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Official JCNA Concours d' Elegance Rule Book

Includes

Organizing a Concours d'Elegance For the Concours Chair

for the
2018
Concours Season

Replace This Inside Title Page Every Season

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Score Sheets	1
2018 Judges Team Assignments	1
Quick Field Reference Deduction Guide	1

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 www.jcna.com, under the JCNA.com Concours tab

- Concours Score sheets (PDF) - Word version
- Class S2/MOD Deduction Form (PDF) - Word version
- Windscreen Placard Championship Division (PDF) - Word version
- Windscreen Placard Driven Division (PDF) - Word version
- Windscreen Placard Special Division (PDF) - Word version
- Windscreen Placard Display Only (PDF) - Word version
- Certificate of Insurance
- Entrant Registration Form
- Formal Rule Change Request Form
- Event Member Registration Form

Available on www.jcna.com, under the JCNA.com Merchandise tab

Trophy Order Form

2018 Rule Book Update Synopsis

Note: The Previous Rule Book Revisions have been removed and saved to a History of the Rule Book file to be stored on the Library.

Note: Pages are printed front to back.

	Action:	No. of Pages
Inside Title Page	Replace in its entirety	2
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Forms	Replace in its entirety , No Changes but needs to be replaced because the other side of the page has Rule Book updates on it	1
2018 Rule Book Update Synopsis	Replace in its entirety	6
Chapter I	No Changes	
Chapter II	Replace page II-3 & II-4, II-7 & II-8, II-9 & II-10	6
Chapter III	No Changes	
Chapter IV	No Changes	
Chapter V	Replace in its entirety	18
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Apx C	No Changes	
Apx D	Apx D-1 & Apx D-2	2
Apx E	No Changes	
Glossary of Terms	Glossary Page 5 & Glossary Page 6	2
Index	No Changes	
Score Sheets	No Changes	
2018 Judges Team Assignments	Page 1 & Page 2	2
Quick Reference	Quick Reference Page 5 & Quick Reference Page 6	2
Total Pages to be replaced		62

2018 Rule Book Updates

XJ40-XJ81 Correction: A number of references are made throughout the Rule Book regarding the 1987-1994 XJ sedan commonly referred to as the XJ40. However, the reference to "XJ40" when talking about both the 6-cylinder and 12-cylinder cars is in error.

The XJ6, with the 6-cylinder engine, introduced for the model year 1987 was code named the "XJ40". With the introduction of the 12 cylinder engine in 1994, models with the XJ40 based body style were re-designated with the code name "XJ81". These corrections have been made throughout the 2018 rule book.

Note 1: In 1995 the next body style, the 6-cylinder X300 and 12 cylinder X305 were introduced and those corrections have been made as well.

Note 2: There are numerous other development designations, too numerous to cover under the scope of the JCNA Rule Book.

Chapter 2, SECTION 2 - CHAMPION DIVISION CLASSES, Page II-4

C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (**XJ81**) (1993-94); XJ6/12/R, (X300/**X305**) (1995-97) **See Note 1**

B. DRIVEN DIVISION CLASSES

D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (**XJ81**) (1993-94); XJ6/12/R, (X300/**X305**) (1995-97) **See Note 1**

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes D6/XJ and D12/J8 according to their years, engines, and body styles.

Appendix A, List of Production Models

Marque	Note	Model/Engine Capacity	Announced	Current
Jaguar		XJS (Re-styled) 4.0L & 5.3L	1991	1992-1996
Jaguar	(6)	XJ12 (XJ81) and <u>Vanden Plas</u> 5.3L	1993	1993-1994
Jaguar	(6)	XJ (X300) 4.0L & (X305) 5.3L	1994	1994-1997

Appendix B- Original Equipment Tire and Wheel Information for SS & Jaguar Cars

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
XJ6/12 (XJ40/XJ81)					
1987-92	XJ6	205/70VR15	Pirelli	P5	Radial <u>Alloy</u> 7x15
1993	XJ6	225/65ZR15	Pirelli	P4000	(XJ6) Radial 7x15, (VP) Roulette 7x15
1994	XJ6	225/60ZR16	Pirelli	P4000E	Kiwi <u>Alloy</u> 7x16
1994	XJ12 (XJ81) (early)	225/60ZR16	Pirelli	P4000E	Lattice 7x16
1994	XJ12 (XJ81) (late)	225/60ZR16	Pirelli	P4000	20 Spoke Alloy 7x16

Note 2: 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/XJ81 Style Saloons. In 1994, X300/X305 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.**

Appendix B- Original Equipment Tire and Wheel Information for SS & Jaguar Cars

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
<u>XJ6/12 (XJ40/XJ81)</u>					
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 (<u>XJ81</u>) (early)	225/60ZR16	Pirelli	P4000E	Lattice 7x16
1994	XJ12 (<u>XJ81</u>) (late)	225/60ZR16	Pirelli	P4000	20 Spoke Alloy 7x16
1994	<u>Vanden Plas</u>	225/60ZR16	Pirelli	P4000E	Aero Alloy 7x16
<u>XJ6 (X300/X305)</u> (See App B, Note #6, pg. App B 37)					
1995-97	XJ6 & '97 XJ6L	225/60ZR16	Pirelli	P4000e	Dimple Cast Alloy-Diamond Polished 7Jx16
1995	<u>Vanden Plas</u>	225/60ZR16	Pirelli	P4000e	Aero Cast Alloy-Diamond Polished 7Jx16
1996-97	<u>Vanden Plas</u>	225/60ZR16	Pirelli	P4000e	20-spoke Cast Alloy-Diamond Polished 7Jx16
1995-96	XJ12 (<u>X305</u>)	225/60ZR16	Pirelli	P4000e	20 Spoke Cast Alloy-Diamond Polished 7Jx16
1995-97	XJR	255/45ZR17	Pirelli	P Zero	Sport Cast Alloy 8x17

Appendix D - Official JCNA Concours d'Elegance Competition Classes

CHAMPION DIVISION CLASSES

C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ81) (1993-94); XJ6/12/R, (X300/X305) (1995-97) **See Note 1**

