

# JAGUAR CLUBS OF NORTH AMERICA

*Grace... Space... Pace*



## Concours Judge Refresher Training

**Revised January 2024\***

Original edition by Jim Morton, Carolina Jag Club

Updated by Dick Cavicke, JCNA Chief Judge Emeritus

Reviewed by the JCNA Jaguar Concours Rules Committee (JCRC)

*\* Annual updates by San Diego Jaguar Club Chief Judge to conform with  
JCNA Annual General Meeting Rules Decisions*

# Contents

- Judge Requirements
- Car Presentation
- Judging Cleanliness, Condition, Authenticity, OV
- Updates for 2024
- Scoresheet Reminder with examples
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# Judge Certification

- To become certified, candidates must:
  - ◆ Undergo training like this session
  - ◆ Take and pass the current Judge's Test *answering at least 45 of the 50 questions correctly.*
  - ◆ Perform practice judging under the supervision of the Chief Judge
  - ◆ Serve as Apprentice during one event and be approved by the Judging Team Leader

# Judge Currency

- To keep your certification current you must:
  - ◆ Avail yourself to help with judging whenever needed
    - ◆ Inform Chief Judge if you judge for another club (for his / her records)
  - ◆ Receive an annual briefing on rule book changes (*this is one reason you are here today*)
  - ◆ Take **and pass** the current Judge's Test at least every 3 years.
  - ◆ *3-year testing cycle is Test year plus 2 years.*

# 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 documented as authorized by Approved Authenticity Sources, see Appendices C and E.

# Protocol – Judge, Entrant & Team

- Don't touch car, tools or handbooks  
(Ask Entrant to do it.)
  - ◆ Ask Entrant to open/close the car
  - ◆ Do not sit in car to judge interior
- Do not talk to Entrant unless necessary
- Do not show score sheets to Entrant, except when asking for non-authenticity items to be initialed.
- Do share authenticity knowledge with team members
- **Study the applicable Judging Guides**

*The use of an approved JCNA Judging Guide for the class being judged is Mandatory, if there is one for that class.*

# Judging Teams

- All Judges must be JCNA members\*.
- All Judges must be Certified and Current.
- Team leaders should be helpful, not overbearing.
- Judging Team Members can & should communicate with each other during the judging of the entry.

\*One Certified Judge required for OV plus one or two assistants who may but do not have to be certified.

# Judging Teams – 2

- Wherever possible, teams should be primarily organized according to the members' shared model/class expertise.
- Keep team intact during scoring *the same class of Entries*.
- **A Judge may not judge the class containing their own car, a family member's car, or a car they have worked on.** (This Includes Operation Verification!)
  - ◆ *If you have worked on any of our Concours Entries, please let the Chief Judge know before judging begins. Avoid all perceptions of judging conflicts of interest before the judging begins.*



# Information for Judges

- Definitive Information is from Official Jaguar Publications such as sales brochures, accessory catalogs and parts manuals.
- Other good sources of information 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, the first effort to resolve should be with the Chief Judge, if unable to resolve, they should submit a formal protest/ recommendation, with official reference materials to correct the guide.
- ***Rule Book—every Judge should have a copy. Each Judging Team should have at least one as they are judging each Entry.***
- ***Share authenticity knowledge as you judge the car. Talk to each other as you judge, point out areas of concern, ask questions of your fellow team Judges to gain guidance and clarification, as necessary .***

# Car Presentation By Entrant – 1

- *The Entry must proceed to its judging location under its own power. [One past Entry was disqualified because it could not run and was pushed into position from the parking lot by the Entrant and his staff during the Judges' Meeting]*
- Honor “rags down” time
- Clean out areas to be judged
- Remove accessory floor mats, seat covers
- Leave previously-won trophies & gimmicks at home
- Don't “dis” the competition. *[There have been instances of this. Entrants can be disqualified for this]*
- Be prepared to prove Entrant status if requested. *[An Entry was disqualified in a past event because the Entrant (owner/family member) was not present]*

# Car Presentation By Entrant – 2

- Prepare car for presentation (*Each Entrant will be given instructions to access the Rule Book, but some of them may not have read it*)
  - ◆ Doors-bonnet-deck lid as directed by the Chief Judge
  - ◆ Soft tops erected, latched
  - ◆ Windows up
  - ◆ Gas cap lids, glove boxes, other small **covered** compartments, closed
  - ◆ Spare tire in position, cover on

# Car Presentation By Entrant - 3

- Conditions permitting, prepare separate neat display of:
  - ◆ Side curtains, factory floormats
  - ◆ Front factory-supplied license plate holders
  - ◆ Hood envelope/cover DHC's & XJS or  
Tonneau (cockpit) cover (Open XK roadsters)
  - ◆ Standard tools & jack (Champion Division)
    - ◆ Optional tools will be judged if displayed
  - ◆ Owner's manual & pouch (Champion Division)

*Unfortunately, some of our Entrants have never read the Rule Book and have gotten upset with Judges over deductions that were in accordance with the Rule Book but that they felt were not fair.*

# So, What's For Us To Judge?

- JCNA Judges look for:
  - ◆ 1) Cleanliness
  - ◆ 2) Condition
  - ◆ 3) Authenticity
  - ◆ 4) Operation Verification

# So, What's For Us To Judge?

## ■ JCNA Judges check for:

### ◆ 1) Cleanliness

- ◆ Is car free of (serious) dirt, dust, grease, lint, water spots, wax residue, road tar, finger prints?
- ◆ Be mindful of min/max deductions.

*Minor dust should not receive a deduction, especially if it could have happened after rags down.*

*“If it can be seen, it should be clean.” - DC*

# So, What's For Us To Judge?

## ■ JCNA Judges check for:

- ◆ 1) Cleanliness

- ◆ **2) Condition**

- ◆ Inspect and deduct for wear, damage, corrosion, discoloration/fading, etc

- ◆ Observe fabric and vinyl creases and wrinkles

- Deduct if the result of a poor fit

- (OK if the result of normal folding, contact or operation.)

- Deduct **only** if actually damaged

- ◆ Be mindful of min/max deductions.

# So, What's For Us To Judge?

## ■ 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, (includes prominent logos)

- ◆ If multiple deductions for a single component, **ONLY** deduct for the higher point deductions (2019)



# So, What's For Us To Judge?

## ■ JCNA Judges look for:

- ◆ 1) Cleanliness
- ◆ 2) Condition
- ◆ 3) Authenticity
- ◆ **4) Operation Verification**
  - ◆ Verification that horns & all exterior lights work

*Make sure you take proper deductions as detailed on the OV score sheet.*

# 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 [Tip: *Make “tick marks” on the side of the score sheet while judging each side*]
- Talk to your team mates: “What do you think of this? Does this look OK to you?”
- *Avoid duplicating deductions with other Judges. This has happened with sill plates, carpet plugs, and other items.*

# Areas/Items Excluded from Judging

- **Do NOT judge:**
  - ◆ **Front or rear suspension components.**  
(Steering components OK)
  - ◆ **Brake drums, discs or calipers**
  - ◆ **The underside of the vehicle**
  - ◆ *The inner sidewalls of road tires*
- **(Body colored areas, visible resonators and tailpipes should be judged.)**

# Areas/Items Excluded from Judging



- Clarification: Modified brakes are exempt from non-authentic deductions
- Should be judged for cleanliness and condition only

- Driven Division reminder
- Trunk is not judged
- Tools, Spare Wheel also not judged
- Engine not judged – but must be verified

**JAGUAR CLUBS OF NORTH AMERICA, INC.**  
Official Concours d'Elegance Judging Score Sheet #3

ENTRY # \_\_\_\_\_ ENTRANT'S JCNA # \_\_\_\_\_  
DATE: \_\_\_\_\_ ENTRANT'S NAME: \_\_\_\_\_  
JUDGE'S NAME: \_\_\_\_\_ JUDGE'S JCNA NUMBER: \_\_\_\_\_

Entrant or family member is present

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

INTERIOR		BOOT (Champion & Special Divisions Only)			
Woodwork, Vinyl & Leather (except seats)	Min Deduct	Max Deduct	Paint, Side Panels, Mats, Carpet, Battery	Min Deduct	Max Deduct
1 Scratched/torn/cracked	0.5	11	28 Scratched/chipped/etc.	0.1	7
2 Dented/dimpled	0.5	11	29 Trim finish repair/dented	0.2	7
3 Faded/peeling/worn	0.5	11	30 Faded/torn hole	0.3	
4 Poor fit	0.5	11	31 Corroded/pitted/rusted	0.2	
5 Cleanliness	0.1	16	32 Cleanliness	0.1	26
<b>Headliner, Underside of Hood, Door Panels &amp; Arm Rests</b>		<b>Tools, Tool Box/Pouch, Manuals, Spare Cover</b>			
6 Scratched/torn/cracked	0.5	10	33 Scratched/chipped/etc.	0.2	7
7 Faded/discolored	0.3	9	34 Corroded/pitted/rusted	0.2	5
8 Wrinkled/loose/bent	0.5	9	35 Torn Faded/stained	0.2	5
9 Cleanliness	0.1	12	36 Cleanliness	0.1	5
<b>Door Jamb, Sills, Shut &amp; Hinge Faces, Rubber Seals, &amp; Wire Conduits</b>		<b>Spare Wheel &amp; Tire</b>			
10 Scratched/chipped/etc.	0.2	6	37 Damaged/loose	0.1	
11 Poor repair fit/rubber	0.2	5	38 Pitted/chipped/scraped	0.1	2
12 Overexposed/poor paint	0.2	5	39 Rusting	0.1	2
13 Corroded/dented/rusted	0.2	5	40 Damaged/cracked	0.2	2
14 Cleanliness	0.1	12	41 Excessive tread wear	1.0	2
<b>Carpets</b>		<b>MISSING OR NON-AUTHENTIC ITEMS</b> (Champion and Driven Divisions Only)			
15 Torn hole	0.2	10	Item (identify and describe accurately)	Initials	Deduct
16 Faded/discolored/worn	0.2	9			
17 Poor binding/stitching fit	0.1	9			
18 Cleanliness	0.1	12			
<b>Hardware, Steering Wheel, &amp; Instruments</b> (XX, 120 Batt - Champ. & Spec. Divs. Only)		<b>Deducts for missing or non-authentic items must be initiated by the Entrant or Family member</b>			
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			
<b>Seats, Squabs &amp; Belts</b>		<b>Condition &amp; Cleanliness Deduction Locations</b> Referencing the numbered boxes, list and describe the top 3 or more condition and cleanliness deductions. If C&C deductions are made, this section should not be left blank.			
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			
<b>Total Interior/Boot Deductions</b>		<b>Total Interior/Boot Deductions</b>			

JCNA Concours Rule Book - 2024 Edition Score Sheet - Page 3

# Operation Verification

- Confirm that specific functional items work
- Done by primary judging team or separate 2-3 person Operation Verification team (*Many Clubs use primary Judging team method*)
- 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 or advise on repairs

*The Entrant is responsible for knowing how to operate the horn and lights on their Entry. This is often not the case. It is NOT the Judging Team’s responsibility to instruct the Entrant how to operate their Entry, although you can make a quick suggestion if you are familiar with that model.*

# Updates for 2024

- **Chapter I, K6, Page I-11**
- **2024 Rule Change approved at the 2023 AGM**

## **K. CONDUCTING THE CONCOURS**

### **6. Rags Down**

All Entrants must be instructed by the Chief Judge to cease preparation of Entries at a predetermined, published time, referred to as “Rags Down”, before judging begins. The term “Rags Down” refers to the discontinued application of any device used in the performance of further cleaning of the vehicle.

After the initial “Rags Down” warning announcement, the subsequent failure of any Entrant, family member, associate or any other non-related individual, present at the event, to heed and abide by that warning and not follow the “Rags Down’ Requirement, will subject that Entrant’s continued participation in that event to the Immediate review by the Chief Judge and may result in that Entrant’s immediate, irrevocable disqualification for that event. Such disqualification once invoked, cannot be withdrawn for that event.

# Updates for 2024

- **Chapter II, Page II-7**
- **2024 Rule Change approved at the 2023 AGM**



**g. License Plate Frames**

Any style or material of license plate frames must be allowed; e.g., only judged for cleanliness and condition.

License plate covers that are designed for the purpose of protecting the license plate, are allowed and, when present, must be judged for cleanliness and condition.

# Updates for 2024

- **Chapter III, Page III-3**
- **2024 Rule Change approved at the 2023 AGM**

## **3. Chief Judge Responsibilities**

The Chief Judge is responsible for:

- a. Recruiting local club members to be trained and serve as Judges.
- b. Conducting Judge's Schools. A Judges' training and refresher School must be scheduled and conducted annually at least 30 days prior to the Concours. The Judge's School must include Judges' protocol, practice judging, authenticity, rule changes, lessons learned, and a Rule Book review. The current JCNA Judge's Test must be given to those seeking initial certification or certification renewal. Those seeking to renew their certification, but who cannot attend the Judge's School, must then take the test in accordance with Chapter III, D4, Page III-5.





# Updates for 2024

- **Chapter III, Page III-3**
- **2024 Rule Change approved at the 2023 AGM**

**Note 1:** If the Chief Judge serves as an active Concours Judge, the Chief Judge must observe all rules regarding the avoidance of conflict of interest. If the Chief Judge has a Jaguar entered in the competition, the Chief Judge must not handle the completed score sheet for that or any other Jaguar in the same class prior to the announcement of Concours results.

**Note 2:** Should a Chief Judge have a car entered in a class where a question might arise, and it would be a conflict of interest for the Chief Judge to make a decision, the Chief Judge is to defer any questions for judgements to whomever the Chief Judge believes is most knowledgeable to make a decision concerning that conflict.

# Updates for 2024

- **Chapter III, D2e, Page III-4**
- **2024 Rule Change approved at the 2023 AGM**

**e. 30-Day Update for Judge's Status**

If the Judge's status must be updated to conform to sanction requirements, it must be updated no less than 30 days prior to the date of the Concours event and the Concours Committee Chair must be notified this has been completed.



# Updates for 2024

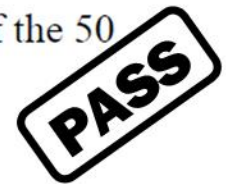
- Chapter III, D5, Page III-6
- 2024 Rule Change approved at the 2023 AGM

## 5. Certification Renewal for All Judges

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

**Note 1:** The Chief Judge is to maintain tests, training, and Judge participation records.  
~~Should any Judges be unable to meet all renewal requirements, the Chief Judge will decide whether to extend or rescind their certification based on their individual situations and experience level.~~

**Note 2:** A passing grade, for the Judge's Test, requires answering at least 45 of the 50 questions correctly.



# Updates for 2024

- **Chapter III, D6, Page III-6**
- **2024 Rule Change approved at the 2023 AGM**

## 6. **Judging and Home Club Judges Roster**

~~If a member completes the JCNA Judge Certification requirements, administered by the Chief Judge of that member's Home Club, the member must then be listed as a Certified Judge on that member's Home Club Judges Roster.~~

If a Judge's certification has lapsed, and a waiver to the certification policy is requested, it must be submitted by contacting the Concours Committee Chairman no later than 10 days prior to the date of the event, giving just cause, including any alternative options to be considered. The Chief Judge must contact the Concours Committee Chairman by email with any supporting information and documentation necessary. The requesting Chief Judge must receive a written approval from the Concours Committee Chair, any decision made contrary to the decision of the Concours Committee Chairman will not be acceptable. The waiver applies only to the specified date and event requested and does not carry forward for any other additional event(s). The requesting Chief Judge must receive an approval from the Concours Committee for any such waiver prior to the event. The Judge does not have to serve as an apprentice and does not receive an automatic renewal of certification because of said approval waiver. Re-instatement of certification will not occur until the current training and testing have been completed.

