

# Judge Refresher Training

Edited and Updated August 2017

by

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(Not yet subjected to separate JCRC review)

# Judge Certification

To become certified, candidates must:

- Undergo training like this session
- Take and pass the current Judge's Test
- Serve as Apprentice during at least one event
- Be endorsed by Judging Team Leader
- Serve as Judge and have Chief Judge approve scoring

# Judge Currency

To keep your certification current you must:

- Receive an annual briefing on rule book changes
- Take and pass the current Judge's Test at least every 3 years

For record purposes, inform your home club's Chief Judge if you judge at another JCNA concours.

# JCNA Philosophy of Judging

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**.

- **“The Entry’s configuration and condition shall be as it was officially documented or intended to have left the factory.”**
- Subsequent changes must be documentable by Approved Sources, as authorized for the model. See Appendix C and Appendix E



# Protocol – Judge, Entrant & Team

- Don't touch the car, tools or handbooks (ask the Entrant to do it.)
  - Ask entrant to open/close the car as required
  - Don't sit in car to judge interior
- Don't talk to Entrant unless necessary
- Don't show score sheets to Entrant. (Except when asking for non-authenticity items to be initialed.)
- Share authenticity knowledge with team members
- **Study the applicable Judging Guides and Seminar Bulletins ahead of time**

# Judging Teams #1

- All members of each Judging Team must hold current certifications
  - Exception: Each OV Judging Team must have at least One currently Certified Judge.
- Team leaders should be helpful, not overbearing.
- Do not invite or tolerate comments from spectators while judging.

## Judging Teams # 2

- Keep team intact judging each class
- **A Judge may not judge the class containing their own car, a family member's car, or a car whose cosmetics they have worked on.**
  - Includes Operation Verification!

# Information for Judges

- Best information sources are team leaders and Chief Judge
  - Don't hesitate to ask them
- When a JCNA Judging Guide exists for a model, its use is mandatory.
- The applicable Judging Guide becomes the authenticity standard for the model. Deductions should be made wherever non-compliance is recognized. If a Judge or an Entrant disagrees with a JCNA Judging Guide, they should submit a formal protest/recommendation, with official reference materials to correct the guide.
- Rule Book—every Judge should have access to a copy
- Share authenticity knowledge with team members.

# Judge to the Standard

- Clubs and individual Judges are prohibited from lowering the standards set forth in the JCNA 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.

# Standard Instructions for Entrant - 1

- Honor “rags down” time
- Clean out areas to be judged
- Remove accessory floor mats, seat covers
- Leave previously-won trophies & display gimmicks at home
- Don’t “dis” the competition
- Be prepared to prove ownership if requested.

# Standard Instructions for Entrant– 2

- Prepare car for presentation
  - Doors-bonnet-decklid **initially** closed per local instructions
  - Soft tops erected, latched
  - Windows up
  - Gas cap lids, glove boxes, other small **covered** compartments, closed
  - Spare tire in position, cover on

# Standard Instructions for Entrant - 3

- Conditions permitting, prepare separate neat display of:
  - Side curtains, factory floormats
  - Factory-supplied front license plate holders
  - Hood envelope/cover - DHC's & XJS and  
Tonneau (cockpit) cover - XK -120, -140, -150 roadsters
  - Standard tools & jack (Champion Division)
    - Optional tools will be judged if displayed
  - Owners manual & pouch (Champion Division)



# So, What's For Us To Judge?

- JCNA judges check:

- **1) Cleanliness**

- Is car free of (serious) dirt, dust, grease, lint, water spots, wax residue, road tar, finger prints, etc.

- JCNA judges check:
  - 1) Cleanliness
  - **2) Condition**
    - Entries are judged “as presented”. There will be no allowances or exceptions for “enroute damage”.
    - Inspect and deduct for wear, damage, corrosion, discoloration/fading, etc.
    - Observe fabric and vinyl creases and wrinkles:
      - Deduct if the result is from a poor fit
      - OK if the result is from normal folding, contact or operation.
      - Deduct if there is actual damage outside of the normal contact areas.

- JCNA judges look for:

- 1) Cleanliness
- 2) Condition

- **3) Authenticity** – Are judged parts:

- Present? (Non-authentic if missing)
- As authorized by Jaguar?
- Original, or look identical to original, and, where appropriate, include proper cast, engraved or imprinted logos?

- JCNA judges look for:

- 1) Cleanliness
- 2) Condition
- 3) Authenticity

- **4) Operation Verification**

Verification that horns & all exterior lights work as intended.

# Judging Techniques

- You may see more if you focus on specific areas one-after-another, rather just looking at the car in general
- For items appearing on both sides of the car, make notes first, then score after seeing the second side
- Talk to your team mates: “What do you think of this? Does this look OK to you?”
- Judge each Entry with equal intensity.

# Areas/Items Excluded from Judging

- Do NOT Judge
  - Front or rear suspension components.
  - Brake drums, discs or calipers
  - The underside of the vehicle
  - Inner sidewalls of road tires

# OK to Judge

- Exposed steering components
- Body-colored areas
- Visible exhaust resonators
- Visible tailpipes and tailpipe hangers.

# Operation Verification

- Confirm that specific functional items work
- Done by primary judging team or separate 2-3 person Operation Verification team (Latter requires at least one certified Judge.)
- List non-authentic lights or horns on form
  - Only the Primary judging team may deduct points for non-authenticity
- Allow 15 minute “courtesy” repair period after OV check
  - Judges must not help with repairs



# Score Sheet Page 1 Header



## JAGUAR CLUBS OF NORTH AMERICA, INC. Official Concours d'Elegance Judging Score Sheet #1

ENTRY #: \_\_\_\_\_  
DATE: \_\_\_\_\_  
HOST: \_\_\_\_\_

CLASS: \_\_\_\_\_  
PLACE: \_\_\_\_\_  
ENTRANTS JCNA #: \_\_\_\_\_  
MODEL YEAR: \_\_\_\_\_  
MODEL: \_\_\_\_\_  
BODY TYPE: \_\_\_\_\_  
COLOR: \_\_\_\_\_  
HOME CLUB: \_\_\_\_\_

ENTRANT'S NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_

**Bold Boxes** are for Score Keepers Use Only

Fold on line below for insertion into window envelope

- Score sheets without entrant information can get separated or lost
- You must be sure entrant's name and car info are complete and **legible**, before starting

# Score Sheet Pgs 2-4 Header



## JAGUAR CLUBS OF NORTH AMERICA, INC.

### Official Concours d'Elegance Judging Score Sheet #4

ENTRY #:

ENTRANT'S JCNA #:

DATE:

ENTRANT'S NAME:

JUDGE'S NAME:

JUDGE'S JCNA NUMBER:

Entrant or family member is present

~~Bold Boxes are for Score Keepers Use Only~~

Enter deduction digits on both sides of decimal point: e.g. 0.1, 1.0 Mark unused location with a - or / for the whole section

- ON EVERY SHEET the Chief Judge and scorers must have:
  - Entrant's name and JCNA number, if appropriate
  - Judge's name and JCNA number (a very common and unforgivable omission)

# Operation Verification-Horns

## OPERATION VERIFICATION

System	Max. Ded.	
Horns	6	.
Headlights (high and low beam)	10	.
Driving Lights	6	.
Fog Lights (front & rear)	8	.
Parking, Tail, Side, & License Plate Light(s)	12	.
Brake Lights	10	.
Back-up Light(s) (see below)	6	.
Turn Signals (Front, Rear, & Side)	12	.
Must have 2 or more backup lights to receive max deduction.		.
Each inoperative light filament or horn receives a 1.0 point deduction.		.
An inoperative <b>system</b> receives the maximum deduction indicated.		

- Horns- Every Jaguar has two horns that together sound a chord
- Deduct 1 point if only one horn works
- Deduct 6 points if no horns work
- If both horns work but each sounds the same note, deduct 2.0 points for 1 non-authentic horn, (Chapter VI)

# Operation Verification-Lights

OPERATION VERIFICATION	
System	Max. Ded.
Horns	6 .
Headlights (high and low beam)	10 .
Driving Lights	6 .
Fog Lights (front & rear)	8 .
Parking, Tail, Side, & License Plate Light(s)	12 .
Brake Lights	10 .
Back-up Light(s) (see below)	6 .
Turn Signals (Front, Rear, & Side)	12 .
Must have 2 or more backup lights to receive max deduction.	
Each inoperative light filament or horn receives a 1.0 point deduction.	
An inoperative system receives the maximum deduction indicated.	

- All Exterior lights – Deduct 1 point for each inoperative filament; deduct the maximum when NO lamps work in a system
- If a light doesn't work, give the Entrant permission to "smack" it
- A dim light equals "working".
- Factory, and Jaguar USA authorized LED daytime running lights and/or other linear LED configurations, must have at least 50% of their individual lengths functional.

# Entering Deductions

**BOOT** (Champion & Special Divisions Only)

**Paint, Side Panels, Mats,**

Min Max  
Deduct Deduct

**Carpet, Battery**

28	Scratched/chipped/etc.	0.1	7	.
29	Poor finish/repair/dented	0.2	7	.
30	Faded/worn/hole	0.3	7	.
31	Corroded/pitted/rusted	0.2	7	.
32	Cleanliness	0.1	26	.
				.

