

Chapter V. Judges' Guide to Jaguar Evaluation

A. OVERVIEW

1. Judging to the Standard

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

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

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

Entries are judged “as presented”. There must not be any allowances or exceptions for “en route damage”.

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

2. Cleanliness and Condition

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

3. Authenticity

a. Items Judged for Authenticity

All items on Champion Division Entries are to be judged for authenticity (Driven Division Authenticity Exceptions are covered on Page II-6) Authenticity must be determined by judging individual components for:

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

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

b. Replacement Parts

Replacement parts, regardless of their manufacturer, are considered authentic only if they meet the exact specifications and appearance of the original item or material. Items must be visually indistinguishable from the original or have factory listed replacement part numbers.

Exception: Replacement parts, still available from Jaguar Cars under their original Part Number, but now having a different color or configuration than the original, are also to be accepted as authentic.

c. Logos, Labels, Decals, and Dash Plaques

Parts and accessories which, when properly installed, normally allowed the manufacturer's cast, engraved or imprinted name or logo to be plainly and easily observed, are considered non-authentic if the original brand name or logo is missing. Decals, stick-on labels, and metal tags are judged separately and may not affect the authenticity of the item to which they are attached.

Decals, labels, or permits required for legal operation, access, or like purposes, may be neatly affixed to the vehicle's glass or bumpers without deduction.

An Entrant may also display a maximum of two window or bumper stickers or decals issued by JCNA or its affiliates or by organizations which promote automobile preservation, exhibition, or restoration.

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

d. Non-Factory Electronic and Non-Electronic Items

Non-factory electronic or non-electronic items required by local or state governments for daily use by the Entrant, and it cannot be easily removed without potential damage to either the vehicle or the item, must be judged only for cleanliness and condition.

e. Non-Authentic Deductions

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

f. Preservation Class

Deduct for condition and cleanliness as in other classes. Components on Preservation Class entries that have been restored, refinished, or replaced must receive "wrong" or non-authentic deductions. The words "restored" or "reconditioned" must be synonymous with the words "wrong", "missing", "incorrect" or "non-authentic" and cause the same numerical deductions. Items and areas that have only been partially restored must receive a percentage of the required non-authentic deduction.

4. Items Excluded from Judging

- a. Front or rear suspension components
- b. The underside of the vehicle.
- c. Inner sidewalls of road tires are not judged

5. Items Common to All Component Areas

a. Rubber Seals, Pads, and Weather Stripping

Judge the authenticity of all rubber moldings, mounts, seals, pads, and weather stripping. Weather stripping and rubber moldings must fit uniformly and be clean, black, and not cracked or split. Generic after-market rubber seals must not be used to be used to replace original molded seals.

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

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

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

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

6. Batteries and Battery Compartments

See Chapter VI, Table G, Interior, Notes a1, a2, & a3., Page VI-15.

B. OPERATION VERIFICATION (FUNCTIONAL ONLY)

This verification deals exclusively with the functional qualities of the individual items and systems listed. Do not judge the condition or cleanliness of any of the components being tested during this process. (Condition and cleanliness of these items are the responsibility of the Exterior Judge.) All of the exterior lights mounted on the Jaguar must work. (See Chapter V, B5, Page V-4).

Note 1: Some models must have the ignition key on for electrically powered components to function correctly. Prompt the Entrant to turn the ignition on if some of the OV items fail to operate. The courtesy repair time is limited to no longer than 15 minutes. (See Chapter III, G2, Page III-9).

Note 2: There must not be any penalty for replacing original light bulbs with LED bulbs. However, the exteriors and lenses of all lights/lamps must appear as original/authentic.

Note 3: Dim lights still constitute acceptable function.

1. Horns

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

2. Headlights-High-Low Beam Verification

Verify the operation of high and low beams. Each inoperative light filament or horn receives a 1.0-point deduction. An inoperative system receives the maximum deduction indicated.

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

3. Driving Lights

Verify the operation of the driving lights.

4. Fog Lights (front and rear)

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

5. Parking, Tail, Side, License Plate Lights and LED Daytime Running Lights

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

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

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

6. Brake Lights

Verify the operation of the brake lights; as well as all associated lamp function.

7. Back-up Lights

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

8. Turn Signals

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

9. Four-way Flashers

Verify the operation of four-way flashers for vehicles from November 1965-on.

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. Judges must learn how much misalignment is considered acceptable. It is advisable to discuss deductions for misalignment with other team members before a deduction is determined. Deduct only for excessive misalignment.