# Updates for 2024

- **Chapter III, E8, Page III-8**
- **2024 Rule Change approved at the 2023 AGM**

## **8. Judging Own Class**

Judges must not judge their own Jaguar(s) or the specific class(es) in which their cars have been entered. A Judge must not judge a class in which an immediate family member has a car entered. If a Judge has maintained or performed existing cosmetic restoration on a Jaguar, that Judge is not permitted to judge the class in which that Jaguar is entered.

# Updates for 2024

- **Chapter IV, B1, Page IV-3**
- **2024 Rule Change approved at the 2023 AGM**

## **B. ENTRANTS DURING THE CONCOURS**

### **1. Rags Down**

All Entrants must be instructed by the Chief Judge to cease preparation of Entries at a predetermined, published time, referred to as “Rags Down”, before judging begins. The term “Rags Down” refers to the discontinued application of any device used in the performance of further cleaning the vehicle.

After the initial “Rags Down” warning announcement, the subsequent failure of any Entrant, family member, associate or any other non-related individual, present at the event, to heed and abide by that warning and not follow the “Rags Down’ Requirement, will subject that Entrant’s continued participation in that event to the Immediate review by the Chief Judge and may result in that Entrant’s immediate, irrevocable disqualification for that event. Such disqualification once invoked, cannot be withdrawn for that event.

# Updates for 2024

- Chapter IV, E, Page IV-5
- 2024 Rule Change approved at the 2023 AGM

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

### **Engine Verification**

- | Driven Division Entries must be initially displayed with the bonnet open so that before formal judging of each Driven Division Entry begins, a member of either the OV team or the Judging team can first verify that the Entry has a Jaguar engine. (See Chapter II, Section 1, A4, Page II-1).

# Updates for 2024

- Chapter V, C1, Page V-5
- 2024 Rule Change approved at the 2023 AGM

## C. EXTERIOR

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

#### Body Panels

Individual body components must fit well, with a uniform gap between them and adjacent panels or structures. Judge panels for authenticity of shape and material (e.g., no fiberglass). Judge for excessive misalignment, protrusion, or contact around doors, bonnet, and boot lid. Judge for rust and dents and determine if the body has been altered from the original design in any respect. Judge for items which have splits, cracks, or separations. Judge 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.

Deduct only for excessive misalignment. It is advisable to deduct for excessive misalignment only after discussing such deductions for such misalignment with other team members before such a deduction is determined. Some Jaguars did have panels that fit poorly right from the factory.



# Updates for 2024

- **Chapter V, C9, Page V-9**
- **2024 Rule Change approved at the 2023 AGM**

## **9. 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 must judge the spare wheel and tire).

### **Champion Division**

Appendix B lists the road wheels for the correct style, size, type and finish. Wheels must be as manufactured by Jaguar Cars and not modified.

### **Driven Division**

Driven Division authenticity exceptions are that any factory available, for that model-year, style type or finish are acceptable. Wide wire wheels are acceptable if the hub and spoke count and diameter are as original.

All road wheels must match.

# Updates for 2024

- Chapter V, C10, Page V-10
- 2024 Rule Change approved at the 2023 AGM



## 10. License Plates, 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. Judge the license mounting devices for authenticity.
- If an official license plate is not required, a period correct “JAGUAR”, British number plate or club plate may be displayed without a non-authentic deduction. License plates are only be judged for cleanliness, **NOT** condition.

# Updates for 2024

- **Chapter V, C11, Page V-10**
- **2024 Rule Change approved at the 2023 AGM**

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

License plate covers that are designed for the purpose of protecting the license plate, are allowed and, when present, are to be judged for cleanliness and condition.

### **1. 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 must 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 year and model.

### **2. Driven Division**

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

# Rags Down - Request

- All Entrants must be instructed by the Chief Judge to cease preparation of Entries at a predetermined, published time, referred to as “Rags Down”, before judging begins. The term “Rags Down” refers to the discontinued application of any device used in the performance of further cleaning of the vehicle.
- After the initial "Rags Down" warning announcement, the subsequent failure of any Entrant, family member, associate or any other non-related individual, present at the event, to heed and abide by that warning and not follow the "Rags Down" requirement, will subject that Entrant's continued participation in that event to the immediate review by the Chief Judge and may result in that Entrant’s immediate, irrevocable disqualification for that event. Such disqualification once invoked, cannot be withdrawn for that event.

***Judges – Please inform Chief Judge of any violations to enable the Entrant to receive appropriate reminder and fair warning.***

# Score Sheet Page 1 Header



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

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

CLASS: \_\_\_\_\_  
PLACE: \_\_\_\_\_  
ENTRANT'S JCNA # \_\_\_\_\_  
MODEL YEAR: \_\_\_\_\_  
BODY TYPE: \_\_\_\_\_  
MODEL: \_\_\_\_\_  
COLOR: \_\_\_\_\_  
HOME CLUB \_\_\_\_\_

Entrant's Name: \_\_\_\_\_  
Street: \_\_\_\_\_  
Address: \_\_\_\_\_  
City, St, Zip: \_\_\_\_\_

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

Entrant or family member is present

Driven Division Jaguar Engine Verification (Y/N)

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 completed, **legibly**, before starting
  - ◆ *In one past year, an Entrant brought a different Entry than registered.*
  - ◆ *Check the Car matches the paperwork*

# 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 -./ for the whole section

- ON EVERY SHEET scorers must have
  - ◆ Entrant's name
  - ◆ Judge's name [*This continues to be a common error made by Judges. PLEASE put your name on each score sheet that you use*]
  - ◆ Enter Judge's JCNA Number. Judges should really have their JCNA Number with them.

# 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	.
Four-way Flasher System (Nov. 1965-on)	6	.
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.		

- 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)

*There have been instances in past years where different Judges took off 3.0 points for one inoperative horn. Ooops...*

# 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	.
Four-way Flasher System (Nov. 1965-on)	6	.
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, max deduction for no bulbs working in a system
- Don't forget to look at all front and side marker lights
- Dim equals “working”.



# Entering Deductions

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	.

- 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
- Bold boxes are for scorers only

*Avoid entering a 0.1 deduction if 0.2, 0.3, is the minimum.*

# Deductions Matter!

## Effects of Point Deduction

Judges are not to make any final totaling, but  
Be Considerate of the Entrant's Final Score  
when Making Deductions

Deductions have the following effect on the final score

$$1000 - 0.1 = 999.90 / 10 = 99.99$$

$$1000 - 1.0 = 999.00 / 10 = 99.90$$

A **1.0** deduction will take most Entrants out of  
1<sup>st</sup> Place Competition

- Please be accurate when applying deduction on the scoresheet
- Too many deductions can be too many!
- Don't "kill the car" for trivial preparation items
- But be consistent for the class!

*Confer within judging team  
for appropriate deductions*

## Example: 2022 C14 National Scores

Only 0.5 points between top three entrants

Position	Score
1st	100
2nd	99.99
3rd	99.95

# Cleanliness Deductions

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

## Carpets

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

## Hardware, Steering Wheel, & Instruments

(XK 120 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	.

# Notes for Entrant

- The locations of at least the top 3 C & C deductions should be listed. If there are any C & C deductions, this box should not be left blank.
- List the line number from the Left Hand column for clarification
- Be specific & legible
- This area is very important to the serious competitor

**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	0.6
14	Cleanliness	0.1	25	.
				.

**Condition & Cleanliness Deduction Locations**

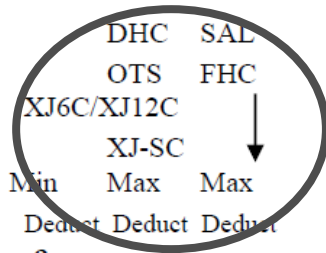
Referencing the numbered boxes, list and describe the top 3 or more condition and cleanliness deductions. If C&C Deductions are made, this section should not be left blank.

13	Faded paint on Cylinder head

*It is impossible to go back afterwards to get this info for the Entrant.*

# Max Deduction by Model

## EXTERIOR



### Body, Doors, Bonnet, 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	.
					.

### 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 – Left Hand column
  - ◆ DHC Drop head coupe
  - ◆ OTS Open two seater
  - ◆ Convertible
- Steel top – Right Hand 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  
 XJ6C/XJ12C  
 XJ-SC    ↓  
 Min    Max    Max  
 Deduct    Deduct    Deduct

### Body, Doors, Bonnet, 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	.
					.

### 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
  - ◆ (Bumper rubber checked with chrome)

# Example - Sheet Metal/Panel Alignment

**EXTERIOR**

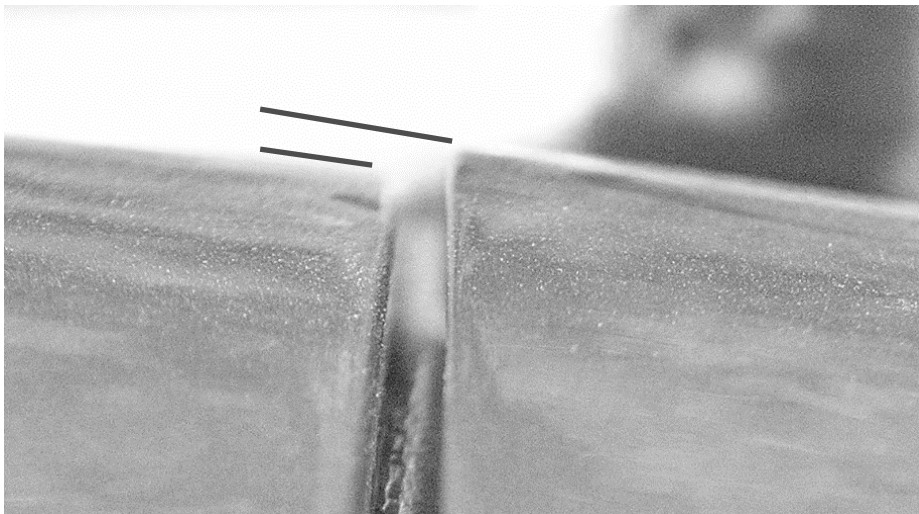
DHC SAL  
 OTS FHC  
 XJ6C/XJ12C  
 XJ-SC ↓  
 Min Max Max  
 Deduct Deduct Deduct

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

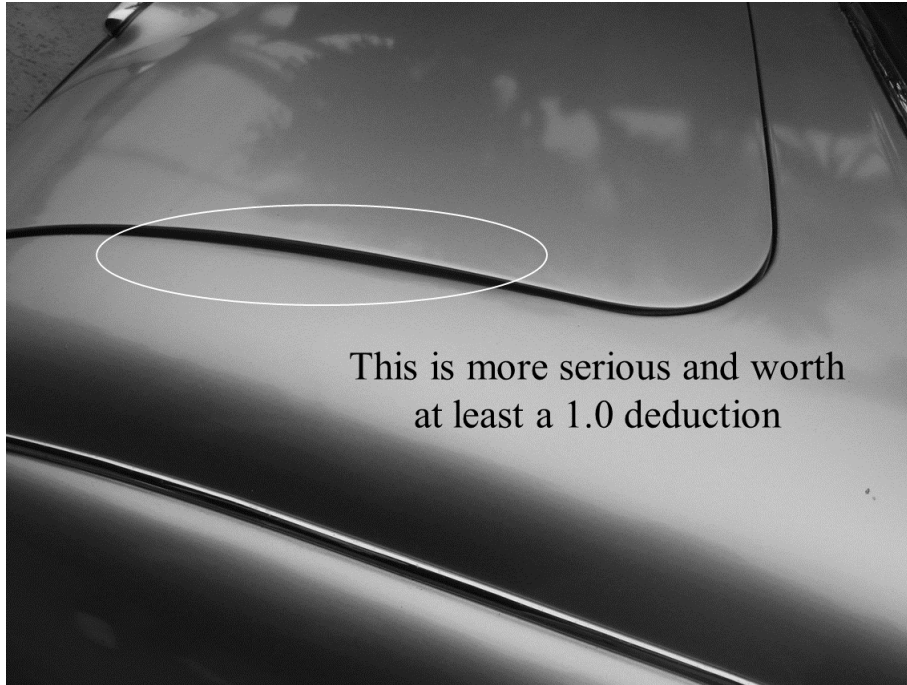
1	Dented/rippled	0.2	6	8	.
2	Poor repair	0.2	6	8	.
3	Poor fit	0.2	6	8	.
4	Cracked	0.2	6	7	.
5	Rusted	0.1	6	7	.
6	Poor rubber	0.2	10	12	.

.

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



# Example - Boot Lid Poor Fit



Chapter V, Note C1, Page V-5

Deduct only for excessive misalignment. It is advisable to deduct for excessive misalignment only after discussing such deductions for such misalignment with other team members before such a deduction is determined. Some Jaguars did have panels that fit poorly right from the factory.



# Exterior – Paint Finish

## EXTERIOR

DHC SAL  
 OTS FHC  
 XJ6C/XJ12C  
 XJ-SC ↓  
 Min Max Max  
 Deduct Deduct Deduct

### Body, Doors, Bonnet, 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	.
					.

### 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	.
					.

- Check for scratches-cracking, chips-peeling-runs, fading, wear (thin), orange peel, overspray onto adjacent trim
  - ◆ Include paint hidden by closed doors
    - ◆ Check when interior Judge has doors open
- Clear Bras – Driven Only, Forward of A-Post Only. Otherwise – Non-Authentic
- Each defect found adds some amount to the total
- Check color match/shading on all panels.

# 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 0.1
- The chip next to the bolt is bigger, maybe 0.2 or 0.3
- Every visible defect deserves at least the minimum deduction

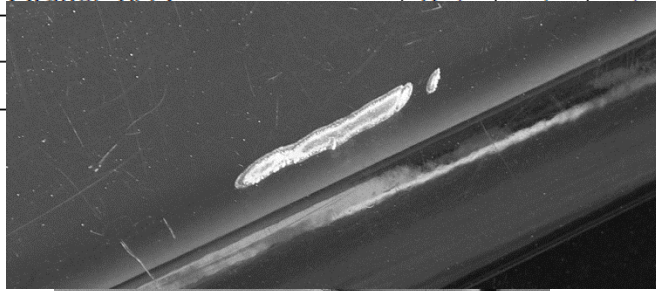
# Example - Paint Chips



# Example – Paint Flaws 2

## 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					.
13					.



- Paint gash is about a 1.0 deduction
  - ◆ No attempt to fix
- The peeling top/clear-coat is a large area, maybe 2.0
- The chip is maybe 0.1, blisters as a group maybe 0.2
- Reminder: Document as specifically as possible the location of discovered flaws on scoresheet.