- Deduction amount should be proportional to size & importance of flaw
- Each deduct must be at least the Minimum
- Total deduction on each line should not exceed the Maximum

- Use the pre-printed decimal points,
- Use dashes instead of zeros
- Bold boxes are for scorers only

# Cleanliness Deductions

- Every section has line for **cleanliness**
- Deduct for each instance of dirt, stains, water spots, oil, etc
- Deduct the minimum value for a minor fault, more for bigger flaws
- Do not exceed maximum value

## Carpets

15	Torn/hole	0.2	10	.
16	Faded/discolored/worn	0.2	9	.
17	Poor binding/stitchg/fit	0.1	9	.
18	Cleanliness	0.1	12	.

## Hardware, Steering Wheel, &

### Instruments (XK120 Batt.- Champ.& Spec. Divs. only)

19	Scratched/cracked	0.1	9	.
20	Corroded/pitted/rusted	0.2	9	.
21	Faded/discolored	0.2	10	.
22	Delaminated/dented	0.2	10	.
23	Cleanliness	0.1	12	.

## Seats, Squabs & Belts

24	Scratched/tear/cracked	0.2	14	.
25	Faded/discolored/worn	0.2	14	.
26	Poor fit/wrinkled	0.2	14	.
27	Cleanliness	0.1	28	.





# Max Deduction by Model

**EXTERIOR**

Including XJ12C →

DHC SAL  
OTS FHC  
XJ6C  
XJ-SC

Min Max Max  
Deduct Deduct Deduct

**Body, Doors, Bonnet,  
Boot Lid, Painted Bumpers & Grilles**

		Min	Max	Max	
1	Dented/trippled	0.2	6	8	.
2	Poor repair	0.2	6	8	.
3	Poor fit	0.2	6	8	.
4	Cracked	0.2	6	7	.
5	Rusted	0.1	6	7	.
6	Poor rubber	0.2	10	12	.
					.

**Paint Finish**

7	Scratched	0.1	6	7	.
8	Chipped/peeling/fisheye	0.1	6	7	.
9	Faded (obvious)	0.5	5	7	.
10	Worn/checked	0.5	6	7	.
11	Orange peel	0.5	5	7	.
12	Paint overspray	0.2	5	7	.
13	Cleanliness	0.1	22	26	.
					.

**Glass, Headlamp Covers, & Lamp Lenses**

14	Discolored/clouded	0.5	10	10	.
15	Scratched/chipped	0.2	8	8	.
16	Cracked/delaminated	0.5	8	8	.
17	Cleanliness	0.1	15	17	.
					.

- Exterior sheet has 2 columns for Max Deduct, depending on body style
  - Soft top – LH column
    - DHC Drop head coupe
    - OTS Open two seater
    - Convertible
  - Steel top - RH column
    - Saloon (Sedan)
    - FHC Fixed head coupe
- Total possible deductions balance, as soft top models have additional items judged



# Exterior – Sheet Metal

## EXTERIOR

DHC SAL  
 OTS FHC  
 Including XJ12C → XJ6C  
 XJ-SC  
 Min Max Max

<b>Body, Doors, Bonnet, Boot Lid, Painted Bumpers &amp; Grilles</b>		Deduct	Deduct	Deduct	
1	Dented/rippled	0.2	6	8	.
2	Poor repair	0.2	6	8	.
3	Poor fit	0.2	6	8	.
4	Cracked	0.2	6	7	.
5	Rusted	0.1	6	7	.
6	Poor rubber	0.2	10	12	.

## Paint Finish

7	Scratched	0.1	6	7	.
8	Chipped/peeling/fisheye	0.1	6	7	.
9	Faded (obvious)	0.5	5	7	.
10	Worn/checked	0.5	6	7	.
11	Orange peel	0.5	5	7	.
12	Paint overspray	0.2	5	7	.
13	Cleanliness	0.1	22	26	.

## Glass, Headlamp Covers, & Lamp Lenses

14	Discolored/clouded	0.5	10	10	.
15	Scratched/chipped	0.2	8	8	.
16	Cracked/delaminated	0.5	8	8	.
17	Cleanliness	0.1	15	17	.

- Are body panels smooth, dent free?
- Check panel fit
  - Are panel gaps even?
  - Are panels flush? (both same height)
- Check exterior rubber at windows, etc
- Check bumper rubber when examining chrome

# Example - Sheet Metal/Panel Alignment

## EXTERIOR

DHC SAL

OTS FHC

Including XJ12C → XJ6C

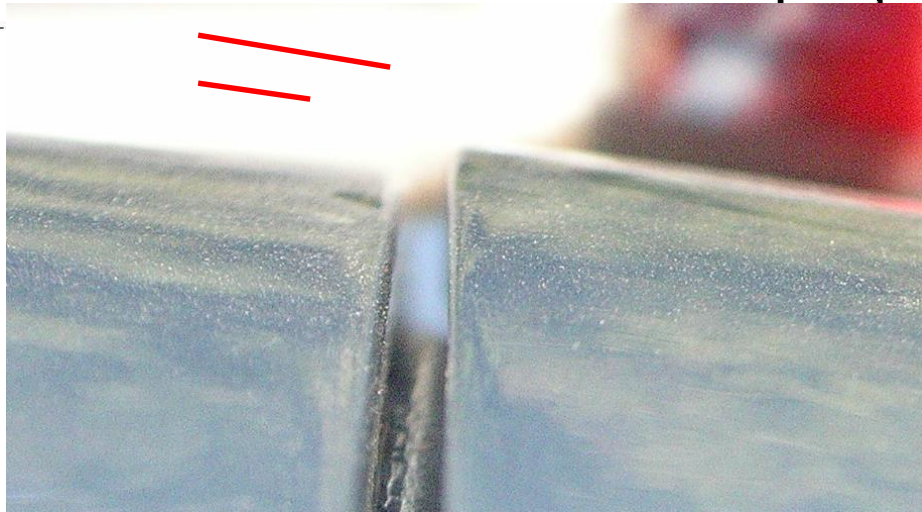
XJ-SC

Min Max Max

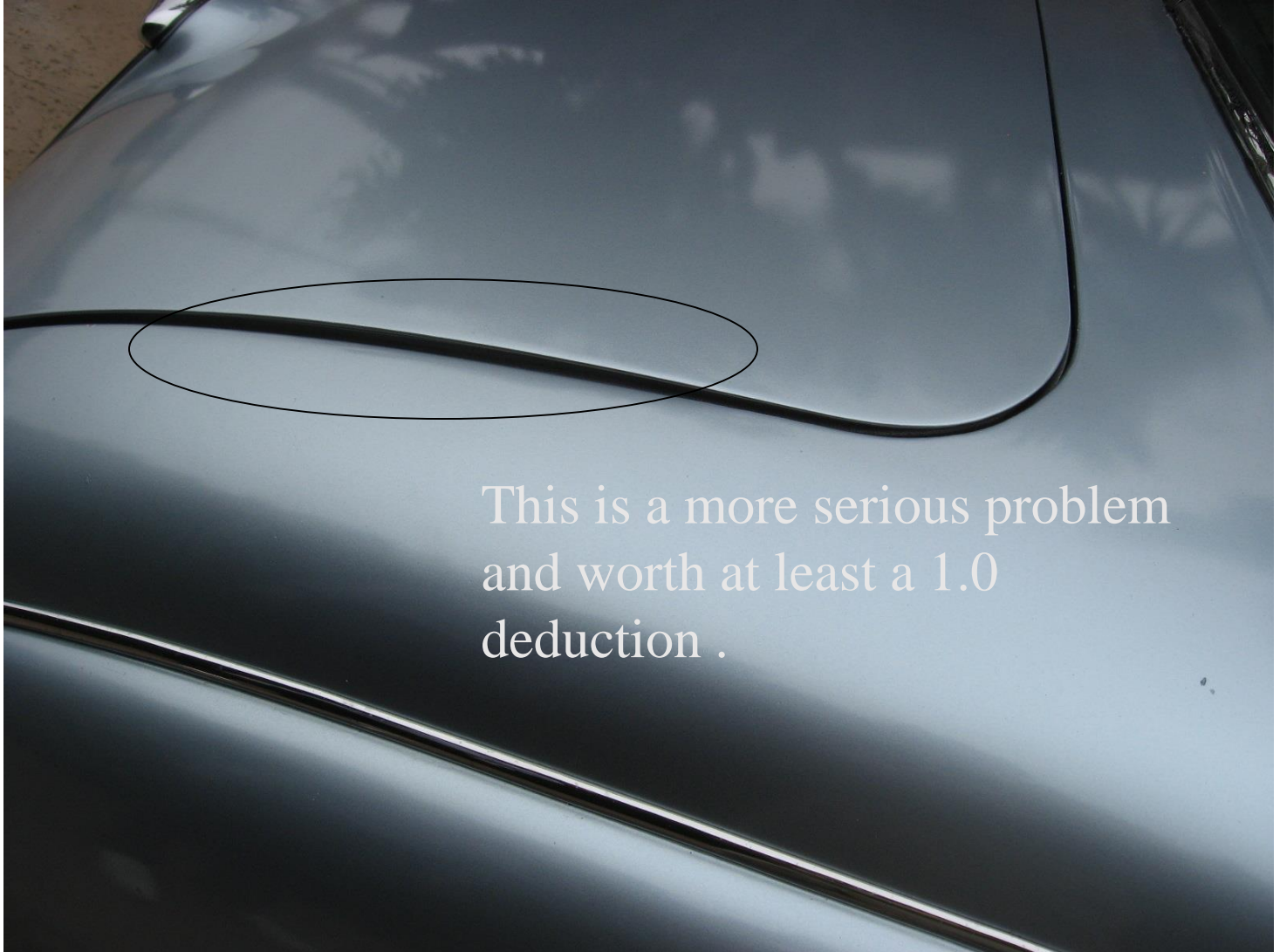
Body, Doors, Bonnet, Deduct Deduct Deduct  
 Boot Lid, Painted Bumpers & Grilles

1	Dented/rippled	0.2	6	8	.
2	Poor repair	0.2	6	8	.
3	Poor fit	0.2	6	8	.
4	Cracked	0.2	6	7	.
5	Rusted	0.1	6	7	.
6	Poor rubber	0.2	10	12	.