2. Paint Finish

a. Paint and Body Work

Judge the exterior finish for runs, sags, orange peel, nicks, blisters, ripples, dents, stone chips, scratches, checking, or crazing of the paint. Consider the overall appearance while judging for authenticity of color. **There is no deduction for type of paint.** Colors must be reasonably close to production standards for year and model. Metallic colors or two-tone color schemes must adhere to factory standards. Non-production colors must be documented by the car's JDHT certificate, as having been an original factory-applied color. Judge for overspray on chrome trim, weather stripping, mounting pads, moldings, and doorjamb, etc. Observe and deduct for mis-matched body colors. Visible touch-up or other obvious repair of chips and paint damage must be given appropriate deductions.

b. Protective Clear Bras/Coverings

1. Driven Division

Entries are allowed protective clear bras in frontal areas, forward of the front door ("A") posts, without a non-authentic deduction. Protective clear coverings in other exterior areas are non-authentic and must be assessed the prescribed deductions. Where present, all clear bras/coverings must be judged to the same cleanliness and condition standard as the paint finish. The surfaces, finish, and/or hardware, covered by/beneath the clear covering, must also be judged for cleanliness, condition and authenticity.

2. Champion Division

Protective clear bras/coverings, wherever located, are non-authentic and must be assessed the prescribed deductions. Wherever a clear bra/covering is found, both its surface, and the surface it covers, must be judged and deductions made for cleanliness, condition, and authenticity discrepancies, when noted.

c. Pin/Body Stripes (Coach Lines)

Determine whether Pin/Body Stripes (Coach Lines) are appropriate for the model.

- If Pin/Body Stripes (Coach Lines) are appropriate and present on the car, evaluate the authenticity of their position, color and composition.
- If Pin/Body Stripes (Coach Lines) are original to the model but are missing, assign the mandatory non-authentic deduction.
- If Pin/Body Stripes (Coach Lines) are NOT appropriate for the model but are present on the car, assign the mandatory non-authentic deduction.
- All authentic Jaguar Pin/Body Stripes (Coach Lines) are applied as tape, NOT painted and have Jaguar Cars part numbers.
- See the Pin/Body Stripe Table, Chapter VI, Section F, Exterior, Pages VI-10.

d. Preservation Class - Fit and Finish

Restored paint (percentage of restoration must be determined by the Exterior Judge) must be treated the same as “wrong color”. Pin/Body Stripes (Coach Lines) must be judged as in C. 2 b) above. New Pin/Body Stripes (Coach Lines) must receive a non-authentic deduction.

3. Glass and Plexiglas® Windows, Lamp Lenses and Covers

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

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

a. Glass and Plexiglas®

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

b. Headlamps and Glass and Plastic Light Lenses

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

c. Mirrors

Exterior rear-view mirrors must be:

- (1) factory-installed or factory optional equipment
- (2) sourced through an official Jaguar/SS/Swallow parts supplier, or
- (3) be of a style/configuration appropriate to the vintage of the model
- (4) all mounting hardware and fasteners must be consistent with the vintage and Jaguar standards.

Mirror location is not specified.

4. Chrome and Stainless-Steel Components

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

a. Chrome

Judge all chrome for common flaws such as discoloration, wear, pits, scratches, blisters, and peeling. Deduct for grinder marks, major changes in coloration (e.g., nickel showing through), and loss of definition through over-working. **To be**

considered authentic, alternative grilles and/or grille inserts and add-on trim must have been offered for the specific model and model year in official publications. (See Appendix C).

b. Preservation Class - Chrome Work

Judge in the same manner as paint, e.g., restored chrome receives the same deduction as “Wrong” or “Missing”.

Restored chrome may receive additional deductions for cleanliness and condition.

Note: Original British chrome work tended to have more of a bluish tint than its North American counterpart. Do not make any deductions for slight color differences in chrome.

c. Leapers

Leapers are considered acceptable North American Jaguar Cars accessories on many sedan models. Leapers were never officially offered for XK 120s, XK 140s, E-Types, XJSs or newer XKs and must be judged as a non-authentic item if present.

Note 1: If a Judge is not positive that the presence of a Leaper is a factory authorized accessory, the Entrant must provide the appropriate documentation stating that the Leaper was supplied as a factory component or available as an authorized factory accessory for the year and model in question.