# Original Sugar Scoop



# Coarse Finish Poor Reproduction



# Acceptable Refinish



# Exterior – Glass, Lamp Lenses

## EXTERIOR

DHC    SAL  
 OTS    FHC  
 XJ6C/XJ12C  
 XJ-SC  
 ↓  
 Min    Max    Max  
 Deduct Deduct Deduct

### Body, Doors, Bonnet, 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	.
					.

### 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	.
					.

- Check for defects in all windows
  - ◆ Are decals hiding a chip or other defect?
  - ◆ Do not deduct for minor scuffs on side curtain Plexiglas
  
- Confirm that each pair of head, fog & driving lamps is identical in make
  - ◆ Check for correct attachment bolts and or screws for lamp lenses.



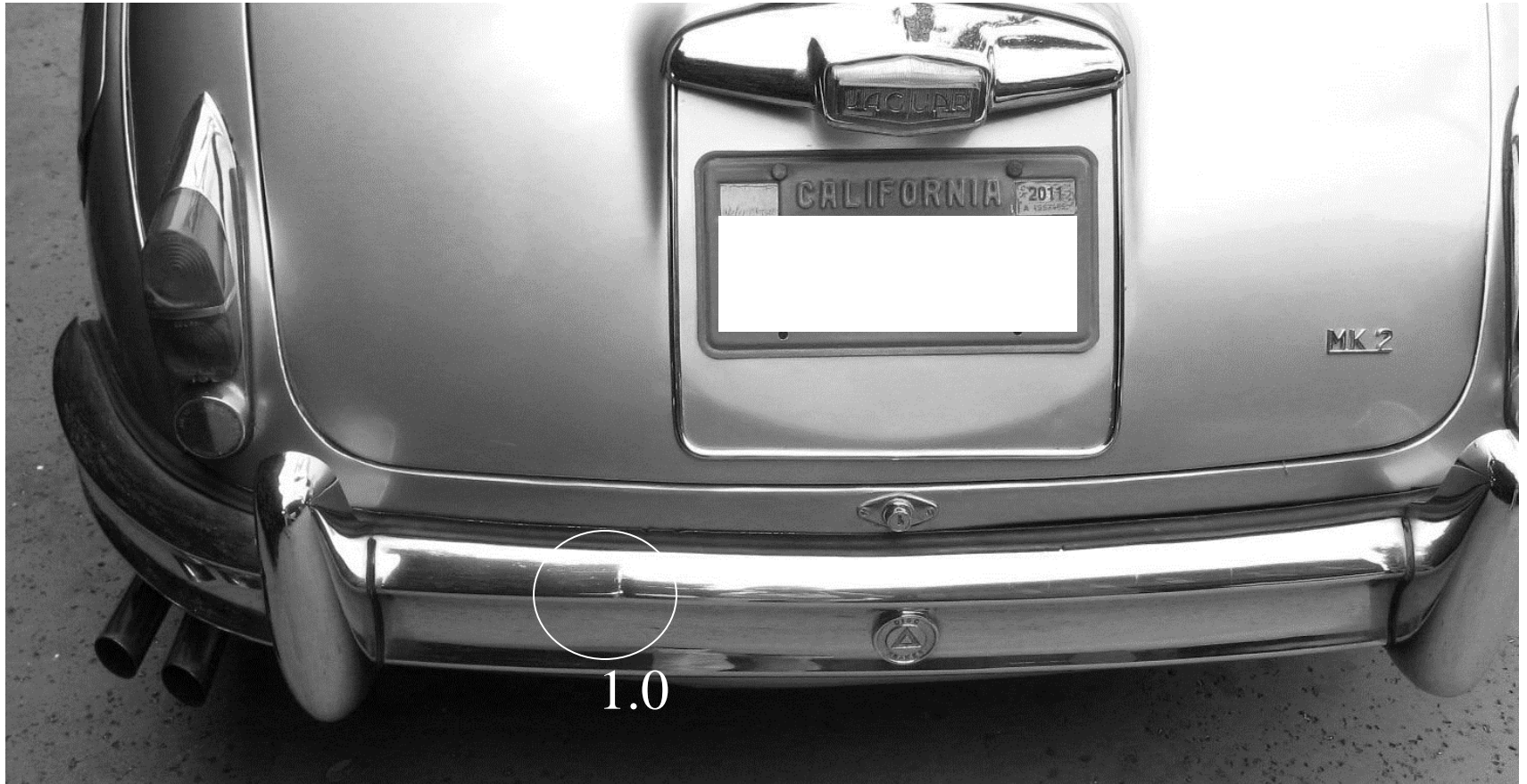
# Exterior – Chrome Work

**Chrome & Stainless**  
 (Incl. Accessories, Tailpipes & Resonators)

		Min Deduct	Max Deduct	
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 chrome, including bumpers, visible exhaust, accessories, badges, antennas, window trim, wiper arms/blades for faults
  - ◆ Bluish tint is OK

# Example – Chrome Damage



# Exterior – Chrome Work

- Check number & location of exhaust pipe ends
- Check rubber that contacts bright trim

<b>Chrome &amp; Stainless</b>		Min	Max	
(Incl. Accessories, Tailpipes & Resonators)		Deduct	Deduct	
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	.

.

# XK Tail Pipe (best) Information

- XK 120 – The only chrome exhausts were on the early cars which had the exhaust angled to the left side of the rear wing. All other pipes, exiting the rear, should be black.
- XK 140 – Last 12 inches of each pipe should be chrome/polished
- XK 150 – 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
- If not a soft top, draw diagonal line through section

<b>Hood, Hood Env., Side Curtains, Tonneau</b>				
OTS/DHC, XJ6C/XJ12C/XJ-SC Only – No Saloons				
25	Scratched/tear/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	.

*This might already be done for you on your score sheets.*

# Exterior – Soft Top, Accessories

<b>Chrome &amp; Stainless</b>		Min Deduct	Max Deduct	
(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	.

<b>Hood, Hood Env., Side Curtains, Tonneau</b>				
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	.

<b>Wheels (Wire, Disc, Alloy, Chrome, Painted)</b>				
31	Damaged/dented	0.2	10	.
32	Pitted/chipped/scraped	0.2	10	.
33	Rusted	0.2	10	.
34	Cleanliness	0.1	20	.

<b>Tires</b>				
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
  - ◆ XK120-150 have tonneau covers for the cockpit
  - ◆ XJC 2-door coupes (1974-76) must have black vinyl roof

# Exterior – Wheels

**Chrome & Stainless**      Min    Max  
 (Incl. Accessories, Tailpipes & Resonators)    Deduct    Deduct

		Min Deduct	Max Deduct	
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 style-size-condition of 4 wheels, knock offs, center caps
  - ◆ See Rules App B for specifications
  - ◆ All 4 must match
  - ◆ Boot Judge checks spare wheel & tire
  
- Driven entries may have wider wire-wheel rims or original alloys chromed; the inside diameter must be as original

# Exterior – Tires

**Chrome & Stainless**      Min    Max  
    Deduct    Deduct  
 (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 4 tires for condition
  - ◆ Cracked sidewalls
  - ◆ Legal tread
  - ◆ Do not check inner sidewalls of road tires.
- 4 must be same size & brand (any brand)
- Check 4 valve caps
  - ◆ Pre-60's should have metal caps
  - ◆ Logo caps must be documented as an authorized Jaguar accessory



# Interior – Wood, Vinyl, Leather

## 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	.

- Wood should be shiny, without scratches, cracking, etc. (Should not look thick like a plastic coffee table.)
- Judge leather & vinyl on console, steering wheel, etc for faults listed
- Seats & doors are scored elsewhere

# Interior – Headliner

## INTERIOR

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

		Min	Max	
		Deduct	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, or inside of soft top, for fit, secure attachment, smoothness and freedom from sags
  - ◆ No deduction for normal creasing, compressing, rubbing
- Judge the convertible top frame for finish, paint color

# 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



*Ant-drumming shot bag is often missing*

# Interior – Door Panels, Armrests

## INTERIOR

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

		Min	Max	
		Deduct	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 or additional extra fasteners not consistent with factory installation.
- Look for underdash cover panels.
- Check armrests and door pockets
  - ◆ Note: Not all models had arm rests. Check Judging Guides.
- Check for proper radio speakers & grilles.

# 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 conduits
  - ◆ Sills
  - ◆ Bottoms of doors

# 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

(XK 120 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  
*Entrants sometimes fail to remove their floor mats and need to be reminded.*
- If factory mats cannot be removed, ask the Entrant to raise them to inspect basic carpet
- Check for flaws listed
- Also check rubber pads on pedals

# 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

(XK 120 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
  - ◆ Include proper steering wheel, knobs, instrument faces, shifter knob and boot, door hardware



# 120 OTS Battery Judging

Look for C&C, proper covers and retainers



*The Interior Judge asks the Entrant to remove battery covers.*

# 120 FHC Battery Judging



# 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

(XK 120 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 back.
- Judge for flaws listed
  - ◆ Normal impressions in soft materials are not flaws
- Belts must be neatly installed and vintage / period-appropriate

# Example – Leather

## 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	.
				.



- Seat bolster has 2 bad cracks
  - ◆ 1.0 point deduct
  - ◆ 2.0 point deduct

# Example – Leather

## Seats, Squabs & Belts

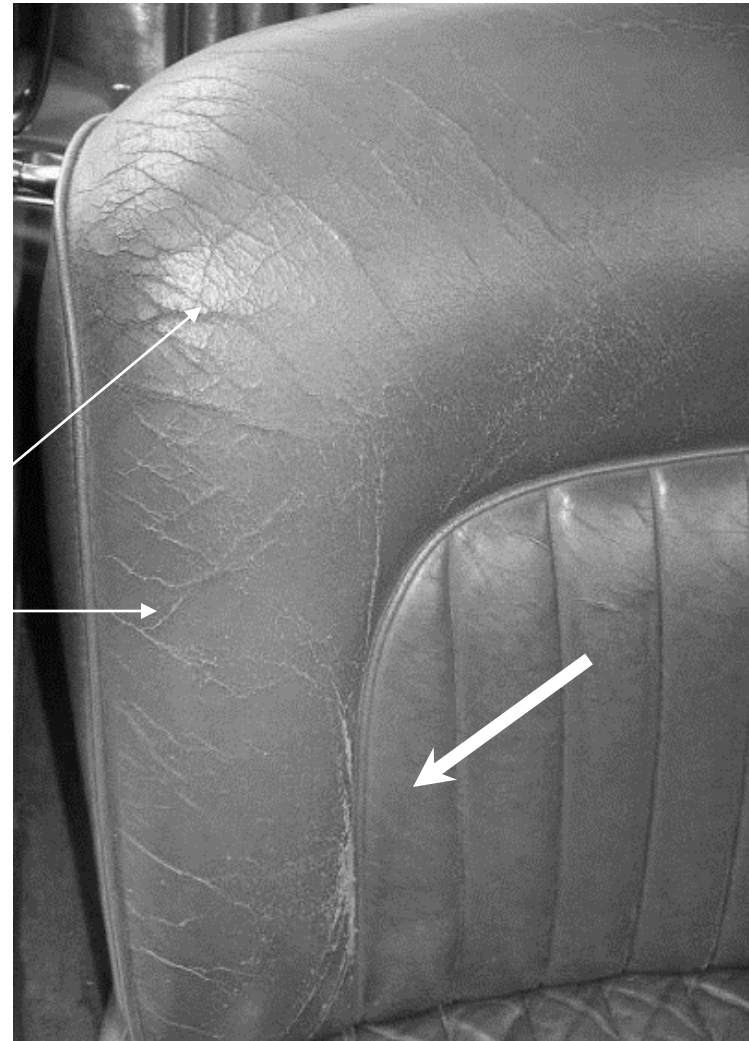
24	Scratched/torn/cracked	0.2	14	.
25	Faded/discolored/worn	0.2	14	.
26	Poor fit/wrinkled	0.2	14	.
27	Cleanliness	0.1	28	.
				.



- More than general wear and start of cracking all along front bolster
  - ◆ Maybe additional 2.0 deduct for front seat squab cushion, both sides

# Example – Leather

- Seat squab also rough
  - ◆ 2.0 for excess aging/dry cracks/wear on full bolster
  - ◆ 1.0 more for bad scuff



# Boot (Trunk)

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

<b>BOOT (Champion &amp; Special Divisions Only)</b>				
<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	.
				.

*This might already be done for you on your score sheets*

# Boot Surfaces

## BOOTS (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	.
.				

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



# Boot - Tools

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

		Min	Max	
Paint, Side Panels, Mats,		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	.

## 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 (Entrant touches)
- Check jack & handle,
  - ◆ lug wrench (nuts )
  - ◆ hammer (knock offs)
  - ◆ Knock off tool for non-eared knock offs. Entrant to move tire
- Check tools & toolbox or pouch, where fitted
  - ◆ Early model tools may be inside front doors (*on MK VII, VIII, IX*)

# 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	.

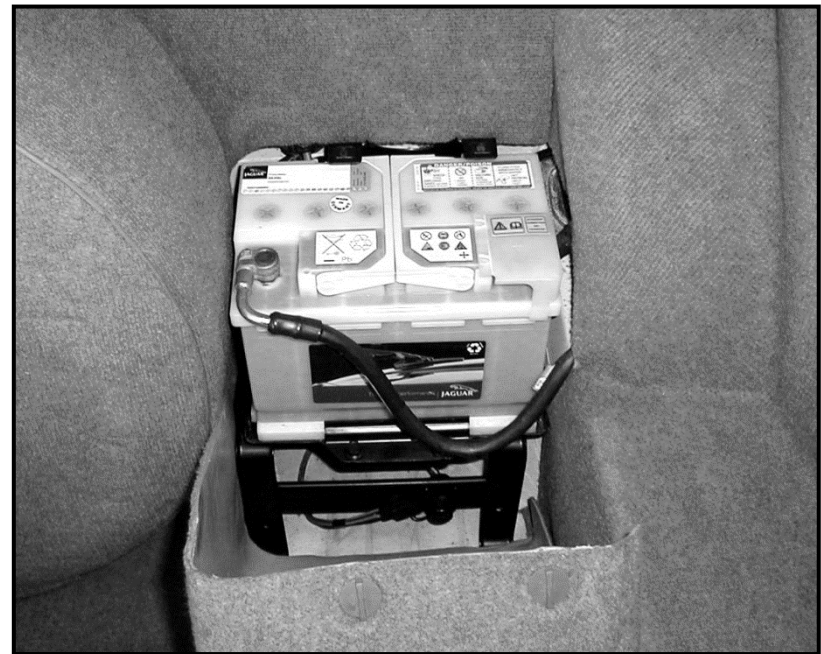
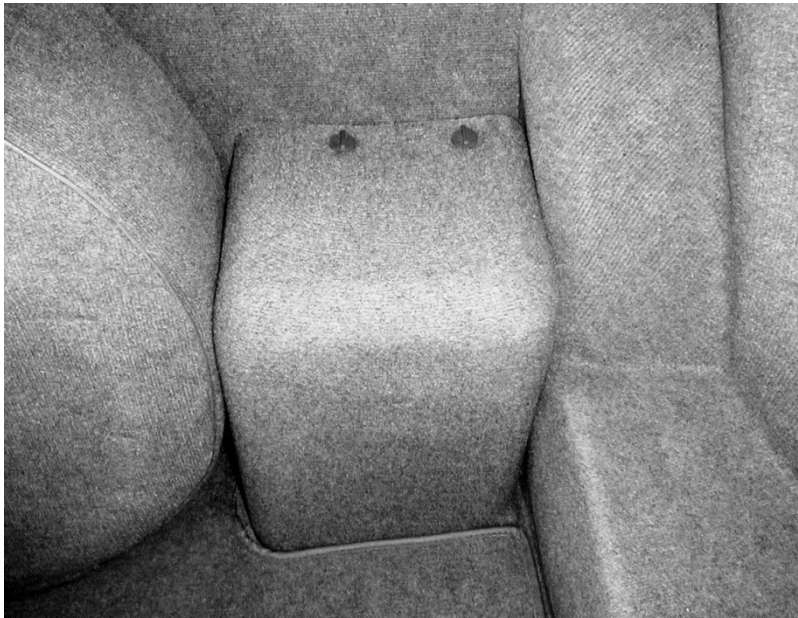
### Spare Wheel & Tire

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 Entrant to expose spare wheel/tire, but do not remove it
- Inspect for type, size, defects and cleanliness
- Wheel must match 4 road wheels unless equipped with “space saver” wheel / tire
- Tire must match size & brand of 4 road tires
- Valve stem of spare must match that of road wheels
- Check tire cover, for material, color & condition
- Some tire cover hardware may be either plated or painted.