- This example of poor fit, alignment on an E-type bonnet. It is about a 0.4 deduction
- More than a minimum flaw but not a serious one



## Example - Boot Lid Poor Fit



This is a more serious problem  
and worth at least a 1.0  
deduction .

# Exterior – Paint Finish

<b>EXTERIOR</b>		DHC	SAL		
		OTS	FHC		
	Including XJ12C→	XJ6C			
		XJ-SC			
		Min	Max	Max	
	<b>Body, Doors, Bonnet,</b>	Deduct	Deduct	Deduct	
	<b>Boot Lid, Painted Bumpers &amp; Grilles</b>				
1	Dented/rippled	0.2	6	8	.
2	Poor repair	0.2	6	8	.
3	Poor fit	0.2	6	8	.
4	Cracked	0.2	6	7	.
5	Rusted	0.1	6	7	.
6	Poor rubber	0.2	10	12	.
					.
	<b>Paint Finish</b>				
7	Scratched	0.1	6	7	.
8	Chipped/peeling/fisheye	0.1	6	7	.
9	Faded (obvious)	0.5	5	7	.
10	Worn/checked	0.5	6	7	.
11	Orange peel	0.5	5	7	.
12	Paint overspray	0.2	5	7	.
13	Cleanliness	0.1	22	26	.
					.
	<b>Class, Headlamp Covers, &amp; Lamp Lenses</b>				
14	Discolored/clouded	0.5	10	10	.
15	Scratched/chipped	0.2	8	8	.
16	Cracked/delaminated	0.5	8	8	.
17	Cleanliness	0.1	15	17	.
					.

- Check for scratches-cracking, chips-peeling-runs, fading, (mismatch) wear, orange peel, and over-spray
  - Check door-end and door jamb paint when Interior Judge has doors opened
- Visible touch-up or other obvious repair of chips and paint damage should be given appropriate deductions.
- As of 2017, check for C&C of Driven Division clear bras. Judged the same as paint finish.
- Clear bras are non-authentic in Champion Division



# Example – Paint Flaws

## Paint Finish

7	Scratched	0.1	6	7	.
8	Chipped/peeling/fisheye	0.1	6	7	.
9	Faded (obvious)	0.5	5	7	.
10	Worn/checked	0.5	6	7	.
11	Orange peel	0.5	5	7	.
12	Paint overspray	0.2	5	7	.
13	Cleanliness	0.1	22	26	.
					.



- Paint defects range from 0.1 to 6 points EACH
- The minimal pit next to the dime should be a 0.1 deduct
- The chip next to the bolt is bigger, maybe a 0.2 or 0.3 deduct
- Every visible defect deserves at least the minimum deduction

# Example - Paint Chips



# Original Sugar Scoop Color





# Coarse Finish, Poor Color Reproduction





# Acceptable Refinish



# Exterior – Glass, Lamp Lenses

<b>EXTERIOR</b>		DHC	SAL		
		OTS	FHC		
Including XJ12C→		XJ6C			
		XJ-SC			
		Min	Max	Max	
<b>Body, Doors, Bonnet, Boot Lid, Painted Bumpers &amp; Grilles</b>		Deduct	Deduct	Deduct	
1	Dented/rippled	0.2	6	8	.
2	Poor repair	0.2	6	8	.
3	Poor fit	0.2	6	8	.
4	Cracked	0.2	6	7	.
5	Rusted	0.1	6	7	.
6	Poor rubber	0.2	10	12	.
					.
<b>Paint Finish</b>					
7	Scratched	0.1	6	7	.
8	Chipped/peeling/fisheye	0.1	6	7	.
9	Faded (obvious)	0.5	5	7	.
10	Worn/checked	0.5	6	7	.
11	Orange peel	0.5	5	7	.
12	Paint overspray	0.2	5	7	.
13	Cleanliness	0.1	22	26	.
					.
<b>Glass, Headlamp Covers, &amp; Lamp Lenses</b>					
14	Discolored/clouded	0.5	10	10	.
15	Scratched/chipped	0.2	8	8	.
16	Cracked/delaminated	0.5	8	8	.
17	Cleanliness	0.1	15	17	.
					.

- Check for defects in all windows
  - Glass manufacturer's logos are not judged.
  - Do not deduct for minor scuffs on side curtain Plexiglas
- Confirm that each pair of head, fog & driving lamps is identical in make and lens pattern

# Exterior – Chrome and Stainless

Min Max  
Deduct Deduct

## Chrome & Stainless

(Incl. Accessories, Tailpipes & Resonators)

18	Dented/rippled	0.1	6	.
19	Pitted/rusted	0.1	6	.
20	Lifting/peeling	0.5	6	.
21	Scratched/worn/faded	0.2	6	.
22	Paint overspray/poor fit	0.2	6	.
23	Poor rubber	0.1	6	.
24	Cleanliness	0.1	20	.
				.

- Inspect all bright metal, including bumpers, grilles, resonators, badges, antennas, window trim, mirrors, wiper arms/blades, etc.
- Check number, condition & location of tailpipes
- Check rubber that contacts bright trim

# XK Tail Pipe (best) Information

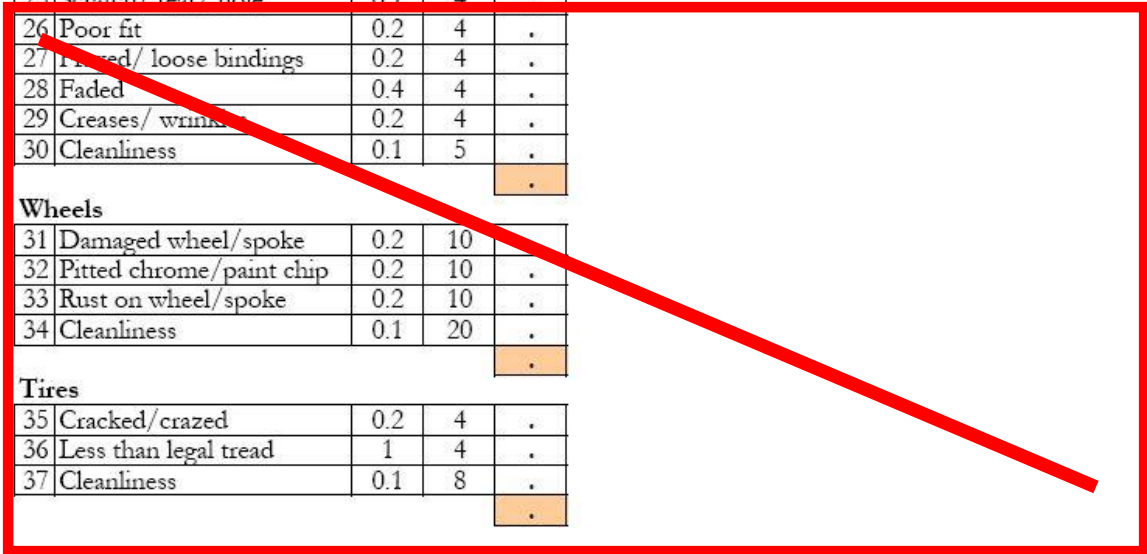
- XK120 – (Except for alloy cars) Should be flat black. (Stainless pipes may have to be painted.)
- XK140 – Last 12 inches of each pipe should be chrome/polished
- XK150 – Last 12 inches of each pipe should be chrome/polished. Later cars had separate chrome extensions attached to each pipe.

# Exterior – Soft Top

- Soft top section applies to Convertibles & XJ Coupe vinyl roofs only

		Min Deduct	Max Deduct	
<b>Chrome Work (incl. accessories, tailpipes &amp; resonators)</b>				
18	Dents/ripples	0.1	6	.
19	Pits/rust	0.1	6	.
20	Lifting/peeling	0.5	6	.
21	Scratches, corrosion	0.2	6	.
22	Fit over tray	0.2	6	.
23	Poor rubber components	0.1	6	.
24	Cleanliness	0.1	20	.
<b>Top, Side Curtains, Tonneau, &amp; Boot Cover (excluding glass) OTS/DHC Only - No Saloon</b>				
25	Scratch/tear/hole	0.1	4	.
26	Poor fit	0.2	4	.
27	Loose/loose bindings	0.2	4	.
28	Faded	0.4	4	.
29	Creases/wrinkles	0.2	4	.
30	Cleanliness	0.1	5	.
<b>Wheels</b>				
31	Damaged wheel/spoke	0.2	10	.
32	Pitted chrome/paint chip	0.2	10	.
33	Rust on wheel/spoke	0.2	10	.
34	Cleanliness	0.1	20	.
<b>Tires</b>				
35	Cracked/crazed	0.2	4	.
36	Less than legal tread	1	4	.
37	Cleanliness	0.1	8	.