DRIVEN DIVISION CLASSES

D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ81) (1993-94); XJ6/12/R, (X300/X305) (1995-97) **See Note 1**

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes D6/XJ and D12/J8 according to their years, engines, and body styles

2018 Judges Team Assignment Sheet

Champion Division

C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (**XJ81**) (1993-94); XJ6/12/R, (**X300/X305**) (1995-97)

Driven Division

D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (**XJ81**) (1993-94); XJ6/12/R, (**X300/X305**) (1995-97) **Note 1**

Quick Reference Guide

MODEL YEAR	MODEL	PIN STRIPES	NOTE	REFERENCE
1994	XJ12/ XJ81	NO	Chrome swage molding & side finisher	
	XJ6/XJ40	NO		
	XJ6/XJ40 VDP	NO	Chrome side finisher	Unconfirmed, see note
1987 thru 1990	XJS + H&E	YES	Above beltline, below door handle	
1991	XJS	NO		
1992	XJS	NO		
1993	XJS & XJRS	NO		
1994	XJS 6 Cyl	NO		
1994	XJS 12 Cyl	YES	<u>Fm Vin #188105 - 194774</u>	Orig. Jaguar Parts
1994 - 1997	XJ (X300/X305)	NO		
1995	XJR	YES		
1995 - 1996	XJS	NO	<u>Fm Vin #194775</u>	Orig. Jaguar Parts
1996 - Onward	All Models	NO		

All authentic body stripes are applied as tape, NOT painted.

Chapter 2, SECTION 4 - SPECIAL DIVISION, B SPECIAL DIVISION CLASSES,

Note 2: Class S1/PD Production Jaguars privately prepared and modified for competition. Page II-9

Add

c. Fire Extinguishers:

- Cars qualifying for Entry, under the Note 2a. requirements, will have 4.0 points deducted if a fire extinguisher is found to be missing.
- Cars qualifying for Entry, under the Note 2b. requirements, will be refused entry, or later disqualified, if there is no fire extinguisher. (2018 AGM)

Chapter 5, A. OVERVIEW, pg V-2

4. Items Excluded from Judging

- a. Front and rear suspension components
- b. ~~Brake drums, discs, and calipers~~ (2018 AGM)
- c. The underside of the vehicle
- d. Inner sidewalls of road tires

Chapter 5, C. EXTERIOR,

7. Wheels, b. Wire Wheels, Page V-7

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.

Change to:

b. Wire, Alloy Wheels and Visible Brake Components.

Judge the wheels for correct application, hubs, knock-offs, lugs, emblems, rim style, and number of spokes. Check the spokes, the wheel face, emblems and all visible portions of the inner and outer wheel rim and hub for cleanliness and condition. Judge the visible brake discs, calipers, and brake drums for cleanliness only; exclude light brake dust.

Note: If, during a Judge's normal inspection of wheels and tires, inside portions of the wheel, or its brake components, are plainly visible through the spokes/openings in the wheel, those areas and components, may be judged for CLEANLINESS ONLY, NOT condition and NOT authenticity unless specified otherwise in the applicable Judging Guide. Light/small amounts of brake dust are excluded. Please don't confuse cleanliness and condition, i.e. rust is a condition, not a cleanliness issue.

(The tires and the face of the wheel and its lugs, emblems, knock-offs, trim and/or hub caps should continue to be judged for authenticity, cleanliness and condition, in accordance with the Champion and Driven Division rules. (2018 AGM)

Chapter 5, C. EXTERIOR,

9. Tires, Page V-9

d. 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.**

Change to:

d. 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.

Champion Division – 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 and are **specifically authorized/listed in the applicable Jaguar Spare Parts Catalogue for the Entry. (2018 AGM)**

Driven Division - 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. **(2018 AGM)**

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

With the addition of the above information, part of the text on the following pages moved down, causing the resulting pages to also have to be reprinted:

Pages V-9 to Page V-12

Chapter 6, Page VI-12, Note n

n. Tires (*Notes n. 1 and n. 2 below apply 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.** (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)

n. Tires (*Notes n. 1 and n. 2 below apply to Champion Division Entries only*): **Champion Division – 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 and are **specifically authorized/listed in the applicable Jaguar Spare Parts Catalogue for the Entry. (2018 AGM)**

Driven Division - 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. **(2018 AGM)**

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

Chapter 6, F. EXTERIOR, Page VI-7

16. Fire Extinguisher for Special Division S1/PD	4.0		(2018 AGM)
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Glossary

Saloon

A four door automobile having a closed body and a closed boot separated from the part in which the driver and passengers sit; a sedan. (2018 AGM)

B. CONCOURS AWARDS AND DIVISIONS

1. 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 Entry's three (3) highest scores during the Concours year. Scores achieved at the JCNA International Jaguar Festival qualify for inclusion in the three (3) score average. Entries competed in three or more JCNA concours automatically become eligible for a North American award in their particular Division and Class. If an Entry's three (3) highest score average does not position it among the top three places of its class, then the Entrant's highest two (2) scores will be evaluated for a Regional Award as per section 2.

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

No Entrant may enter the same vehicle in more than one class at a JCNA Concours.

a. Resolution of First Place Tie

Should a first-place tie occur, in any Champion Division class End of Year North American awards, the tie will be resolved by calculating which of the tied-Entries has the highest scores-total, determined by:

- totaling the Entries' individual scores from the 3 or more JCNA sanctioned Concours in which they competed that year, and
- where applicable, counting IJF scores twice. (only for this tie-breaking calculation)

- b. Second place will be awarded to the Entry with the next highest scores-total; third place to the third highest.
- c. Champion Division second and third place ties are not affected.
- d. First place ties in other divisions are not affected.

2. 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 International Jaguar Festival qualify for inclusion in the two (2) score average.

3. The Official Concours Divisions

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

4. Unofficial Divisions

"Display" is not an official JCNA concours division but is a classification given to those Jaguars voluntarily positioned for viewing as a 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. Display entries are not formally judged, scored or given any competition points. However, Display participation (along with other specific JCNA competition events) qualifies as credit towards the Fred Horner Sportsman Award. For record purposes, member Display Entrants must be included when reporting concours results on the JCNA Competition Results web page, with the annotation "Disp" in the Class field.