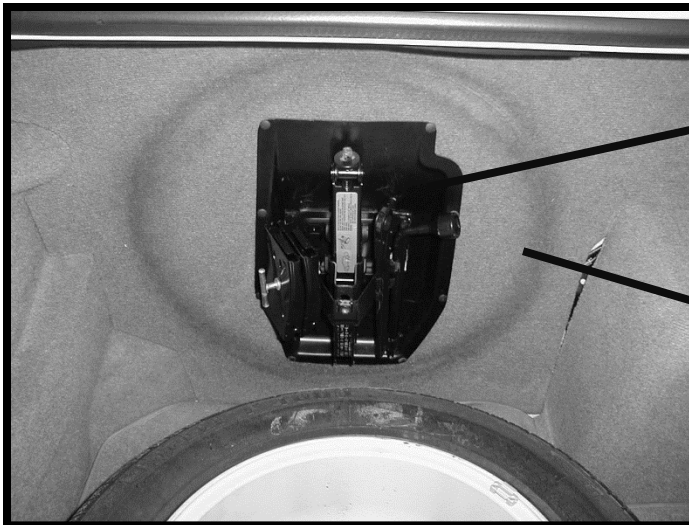
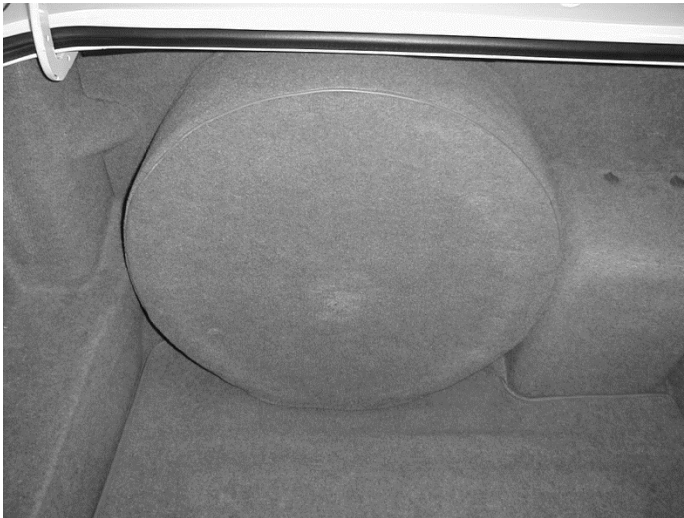
# Boot Battery Judging

(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. The mark the tire leaves on boot lining is not a discrepancy.

# Engine – Bright Metal

## ENGINE COMPARTMENT (Champion and Special D:

### Bright Metal

(Cam Covers, Carb Domes, Etc.)

		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 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?

- **“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. This is an authenticity deduction.

# Engine – Sheet Metal

## ENGINE COMPARTMENT (Champion and Special D:

### Bright Metal

(Cam Covers, Carb Domes, Etc.)

		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.)

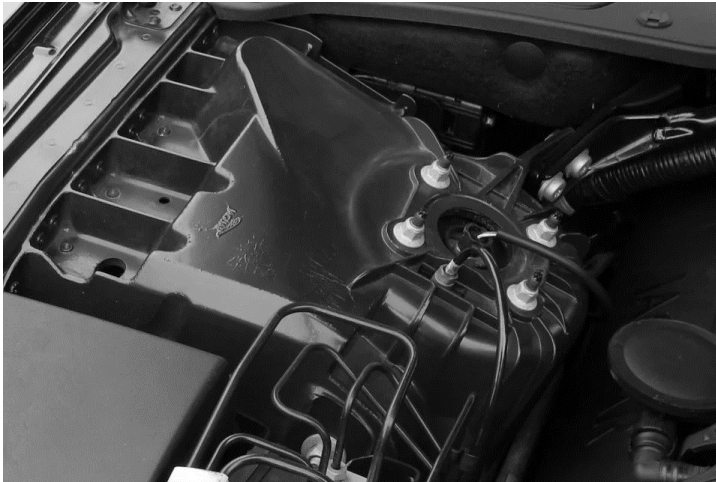
6	Scratched/chipped	0.1	10	.
7	Dented	0.1	10	.
8	Rusted	0.2	10	.
9	Poor Paint	0.2	10	.
10	Cleanliness	0.1	20	.
				.

### 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 over excess sealant was normal Jaguar practice, no deduction
- Check for proper firewall plugs, covers, grommets
- Check for proper attachment screws, bolts etc. and direction of attachment.

# Late Model Alloy Bodied Cars



- XJ8 2003-2009 Shown
- Note the aluminum suspension mountings are castings
- Surface roughness and uneven paint are typical





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

## ENGINE COMPARTMENT (Champion and Special D:

### Bright Metal

(Cam Covers, Carb Domes, Etc.)

		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 carburetors, linkage, fuel lines
- Check cylinder head paint color
  - ◆ Bare aluminum after '67
- Check engine block for
  - ◆ Size (cast on RH side)
  - ◆ Color (bare cast iron before Mk V)

# Engine – Exhaust

## Exhaust

(Manifolds & Downpipe Config.)

		Min	Max	
		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, rust - all models through 1969
- Light even rust is normal condition, non-deductible & authentic on non-porcelainized manifolds and on down pipes (exhaust pipe below manifold)

# Engine – Electrical, Cooling, Air Conditioning

<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	.
				.

<b>Elec., Hoses, A/C, Emission, P/S</b>		Min	Max	
(Gen., Alt., Relays/Reg., Wiring, Battery, Tubing, Clamps)		Deduct	Deduct	
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 & connectors
- Check cooling & AC hoses & clamps, radiator, cap, fan, & shroud
- Wiring, connectors and routing. (i.e., XK120 harness)

# Authenticity

- JCNA wants Jaguars to be 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, such as side moldings or leapers
  - ◆ Incorrect parts, more often found on restorations and following service
  - ◆ Note that a mis-build of original car, if uncorrected, can generate a deduction
  - ◆ *A Missing part is non-authentic*

# Authenticity Responsibilities

- **Entrant** is responsible for presenting:
  - ◆ Authentic well-prepared Jaguar
  - ◆ Proof of authenticity on questioned items
- **Judges** are responsible for recognizing items suspected of being non-authentic
  - ◆ Entrants may be able to provide official sources that validate authenticity
  - ◆ Judges are to assess authenticity documentation submitted by the Entrant
  - ◆ (Notes from the Entrant's mother or the dealer don't cut it!!)  
Show me the official documentation!!
- Chapter VI per-item deductions **cannot be reduced by the Judge**

*Please look up each deduction in the appropriate Rule Book table or QRG.*

# Authenticity Documentation

- JCNA relies on Jaguar parts books, sales literature and other Company Publications

**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

- JCNA-approved Judging Guides
- Current Versions

**Table C-2 JCNA Official Judges' Guides  
for Validating Feature and Component Authenticity**

<b>JCNA OFFICIAL JUDGING GUIDES <sup>1</sup></b>	<b>CURRENT EDITION <sup>2</sup></b>
<b>XK120</b>	<b>Third Edition, March 2020</b>
<b>Mark 2</b>	<b>Original, February 2005, updated 2008</b>
<b>Series 1 E-Type</b>	<b>Original, March 2003, updated June 2013</b>
<b>Series 1.5 E-Type</b>	<b>Original, March 2006</b>
<b>Series 2 E-Type</b>	<b>Original, March 2004, updated April 2006</b>
<b>Series 3 V-12 E-Type</b>	<b>Original, March 2007, updated May 2007</b>
<b>XJS - 1976 – 1991</b>	<b>Original, March 2007, updated May 2010</b>
<b>Air Conditioning 1955-1971</b>	<b>Original, March 2008</b>
<b>Air Conditioning Appendix A</b>	<b>Original, March 2008</b>

# Authenticity Documentation

- JCNA-approved Seminar Technical Bulletins:

**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.**

<b>JCNA SEMINAR/TECHNICAL BULLETINS</b>	<b>ISSUE DATE</b>
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 judge authenticity well, you need to be familiar with details of a specific model. Read the Judging Guides. Hard copies of all the approved JCNA Judging Guides are available from JCNA. Electronic versions can be downloaded for free from the JCNA website Concours page.
- In general, look for details that just don't look quite right
- Some common non-authentic items follow.

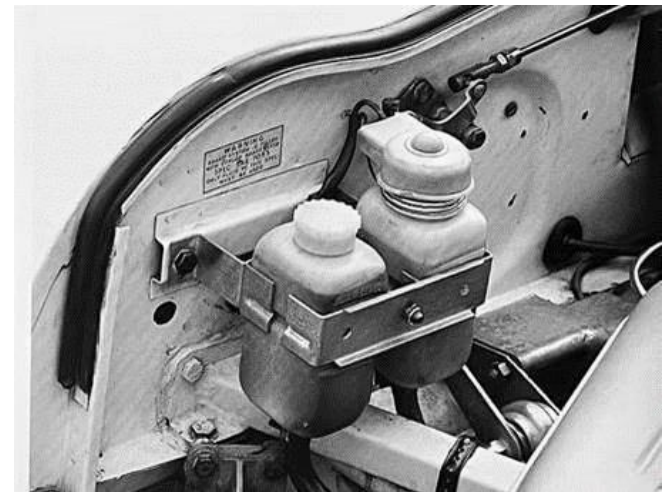
# Non-authentic Missing Parts

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



# Non-authentic Missing Parts

- Example: RHD provisions on LHD vehicle
- These holes are not an indication of missing parts



# Non-authentic Missing Parts

- Sometimes you just have to know that parts are missing, *so ask the expertise of others on your Judging Team.*
  - ◆ Q: Is the commission Plate missing?
  - ◆ A: Yes - If this is a Series 1 E-Type!
  - ◆ Note non-authentic fuel line



# Non-authentic Wheels



## Wrong Size

- 16" wheels from later model year, should be 15"
- Tires also have wrong inside diameter.
- Spare wheel & tire receive separate deductions (Champion Division Only)

Exterior

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct
49. Tires	2.0 ea	8.0
63. Wheels	6.0 ea	20.0

Interior

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct
<b>CHAMPION DIVISION</b>		
16. Spare Tire	2.0	
19. Spare Wheel	6.0	

## MISSING OR NON-AUTHENTIC ITEMS

(Champion and Driven Divisions Only)		Mand.
Item (identify and describe accurately)	Initials	Deduct
Tires x4 - Non-original inside dia.	DAA	8.-
Road wheels x4 - Non-original diameter	DAA	20.-

## MISSING OR NON-AUTHENTIC ITEMS

(Champion and Driven Divisions Only)		Mand.
Item (identify and describe accurately)	Initials	Deduct
Spare tire - Non-original inside dia.	DAA	2.-
Spare wheel - Non-original diameter	DAA	6.-

# Non-authentic Wheels



## Wrong Finish

Dealer Chrome Plated Wheels

Non-authentic in Championship Division

Exception allowed in Driven Division

Chapter II, Note 1c, Page II-7

### c. Alloy Wheels

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

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

Exterior

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct
63. Wheels	6.0 ea	20.0

### 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	.

### MISSING OR NON-AUTHENTIC ITEMS

(Champion and Driven Divisions Only)		
Item (identify and describe accurately)	Initials	Deduct
Wheels x4 - Non-original finish (chrome)	DAA	20.-

**CHAMPION DIVISION**

**Note: If the wheels were damaged, rusty, dirty, no additional deductions are necessary (Ch. V, A3a, Note, Page V-2) (Unless in Driven Division)**

# Processing Non-authentic Deductions

- Judges may confirm opinions of non-authenticity with team leader
- 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 they were made aware of the deductions and given the chance to present documentation. Their initials do not signify agreement.
  - ◆ Conflicts in these matters should be referred to the Chief Judge for resolution.
  - ◆ Refusal to sign may be grounds for the Entrant's disqualification.
  - ◆ **If the Chief Judge is unable to resolve any non-authentic questions, the Entrant should then be advised of the opportunity and process overview for filing a protest with JCNA.**
  - ◆ If a component has multiple deductions, list only the one with highest point value.

*Some Entrants have complained that they didn't know what they were signing. Some Judges have failed to get the Entrant's initials and the points were returned.*

# Scoring Non-authentic Items

- Use non-authentic deductions listed in Chapter VI
  - ◆ Find a similar flaw if the observed fault is not specifically listed
  - ◆ No changes to minimum deduction allowed
- Don't exceed maximum for the component area
  - ◆ Exterior, Interior & Engine 200 points ea.
  - ◆ Boot 100 points (Not judged for Driven Division)
- If a Component Judge is unsure about any Non-authentic Deduction, ask questions of another Team Judge on the same team, the Team Lead and or Chief Judge for verification.

*This is one reason why each Judging Team should have a current Concours Rule Book or Chapter VI QRG. Some Judges have not used the tables correctly to determine the proper mandatory deduction.*



# Score Keeper Actions

- Will send score sheets back to team/Judge when:
  - ◆ Sections unscored, non-authentic items not initialed, writing is unreadable, Judge's' name missing
  - ◆ **C & C deducts not located**
- Two scorers add up deductions
  - ◆ If they disagree, resolve the difference
- Check off Entrant on master list
- Arrange completed scoresheets by class & score
- Entrants are not allowed in the scoring area

*Judges and Judging Team Leads must do a better job of checking for score sheets errors before turning them in.*

# Cleanliness and Condition Deductions

- A single item may be assessed both a non-authenticity deduction and Cleanliness and Condition deductions.
- A single item/component, judged to have more than one non-authentic issue, such as both wrong configuration and finish, should only be given a single non-authentic deduction. However, the point deduction given should be the one with the highest point value associated with the non-authenticity issues observed.