■ If not a soft top, draw diagonal line through section



# Exterior – Soft Top, Accessories

Min Max  
Deduct Deduct

## Chrome & Stainless

(Incl. Accessories, Tailpipes & Resonators)

18	Dented/rippled	0.1	6	.
19	Pitted/rusted	0.1	6	.
20	Lifting/peeling	0.5	6	.
21	Scratched/worn/faded	0.2	6	.
22	Paint overspray/poor fit	0.2	6	.
23	Poor rubber	0.1	6	.
24	Cleanliness	0.1	20	.

## Hood, Hood Env., Side Curtains, Tonneau

OTS/DHC, XJ6C/XJ12C/XJ-SC Only - No Saloons

25	Scratched/torn/hole	0.1	4	.
26	Poor fit	0.2	4	.
27	Frayed/ loose bindings	0.2	4	.
28	Faded	0.4	4	.
29	Creased/wrinkled	0.2	4	.
30	Cleanliness	0.1	5	.

## Wheels (Wire, Disc, Alloy, Chrome, Painted)

31	Damaged/dented	0.2	10	.
32	Pitted/chipped/scraped	0.2	10	.
33	Rusted	0.2	10	.
34	Cleanliness	0.1	20	.

## Tires

35	Cracked/crazed	0.2	4	.
36	Excessive tread wear	1.0	4	.
37	Cleanliness	0.1	8	.

- Check for wear/tear, fit, fading, style & fasteners
  - Include bright trim, rear window shape
  - XK DHC/E-Type/XJS soft tops have a cover or hood envelope for the lowered top
  - XK120. -140 & -150 have tonneau covers for the cockpit
  - XJC 2-door coupes (1974-76) must have black vinyl roof



# Exterior – Wheels

Min Max  
Deduct Deduct

## Chrome & Stainless

(Incl. Accessories, Tailpipes & Resonators)

18	Dented/rippled	0.1	6	.
19	Pitted/rusted	0.1	6	.
20	Lifting/peeling	0.5	6	.
21	Scratched/worn/faded	0.2	6	.
22	Paint overspray/poor fit	0.2	6	.
23	Poor rubber	0.1	6	.
24	Cleanliness	0.1	20	.
				.

## Hood, Hood Env., Side Curtains, Tonneau

OTS/DHC, XJ6C/XJ12C/XJ-SC Only - No Saloons

25	Scratched/torn/hole	0.1	4	.
26	Poor fit	0.2	4	.
27	Frayed/ loose bindings	0.2	4	.
28	Faded	0.4	4	.
29	Creased/wrinkled	0.2	4	.
30	Cleanliness	0.1	5	.
				.

## Wheels (Wire, Disc, Alloy, Chrome, Painted)

31	Damaged/dented	0.2	10	.
32	Pitted/chipped/scraped	0.2	10	.
33	Rusted	0.2	10	.
34	Cleanliness	0.1	20	.
				.

## Tires

35	Cracked/crazed	0.2	4	.
36	Excessive tread wear	1.0	4	.
37	Cleanliness	0.1	8	.
				.

Judges may kneel down for this inspection.

- Check style-size-condition of road wheels, knock offs, center caps, valve dust caps
  - See Rules App B for specs
  - All 4 road wheels must match unless spec call for front and rear size difference
  - Boot Judge checks spare wheel. It must match road wheels unless compact size.
- Driven entries may have wider wire-wheel rims or original alloys chromed; the wheel inside diameter must be as original

# Exterior – Tires

Min Max  
Deduct Deduct

## Chrome & Stainless

(Incl. Accessories, Tailpipes & Resonators)

18	Dented/rippled	0.1	6	.
19	Pitted/rusted	0.1	6	.
20	Lifting/peeling	0.5	6	.
21	Scratched/worn/faded	0.2	6	.
22	Paint overspray/poor fit	0.2	6	.
23	Poor rubber	0.1	6	.
24	Cleanliness	0.1	20	.
				.

## Hood, Hood Env., Side Curtains, Tonneau

OTS/DHC, XJ6C/XJ12C/XJ-SC Only - No Saloons

25	Scratched/torn/hole	0.1	4	.
26	Poor fit	0.2	4	.
27	Frayed/ loose bindings	0.2	4	.
28	Faded	0.4	4	.
29	Creased/wrinkled	0.2	4	.
30	Cleanliness	0.1	5	.
				.

## Wheels (Wire, Disc, Alloy, Chrome, Painted)

31	Damaged/dented	0.2	10	.
32	Pitted/chipped/scraped	0.2	10	.
33	Rusted	0.2	10	.
34	Cleanliness	0.1	20	.
				.

## Tires

35	Cracked/crazed	0.2	4	.
36	Excessive tread wear	1.0	4	.
37	Cleanliness	0.1	8	.
				.

Judges may kneel down for this inspection.

- Check 4 road tires for condition
  - Cracked sidewalls
  - Legal tread
- All 4 must be same size & brand unless front and rear sizes differ by spec.
- Champion Div spare tire must match road tires. Unless compact.
- Check air valve dust caps:
  - Pre-60's should have metal caps. Plastic OK after.
  - Logo caps must be documented as an authorized Jaguar accessory



# Interior – Headliner

## INTERIOR

### Woodwork, Vinyl & Leather (except seats)

		Min Deduct	Max Deduct	
1	Scratched/torn/cracked	0.5	11	.
2	Dented/dimpled	0.5	11	.
3	Faded/peeling/worn	0.5	11	.
4	Poor fit	0.5	11	.
5	Cleanliness	0.1	16	.
				.

### Headliner, Underside of Hood Door Panels & Arm Rests

6	Scratched/torn/cracked	0.5	10	.
7	Faded/discolored	0.3	9	.
8	Wrinkled/loose/bent	0.5	9	.
9	Cleanliness	0.1	12	.
				.

### Door Jambs, Sills, Shut & Hinge Faces, Rubber Seals, & Wire Conduits

10	Scratched/chipped/etc.	0.2	6	.
11	Poor repair/fit/rubber	0.2	5	.
12	Overspray/poor paint	0.2	5	.
13	Corroded/dented/rusted	0.2	5	.
14	Cleanliness	0.1	12	.
				.

- Judge headliner, and inside of soft tops, for fit, secure attachment, smoothness, and absence of sags
  - No deduction for normal creasing, compressing, rubbing
- Judge visible convertible top frames/hood sticks for finish, paint color, wrapping and fasteners

Tan bowdrill on header



All E-type top/hood headers were covered with tan bowdrill material no matter the color of the top/hood itself

Illustrating correct E-type frame color, shot bag, tan bowdrill on hoodsticks and header



# Interior – Door Panels, Armrests

## INTERIOR

### Woodwork, Vinyl & Leather (except seats)

		Min Deduct	Max Deduct	
1	Scratched/torn/cracked	0.5	11	.
2	Dented/dimpled	0.5	11	.
3	Faded/peeling/worn	0.5	11	.
4	Poor fit	0.5	11	.
5	Cleanliness	0.1	16	.
				.

### Headliner, Underside of Hood

#### Door Panels & Arm Rests

6	Scratched/torn/cracked	0.5	10	.
7	Faded/discolored	0.3	9	.
8	Wrinkled/loose/bent	0.5	9	.
9	Cleanliness	0.1	12	.
				.

### Door Jambs, Sills, Shut & Hinge

#### Faces, Rubber Seals, & Wire Conduits

10	Scratched/chipped/etc.	0.2	6	.
11	Poor repair/fit/rubber	0.2	5	.
12	Overspray/poor paint	0.2	5	.
13	Corroded/dented/rusted	0.2	5	.
14	Cleanliness	0.1	12	.
				.

- Judge trim panels for vinyl tears, fading, wrinkles, snug attachment to doors, & proper fasteners
- Look for correct underdash cover panels
- Check for armrests and door pockets
  - Not all models had arm rests
- Check for proper radio speakers & grilles



# Interior – Carpeting

## Carpets

15	Torn/hole	0.2	10	.
16	Faded/discolored/worn	0.2	9	.
17	Poor binding/stitchg/fit	0.1	9	.
18	Cleanliness	0.1	12	.

## Hardware, Steering Wheel, &

### Instruments (XK120 Batt.- Champ.& Spec. Divs. only)

19	Scratched/cracked	0.1	9	.
20	Corroded/pitted/rusted	0.2	9	.
21	Faded/discolored	0.2	10	.
22	Delaminated/dented	0.2	10	.
23	Cleanliness	0.1	12	.

## Seats, Squabs & Belts

24	Scratched/torn/cracked	0.2	14	.
25	Faded/discolored/worn	0.2	14	.
26	Poor fit/wrinkled	0.2	14	.
27	Cleanliness	0.1	28	.

- Be sure any loose mats are removed by owner
- If factory mats cannot be removed, ask entrant to raise them to inspect basic carpet
- Check for listed flaws  
Check rubber pads on pedals
- Check for proper heel pads

# Interior – Hardware, Steering Wheel, Instruments

## Carpets

15	Torn/hole	0.2	10	.
16	Faded/discolored/worn	0.2	9	.
17	Poor binding/stitchg/fit	0.1	9	.
18	Cleanliness	0.1	12	.
				.

## Hardware, Steering Wheel, &

### Instruments (XK120 Batt.- Champ.& Spec. Divs. only)

19	Scratched/cracked	0.1	9	.
20	Corroded/pitted/rusted	0.2	9	.
21	Faded/discolored	0.2	10	.
22	Delaminated/dented	0.2	10	.
23	Cleanliness	0.1	12	.
				.