SECTION 2 - CHAMPION DIVISION

A. 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.

B. CHAMPION DIVISION CLASSES

- C1/PRE: Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)
C2/120: XK 120 (1948-54)
C3/140: XK 140 (1955-57)
C4/150: XK 150 (1957-61)
C5/E1: E-Types, Series 1 (1961-67)
C6/E2: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)
C7/E3: E-Types, Series 3 (1971-75)
C8/SLS: 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)
C9/XJ: XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) See Note 1
C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (**XJ81**) (1993-94); XJ6/12/R, (X300/**X305**) (1995-97) See Note 1
C11/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans(X350 Alloy) (2004-2009)See Note 1
C12/JS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
C13/JS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
C14/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
C15/XK: XK and XKR Coupe and Conv. (2007-On)
C16/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)
C17/PN: Preservation Class (more than 35 years old)
C18/PN: Preservation Class (20 to 35 years old)
C19/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] - On), XE (2016-On)
C20/F: F-TYPE (2013-On)
C21/P: F-PACE (2016-On), E-PACE, I-PACE (2018-ON) (2018 AGM)

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes C9/XJ and C10/XJ according to their years, engines, and body styles.

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 windshield 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/PRE: All Classics (Pre-XK engine) and XK 120, XK 140, XK 150

D2/E1: E-Types (1961-67)

D3/E2: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)

D4/E3: Series 3 E-Types (1971-75)

D5/SLS: 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/XJ: 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) See Note 1

D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (**XJ81**) (1993-94); XJ6/12/R, (X300/**X305**)
(1995-97) See Note 1 (**2018 AGM**)

D8/XJS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible,
Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.

D9/XJS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.

D10/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)

D11/XK: New XK and XKR Coupe and Conv. (2007-On)

D12/J8: XJ8/R Sedans (X308)(1998-2003), XJ8/R Sedans(X350 Alloy)(2004-2009) See Note 1

D13/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)

D14/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On), XE

D15/F: F-TYPE (2013-On)

D16/P: F-PACE (2016-On), E-PACE, I-PACE (2018-ON) (2018 AGM)

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes D6/XJ and D12/J8 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/PD **Note 1:** Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars.

Note 2: Production Jaguars privately prepared and modified for competition.

S2/MOD **Note 3:** Modified.

S3/REP **Note 4:** Replica (non-production, Jaguar powered).

Note 1: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars, 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, JaguarSport or JaguarRSR, etc.
- c. Factory race-prepared XJ220s
- d. Standard XK SS and XJ220s (as Limited Production)
- e. "Limited Production" does NOT include "Limited Edition" factory production Jaguars

Note 2: Class S1/PD Production Jaguars privately prepared and modified for competition.

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

- a. Documented race history or a Racing Logbook for the Entry, or (Solo race history does not qualify) or
- b. Proof that the Entry meets and has passed the existing road or track wheel-to-wheel race competition safety requirements of a currently recognized road-race sanctioning body, such as FIA, SCCA, etc.
- c. **Fire Extinguishers:**

Cars qualifying for Entry, under the Note 2a. requirements, will have 4.0 points deducted if a fire extinguisher is found to be missing.

Cars qualifying for Entry, under the Note 2b. requirements, will be refused entry, or later disqualified, if there is no fire extinguisher. (2018 AGM)

Note 3: Class S2/MOD Modified

- 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 this classification-S2/MOD, Entries must have 40 points or more of deductions for judged, non-authentic, or missing features or components (hereinafter called the qualifying deductions or items). Advance concours registration is required. The Entrant (using the appropriate form available in the “Concours” section of www.jcna.com) must provide a list of the qualifying deductions, for the Chief Judge’s review and approval. Pictures of qualifying items may accompany the form.

Subject to acceptance of the qualifying deductions, Entries modified for solo racing events may be eligible for this class.

Custom fabricated items, e. g., one-off wheels, steering wheels, etc., custom body work and significantly non-authentic paint color or schemes may be included as qualifying deductions.

The qualifying items may not include the tire, wheel, or radio authenticity exceptions currently allowed in Driven Division (see Section 3.A.1, Pg. II-6) or items “similar to the original”. This class is not for incomplete restorations or Entries whose modifications consist of the substitution of minor, non-authentic, after-market hardware.

Aftermarket hardware, accessories, and poor-quality reproduction components are NOT qualifying deductions and include:

- hoses, hose clamps, hose covers, nuts, bolts, washers, and other minor hardware
- wiring and wire connectors

If an original judged item is removed, and listed as one of the qualifying deductions, that item must either have been replaced by a non-authentic item or have had all mountings, and traces of the original installation, removed.

Modification workmanship will be judged. Poor workmanship will receive a deduction comparable to a Condition discrepancy.

- 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 S2/MOD without listing non-authentic items.

Note 4: Class S3/REP Replica (non-production, Jaguar powered)

Replicas must appear to be an accurate reproduction of the original model Jaguar they replicate. Replicas must have a Jaguar engine, it may be from any model.

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”.

Clubs and individual Judges are prohibited from lowering the standards set forth in these rules. Choosing to ignore discrepancies and/or not perform required inspections does a disservice to those Entrants who have taken the time and expense of preparing their Entries for an examination that would reward their attention to detail and distinguish them from any competition prepared to a lower standard. Evidence that a club is judging to a lower standard, or is deliberately excluding certain judged items from the judging process, can result in the voiding of the results of the affected classes.

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

Note: A single item may be assessed both a non-authenticity deduction and Cleanliness and Condition deductions.

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.

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.

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 (2018 AGM)~~
- c. The underside of the vehicle
- d. Inner sidewalls of road tires

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.

6. Batteries and Battery Compartments

a. Inspection

Entrants should be asked to remove the cosmetic or protective covers from the batteries. (Battery covers which are screw-fastened or clamped to the battery or its hold-down should not be removed.) Judge the general area, the battery configuration, its style, cover, the positions and type of its terminals, the visible cables, the battery hold-down and the battery cable ends.

Note 1: Configuration refers to "maintaining the original type and placement of battery terminals." "Size" was expressly deleted from the rule.