# 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 Pin Stripes



Pin stripes in this image 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.**

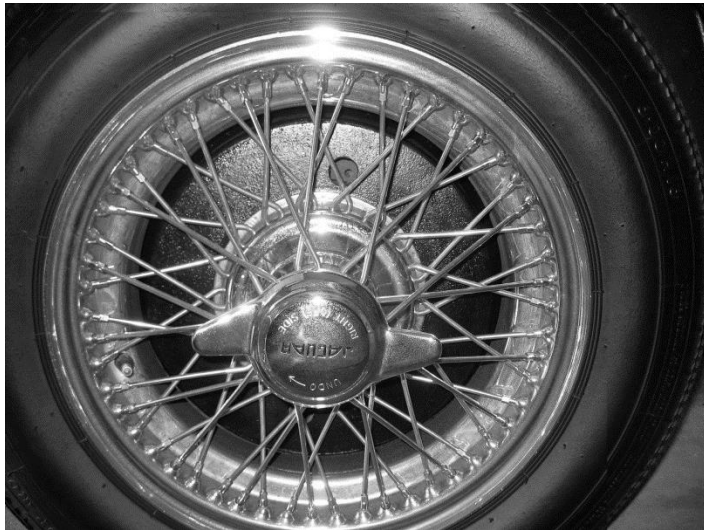
**The maximum deduction for wrong or missing pin stripes is 1.0 points**

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

*There is a pin stripe table in the Rule Book to assist you.*

# 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 - 54 spoke
  - ◆ Late model 150's had 60 spoke June '58-60
  - ◆ Small saloons ( 3.4 Saloon (Mk1), Mk 2, 3.4 - 3.8S), and E-types - 72 spoke



# Exterior – Tire Authenticity

- Check tire authenticity
  - ◆ Reference Appendix B for size, speed rating, 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 sidewall are Entrant’s option
    - ◆ WSW should be consistent with vintage

*Check the Rule Book to make certain that the Entry has the correct size and speed rating tires. Occasionally they do not and this is a significant deduction.*

# Leapers

- Leaper hood ornaments have been added by owners & dealers
  - ◆ JCNA allows Leapers on XJ Series 1-2-3 and XJ40 (1968-94), XJ8/R sedans, Large sedans (Mk VII, VIII, IX, MK 10, 420, 420 G) and small sedans (3.4 (MK1), Mk 2, 240 & 340 variants, 3.4 - 3.8S)- 1950-1969
  - ◆ Leapers are non-authentic on XK120, XK140, E-Types, XJS and XK8 models
    - ◆ Optional on XK150





# Leapers (Continued)

- 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. Ref: JCNA Judge's Manual Page VI-2.

# License Plate Holders & Brackets

- Factory included provisions and necessary hardware for front license mounting on all cars delivered to **North America**.
- If the car 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
  - ◆ Often missing on E-Type and other Sports Car Models
  - ◆ JCNA does not require a license plate to be present, just the factory-supplied bracket.
  - ◆ State or Federal legality not a JCNA issue

# Hose Clamps

- Hose clamps pre-1975 should have
  - ◆ Round head, straight-slot adjusting screws. No hex heads. Predominantly CHENEY brand.
  - ◆ Clamp strap/band, grooved for adjusting screw, not perforated
- Excess band length  $> 1''$  approx. is non-authentic (Equates to wrong size)

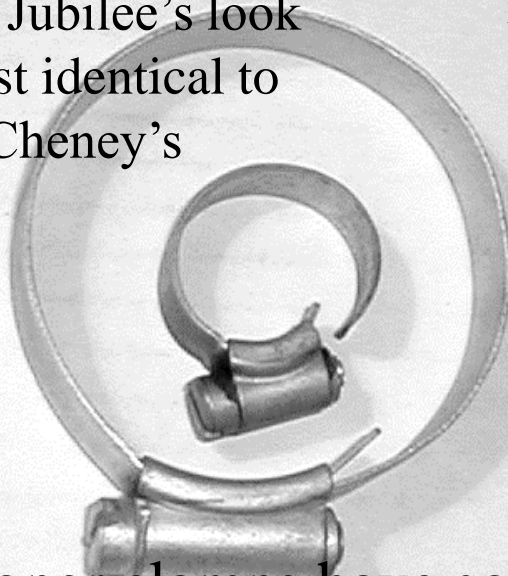
# Good Pre-'75 Hose Clamps

Blued and cad-plated Cheney clamps.



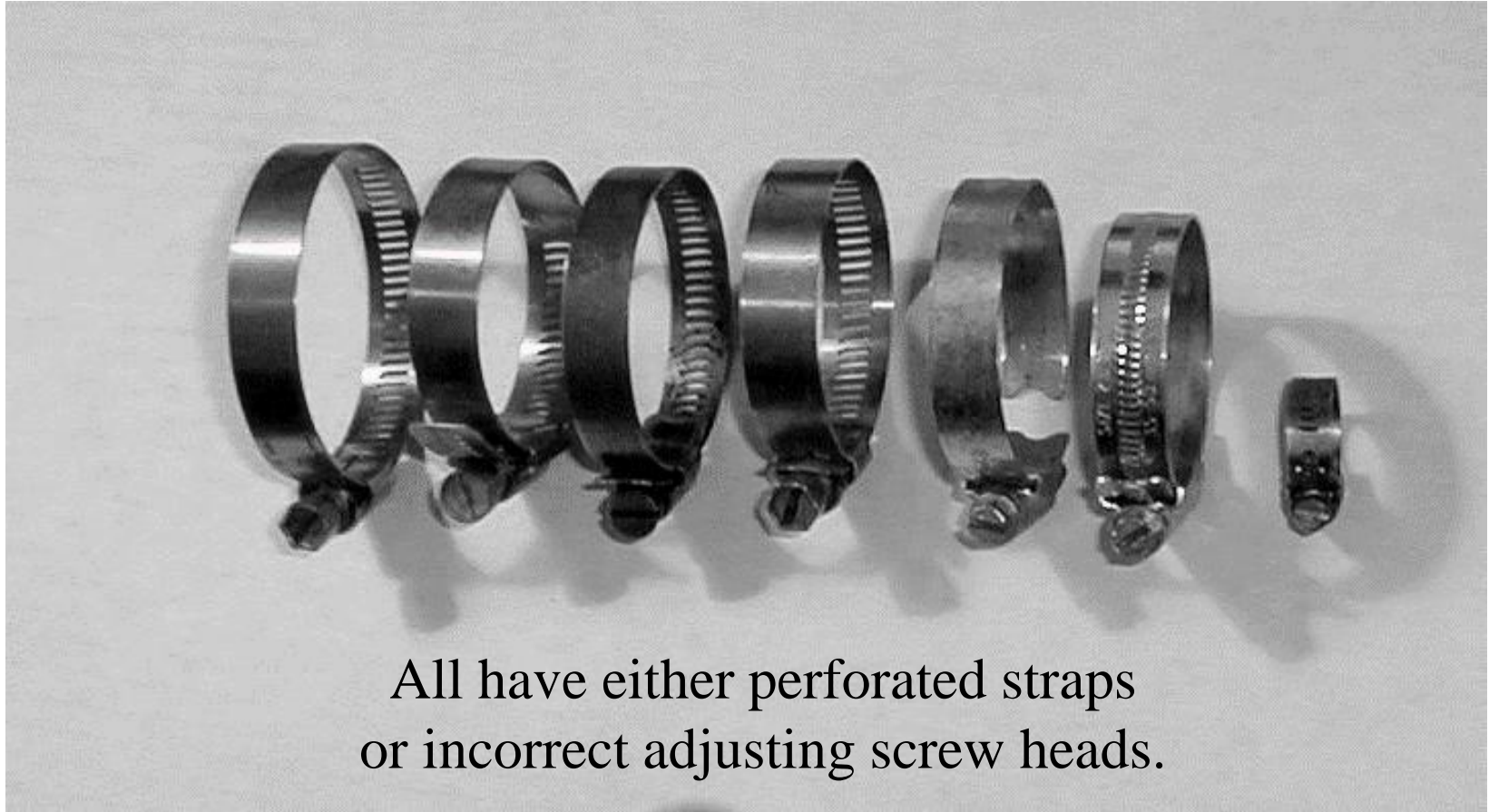
A few Jubilee's look almost identical to Cheney's

Tex/Griptite common on early 120's



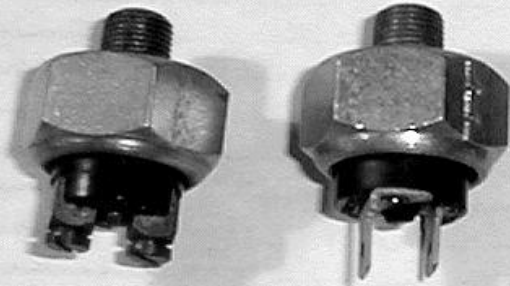
All proper clamps have solid straps and straight-slot round-head adjusting screws.

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

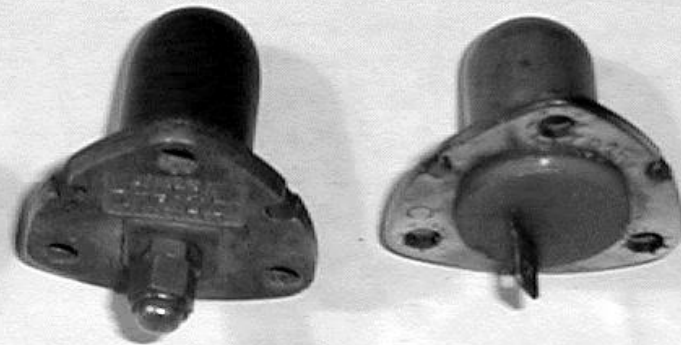


# Brake and Otter Switches

Brake light switches

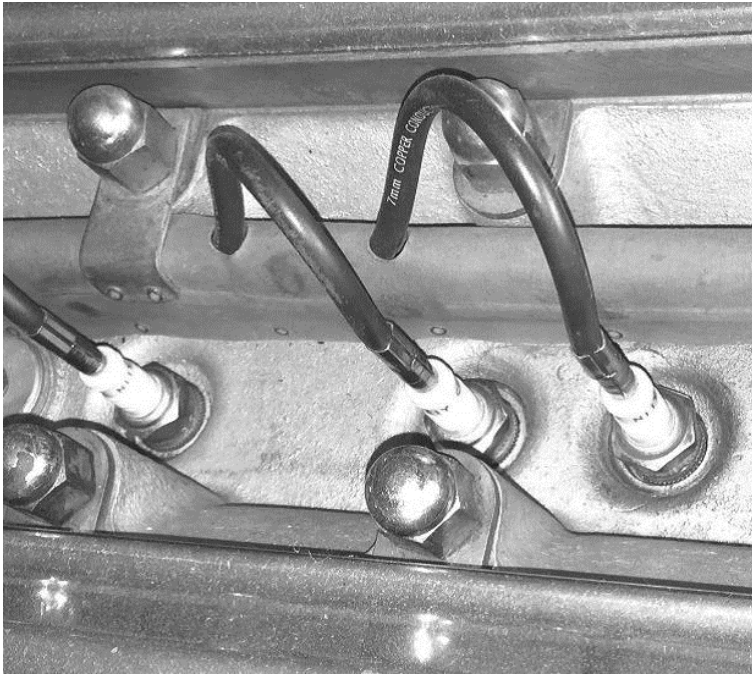


Otter switches



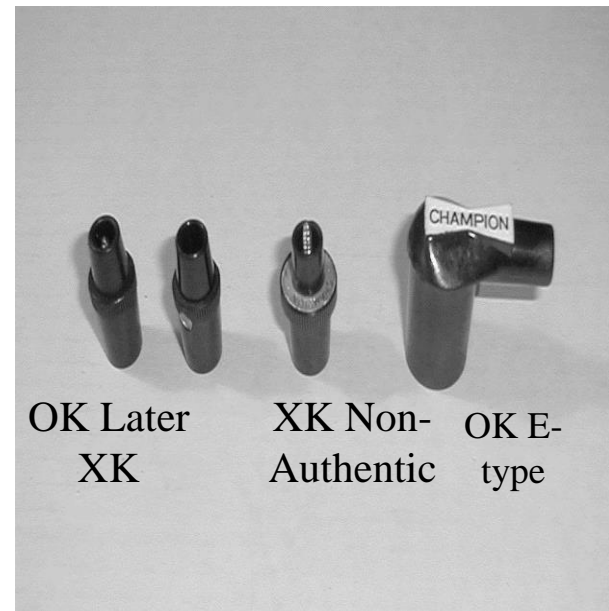
Early cars should all have screw-fastened wire terminals. Blade/Lucar-style did not appear until the late '50's and early '60's (1962 for Otter switches, per George Camp, JCNA Authenticity Committee, 2011)

# Plug Wire Ends

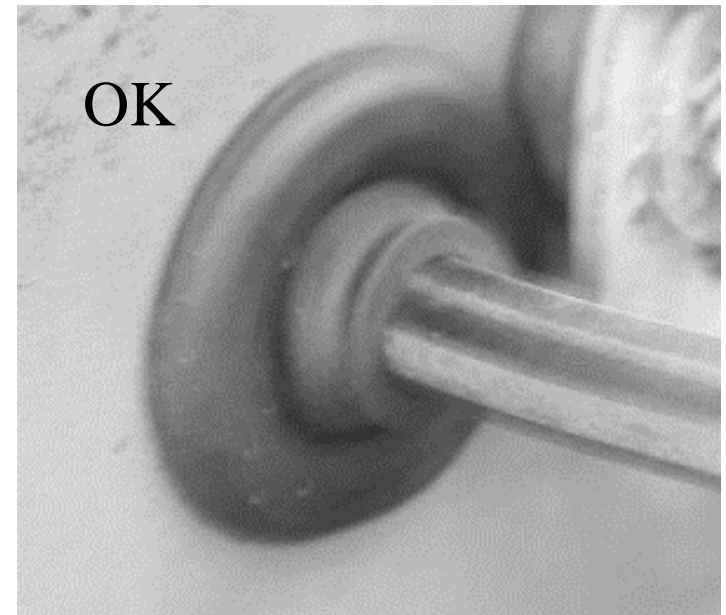


Pre- DEC '52 XK 120

Note: in-line capacitors  
(noise filters) fitted if radio  
installed



# Grommets



- Rubber grommets in firewall or fender apron 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 diameter, they are probably non-authentic