## Seats, Squabs & Belts

24	Scratched/torn/cracked	0.2	14	.
25	Faded/discolored/worn	0.2	14	.
26	Poor fit/wrinkled	0.2	14	.
27	Cleanliness	0.1	28	.
				.

- Check the instrument panel area section-by-section
  - Include console & kick panels forward of doors
  - Inspect for proper steering wheel, knobs, instrument faces, shift-lever knob and gauntlet/boot plus door hardware.
- Observe proper location of shift-lever on XK's and E-types. (after-market trans may displace it)

# 120 OTS Battery Judging

Look for C&C, proper covers and retainers



# Interior- Door Jambs, Sills, Shut and Hinge Faces, Rubber Seals and Wire Conduits

## INTERIOR

### Woodwork, Vinyl & Leather (except seats)

Min Deduct    Max Deduct

		Min Deduct	Max Deduct	
1	Scratched/torn/cracked	0.5	11	.
2	Dented/dimpled	0.5	11	.
3	Faded/peeling/worn	0.5	11	.
4	Poor fit	0.5	11	.
5	Cleanliness	0.1	16	.
				.

### Headliner, Underside of Hood Door Panels & Arm Rests

6	Scratched/torn/cracked	0.5	10	.
7	Faded/discolored	0.3	9	.
8	Wrinkled/loose/bent	0.5	9	.
9	Cleanliness	0.1	12	.
				.

### Door Jambs, Sills, Shut & Hinge Faces, Rubber Seals, & Wire Conduits

10	Scratched/chipped/etc.	0.2	6	.
11	Poor repair/fit/rubber	0.2	5	.
12	Overspray/poor paint	0.2	5	.
13	Corroded/dented/rusted	0.2	5	.
14	Cleanliness	0.1	12	.
				.

- Interior Judge examines what can be seen after the doors are opened:
  - Rubber weather seals and piping
  - Door latch and striker alignment
  - Hinges and wire conduits
  - Sills
  - Bottoms of doors



# Interior – Seats, Squabs, Belts

## Carpets

15	Torn/hole	0.2	10	.
16	Faded/discolored/worn	0.2	9	.
17	Poor binding/stitchg/fit	0.1	9	.
18	Cleanliness	0.1	12	.
.				

## Hardware, Steering Wheel, &

### Instruments (XK120 Batt.- Champ.& Spec. Divs. only)

19	Scratched/cracked	0.1	9	.
20	Corroded/pitted/rusted	0.2	9	.
21	Faded/discolored	0.2	10	.
22	Delaminated/dented	0.2	10	.
23	Cleanliness	0.1	12	.
.				

## Seats, Squabs & Belts

24	Scratched/torn/cracked	0.2	14	.
25	Faded/discolored/worn	0.2	14	.
26	Poor fit/wrinkled	0.2	14	.
27	Cleanliness	0.1	28	.
.				

- ‘Squab’ is British for the seat cushion
- Judge for flaws listed
  - Normal impressions in soft materials are not flaws
- Belts must be neatly installed and vintage-appropriate
- Seat cushions should not be padded as to look “overinflated”

# Example – Leather

## Seats, Squabs & Belts

24	Tears, scratches, cracks	0.2	14	.
25	Faded, discolored, worn	0.2	14	.
26	Poor fit/wrinkled	0.2	14	.
27	Cleanliness	0.1	28	.

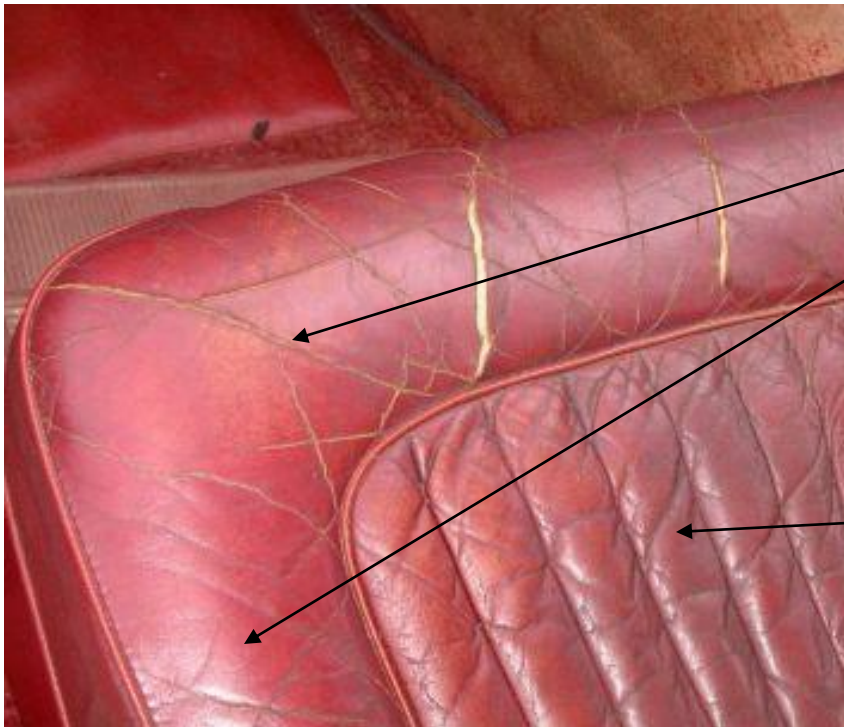


- Well worn seat squab has 2 bad cracks
  - 1.0 point deduct
  - 2.0 point deduct

# Example – Leather

## Seats, Squabs & Belts

24	Tears, scratches, cracks	0.2	14	.
25	Faded, discolored, worn	0.2	14	.
26	Poor fit/wrinkled	0.2	14	.
27	Cleanliness	0.1	28	.



- More than general wear and start of cracking all along front bolster
  - Maybe additional 2.0 deduct for front seat cushion,.. each side

# Boot (Trunk)

**BOOT (Champion & Special Divisions Only)**

<b>Paint, Side Panels, Mats, Carpet, Battery</b>		Min	Max	
		Deduct	Deduct	
28	Scratched/chipped/etc.	0.1	7	.
29	Poor finish/repair/dented	0.2	7	.
30	Faded/worn/hole	0.3	7	.
31	Corroded/pitted/rusted	0.2	7	.
32	Cleanliness	0.1	26	.
				.
<b>Tools, Tool Box/Pouch, Manual, Spare Cover</b>				
33	Scratched/chipped/etc.	0.2	7	.
34	Corroded/pitted/rusted	0.2	5	.
35	Torn/faded/stained	0.2	5	.
36	Cleanliness	0.1	5	.
				.
<b>Spare Wheel &amp; Tire</b>				
37	Damaged/dented	0.1	2	.
38	Pitted/chipped/scraped	0.1	2	.
39	Rusted	0.1	2	.
40	Cracked/crazed	0.2	2	.
41	Excessive tread wear	1.0	2	.
42	Cleanliness	0.1	8	.
				.

- For Driven entry draw a line through whole section, to indicate it was not judged



# Boot Surfaces

## **BOOT** (Champion & Special Divisions Only)

<b>Paint, Side Panels, Mats, Carpet, Battery</b>		Min Deduct	Max Deduct	
28	Scratched/chipped/etc.	0.1	7	.
29	Poor finish/repair/dented	0.2	7	.
30	Faded/worn/hole	0.3	7	.
31	Corroded/pitted/rusted	0.2	7	.
32	Cleanliness	0.1	26	.
				.

## **Tools, Tool Box/Pouch, Manual, Spare Cover**

33	Scratched/chipped/etc.	0.2	7	.
34	Corroded/pitted/rusted	0.2	5	.
35	Torn/faded/stained	0.2	5	.
36	Cleanliness	0.1	5	.
				.

## **Spare Wheel & Tire**

37	Damaged/dented	0.1	2	.
38	Pitted/chipped/scraped	0.1	2	.
39	Rusted	0.1	2	.
40	Cracked/crazed	0.2	2	.
41	Excessive tread wear	1.0	2	.
42	Cleanliness	0.1	8	.
				.

- Judge all visible surfaces
  - Confirm materials are correct
- Include misc. visible fasteners and hardware such as jack clips, snaps and latches.

# Boot - Tools

## **BOOT** (Champion & Special Divisions Only)

**Paint, Side Panels, Mats,**      Min      Max  
**Carpet, Battery**                      Deduct      Deduct

28	Scratched/chipped/etc.	0.1	7	.
29	Poor finish/repair/dented	0.2	7	.
30	Faded/worn/hole	0.3	7	.
31	Corroded/pitted/rusted	0.2	7	.
32	Cleanliness	0.1	26	.
				.

## **Tools, Tool Box/Pouch, Manual, Spare Cover**

33	Scratched/chipped/etc.	0.2	7	.
34	Corroded/pitted/rusted	0.2	5	.
35	Torn/faded/stained	0.2	5	.
36	Cleanliness	0.1	5	.
				.

## **Spare Wheel & Tire**

37	Damaged/dented	0.1	2	.
38	Pitted/chipped/scraped	0.1	2	.
39	Rusted	0.1	2	.
40	Cracked/crazed	0.2	2	.
41	Excessive tread wear	1.0	2	.
42	Cleanliness	0.1	8	.
				.