Note 2: XK 140 and XK 150 batteries are **not** judged because of their location in the wheel wells.

b. Battery Brand

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.

c. Battery Style

Fluted or cylindrical sided (Gates-Optima style) batteries are non-authentic.

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 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 (See Chapter V, B5, Pg. V-4).

Note 1: 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. The courtesy repair time is 15 minutes (see Chapter III, G2, Pg. III-9).

Note 2: LED replacement bulbs. There will be no penalty for replacing original light bulbs with LED's. However, the exteriors and lenses of all lights/lamps must appear as original/authentic.

Note 3: Dim lights still constitute acceptable function.

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. Each inoperative light filament or horn receives a 1.0 point deduction. An inoperative system receives the maximum deduction indicated.

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, License Plate Lights and LED Daytime Running Lights**

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

Note 1: On 1968 and early 1969 US Export model E-Types, the sidelights **are not** fitted with bulbs; they are reflectors only.

Note 2: Factory, and Jaguar USA authorized LED daytime running light strips and/or other linear LED configurations, must have at least 50% of their individual lengths functional.

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(s) (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 mis-matched body colors. Visible touch-up or other obvious repair of chips and paint damage should be given appropriate deductions.

b. Protective Clear Bras/Coverings

1. Driven Division: Entries are allowed protective clear bras in frontal areas, forward of the front door ("A") posts, without a non-authentic deduction. Protective clear coverings in other exterior areas are non-authentic and shall be assessed the prescribed deductions. Where present, all clear bras/coverings will be judged to the same cleanliness and condition standard as the paint finish. The surfaces, finish, and/or hardware, covered by/beneath the clear covering, shall also be judged for cleanliness, condition and authenticity.
2. Champion Division: Protective clear bras/coverings, wherever located, are non-authentic and shall be assessed the prescribed deductions. Wherever a clear bra/covering is found, both its surface, and the surface it covers, will also be examined and deductions made for cleanliness, condition, and authenticity discrepancies, when noted.

c. 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.
- All authentic Jaguar body stripes are applied as tape, NOT painted and have Jaguar Cars part numbers.
- See Pin Stripe Table, Chapter VI, Section F, Exterior, Pages VI-10 and VI-11.

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® 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®

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®.

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.

b. Leapers

Check for Leapers. Leapers on Series 1, 2 and 3 XJ and XJ40/**XJ81** 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, XJSs or newer XKs and should be judged as non-authentic when present.**

c. Tailpipes, Extensions, Resonators and Hangers

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

d. 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 Vinyl Tops and XJ-SC (Cabriolet) Fabric Tops

Judge the tops of XJ6C and XJ12C coupes and XJ-SC Cabriolets for correct fit, color, and secure attachments.

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 Alloy Wheels and Visible Brake Components

Judge the wheels for correct application, hubs, knock-offs, lugs, emblems, rim style, and number of spokes. Check the spokes, the wheel face, emblems and all visible portions of the inner and outer wheel rim and hub for cleanliness and condition. Judge the visible brake discs, calipers, and brake drums for cleanliness only; exclude light brake dust. (2018 AGM)

Note: If, during a Judge's normal inspection of wheels and tires, inside portions of the wheel, or its brake components, are plainly visible through the spokes/openings in the wheel, those areas and components, may be judged for CLEANLINESS ONLY, NOT condition and NOT authenticity unless specified otherwise in the applicable Judging Guide. Light/small amounts of brake dust are excluded. Please don't confuse cleanliness and condition, i.e. rust is a condition, not a cleanliness issue.

The tires and the face of the wheel and its lugs, emblems, knock-offs, trim and/or hub caps should continue to be judged for authenticity, cleanliness and condition, in accordance with the Champion and Driven Division rules. (2018 AGM)

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 n., page VI-12). 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. Cars less than 15 years old must have tires whose speed ratings are equal, equivalent, or superior to their original tires (see Appendix B).

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.

Champion Division – 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 and are **specifically authorized/listed in the applicable Jaguar Spare Parts Catalogue for the Entry. (2018 AGM)**

Driven Division - 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. **(2018 AGM)**

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. Inner sidewalls of road tires are not judged.

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.

12. Chassis, Body Posture, and Ride Height

Examine the Entry’s body posture to determine that the car stands as level as you have been accustomed to seeing. Neither the front nor the rear should be excessively high or low. The differences may frequently be noted by comparing the vertical distance between the tops of the

tires and the lower edge of the wheel arch. It is common for cars to be presented with mis-adjusted torsion bars and or rear leaf springs that are worn and sagging or, in contrast, leaf springs that have been re-arc'd or replaced and cause the rear of the car to sit too high. (See Chapter VI. F. Item 14, Note d., page VI-9)

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., page VI-15 and g. page VI-15)

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 4, page V-7 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 nor on XK140's or XK150's.)

a. XK 120s

The Interior Judge should ask the Entrant to open the XK 120 battery compartment, located behind the seats. FHC's and DHC's have a hinged panel, which may be unfastened and tipped forward for the batteries to be inspected. The separate battery cover on the XK 120 OTS's should be unfastened and either tipped forward or removed for battery inspection. The Judge should examine 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 120's are not judged unless the battery covers are missing.

b. Other Models

In accordance with Ch V, A.6., pg V-3, Entrants should be asked to remove the cosmetic or protective covers from the batteries. (Battery covers which are screw-fastened or clamped to the battery or its hold-down should not be removed.) Judge the general area, the battery configuration, its style, cover, the positions and type of its terminals, the visible cables, the battery hold-down and the battery cable ends.

11. Tool Kits

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.

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 owner's 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 the 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 should 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. It is also possible for the wheel to be authentic but the tire to be non-authentic and vice-versa.

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.

a. Spare Tire

Where full sized spares are present and are correct, as verified by Appendix B or the Owner's Manual, the spare tire should be of identical brand, tread pattern, speed rating and size as the tires mounted on the road wheels. Some newer model Jaguars are not fitted with spare tires but "Fix-a-Flat" or other similar products.

b. Spare Tire Remains in Boot

The spare tire must be displayed inside the boot. The Boot 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.

c. Spare Tire Cover

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

d. Painted Wheels

Judge the wheel for color and condition of paint.

e. 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

4. Battery (Batteries are not judged in Driven Division)

In accordance with Chapter V, A.6, pg V-3, Entrants should be asked to remove the cosmetic or protective covers from the batteries. (Battery covers which are screw-fastened or clamped to the battery or its hold-down should not be removed.) Judge the general area, the battery configuration, its style, cover, the positions and type of its terminals, the visible cables, the battery hold-down and the battery cable ends.