Note 2: Leapers were available on XK 150 models.

d. Tailpipes, Extensions, Resonators and Hangers

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

e. Windshield Wiper Arms and Blades

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

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

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

a. Hoods

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

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

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

c. Hood Envelope and Tonneau

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

6. Electric Horns

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

7. Wheels

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

a. Fully and Partially Painted Wheels

Judge the wheels for correct section and that the wheels are painted authentic colors.

b. Wire Alloy Wheels and Visible Brake Components

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

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

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

c. Chrome and Alloy Wheels

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

d. Wheel Lug Nuts, Hubcaps, and Emblems

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

8. Gas Cap Lids and Doors

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

9. Tires

a. Champion Division

Using Appendix B, the Entrant's Owner's Manual, or the Entry's Tire Data Plate, judge Champion Division tires for authenticity. (See Chapter VI. Heading F., Note n., Page VI-12). Any brand is acceptable. **Cars less than 15 years old must have tires whose speed ratings are equal, equivalent, or superior to their original tires.** (See

Appendix B). All judged tires' brand, size, construction, tread pattern, sidewall, and speed rating must match (an exception to this rule occurs with some of the newest cars, where the front and rear tires may be a different size). It is the responsibility of the Exterior Judge to judge the road tires. For Champion and Special Divisions, it is the responsibility of the Boot Judge to judge the spare tire. Both Judges are to work together to verify their findings.

b. Driven Division

Tires of any brand, type, or profile, having the original inside diameter are acceptable. Road tires must be of matching brand, type, and profile. Cars less than 15 years old must have tires whose speed ratings are equal, equivalent, or superior to their original tires. (See Appendix B).

c. Condition and Sidewalls

All tires subject to judging must be judged for weather checking, excessive tread wear and blemishes. Depending on the era, many Jaguars were available from the factory with either white wall or black wall tires.

1. Champion Division

There must not be any deduction for an Entrant's choice of white or black sidewalls provided they are in keeping with the vintage of the Jaguar and are specifically authorized/listed in the applicable Jaguar Spare Parts Catalogue for the Entry.

2. Driven Division

There must not be any deduction for an Entrant's choice of white or black sidewalls provided they are in keeping with the vintage of the Jaguar. Redline sidewalls were never offered by Jaguar and are considered non-authentic in Champion Division only.

Note: Acceptable tread wear can be determined by observing the tread wear indicator bands or by using a coin or other device to measure that the shallowest tread groove is at least 1/16" deep. Inner sidewalls of road tires are not judged.

d. Tire Valve Stems Caps

Tire valve stems must have valve stem caps appropriate to the vintage. Pre-'55 Jaguar tire valve stems must have cad-plated, dome-type metal valve stem caps.

Regarding valve stem caps, until proven otherwise or by newly discovered evidence, 1955 to 1962 must be treated as a transitional period for Jaguars and either domed metal or domed black plastic valve stem caps must be treated as authentic. All four valve stem caps on the road wheels plus the valve stem cap on the spare tire must match. Slotted metal valve stem caps, with the core removal extension, are non-authentic. (A separate core removal tool is included in the factory tool kit.) 1963 and onward models must have dome-type black plastic valve stem caps. Logo valve stem caps must be shown to have been an authentic Jaguar Cars accessory for the specific year and model they are presented on. Green-colored valve stem caps, indicating the use of nitrogen gas, are not an authorized Jaguar accessory and, therefore, are non-authentic. The type of gas in the tire is not a judging issue.

10. License Plate Brackets and Mountings

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

11. License Plate Frames and Plate Clear Covers

Champion Division: Plain license plate frames or those advertising current or past Jaguar dealerships, JCNA, JCNA Affiliates, or promoting the Jaguar marque are accepted. Frames may be of any material. All other license plate frames 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.

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

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

12. Chassis, Body Posture, and Ride Height

Judge the Entry’s body posture to determine if the car stands as level as you have been accustomed to seeing. Neither the front nor the rear of the vehicle should be excessively high or low. The differences may frequently be noted by comparing the vertical distance between the tops of the tires and the lower edge of the wheel arch. It is common for cars to be presented with mis-adjusted torsion bars and or rear leaf springs that are worn and sagging or, in contrast, leaf springs that have been re-arc'd or replaced and cause the rear of the car to sit too high. (See Chapter VI. F. Item 14, Note d., page VI-9).

D. INTERIOR

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

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

2. Woodwork, Vinyl and Leather

a. Woodwork

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

b. Interior Trim

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

3. Headliner/Underside of Hoods

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

4. Door Panels and Arm Rests

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

5. Carpeting and Pedal Pads

a. Carpeting

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

b. Overmats (Footwell Rugs)

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

c. Pedal Pads and Footrests

Judge pedal pads and footrests for wear and authenticity.