- Check owner's manual & pouch (Only Entrant touches.)
- Check jack & handle,
  - lug wrench (nuts )
  - hammer (knock offs)
  - Entrant moves tire as required
- Check tools & toolbox or pouch, where fitted
  - Not all models filled the "toolbox"
  - MK model tools may be inside front doors

# Boot – Spare Tire/Wheel/Cover

## **BOOT** (Champion & Special Divisions Only)

**Paint, Side Panels, Mats, Carpet, Battery**                      Min      Max  
Deduct    Deduct

28	Scratched/chipped/etc.	0.1	7	.
29	Poor finish/repair/dented	0.2	7	.
30	Faded/worn/hole	0.3	7	.
31	Corroded/pitted/rusted	0.2	7	.
32	Cleanliness	0.1	26	.
				.

## **Tools, Tool Box/Pouch, Manual, Spare Cover**

33	Scratched/chipped/etc.	0.2	7	.
34	Corroded/pitted/rusted	0.2	5	.
35	Torn/faded/stained	0.2	5	.
36	Cleanliness	0.1	5	.
				.

## **Spare Wheel & Tire**

37	Damaged/dented	0.1	2	.
38	Pitted/chipped/scraped	0.1	2	.
39	Rusted	0.1	2	.
40	Cracked/crazed	0.2	2	.
41	Excessive tread wear	1.0	2	.
42	Cleanliness	0.1	8	.
				.

- Ask owner to expose spare wheel/tire, but do not remove it
- Inspect for type, size, defects and cleanliness
- Wheel must match 4 road wheels, unless compact.
- Tire must match brand, size & tread pattern of 4 road tires, unless compact.
- Check tire-cover material, condition & color
- Some tire-cover hardware may be either plated or painted.



# Boot Battery Judging (1994 XJ-40)



Look for C&C, proper terminals and battery style



# Jack and Jack Handle Judging



- Entrant removes tire cover and hold-down in order to view tools.
- Mark left by the tire on the boot lining is not a discrepancy.

# Engine – Bright Metal

## ENGINE COMPARTMENT (Champion and Special Divisions)

<b>Bright Metal</b>		Min	Max	
(Cam Covers, Carb Domes, etc.)		Deduct	Deduct	
1	Scratched	0.1	10	.
2	Pitted	0.1	10	.
3	Dented	0.1	10	.
4	Corroded	0.5	10	.
5	Cleanliness	0.1	40	.
				.

## Sheet Metal

(Firewall, Radiator, Subframes, Bonnet Underside, etc.)

6	Scratched/chipped	0.1	10	.
7	Dented	0.1	10	.
8	Rusted	0.2	10	.
9	Poor paint	0.2	10	.
10	Cleanliness	0.1	20	.
				.

## Engine Block, Head, Carbs or Fuel Injection

11	Scratched	0.1	10	.
12	Corroded/rusted	0.1	9	.
13	Faded paint (head/block)	0.3	6	.
14	Cleanliness	0.1	25	.
				.

- Check cam covers, carb domes, intake manifold. Smoothing?
  - Bright finish is OK
- Check cylinder head dome nuts, bright tubing, etc. for dents, scratches, pits
  - **Mirror-finish** cad plating is non-authentic

## Smoothing? (from glossary)

- **“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.

# Engine – Sheet Metal

## ENGINE COMPARTMENT (Champion and Special Divisions)

### Bright Metal

(Cam Covers, Carb Domes, etc.)

Min Max  
Deduct Deduct

		Min	Max	
		Deduct	Deduct	
1	Scratched	0.1	10	.
2	Pitted	0.1	10	.
3	Dented	0.1	10	.
4	Corroded	0.5	10	.
5	Cleanliness	0.1	40	.
				.

### Sheet Metal

(Firewall, Radiator, Subframes, Bonnet Underside, etc.)

6	Scratched/chipped	0.1	10	.
7	Dented	0.1	10	.
8	Rusted	0.2	10	.
9	Poor paint	0.2	10	.
10	Cleanliness	0.1	20	.
				.

### Engine Block, Head, Carbs or Fuel Injection

11	Scratched	0.1	10	.
12	Corroded/rusted	0.1	9	.
13	Faded paint (head/block)	0.3	6	.
14	Cleanliness	0.1	25	.
				.

- Check painted surfaces for chips, scratches, dents, rust
  - Paint covering excess sealant was a normal Jaguar practice, no deduction
- Check for proper firewall plugs, covers, grommets

# Engine – Block, Cylinder Head, Carbs or Fuel Injection

## ENGINE COMPARTMENT (Champion and Special Divisions)

### Bright Metal

(Cam Covers, Carb Domes, etc.)

		Min Deduct	Max Deduct	
1	Scratched	0.1	10	.
2	Pitted	0.1	10	.
3	Dented	0.1	10	.
4	Corroded	0.5	10	.
5	Cleanliness	0.1	40	.
				.

### Sheet Metal

(Firewall, Radiator, Subframes, Bonnet Underside, etc.)

6	Scratched/chipped	0.1	10	.
7	Dented	0.1	10	.
8	Rusted	0.2	10	.
9	Poor paint	0.2	10	.
10	Cleanliness	0.1	20	.
				.

### Engine Block, Head, Carbs or Fuel Injection

11	Scratched	0.1	10	.
12	Corroded/rusted	0.1	9	.
13	Faded paint (head/block)	0.3	6	.
14	Cleanliness	0.1	25	.
				.

- Check carburetors, linkage, fuel lines
- Check cylinder head paint color. Prescribed “plain aluminum” should not be painted.
  - See Chapter VI Head Color chart
- Check engine block for:
  - Color: Bare cast iron before Mk V, black thereafter.
  - Oil and coolant leaks



# Engine – Exhaust

<b>Exhaust</b>		Min	Max	
(Manifolds & Downpipe Config.)		Deduct	Deduct	
15	Cracked	0.1	6	.
16	Discolored	0.1	6	.
17	Rusted	0.1	6	.
18	Scratched/pitted/dented	0.1	6	.
19	Cleanliness	0.1	6	.
				.

## Elec., Hoses, A/C, Emission, P/S

(Gen., Alt., Relays/Reg, Wiring, Battery, Tubing, Clamps)

20	Frayed/cracked	0.2	6	.
21	Discolored	0.2	6	.
22	Scratched/pitted/dented	0.1	6	.
23	Corroded/rusted	0.1	7	.
24	Cleanliness	0.1	15	.
				.

- Check porcelainized manifolds for damage, or rust - all models through 1969
- Light even rust and discoloration is a normal condition, on non-porcelainized manifolds, and on down pipes. Polished stainless down-pipes are non-authentic.

# Engine – Electrical, Cooling, Air Conditioning

<b>Exhaust</b> (Manifolds & Downpipe Config.)		Min Deduct	Max Deduct	
15	Cracked	0.1	6	.
16	Discolored	0.1	6	.
17	Rusted	0.1	6	.
18	Scratched/pitted/dented	0.1	6	.
19	Cleanliness	0.1	6	.
				.

<b>Elec., Hoses, A/C, Emission, P/S</b> (Gen., Alt., Relays/Reg, Wiring, Battery, Tubing, Clamps)				
20	Frayed/cracked	0.2	6	.
21	Discolored	0.2	6	.
22	Scratched/pitted/dented	0.1	6	.
23	Corroded/rusted	0.1	7	.
24	Cleanliness	0.1	15	.
				.

- Check all electrical & ignition equipment:
  - Spark plug wire routing, connectors
  - Battery, clamps
  - Wiring supports & connectors
- Check cooling & A/C hoses & clamps, radiator, cap, fan & shroud

## Authenticity

- JCNA wants Jaguars to be presented as the factory meant them to be built or equipped.

(The minimum non-authenticity deduction is 0.5)

- Authenticity judging is the search for deviations from this factory/as delivered standard:
  - Look for non-Jaguar-approved parts and accessories, such as side moldings or leapers
  - Incorrect parts are more often found on restorations and following non-Jaguar service
  - Note that a mis-build of the original car, if uncorrected, can generate a deduction
  - A missing or removed part is same as non-authentic



# Authenticity Responsibilities

- **Entrant** is responsible for presenting:
  - Authentic well-prepared Jaguar
  - Proof of authenticity on questioned items
- **Judges** are responsible for recognizing and confirming authenticity and non-authenticity
  - Well-informed Judges will be able to reference official sources that validate their findings
  - Assess authenticity documentation when submitted by the Entrant
  - (Notes from the Entrant's mother or the dealer don't cut it!!) Show me the documentation!!
- Chapter VI per-item deductions **cannot be reduced by the Judge**

# Authenticity Documentation #1

- JCNA relies on Jaguar parts books, sales literature and other official Jaguar material

**Table C-1**  
**Jaguar Cars Documents for validating feature and component authenticity**

<b>JAGUAR CARS DOCUMENTS <sup>1</sup></b>	<b>REQUIRED BY JUDGES AT CONCOURS <sup>2</sup></b>
1. Jaguar Cars Service Manuals	No
2. British Leyland Repair Operation Manuals	No
3. Jaguar Cars Spare Parts Catalogues	No
4. Jaguar Cars Service and Parts Bulletins	No
5. Jaguar Operating, Maintenance and Service Handbooks (Owner's Manuals)	Champion Division only (Recommended for Driven Division)
6. Official Jaguar Cars Sales and Accessories Documents	No
7. Jaguar Daimler Heritage Trust Certificates	Preservation Class only

# Authenticity Documentation #2

- JCNA-approved Judging Guides:

**Table C-2**  
**JCNA Official Judging Guides for validating feature and component authenticity**

<b>JCNA OFFICIAL JUDGING GUIDES <sup>1</sup></b>	<b>CURRENT EDITION <sup>2</sup></b>
1. Series 1 E-type	Original, March 2003, updated 3/20/05
2. Series 2 E-type	Original, March 2004, updated April '06
3. Mark 2	Original, February 2005, updated 4/8/05
4. Series 1.5 E-type	Original, March 2006
5. Series 3 V-12 E-type	Original, March 2007, updated May '07
6. XJS - 1976 – 1991	Original, March 2007
7. Jaguar Air Conditioning 1955-1971	Original, March 2008

# Authenticity Documentation #3

## Table C-3 JCNA Seminar Technical Bulletins

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.