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 Head Color Table in Chapter VI or 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?

Note: SU Carburetor (triangular) Float Bowl tags should not appear on XK 120 or XK 140 H6 carburetors. The tags should be considered optional on XK 150's and other HD carburetor-equipped Jaguars.

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 JCNA Judging Guide or JCNA Seminar Technical Bulletin 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 1: When referring to exhaust manifolds, the British term "Vitreous enamel" equates to the North American term "porcelain".

Note 2: 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., page VI-21)

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 pigots.

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

Note: 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. 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.

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

In accordance with Chapter V, A.6, pg V-3, Entrants should be asked to remove the cosmetic or protective covers from the batteries. (Battery covers which are screw-fastened or clamped to the battery or its hold-down should not be removed.) Judge the general area, the battery configuration, its style, cover, the positions and type of its terminals, the visible cables, the battery hold-down and the battery cable ends.

d. 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.

e. 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.

6. 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.

7. 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.

8. 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.

Notes:

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.
- d. JCNA Seminar Technical Bulletins*, where the content quotes or copies Jaguar Cars or certain JCNA publications, (see Appendix C, Tables C-1 and C-3).

- * Only that bulletin content, which quotes or copies information from the Jaguar Cars documents, listed in Table C-1, is permitted for validating feature and component authenticity.

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, page V-6).
- 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.

Note 1: 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 2)
- 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 or JCNA Seminar Technical Bulletins* will also advise which items and configurations are acceptable.)

- * Only that bulletin content, which quotes or copies information from the Jaguar Cars documents, listed in Table C-1, is permitted for validating feature and component authenticity.

Note 2: 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/XJ81 Style Saloons. In 1994, X300/X305 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.**

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, page IV-5).

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 page IV-5).

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 (2018 AGM)~~
- c. The underside of the vehicle.
- d. Inner sidewalls of road tires are not judged

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	Below

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.	NOTES on pg VI-8
1. Antennas	2.0		a
2. Back-up Lights Assemblies	2.0 ea		
3. Badges & Emblems	2.0 ea		b
4. Batteries, XK 140 & XK 150 batteries are excluded 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		
10. Bumper Overriders	2.0 ea		
11. Bumper Spring Bars	4.0 ea		

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTES on pg VI-8
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		d
15a. Protective clear bras/coverings, Driv. Div, in other than frontal area. (See ChV-5, C.2. b1)	2.0 each	10.0	s
15b. Protective clear bras/coverings, Champ. Div. , (See ChV-5, C.2. b2)	10.0	20.0	t
17. Curb Feelers	2.0 ea		
18. Door Edge Protectors	1.0 ea		e
19. Door Handles, Boot Lid Handles and Locks	2.0 ea	8.0	
20. Doors	8.0 ea		c
21. Driving/Fog Light Assemblies	3.0 ea		b
22. Exhaust or Tailpipe Tips/Ext./Assemblies	3.0 ea		
23. Exhaust Resonators	4.0 ea		
24. Fenders	8.0 ea	12.0	c
25. Fire Extinguisher for Special Division S1/PD (See Chapter II, Sec. 4B, Notes 2a. and 2b., Page II-9)	4.0		(2018 AGM)
26. Grille, Primary	8.0		
27. Grille, Secondary and Grille Bars	4.0		
28. Gutters	3.0 ea		
29. Head Light Assemblies	4.0 ea	10.0	f
30. Hood/Envelope Cover	4.0		
31. Leaper	3.0		g
32. License Plate Holders/Brackets/Supports	2.0		
33. License Plate Frames	1.0		h
34. Light Lenses	1.0 ea		
35. Luggage Racks	4.0		i
36. Mud Flaps (Except authorized Jaguar accessories)	2.0 ea		
37. Pin Striping (aka Body Stripes or Coach Lines)	0.5 ea Panel	1.0	j
38. Piping, Fender and Panel	2.0 ea Section		
39. Racing Stripes, Large Decals & Film Appliqués	6.0 ea	12.0	
40. Rear View Mirrors	2.0 ea		
41. Rocker Panels	6.0 ea		
42. Roof Vinyl or Fabric Covering	8.0		k
43. Side Curtains	3.0 ea		
44. Side Curtain Storage Pouch	2.0 ea		
45. Side Marker Light Assemblies	2.0 ea		
46. Side Protective Moldings (Except authorized Jaguar Cars Ltd. or Inc. accessories)	2.0 ea Side		l

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTES on pg VI-8
47. Spats	6.0 ea		
48. Sun Roof	6.0		m
49. Tires	2.0 ea	8.0	n
50. Tonneau	4.0		
51. Top, OTS/DHC (Hardtop in place is equal to Missing)	10.0		o
52. Top, OTS/DHC Binding	2.0 ea		
53. Top, OTS/DHC Pin Beading or Molding	4.0 ea Section		p
54. Top, OTS/DHC Rear Window	4.0		
55. Trim, Exterior	4.0 ea Section		
56. Turn Signal & Brake Light Assemblies	2.0 ea		
57. Wheel Arch Trim or Beading	2.0 ea		
58. Wheel Hubcaps	2.0 ea		
59. Wheel Knock Offs	2.0 ea		
60. Wheel Lug Nuts	1.0 ea	10.0	
61. Wheel Trim	2.0 ea		q
62. Wheels	6.0 ea	20.0	
63. Window Glass & Tinting	1.5 ea Pane	6.0	r
64. Window Glass Decorative Etching	1.5 ea Pane	6.0	
65. Windshield Stanchions	4.0 ea		
66. Windshield Washer Jets	1.0 ea		
67. 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.**
 1. 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.
 2. Badges. Badges must represent JCNA, JCNA affiliates or other Jaguar or automobile associations.
 3. Grille-Mounted Badges. Grille-Mounted Badges are NOT allowed on Champion Division Entries. A maximum of two (2) grille-mounted badges are allowed, on Driven Division Entries.

