguar Cars Spare Parts Catalogues	No
4. Jaguar Cars Service and Parts Bulletins	No
5. Jaguar Operating, Maintenance and Service Handbooks (Owner's Manuals)	Champion Division only (Recommended for Driven Division)
6. Official Jaguar Cars Sales and Accessories Documents	No
7. Jaguar Daimler Heritage Trust Certificates	Preservation Class only

**Notes:**

- 1 All documents presented should apply to the specific Year and Model entered. This includes all eligible Daimlers and their applicable publications if and where titles differ.
- 2 While most publications are not required, Entrants are encouraged to have whatever documents they may need to validate any unusual features found on their Entries.

**Table C-2**  
**JCNA Official Judging Guides for validating feature and component authenticity**

JCNA OFFICIAL JUDGING GUIDES <sup>1</sup>	CURRENT EDITION <sup>2</sup>
1. Series 1 E-type	Original, March 2003, updated 3/20/05
2. Series 2 E-type	Original, March 2004, updated April '06
3. Mark 2	Original, February 2005, updated 4/8/05
4. Series 1.5 E-type	Original, March 2006
5. Series 3 V-12 E-type	Original, March 2007, updated May '07
6. XJS - 1976 – 1991	Original, March 2007
7. Jaguar Air Conditioning 1955-1971	Original, March 2008

**Notes:**

- 1 The Chief Judge must have a complete file of current JCNA Judging Guides available at the Concours site for use by either Judges or Entrants during the course of Judging.
- 2 Please check the JCNA web site at [www.jcna.com](http://www.jcna.com) for possible updates or revisions to these guides throughout the year.

**Notes:**

## Appendix D

### Official JCNA Concours d'Elegance Competition Classes

#### Champion Division Classes

- 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) (2004-2009) **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: 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)
- C21: XJ Sedan (2010 [as 2011 model year] – On)

**Note 1:** Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes 10, 11, 12, and 13 according to their years, engines, and body styles.

## Driven Division Classes

- 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: XK and XKR Coupe and Conv. (2007-On)
- D10: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) **Note 1**
- D11: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)
- D12: XF Sedans (2008-On)
- D13: XJ Sedan (2010 [as 2011 model year] – On)

**Note 1:** Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes 6, 7 and 10 according to their years, engines, and body styles.



## Special Division Classes:

- S1: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars **Note 1**
- S2: Production Jaguars privately prepared and modified for competition **Note 2**
- S3: Modified **Note 3**
- S4: Replica (non-production, Jaguar powered) **Note 4**

### Note 1: Class S1 includes:

- a. Ex-works XK 120s, C-Types, D-Types, XK-SS or E-Types
- b. Jaguar automobiles prepared for competition by persons operating independently of the factory or by Jaguar Cars sponsored teams, including Jaguar powered variants such as those built by Coombs-Jaguar, Cooper-Jaguar, Ecurie Ecosse, Lister-Jaguar, Group 44, Tojeiro-Jaguar, TWR, or JaguarSport, etc.
- c. Factory race-prepared XJ220s
- d. Standard XKSS and XJ220s (as Limited Production)

### Note 2: Class S2

To be eligible for Class S2, each Entrant must present the Chief Judge at least one of the following:

- a. Documented race history for the Entry, or
- b. Proof that the Entry meets and has passed the existing track and safety requirements of a **currently recognized** road-race sanctioning body, such as FIA, SCCA, etc.

### Note 3: Class S3

- a. This Class is for production Jaguar vehicles of any year and model that have been substantially personalized, modified, or customized. Entries must be equipped with functional horns, headlights, taillights, brake lights, parking lights, license plate lights, back-up lights and turn signals appropriate to the vintage.
- b. To be eligible for Class S3, the Entry must clearly have a minimum of 35 points of deductions for non-authentic, judged items. **Those deductions may NOT include the tire, wheel, or radio authenticity exceptions currently allowed in Driven Division** (Section 3.A.1). The Entrant (using the appropriate form available in the “Concours” section of *www.jcna.com*) must provide a list of the non-authentic items to the Chief Judge well in advance of the scheduled start of judging.
- c. Daimler Exception: Jaguar powered production Daimlers (such as the DS420 Limousine) that are not eligible for any other JCNA class, are eligible for entry in Class S3 without listing non-authentic items.

### Note 4: Class S4:

Replicas must appear to be an accurate reproduction of the original model Jaguar they replicate.