### JCNA SEMINAR/TECHNICAL BULLETINS ISSUE DATE

- XK120 1989, 1998, 2000
- XK140 1992
- XK150 1993
- MK II SEDAN 1995
- BIG SALOONS MK VII, VIII, IX 1999
- S-TYPE & 420 SEDANS 1996
- SERIES 1 XJ6 & XJ12 1991
- E-TYPE SERIES 1 3.8 & 4.2 1994
- E-TYPE SERIES 2 1997
- E-TYPE SERIES 3 1990

# Common Non-authentic Items to Look For

To properly judge authenticity, you need to be familiar with details of the model. Study the available Judging Guides.

- In general, look for details, colors and finishes that appear out-of-place.
- Some common non-authentic items follow.

# Non-authentic Missing Parts

- Missing parts are the same as non-authentic
- Parts like windshield trim at right are obvious
- Look at empty holes as signs of absent parts



## Non-authentic Missing Parts

- Sometimes you just have to know that parts are missing
  - Like a Commission Plate with vehicle serial numbers (below left)
  - Or a placard on the heater box



# Processing Non-authentic Deductions

- As each Judge completes their examination, they individually inform the Entrant of their non-authenticity findings and ask if the Entrant can document the authenticity of any of the items.
- The Entrant **must initial** those non-authentic items which remain.
  - **The Entrant's initials only indicate that they were made aware of the deductions and given the chance to present documentation. Their initials do not signify agreement.**
  - If not initialed by Entrant, non-authenticity deductions will be ignored in scoring.
  - Conflicts in these matters should be referred to the Chief Judge for resolution.



# Scoring Non-authentic Items

- Use non-authentic deductions listed in Chap VI
  - Find a similar flaw if the observed fault is not specifically listed
  - No reductions in the published minimum deductions are allowed

## License Frames **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.

## **Driven Division:**

License plate frames and/or covers will only be judged for cleanliness and condition.

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

## Non-Authentic V16 Dip Stripes



Those illustrated are in the wrong location and are not authorized for this year/model.

## XJS Pin Stripes?

- 1976-1986 NO
- 1987 thru 1990 (+ H&E) YES
- 1991-1993 NO
- 1994 6 Cyl. NO, 12 Cyl. YES
- 1995-1996 NO

**All Jaguar factory pin stripes, for US cars, were taped-on, not painted and had their own part numbers.**

**The maximum deduction for wrong or missing pin stripes is 1.0 points**

(1996- Onward **NO** (US delivered) **Jaguars** had factory pin stripes.)

# Wire Wheels

- Wire wheels have different spoke counts, standard 48, 54, 60 & 72. (LH photo, 54 spoke, RH photo, 72 spoke)
  - See Rule Book, Appendix B for proper count
  - XK120, 140, 150 until 6/58 - 54 spoke
  - Only late model 150's had 60 spoke
  - Small saloons and E-types - 72 spoke



# Exterior – Tire Authenticity

- Check tire authenticity
  - Reference Appendix B provides size, speed rating and explanation of tire markings
  - Cars less than 15 years old must have tires whose speed ratings are equal, equivalent or superior to their original tires.
  - “Replacement” does not = “Equivalent”
  - Black or white sidewalls are Entrant’s option
  - WSW should be consistent with vintage
  - Red-striped sidewalls are non-authentic in Champion Division

# Leapers



- Leaper hood ornaments have been added by owners & dealers
  - JCNA allows Leapers on XJ Series 1-2-3 and XJ40 (1968-94) sedans
  - Leapers are non-authentic on XK120, XK140, E-Types, XJS and XK8 models
    - Optional on XK150



# License Plate Holders & Brackets

- The factory included provisions and necessary hardware for front license mounting on **all** cars delivered to the USA.
- If the Entry originally had a separate front license bracket, it must be displayed on or off the car.
  - Requires a non-authentic deduct if missing or not displayed
  - Common E-Type flaw
- JCNA does not require a license plate to be present. (Just the factory-supplied bracket.)
- State or Federal legality is not a JCNA issue

# Hose Clamps

- Hose clamps pre-1975 should have
  - Round heads and straight-slot adjusting screws. (Predominantly CHENEY brand.)
  - Clamp strap/bands, must be grooved for adjusting screw, not perforated.
- Excess band length, > approx. 1", is non-authentic (Equates to wrong size unless that size clamp is called for in Parts Book.)

# Good Pre-'75 Hose Clamps

Blued and cad plated Cheney clamps.



A few Jubilee's look almost identical to Cheney's

Tex/Griptite common on early 120's

All proper clamps have  
solid straps and straight-slot  
round head adjusting  
screws.

# Non-Authentic (pre-'75) Hose Clamps



All shown have either perforated straps or incorrect adjusting screw heads.

# Brake and Otter Switches





# Plug Wire Ends



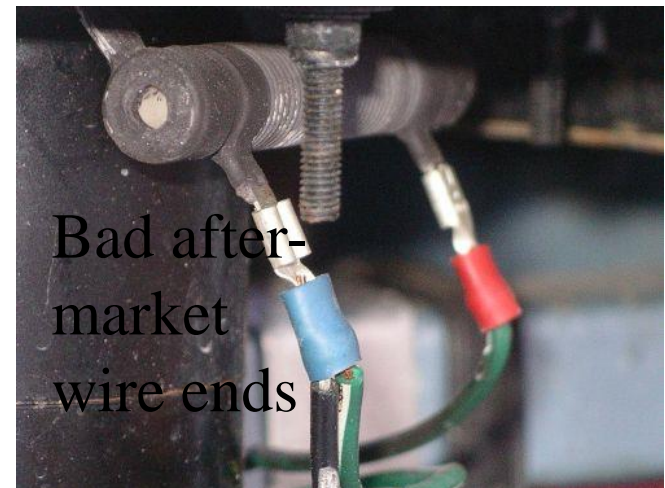
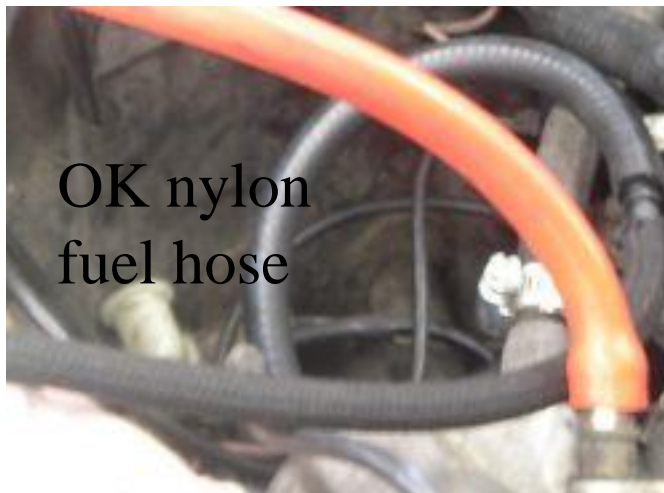