MODEL YEAR	MODEL	PIN STRIPES	NOTE	REFERENCE
1987	XJ6/XJ40	YES (double)		
	XJ6/XJ40 SOVEREIGN	YES (double)		Unconfirmed, see note
	XJ6/XJ40 VDP	YES (double)	Two-tone	
	XJ6/XJ40 DAIMLER	YES (single)		Unconfirmed, see note
1988	XJ6/XJ40	NO		Unconfirmed, see note
	XJ6/XJ40 SOVEREIGN & VDP	YES (double)	Two-tone	
1989	XJ6/XJ40	NO		Unconfirmed, see note
	XJ6/XJ40 SOVEREIGN & VDP	NO	Chrome swage molding	Unconfirmed, see note
1990	XJ6/XJ40 & SOVEREIGN	NO		
	XJ6/XJ40 VDP	NO	Chrome swage molding	
	XJ6/XJ40 VDP MAJESTIC	NO	Body color swage molding	
1991	XJ6/XJ40 & SOVEREIGN	NO		
	XJ6/XJ40 VDP	NO	Chrome swage molding	
1992	XJ6/XJ40 & SOVEREIGN	NO		
	XJ6/XJ40 MAJESTIC	NO	Chrome swage molding & side finisher	
	XJ6/XJ40 VDP	NO	Chrome swage molding	
1993	XJ6/XJ40 & VDP	NO		
	XJ6/XJ40 DAIMLER	NO	Chrome swage molding	
1994	XJ12/ <u>XJ81</u>	NO	Chrome swage molding & side finisher	
	XJ6/XJ40	NO		
	XJ6/XJ40 VDP	NO	Chrome side finisher	Unconfirmed, see note
1987 thru 1990	XJS + H&E	YES	Above beltline, below door handle	
1991	XJS	NO		
1992	XJS	NO		
1993	XJS & XJRS	NO		
1994	XJS 6 Cyl	NO		
1994	XJS 12 Cyl	YES	Fm Vin #188105 - 194774	Orig. Jaguar Parts
1994 - 1997	XJ (X300/ <u>X305</u>)	NO		
1995	XJR	YES		
1995 - 1996	XJS	NO	Fm Vin #194775	Orig. Jaguar Parts
1996 - Onward	All Models	NO		

All authentic body stripes are applied as tape, NOT painted.

Note: The configuration listed for these particular models has been difficult to authenticate. Entrants with those models are encouraged to provide official documentation validating the body/pin stripe configuration of their Entries.

- 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/XJ81. 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/X305 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 (*Notes n. 1 and n. 2 below apply to Champion Division Entries only*):**
- Champion Division – 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 and are **specifically authorized/listed in the applicable Jaguar Spare Parts Catalogue for the Entry.** (2018 AGM)
- Driven Division -** 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. (2018 AGM)
- Redline sidewalls were never offered by Jaguar and are considered non-authentic in Champion Division only.** (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. (XK 120, XK 140 and XK 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. (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.

Marque	Note	Model/Engine Capacity	Announced	Years Current
Jaguar		XJS (Re-styled) 4.0L & 5.3L	1991	1992-1996
Jaguar	(6)	XJ12 (XJ81) and Vanden Plas 5.3L	1993	1993-1994
Jaguar	(6)	XJ (X300) 4.0L & (X305) 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
Jaguar		F-TYPE	2013	2013-On
Jaguar		F-PACE	2016	2016-On
Jaguar		XE	2016	2016-On
Jaguar		E-Pace (2018 AGM)	2018	2018-On
Jaguar		I-Pace (2018 AGM)	2018	2018-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:

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
<u>XJ6/12 (XJ40/XJ81)</u>					
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 <u>(XJ81)</u> (early)	225/60ZR16	Pirelli	P4000E	Lattice 7x16
1994	XJ12 <u>(XJ81)</u> (late)	225/60ZR16	Pirelli	P4000	20 Spoke Alloy 7x16
1994	Vanden Plas	225/60ZR16	Pirelli	P4000E	Aero Alloy 7x16
<u>XJ220</u>					
1988	XJ220 Prototype	295/40ZR17	Pirelli	P Zero	Speedline One-piece Alloy 9x17
1991	XJ220	(Front) 255/45ZR17 (Rear) 345/35ZR18	Bridgestone Bridgestone	Expedia Expedia,	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
<u>XJ6 (X300/X305)</u> (See Apx B, Note #6, pg Apx B II-9)					
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 <u>(X305)</u>	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
<u>X-TYPE (2004-2007)</u> (See Apx B, Note #6, pg Apx B II-9)					
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 Alloy17x7.0
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

2018 E-Pace Note: Tire Size listed as part of brochure documentation (See Apx B, Note #6, pg Apx B II-9)											
	17" 10 Spoke 'Style 1005'	18" 5 SPOKE 'STYLE 5048'*	18" 9 Spoke 'Style 9008'	19" 10 Spoke 'Style 1039'	19" 5 SPOKE 'STYLE 5049'*	19" 5 SPOKE 'STYLE 5049'* WITH SATIN DARK GREY FINISH	20" 5 SPLIT-SPOKE 'STYLE 5051'* WITH GLOSS BLACK FINISH	20" 5 SPLIT-SPOKE 'STYLE 5051'* WITH SATIN GREY DIAMOND TURNED FINISH	20" 5 SPOKE 'STYLE 5054'*	21" 5 SPLIT-SPOKE 'STYLE 5053'† WITH SATIN GREY DIAMOND TURNED FINISH	
	E-Pace	Standard	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	E-Pace S	N/A	Optional	Standard	Optional	Optional	Optional	Optional	N/A	Optional	Optional
	E-Pace SE	N/A	N/A	N/A	Standard	Optional	Optional	Optional	N/A	Optional	Optional
	E-Pace R-Dynamic	N/A	N/A	N/A	N/A	N/A	Optional	Optional	N/A	Optional	Optional
	E-Pace R-Dynamic S	N/A	Standard	Optional	Optional	Optional	Optional	Optional	N/A	Optional	Optional
	E-Pace R-Dynamic SE	N/A	N/A	N/A	Optional	Standard	Optional	Optional	N/A	Optional	Optional
	E-Pace R-Dynamic HSE	N/A	N/A	N/A	N/A	N/A	N/A	Optional	Standard	Optional	Optional
	E-Pace First Edition	N/A	N/A	N/A	N/A	N/A	Optional	Optional	N/A	Optional	Optional






