

# 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 doorjamb, etc. Observe and deduct for mis-matched 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 Plastic/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 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)

**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 be 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.