## Grommets

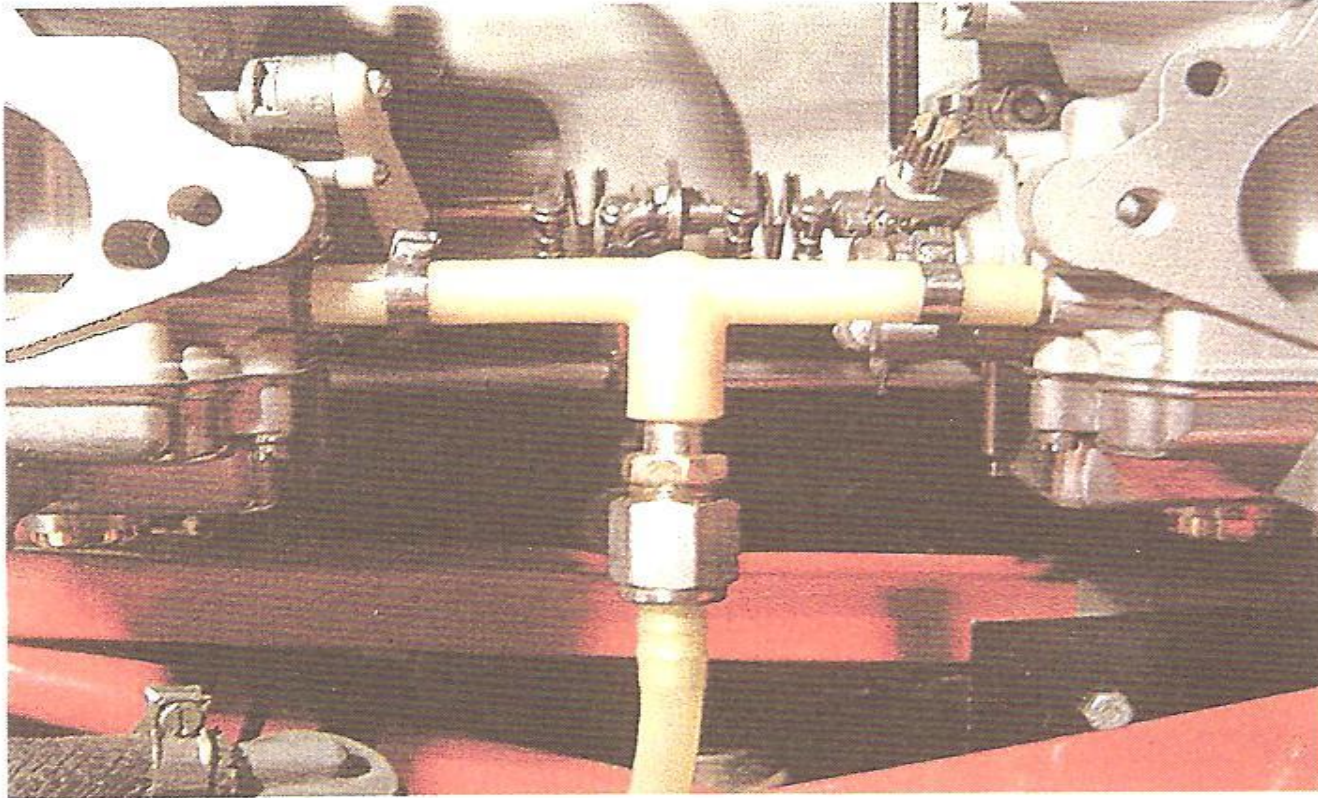


- Rubber grommets in firewall, and elsewhere, are used to seal out engine heat and fumes or protect wire harnesses or hoses/tubing from chafing
  - If they do not seal, or nearly seal, on the inside or outside diameter, they are probably non-authentic or deserve a “condition” deduction.

- Note items with odd coloring
- Be suspicious of brightly colored items in the engine compartment.
    - Cooling, heater or vacuum hoses, other than black, are non-authentic
    - Electrical connectors other than black or clear are usually non-authentic



## Series 2 E-type Correct Fuel “T”



Fuel “T”

Metal fuel “T’s” in this location are non-authentic. (The original fitting has been re-manufactured and is available.)

# Bolts, Washers, Hinges and Strikers

- Bolt and washer finish often depended on the assembly sequence at the factory
  - Fasteners, securing items to the welded body before painting, such as bonnet or door hinges, and their attaching nuts and bolts, will be body color ...along with item.
- Virtually every rotating fastener, bolt or nut, should have a washer under it.
- Bonnet, doors and boot lid striker hardware may be correct if painted.
- Paint damage, on contact areas of striker hardware, is not deductible unless associated with poor alignment.

# Nuts, Bolts, Screws and Hardware

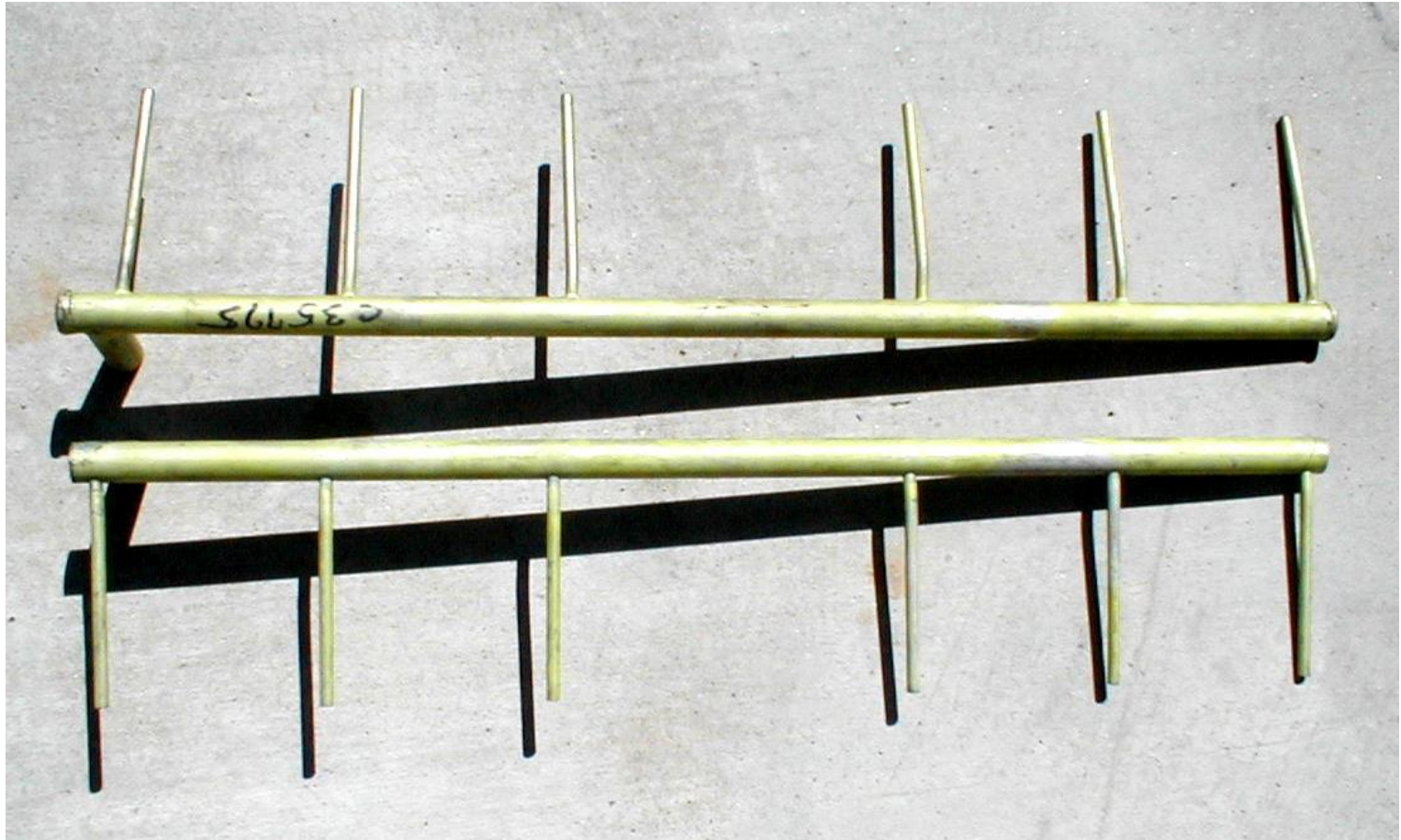
- Some screw (not bolt) fasteners, on items installed after the body was painted, were cadmium plated (whitish finish, medium gloss).
- On most XK's and earlier models, nuts and bolts all had a black oxide finish.
- Bolt heads had distinct British manufacturer markings, such as "BEES", "AUTO", "GKN", etc.
- Generic US cad-plated bolts and nuts are non-authentic.
- Most under-hood & boot hardware, installed after the body was painted, is black.

# Non-authentic Fasteners

- Highly polished plated fasteners are non-authentic
  - Chromed/nickel dome nuts on XK engine cylinder head and cam covers are exceptions
- Engine breather-cover dome nuts should have lock washers, not flat copper (At least thru E-types)



# New Series 3 E-type NOS Air Rails with correct Yellow Chromate Conversion Coating (YCCC)





## Series 3 E-type

Tubing, originally YCCC finished, should appear as flat or satin yellow-tinted cad, not glossy as yellow chrome.



# Series 3 E-type





# Breather Covers Washers

Correct washers on ALL breather covers are split/lock washers, NOT flat copper



## Cylinder Head Washers

- XK engine cylinder head dome nuts use 'D' shape chromed washers, except round ones are used in front corners, at the lifting brackets and the sparkplug wire holder.
- Dome nuts have been seen either as chrome or nickel plated



# Batteries and their Connectors

- Check battery type, location, hold down and battery cover

- Helmet type connectors were used into the 1970's

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

Batteries are NOT judged in Driven Division



# Phones, Alarms and Sound Systems

- No penalty for neatly installed authentic phones, alarms i.e. authorized for the specific model
- Radar, other than that offered by Jaguar, is non-authentic
- Radios
  - Champion Division- no penalty for neatly installed, vintage-correct radios with original mounting, original speaker location & grilles
  - Driven Division- no penalty for contemporary sound systems & speakers in original location

# Accessories

- Vintage-correct seat belts may be added
- After-market instruments, compasses, clocks or controls, added to the instrument panel, are non-authentic
- Switches added for authorized accessories, or by applicable Service Bulletins, are allowed.
- Seat covers and aftermarket steering wheel covers, left installed, are non-authentic



# Logos and Decals

- Parts and accessories which, when properly installed, normally allowed the manufacturer's cast, engraved or imprinted 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 individually. If wrong or missing, they may each be given the (minimum) 0.5 point deduct. The components, to which they are (or should be) attached, are judged separately.

Logo frequently missing from the backing plate on after-market Lucas-style mirrors. (Logo plates are available.)



Lucas logo. Non-authentic if missing.

Straight-slot screws correct.

Correct Lucas logo on back-up light.  
(Item has been restored and pop-rivets are not original.)



# THANKS FOR WATCHING AND LISTENING

Please send recommended additions or corrections to the JCNA Chief Judge whose address can be found in the Club Pages of the Jaguar Journal.