*Not available on E-PACE standard model

†Requires Adaptive Dynamics

Information courtesy Jaguar Cars

All Season Tires
 Reduced section steel spare wheel

E-Pace Wheel Specifications	Front Tyre Size	Tyre Manufacturer	Rear Tyre Size	Tyres Manufacturer
17" 10-Spoke Style 1005				
18" 5-Spoke Style 5048*				
18" 9-Spoke Style 9008				
19" 10-Spoke Style 1039				
19" 5-Spoke Style 5049				
19" 5-Spoke Style 5049* With Satin Dark Grey Finish				
20" 5-Split-Spoke Style 5051* With Gloss Black Finish				
20" 5-Spoke Style 5054*				
21" 5-Split-Spoke Style 5053† With Satin Grey Diamond Turned Finish				

2018 I-Pace Note: Tire Size listed as part of brochure documentation (See Apx B, Note #6, pg Apx B II-9)									
	18" 15 Spoke 'Style 1022'	18" 5 Split-Spoke 'Style 5055' with Diamond Turned finish	22" 5 Split-Spoke 'Style 5056' with Diamond Turned finish	20" 6 Spoke 'Style 6007'	20" 6 Spoke 'Style 6007' with Diamond Turned finish	20" 5 Spoke 'Style 5068' with Gloss Black finish	20" 5 Spoke 'Style 5068' with Diamond Turned finish	20" 5 Split-Spoke 'Style 5070' in Technical Grey with Polished finish	22" 5 Spoke 'Style 5069' in Gloss Black with Diamond Turned finish and carbon inserts
	I-Pace S	Standard							
	I-Pace SE				Standard				
I-Pace HSE					Standard				
I-Pace First Edition		Standard							Optional

I-Pace information based on pre-production information

Reduced section alloy spare wheel

All Season Tires
 Reduced section steel spare wheel

I-Pace Wheel Specifications	Front	Tyres	Rear	Tyres
18" 15 Spoke 'Style 1022'				
18" 5 Split-Spoke 'Style 5055' with Diamond Turned finish				
22" 5 Split-Spoke 'Style 5056' with Diamond Turned finish				
20" 6 Spoke 'Style 6007'				
20" 6 Spoke 'Style 6007' with Diamond Turned finish				
20" 6 Spoke 'Style 6007' with Diamond Turned finish				
20" 5 Spoke 'Style 5068' with Gloss Black finish				
20" 5 Split-Spoke 'Style 5070' in Technical Grey with Polished finish				
22" 5 Spoke 'Style 5069' in Gloss Black with Diamond Turned finish and carbon inserts				

Appendix D

Official JCNA Concours d'Elegance Competition Classes

Champion Division Classes

- C1/PRE:** Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)
- C2/120:** XK 120 (1948-54)
- C3/140:** XK 140 (1955-57)
- C4/150:** XK 150 (1957-61)
- C5/E1:** E-Types, Series 1 (1961-67)
- C6/E2:** E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)
- C7/E3:** E-Types, Series 3 (1971-75)
- C8/SLS:** 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)
- C9/XJ:** XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) **See Note 1**
- C10/XJ:** XJ6 (XJ40) Sedans (1987-94), XJ12 (**XJ81**) (1993-94); XJ6/12/R, (X300/X305) (1995-97) **See Note 1**
- C11/J8:** XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) **See Note 1**
- C12/JS:** XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
- C13/JS:** XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
- C14/K8:** XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
- C15/XK:** XK and XKR Coupe and Conv. (2007-On)
- C16/SX:** S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)
- C17/PN:** Preservation Class (more than 35 years old)
- C18/PN:** Preservation Class (20 to 35 years old)
- C19/FJ:** XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On), XE (2016-On)
- C20/F:** F-TYPE (2013-On)
- C21/P:** **F-PACE (2016-On), E-PACE, I-PACE (2018-On) (2018 AGM)**

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Champion Division Classes C9/XJ and C10/XJ according to their years, engines, and body styles.

Driven Division Classes

- D1/PRE:** All Classics (Pre-XK engine) and XK 120, XK 140, XK 150
- D2/E1:** E-Types (1961-67)
- D3/E2:** E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)
- D4/E3:** Series 3 E-Types (1971-75)
- D5/SLS:** 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/XJ:** 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) **See Note 1**
- D7/XJ:** XJ6 (XJ40) Sedans (1987-94); XJ12 (**XJ81**) (1993-94); XJ6/12/R, (X300/**X305**) (1995-97) **See Note 1**
- D8/XJS:** XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
- D9/XJS:** XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
- D10/K8:** XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
- D11/XK:** New XK and XKR Coupe and Conv. (2007-On)
- D12/J8:** XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004- 2009) **See Note 1**
- D13/SX:** S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)
- D14/FJ:** XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On)
XE (2016 Model Year)
- D15/F:** F-TYPE (2013-On)
- D16/P:** **F-PACE (2016-On), E-PACE, I-PACE (2018-On) (2018 AGM)**

Note 1: Majestic, Daimler, Daimler Double Six, Daimler Sovereign, and Daimler Majestic models are eligible for Driven Division Classes D6/XJ and D12/J8 according to their years, engines, and body styles.

Special Division Classes

- S1/PD:** Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars **privately** prepared and modified for competition
- S2/MOD:** Modified
- S3/REP:** Replica (non-production, Jaguar powered)

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.

Poor Rubber Seal

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.

Pozidrive®

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.

Privateer

Someone who races non-factory sponsored racecars at national or international circuits.

Replica

A vehicle whose builder attempted to faithfully reproduce all characteristics of the original.

Ripple

An undulation in a normally flat surface.

Rust

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.