**Entrants are encouraged to read and study the entire JCNA Concours d’Elegance Rule Book, but as a minimum, Chapter II, Concours d’Elegance Rules and Chapter IV, Instructions and General Rules for the Entrant, should be read and understood.**

**Notes:**

**Appendix E**  
**Jaguar Approved Accessories**

***JCNA Concours Rule Book***

***As this is a 52 page appendix, it is not included in this printing but should be downloaded directly from [JCNA.com](http://JCNA.com), then go to the concours page.***

**Notes:**

## 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: k••-k r-d•-l•-'gä•s</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>Coach line</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 curb for right-hand drive cars.
<b>Near Side</b>	The side nearest to the curb for right-hand drive cars. (See Off Side)
<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, a Firestone and a Goodyear tire fitted on the road wheels, and a Goodrich on the wheel in the boot should 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 whitewall 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 Jaguar for the concours. The Entrant, or an immediate family member, must be prepared to present any documentation required for proof of authenticity requested by a judge.

<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 shall mean 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>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 curb 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.



<b>Pitted/Pits</b>	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>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>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>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.

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## 2011 Judges Team Assignments

**Vehicle Operations Inspector #1** \_\_\_\_\_  
**Vehicle Operations Inspector #2** \_\_\_\_\_  
**Vehicle Operations Inspector #3** \_\_\_\_\_  
**Vehicle Operations Inspector #4** \_\_\_\_\_

**Note:** Give one blank sheet to each team lead. Have them write down the names of their team and circle the classes they are going to judge. They can then decide who judges each component.

**Team #1 Lead:** \_\_\_\_\_

Classes: \_\_\_\_\_

Exterior Judge: \_\_\_\_\_

Int./Boot Judge: \_\_\_\_\_

Engine Judge: \_\_\_\_\_

**Team #2 Lead:** \_\_\_\_\_

Classes: \_\_\_\_\_

Exterior Judge: \_\_\_\_\_

Int./Boot Judge: \_\_\_\_\_

Engine Judge: \_\_\_\_\_

**Team #3 Lead:** \_\_\_\_\_

Classes: \_\_\_\_\_

Exterior Judge: \_\_\_\_\_

Int./Boot Judge: \_\_\_\_\_

Engine Judge: \_\_\_\_\_

**Team #4 Lead:** \_\_\_\_\_

Classes: \_\_\_\_\_

Exterior Judge: \_\_\_\_\_

Int./Boot Judge: \_\_\_\_\_

Engine Judge: \_\_\_\_\_

**Team #5 Lead:** \_\_\_\_\_

Classes: \_\_\_\_\_

Exterior Judge: \_\_\_\_\_

Int./Boot Judge: \_\_\_\_\_

Engine Judge: \_\_\_\_\_

### Champion Division Classes

**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 MK 2 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)

**C10:** XJ6/12 Series 1 Saloons (1968-73) **C11:** XJ6/12 Series 2 Saloons and Coupes (1973-79)

**C12:** Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92)

**C13:** XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ40) (1993-94); XJ6/12/R, (X300) (1995-97)

**C14:** XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009)

**C15A:** XJ-S/SC (1976 - 1991 Pre-Facelift)

**C15B:** XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.

**C16A:** XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)

**C16B:** XK8 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)

**C21:** XJ Sedans (2010-On)

### Special Division Classes

**S1:** Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars

**S2:** Production Jaguars privately prepared and modified for competition

**S3:** Modified

**S4:** Replica (non-production, Jaguar powered)

## 2011 Judges Team Assignments

**Note:** Give one blank sheet to each team lead. Have them write down the names of their team and circle the classes they are going to judge. They can then decide who judges each component.

**Team #1 Lead:** \_\_\_\_\_

Classes: \_\_\_\_\_

Exterior Judge: \_\_\_\_\_

Interior Judge: \_\_\_\_\_

**Team #2 Lead:** \_\_\_\_\_

Classes: \_\_\_\_\_

Exterior Judge: \_\_\_\_\_

Interior Judge: \_\_\_\_\_

**Team #3 Lead:** \_\_\_\_\_

Classes: \_\_\_\_\_

Exterior Judge: \_\_\_\_\_

Interior Judge: \_\_\_\_\_

**Team #4 Lead:** \_\_\_\_\_

Classes: \_\_\_\_\_

Exterior Judge: \_\_\_\_\_

Interior Judge: \_\_\_\_\_

**Team #5 Lead:** \_\_\_\_\_

Classes: \_\_\_\_\_

Exterior Judge: \_\_\_\_\_

Interior Judge: \_\_\_\_\_

### Driven Division Classes

- 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 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 Coupes and Conv. (1996-2006), XKR (1999-2006)
- D9B: XK8 Coupes and Conv. (2007-On)
- D10: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009)
- D11: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)
- D12: XF Sedans (2008-On)
- D13: XJ Sedans (2010-On)