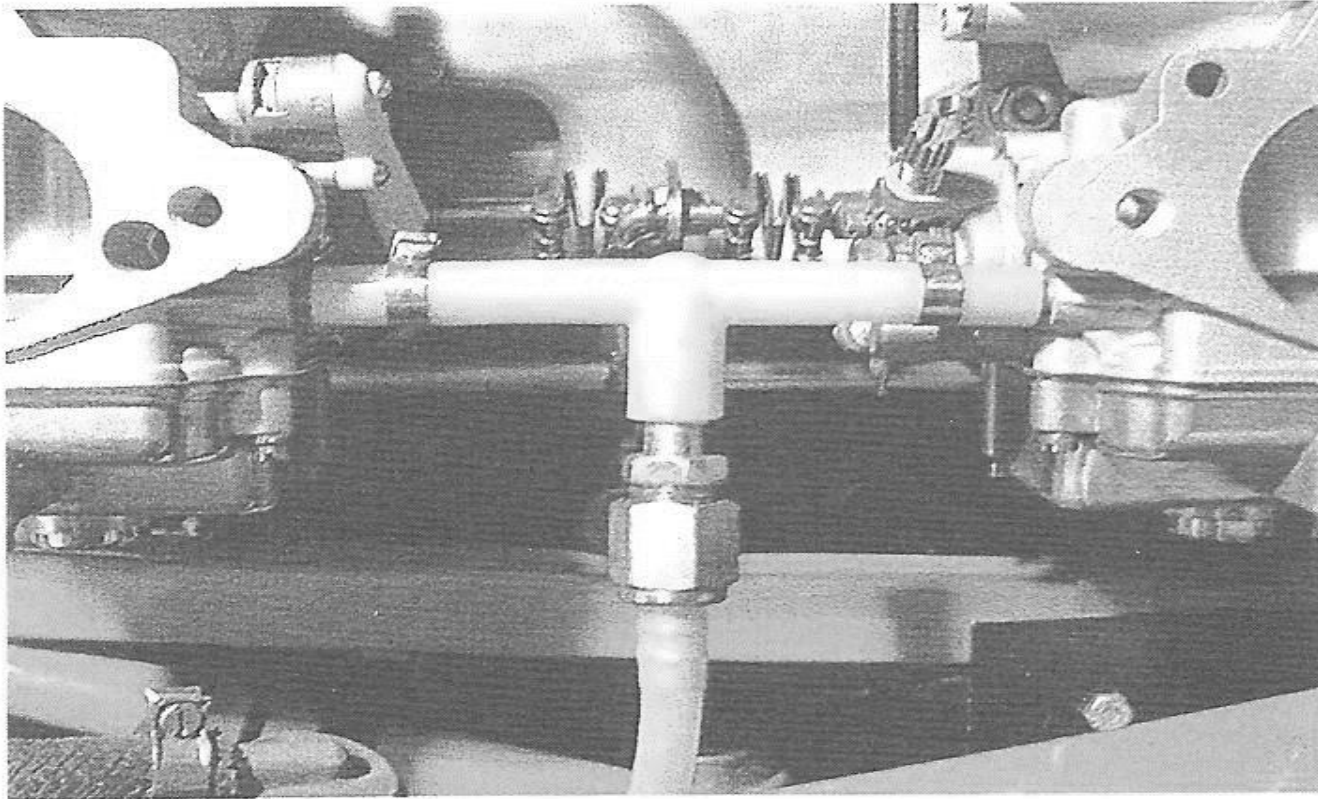


# Note items with odd coloring

- Be suspicious of brightly colored items in the engine compartment.
  - ◆ Cooling, heater or vacuum hoses other than black are non-authentic, *except for nylon hose in E-Type spare tire area.*
  - ◆ 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 is again available as re-manufactured by SNG Barratt.)*

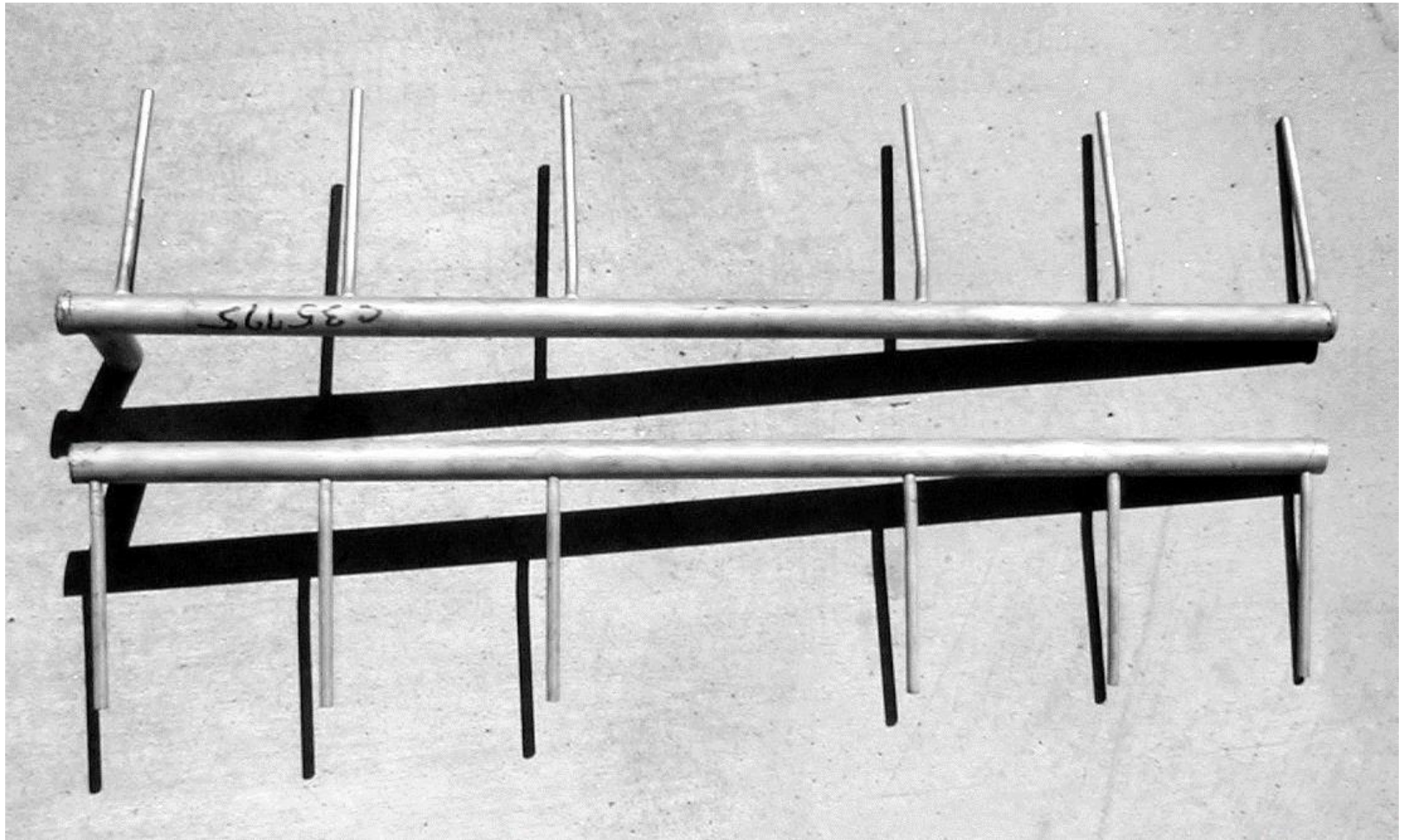
# Bolts, Washers, Hinges and Strikers

- 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.
  - ◆ Bonnet, doors and boot lid striker hardware may be correct if painted.
  - ◆ Paint damage on contact area on striker hardware is not deductible unless associated with poor alignment.

# Nuts, Bolts, Screws and Hardware

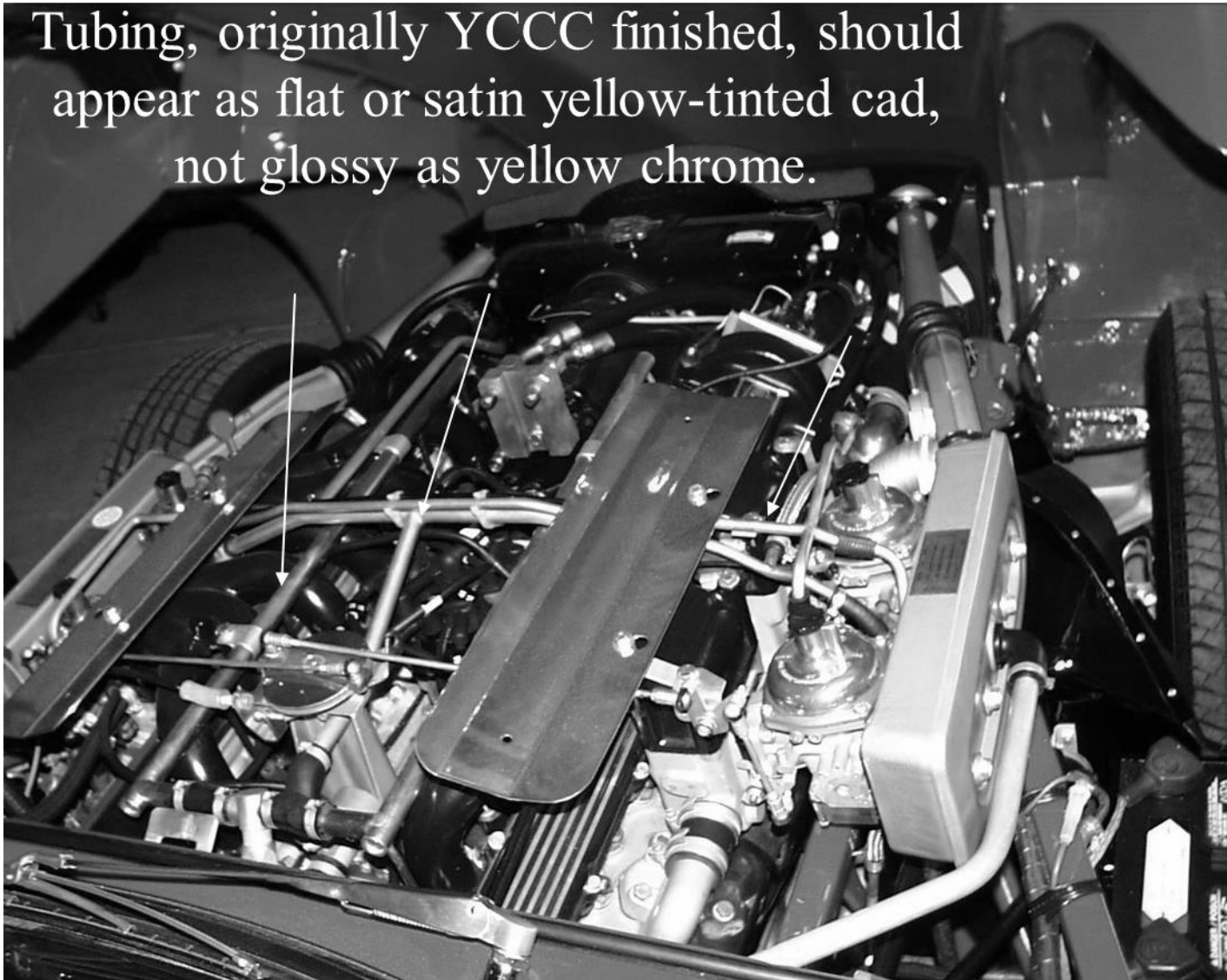
- ◆ Some screw (not bolt) fasteners, for items mounted after the body was painted, are cadmium plated (whitish finish, medium gloss).
- ◆ On most XK and earlier models, nuts and bolts all had a black oxide finish and distinct British word logo markings such as “BEES”, “AUTO”, “GKN”, etc.
- ◆ Most under-hood & boot hardware, installed after the body was painted, is black.