6. Hardware, Steering Wheel and Instruments

a. Consoles Front and Rear

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

b. Instrument Panel and Dash Area

Jaguars were supplied with Jaeger, Lucas, and Smiths gauges.

Judge for complete instrumentation. Judge the instrumentation accordingly, consult the appropriate Judges' Guide if necessary. Judge the instrument faces and numbering for cleanliness, condition and legibility. Judge the fascia for any items missing such as switches, knobs, decals, bezels, etc.

Switches for extra driving lights or other accessories, when allowed, must be mounted neatly and unobtrusively. Judge the panels covering the underside of the dash and the kick panel areas.

Judge the knobs on the heater and air conditioning outlets, ensuring that the louvers in the air outlets are clean and intact.

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

c. Four-way Flasher System

The Interior Judge is required to judge for a missing or non-authentic method of creating a four-way flasher system for the November 1965-on up to, but not including the XJ6 and E-Type (built to US Federal Specifications and fitted with rocker rather than toggle switches) model cars.

d. Steering Wheel

Judge the steering wheel for original diameter for the model.

If its rim is made of wood, judge for separation of the laminated layers and cleanliness of the aluminum spokes. If the wheel rim is made of other material, judge for chips, nicks, cracks, or scratches. If the steering wheel is leather wrapped, verify whether or not the wrapping is a factory accessory before asking that it be removed.

Note: There are a number of factory-wrapped steering wheels, see item Ch III, N7d, Page III-17 before making any deductions.

e. Door and Top/Hood Latch Hardware

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

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

(See Chapter VI, Heading G. Notes c., Page VI-16 and g. Page VI-16).

a. Champion Division

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

b. Driven Division

Judge the electronic devices in all Driven Division Entries for neat installation in the original mounting space, utilizing the original speaker locations and external housings and grilles. (See Chapter II, Section 4, 1d, Page II-7 for exceptions allowed).

8. Seats, Squabs, Head Rests, and Belts

a. Seats and Squabs, Head Rests

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

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

b. Seat Frames

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

c. **Seat Belts**

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

9. **Small Compartments**

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

10. **Batteries and Battery Compartments**

See Chapter VI, Table G, Interior, Notes a1, a2, & a3., Page VI-15

11. **Tool Kits**

MK VII, MK VIII, and MK IX Jaguar **saloons** had tool kits in both the driver and the passenger door panels. When judging cars with this configuration, the Boot Judge must judge the tools.

E. **BOOT**

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

1. **Factory Original Cargo Cover**

For vehicles in which the boot area is part of the interior, such as station wagons (Shooting Brakes/Sport Brakes) or SUVs, retractable covers are to be extended for judging; fixed covers that are lifted by the raising of the rear hatch cover, are to be disconnected from the raised rear hatch for judging.

Champion Division: The cargo area is to be judged. If the cargo cover is not in place, the cargo cover is to be judged as missing or non-authentic.

Driven Division: If the cargo cover is in place, the cargo area is not to be judged. If the cargo cover is not in place, the cargo cover is to be judged as missing or non-authentic and the cargo area must be judged.

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

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

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

a. **Completeness and Condition**

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

b. **Tool Kit Variations**

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

c. Preservation Class - Tools

A repainted jack or any other restored tool must receive the same deduction as “wrong” or “non-authentic”.

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

d. Jacks and Jack Handles

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

e. Optional Tool Kits

Some models, particularly the XJ series and 1968 and later production E-Types were not delivered to the US market with tool kits; however, kits were available as an option. If an Entrant chooses to display an **optional, authentic** tool kit, it must be judged.

f. Owner’s Manual and Additional Paperwork

Judge the owner’s manual and its pouch for authenticity, condition, and cleanliness. The vinyl and plastic stowage pouches can become very brittle with age. The Judge must not handle the manual; its authenticity is judged by its size, its color, and its cover. If the owner’s manual is in a pouch, and its cover cannot be clearly seen, the Entrant must be asked to remove the owner’s manual from the plastic pouch for judging. Additional paperwork originally supplied with the Jaguar may be displayed, but additional paper work, including, but not limited to, factory shop manuals, spares catalogues, and advertising brochures, **are not** judged; however, if required, the Entrant may use them as authenticity references.

Note: Refer to the respective model specific Judges’ Guides for further information on judging the Owner’s Manuals.