Saloon

A four door automobile having a closed body and a closed boot separated from the part in which the driver and passengers sit; a sedan. (2018 AGM)

Scratch

A mark in the finish caused by a sharp or ragged object. Scratches left by waxing or polishing do not meet this definition.

Smoothing

As used in this Rule Book, Smoothing of a finish refers to the removal of casting or manufacturing blemishes (found primarily on aluminum or aluminum alloy items) that the factory did not take the time to correct.

- a. Items (such as cam covers and carburetor air inlet ducts/horns) whose surfaces were mostly smooth and polished, from the factory, but which had minor blemishes, from mold seams or rough areas caused by mold or casting imperfections, may have those defects "smoothed" and polished, to match the **original surface finish of the main portion** of the item, without penalty.
- b. Items that were cast in molds that produced a coarse or grainy-textured finish (such as sand-cast carburetor domes and the E-type clutch and brake pedal suspension housings) **SHOULD NOT** have their original overall rough texture removed.

Squab	The upright portion of the seat, the seat's back. Squabs have visible fronts and backs.
Stain	A discoloring, soiling or spotting of a surface.
Tears/Holes	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.
Trust/Trustee	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.
TWR Tom Walkinshaw Racing	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.
YCCC - Yellow Chromate Conversion Coating	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.
Worn	Exhibiting the effects of use and wear.

2018 Judges Team Assignments

Total Number of Champion Division Jaguars: _____

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.

	No of Cars	Champion Division Classes
Team #1 Lead: _____	_____	C1/PRE: Classics (Pre-XK engine) Tourer, OTS DHC and Saloons: Swallow, SS & SS Jaguar (1927-51) C2/120: XK 120 (1948-54) C3/140: XK 140 (1955-57) C4/150: XK 150 (1957-61) C5/E1: E-Types, Series 1 (1961-67) C6/E2: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71) C7/E3: E-Types, Series 3 (1971-75) C8/SLS: 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) C9/XJ: XJ6/12 Series 1 Saloons (1968-73), XJ6/12 Series 2 Saloons and Coupes (1973-79), Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ81) (1993-94); XJ6/12/R, (X300/ X305) (1995-97) C11/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) C12/JS: XJ-S/SC (1976 - 1991 Pre-Facelift) C13JS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. C14/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006) C15/XK: XK Coupe and Conv. (2007-On) C16/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008) C17/PN: Preservation Class (more than 35 years old) C18/PN: Preservation Class (20 to 35 years old) C19/FJ: XF Sedans (2008-On), XJ Sedans (2010-On) XE (2016 – On) C20/F: F-TYPE (2013-On) <u>C21/P: F-PACE (2016-On), E-PACE, I-PACE (2018-On) (2018 AGM)</u>
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: _____	_____	
	_____	Special Division Classes S1/PD: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars, Production Jaguars <i>privately</i> prepared and modified for competition, S2/MOD: Modified S3/REP: Replica (non-production, Jaguar powered)

2018 Judges Team Assignments

Total Number of Driven Division Jaguars: _____

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: _____	No of Cars	Driven Division Classes
Classes: _____	_____	D1/PRE: All Classics (Pre-XK engine) and XK 120, XK 140, XK 150 D2/E1: E-Types (1961-67) D3/E2: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71) D4/E3: Series 3 E-Types (1971-75) D5/SLS: 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/XJ: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign XJ6 VDP (1979-87); Series III V12 and VDP (1979-92) Note 1 D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ81) (1993-94); XJ6/12/R, (X300/ X305) (1995-97) Note 1 D8/XJS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport. D9/XJS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport. D10/K8: XK8 Coupes and Conv. (1996-2006), XKR (1999-2006) D11/XK: XK Coupes and Conv. (2007-On) D12/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/I Sedans (X350 Alloy) (2004-2009) D13/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002–2008) D14/FJ: XF Sedans (2008-On), XJ Sedans (2010-On), XE (2016 – On) D15/F: F-TYPE (2013-On) D16/P: F-PACE (2016-On), E-PACE, I-PACE (2018-On) (2018 AGM)
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: _____	_____	

MODEL YEAR	MODEL	PIN STRIPES	NOTE	REFERENCE
	XJ6/XJ40	NO		
	XJ6/XJ40 VDP	NO	Chrome side finisher	Unconfirmed, see note
1987 thru 1990	XJS + H&E	YES	Above beltline, below door handle	
1991	XJS	NO		
1992	XJS	NO		
1993	XJS & XJRS	NO		
1994	XJS 6 Cyl	NO		
1994	XJS 12 Cyl	YES	Fm Vin #188105 - 194774	Orig. Jaguar Parts
1994 - 1997	XJ (X300/X305)	NO		
1995	XJR	YES		
1995 - 1996	XJS	NO	Fm Vin #194775	Orig. Jaguar Parts
1996 - Onward	All Models	NO		

All authentic body stripes are applied as tape, NOT painted.

Note: The configuration listed for these particular models has been difficult to authenticate. Entrants with those models are encouraged to provide official documentation validating the body/pin stripe configuration of their Entries.

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		g
2. Arm Rests	3.0 ea		
3. Ash Trays	1.0 ea		
4. Batteries (XK 120 Champion Division only)	3.0 ea	6.0	a
5. Battery Compartment Cover (XK 120)	2.0 ea		OTS only
6. Battery Individual (bakelite) Covers (XK 120)	2.0 ea		a
7. Battery (metal) Securing Straps (XK 120)	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		

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTE
12. Consoles - A/C, Light, Radio, Computer	2.0 ea		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		c
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	d
24. Knobs and Switches	1.0 ea	6.0	e
25. Levers, Shift and Brake	2.0 ea		
26. Non-Factory Accessories	2.0 ea		f
27. Piping, Binding & Trim	2.0 ea		
28. Radio, Tape or CD Player	3.0		g
29. Rear View Mirror	2.0		
30. Seat Belts	4.0 ea Set		h
31. Seat Belt Retractors	2.0 ea		
32. Seat Covers not removed	5.0 ea	10.0	i
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		g
37. Speakers	4.0 ea		g
38. Steering Wheel (Wrong or wrapped)	6.0		j
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		

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTE
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 XK 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. 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.