# Series 3 E-type NOS Air Rails with 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

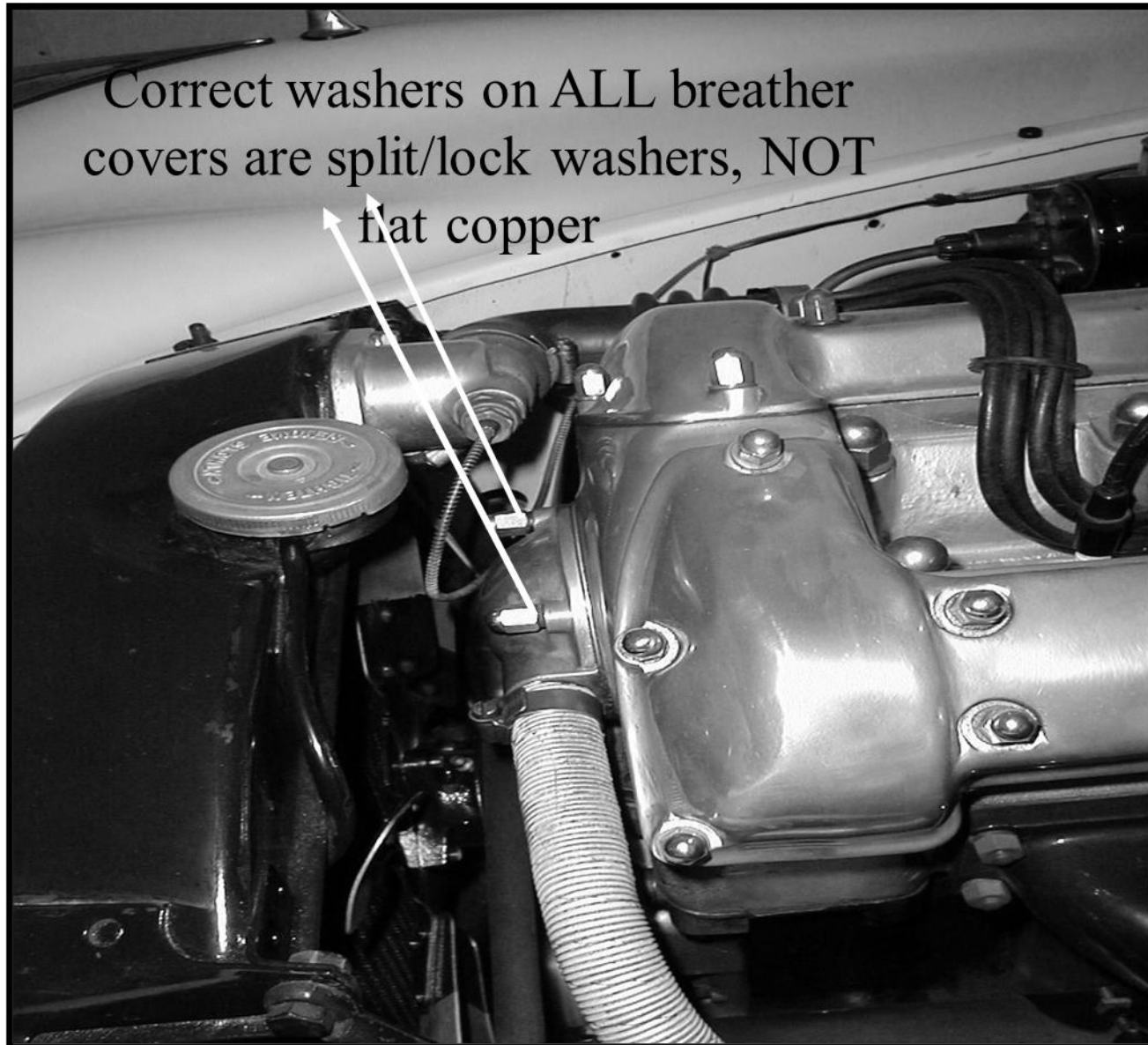


# Non-authentic Fasteners

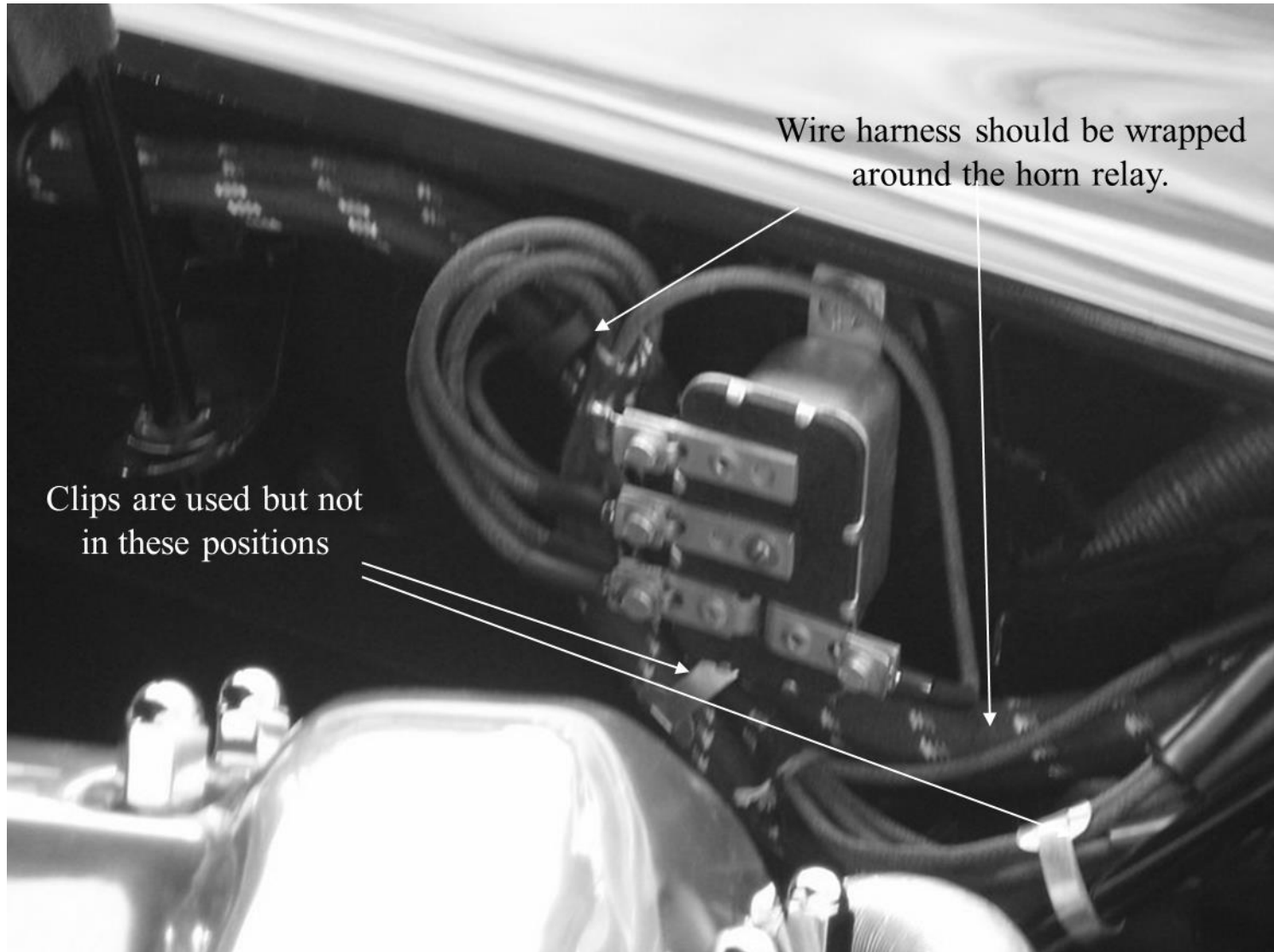
- Nearly all early nut and bolt fasteners are hex head with black oxide/flat black finish, not cadmium. Bolt heads should have British markings
  - ◆ Highly polished plated fasteners are non-authentic
    - ◆ Chromed/nickel dome nuts on XK engine cylinder head and cam covers are exceptions
- Virtually every rotating fastener, bolt or nut, should have a washer under it
- Engine breather cover dome nuts should have lock washers, not flat copper (At least thru E-types)



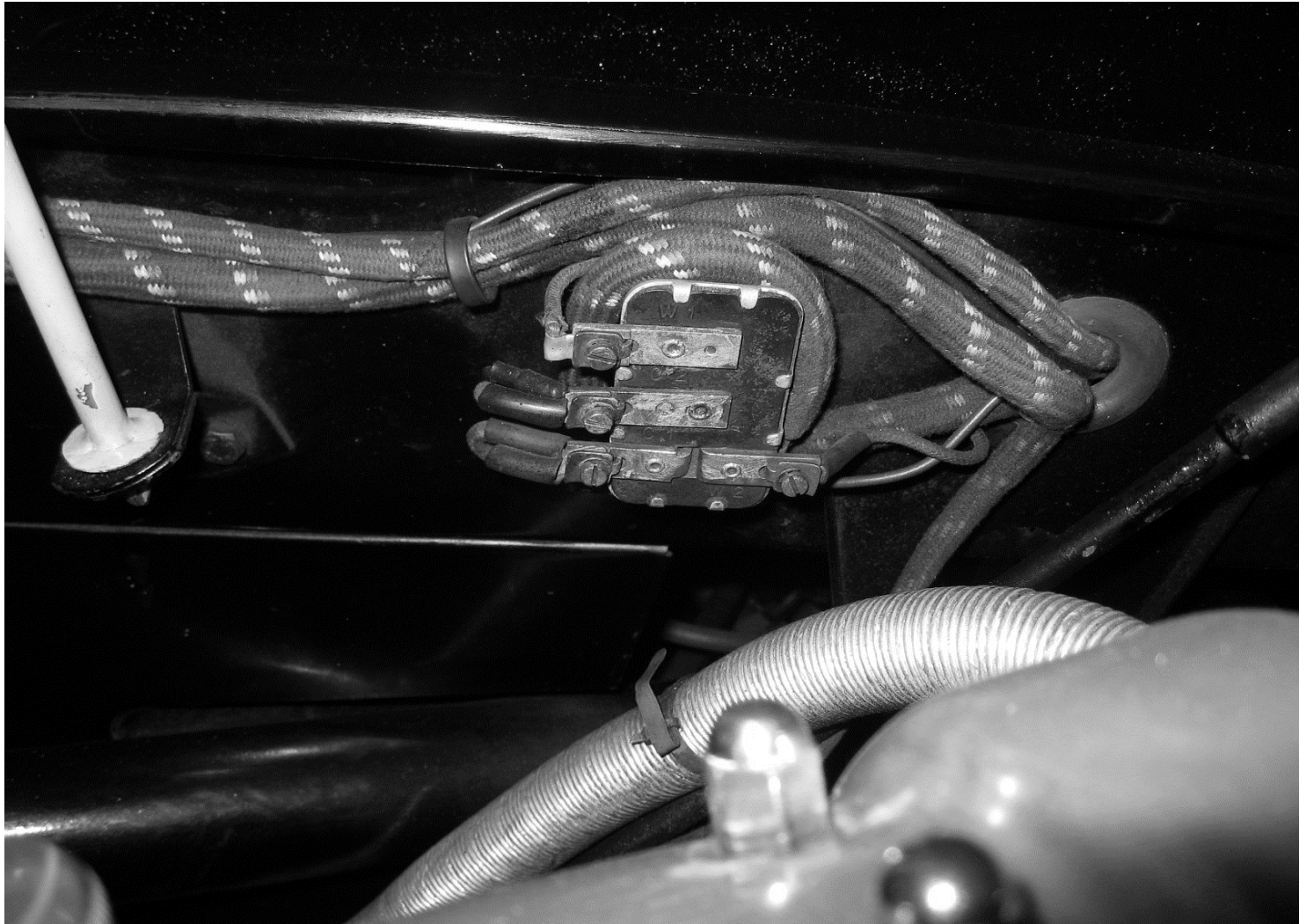
# Breather Cover Washers



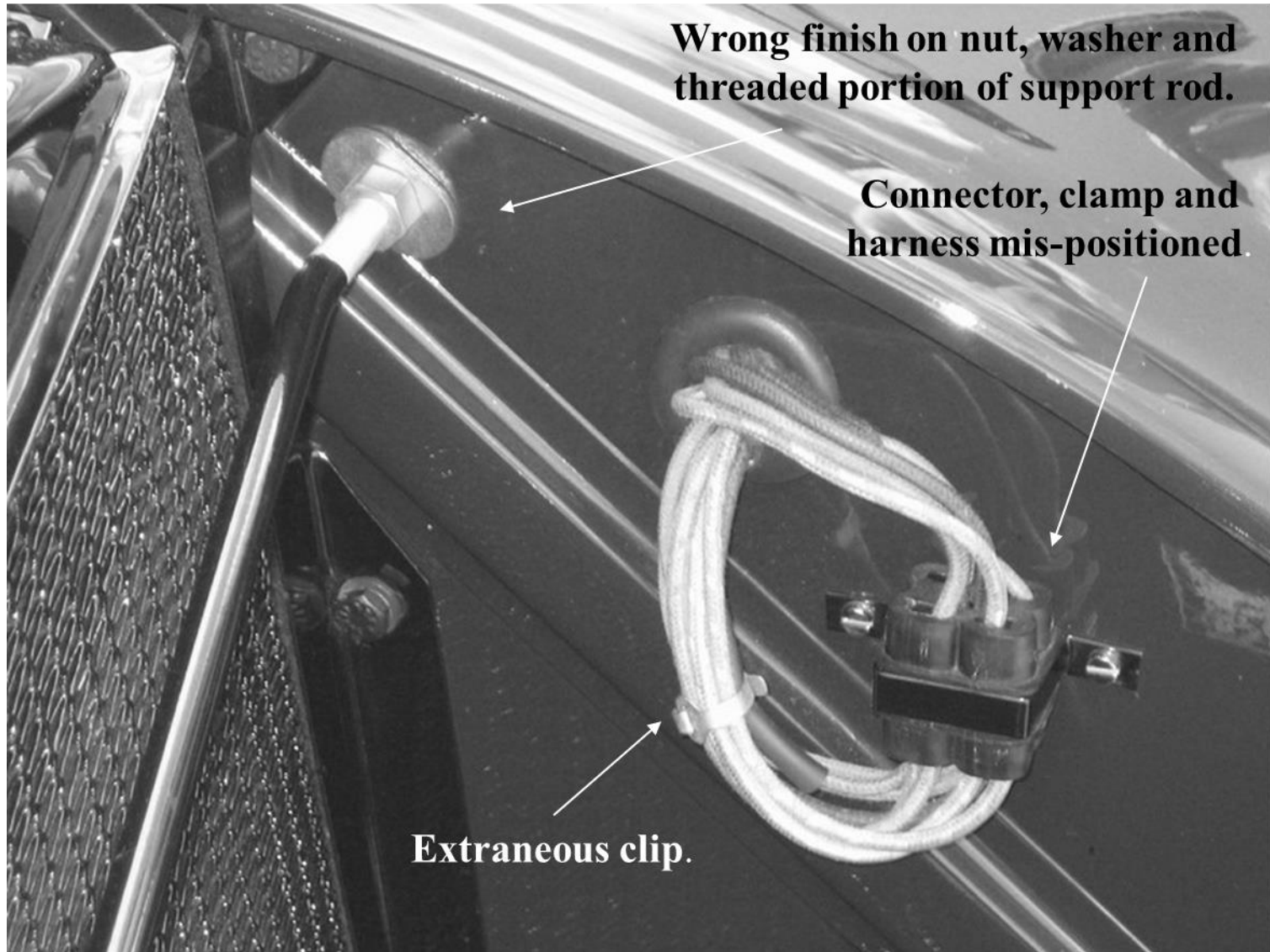
# Incorrect XK120 Harness Routing



# Correct XK120 Harness Routing



# XK120 10-Way and Wing Support



# Cylinder Head Washers

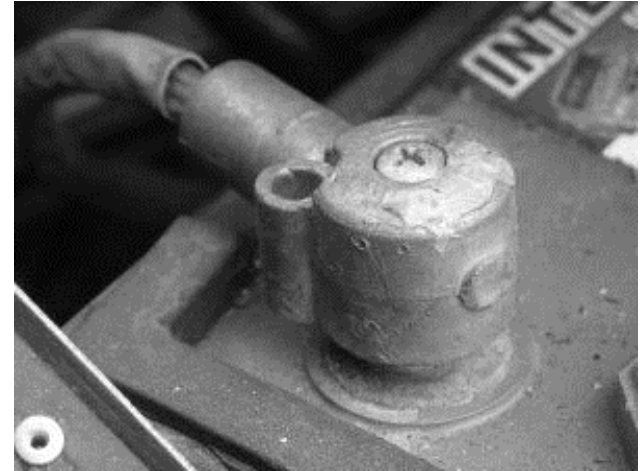
- XK engine cylinder head dome nuts use 'D' shape chromed washers, except round ones are used in front corners, at the lifting brackets and the sparkplug wire holder.
- Dome nuts have been seen either as chrome or nickel plated



# 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, *but they are judged in Champion Division and Special Division.*



# Phones, Alarms and Sound Systems

- No penalty for neatly installed authentic phones, alarms i.e. authorized for the specific model
- Radar *detector* from other than Jaguar is non-authentic
- Radio
  - ◆ 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

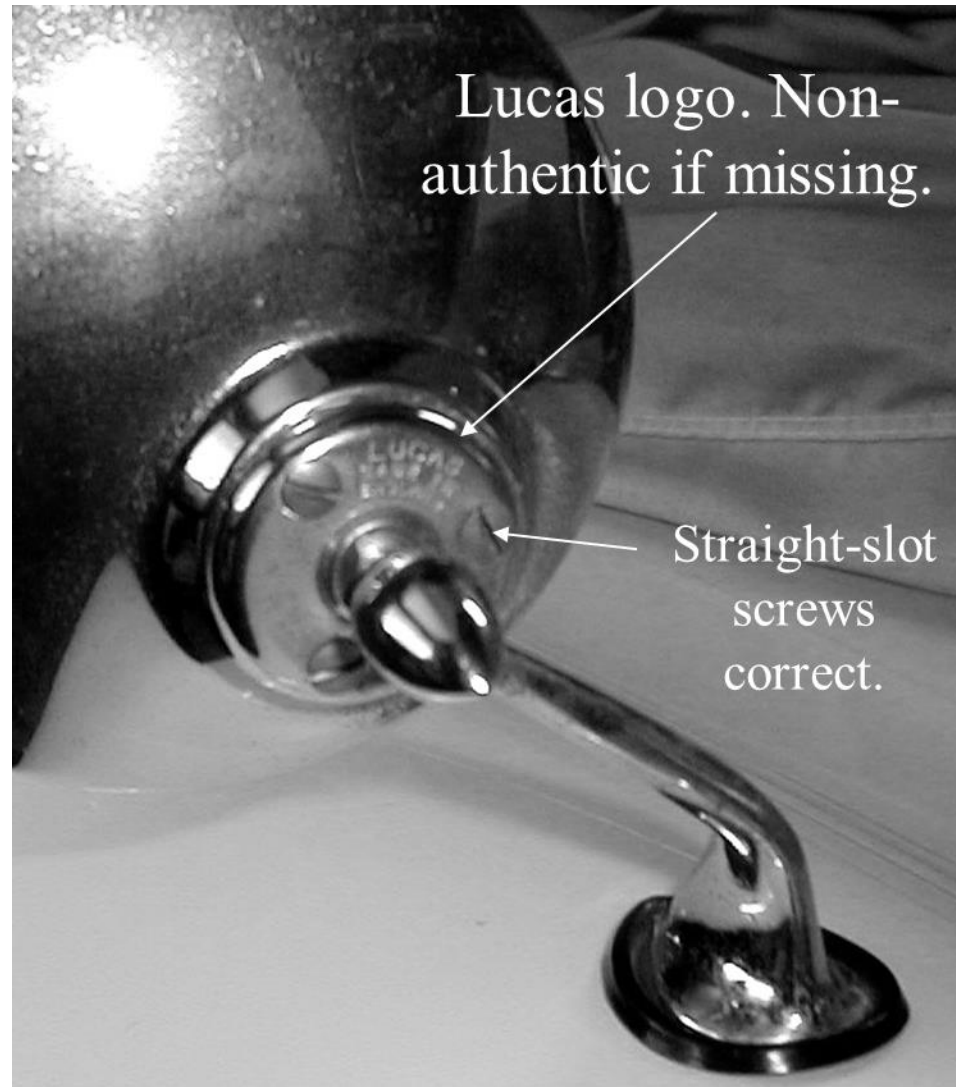
- Vintage/Period-correct seat belts may be added
- Added instruments, compasses, clocks, switches or controls on instrument panel, are non-authentic
- Seat covers and aftermarket steering wheel covers left installed, are non-authentic