4. Spare Tire, Wheel & Cover

The Boot Judge must judge the authenticity of the spare tire and wheel independent of the road wheels. If Appendix B indicates that the spare wheel and/or tire must match the road wheels, they must be compared. On some models, it is possible for the spare wheel and/or tire to be authentic without matching the road wheels or tires. It is also possible for the wheel to be authentic but the tire to be non-authentic and vice-versa.

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

a. Spare Tire

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

b. Spare Tire Remains in Boot

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

c. Spare Tire Cover

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

d. Painted Wheels

Judge the wheel for color and condition of paint.

e. Wire Wheels

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

5. Batteries and Battery Compartments

See Chapter VI, Table G, Interior, Notes a1, a2, & a3., Page VI-15

6. Electric Vehicles

Accessories, such as charging equipment or mesh cargo net (not perinatally attached), must be displayed outside the vehicle for judging. Any factory boot floor protection trays must be removed and displayed outside the vehicle for judging.

F. ENGINE COMPARTMENT

(Judged in Champion Division for condition, cleanliness and authenticity. Judged in Special Division for condition and cleanliness only. The engine compartment is not judged in Driven Division.) Despite the work involved in maintaining and preparing an engine compartment for Concours judging, its overall cleanliness and condition must be excellent.

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

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

2. Engine Compartment Peripheral Equipment and Panels

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

3. Engine Basic Components and Belt-Driven Accessories

a. Engine Head and Block

Judge the engine head and block for correct application, size, and finish.

Judge all visible components: oil filter, air pumps, power steering pumps, compressors, etc. Judge the cylinder head color for authenticity.

If necessary, refer to the Cylinder Head Color Table in Chapter VI or to the appropriate model-specific Judges' Guide for a listing of head colors.

Judge for the correct number and types of fan and drive/dynamo belts.

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

Carburetors must be the correct model and configuration for the Entry. Correct manufacturer's identifying tags, air cleaners, associated ducting, and decals must be present as per the appropriate Judges' Guide.

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

c. Porcelainized and Non-Porcelainized Exhaust Manifolds

Judge porcelain-coated manifolds for, blisters, crazing, or rust. All post-war XK engine models, up through 1969, are believed to have originally had porcelain coated exhaust manifolds. (Please consult the applicable model-specific JCNA Judges' Guide or JCNA Seminar Technical Bulletin for possible exceptions.) Judge the manifold covers and crossovers. A plain coarse finish or a light coat of rust is authentic on factory non-painted or non-porcelainized manifolds.

Note 1: When referring to exhaust manifolds, the British term "Vitreous enamel" equates to the North American term "porcelain".

Note 2: Preservation Class - Exhaust Manifolds

Re-porcelainized exhaust manifolds must receive non-authentic deductions. Original porcelain coated manifolds must receive deductions in proportion to the amount of coating that is missing.

d. Down Pipes

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

e. Chassis and Frame Assemblies

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

4. Cooling System and Air Conditioning Components

a. Radiator and Heater Hoses, Tubing, and Clamps

Judge all hoses and hose clamps. Original molded or pre-formed curved hoses must not be replaced with universal ribbed flex hoses. (Hoses must be black and clean, with no visible cracking.) Stockinet covering is **not** required. Original type air conditioning hoses must not have their original swaged end fittings replaced by hose clamps. All hose clamps must be as original with the correct finish, adjusting band, shape and style of the adjusting screw head. (See Chapter VI, Heading I. Note e., Page VI-22).

b. Radiator Fans and Shroud

Judge the radiator cooling fan(s), fan motor(s), fan mountings, and shrouds. Judge the fan pulley and fan belt to ensure that they are the same size and style as the original equipment.

c. Radiator Core, Radiator, and Expansion Tanks

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

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

Note: Preservation Class - Expendable Items

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

a. Spark Plugs, Ignition Wires, and Distributor Cap

Judge visible spark plugs to ensure that they are all the same type and brand and that they have the correct connectors. Judge spark plug wires, wire separators, guides, connectors, fasteners, conduits, and harness routing for authenticity. Judge the ignition coil, the coil mounting, distributor cap, and plug wire connections to the cap.

b. Generators and Alternators

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

c. Batteries and Battery Compartments

See Chapter VI, Table G, Interior, Notes a1, a2, & a3., Page VI-15.

d. Regulators, Relays, Fuse, and Junction Boxes

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

e. Wiring

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

6. Data Plates

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

7. Steering Columns, Linkage, and Racks

Judge visible portions of steering columns, linkage, and racks for correct mountings, protective boots, clamps, etc. There must not be any deductions for the mounting bushing color or composition.

8. Brake Master Systems

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