# 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.)



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



# THANKS FOR LISTENING

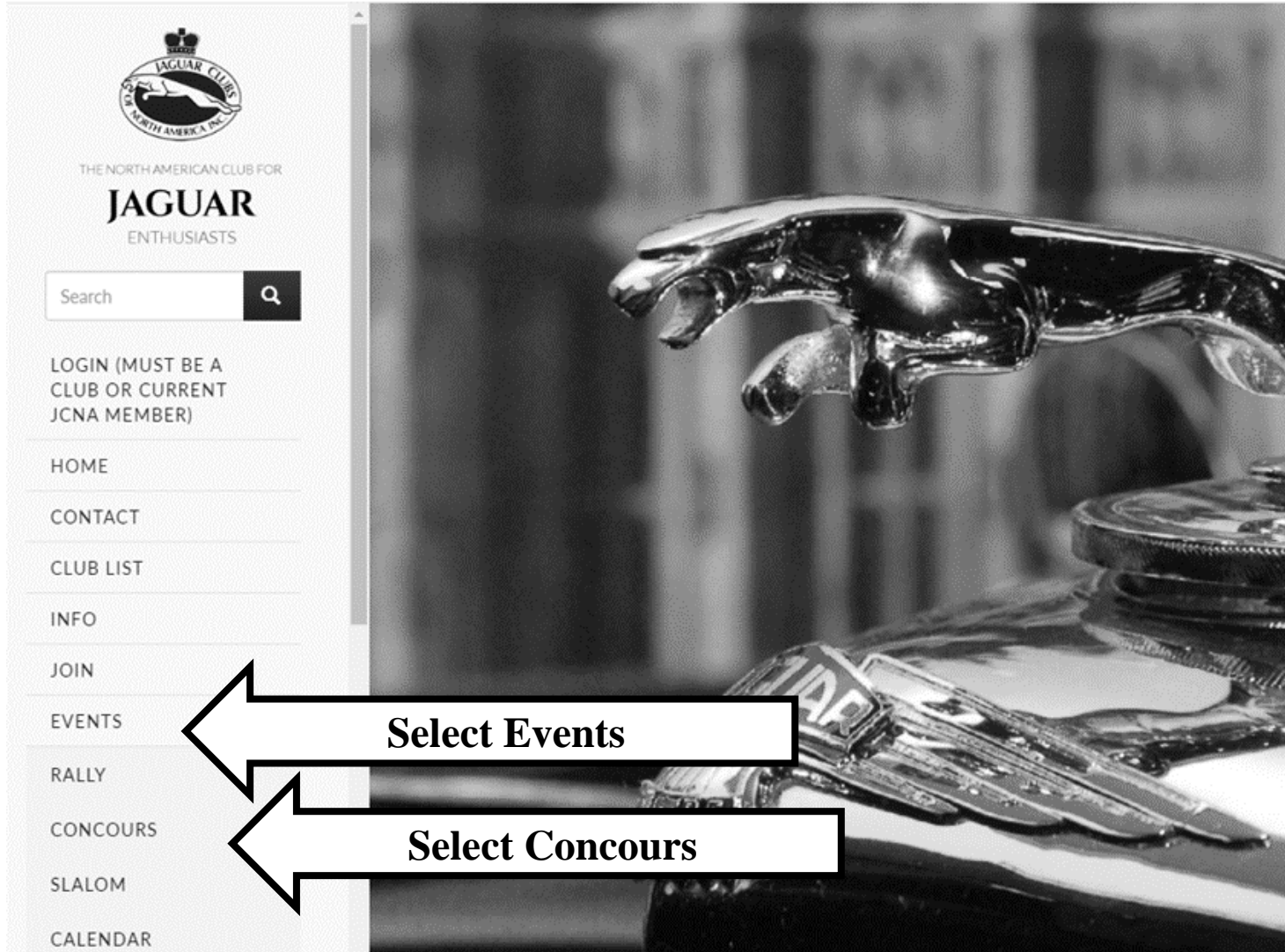
Please send recommended additions or corrections to  
*Dave Allen, [chiefjudge@sdjagclub.com](mailto:chiefjudge@sdjagclub.com)*  
*and I will forward them on to the JCNA Chief Judge,*  
[crs\\_crbr@jcna.com](mailto:crs_crbr@jcna.com)

# How About a Little Test??

- Options:
  - ◆ Now, in a group environment, open book.
    - ◆ (Recommended)
  - ◆ Later, still open book, online or paper.
  - ◆ Not this year (Only if 2 or less years since last test).

# JCNA Online Certified Judge's Test.

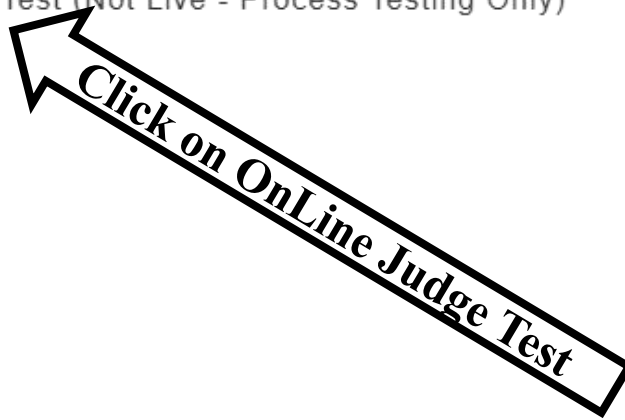
For clubs that cannot get their Judges to attend an in-person Judge's School, an on-line test is available through the JCNA web site.  
To access the test from the JCNA web site:



## RULEBOOK AND FORMS

Note: For consistency, before printing set your printer to, "Shrink to printable area" and check the box, "Auto rotate and center".

- Complete History of the Rule Book (Not necessary to print each year)
- 2024 Complete Rule Book v01242024 (includes 2 front pages to be printed on card stock for binder and all contents to be printed on 3-hole punch paper)
- 2024 Concours Rule Book Contents Only v01242024
- **A Chief Judge version of the 2024 Rule Book is available to Club Chief Judges by emailing** JCNA Concours Rules Committee Chair & Chief Judge, Hal Kritzman
- **2024 Annual Judge Refresher Training PowerPoint Presentation (Jan 2024)** in PDF
- **2024 Judge's Concours Rule Book Test Review Presentation** in PDF
- **2025 Proposed Rule Changes**
- Online Judge Test (Not Live - Process Testing Only)



**Fill in the required fields.**

**Note: Google Forms does NOT allow for the entry of two email addresses, such as the Judges and Chief Judges email addresses.**

The image shows a Google Form titled "JCNA Certified Judge's Test". The form contains several text input fields and a "Next" button. Annotations with arrows point to specific parts of the form:

- An arrow points to the top of the form with the text "Google account is not required".
- An arrow points to the "Next" button with the text "Click Next after filling in the information".

The form fields and their content are as follows:

- Title:** JCNA Certified Judge's Test
- Sign in:** Sign in to Google to save your progress. [Learn more](#)
- Legend:** \* Indicates required question
- Email \***  
Your@email.com
- Certified Judge's Name \*** (0 points)  
Joe Smith
- Region, Club Number, JCNA Number (SW00-1234)**  
SW00-1234
- Club's Chief Judge Name**  
Sam Smith
- Next** button



**When the Judge's Test is displayed, click the answer you believe best answers the question. For questions with Multiple answers, use the option on that question that refers to the answers you believe are correct.**

## JCNA Certified Judge's Test

Sign in to Google to save your progress. [Learn more](#)

\* Indicates required question

### Scored Test Begins Here

1. What is the foremost purpose of the JCNA Concours? 1 point  
*Ch1, A1, Pag I-1*

- a) To allow a forum for restorers and detailers to compare each other's work
- b) To encourage the Owners of Jaguars to preserve, maintain, and present their Jaguars in as clean and authentic a condition as possible.
- c) To show the public other ways to spend their money besides boats and RV's.

Clear selection

**After you have answered all of the questions, click the Submit button.**

50. In Champion Division, a non-authentic oversized extra-core radiator must receive a deduction of \_\_\_\_ points? 1 point

***Ch. VI, Table I, Line 54, Page VI-21***

- a) 8 points
- b) 2 points
- c) 4 points

Clear selection

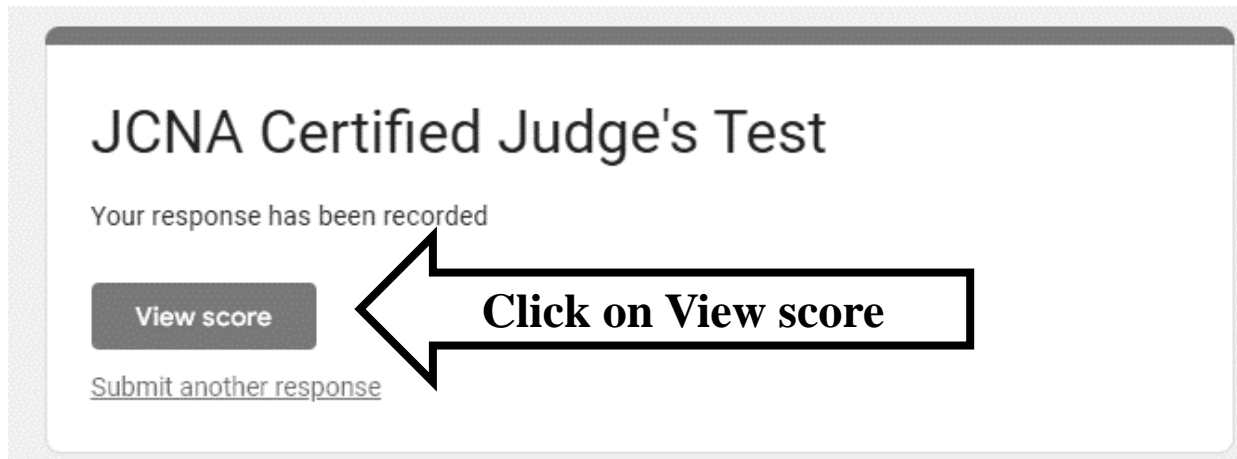
A copy of your responses will be emailed to the address you provided.

Back

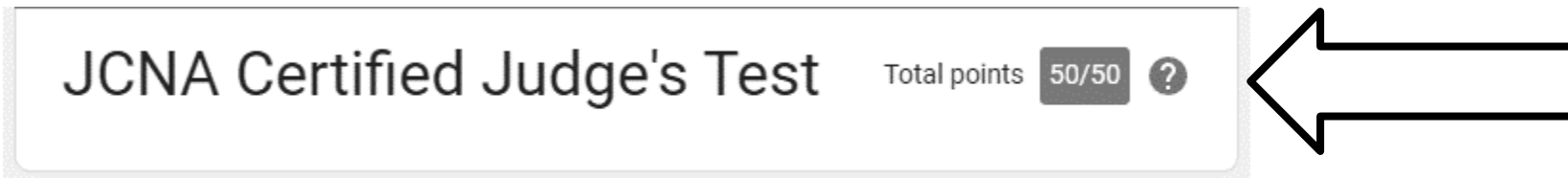
Submit

Clear form

After clicking the Submit button, the following screen is displayed. Click on View Score.



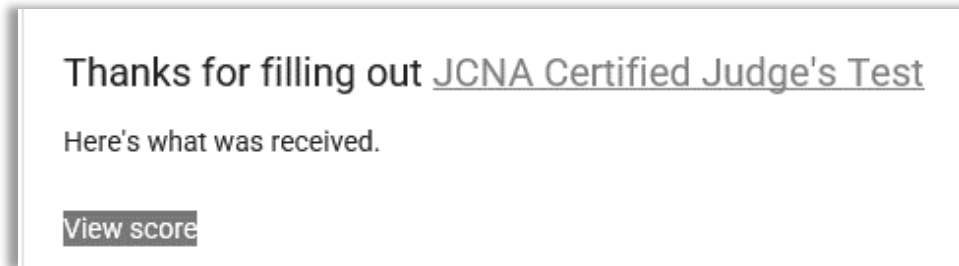
Your score is then displayed.



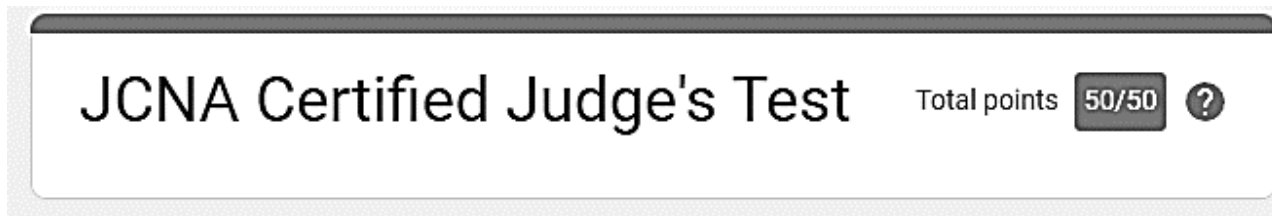
You will also receive an email with your test results.

Google Forms JCNA Certified Judge's Test  
<[https://www.gstatic.com/docs/forms/google\\_forms\\_logo\\_lockup\\_white\\_2x.png](https://www.gstatic.com/docs/forms/google_forms_logo_lockup_white_2x.png)>  
Thanks for filling out JCNA Certified Judge's Test <<https://docs.google.com/forms/d/e/>>

**This email will allow the person receiving the email to view the scores.**



**Please forward this email to your club's Chief Judge.**



**Your club's Chief Judge can then verify your scores and update the JCNA website with your training records.**

# End of Presentation

Thank you for your attention