

JAGUAR CLUBS OF NORTH AMERICA

Grace... Space... Pace



Concours Judge Refresher Training

Revised March 2023*

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 Judges to conform with
JCNA Annual General Meeting Rules Decisions*

Contents

- Judge Requirements
- Car Presentation
- Judging Cleanliness, Condition, Authenticity, OV
- Updates for 2023
- Scoresheet Reminder with examples
- Prior Rule Book Updates for Refence

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.*
 - ◆ Serve as Apprentice during one event
 - ◆ Be approved by Judging Team Leader
 - ◆ Serve as Judge and have Chief Judge approve scoring

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. We want to avoid all perceptions of judging conflicts of interest before the judging begins.

Information for Judges

- Best information sources are team leaders and Chief Judge
 - ◆ Don't hesitate to ask them
- When a JCNA Judging Guide exists for a model, its use is mandatory.
- The applicable Judging Guide becomes the authenticity standard for the model. Deductions should be made wherever non-compliance is recognized. If a Judge or an Entrant disagrees with a JCNA Judging Guide, 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. *[We have had 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 these instructions, 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 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

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 2023

- Chapter III, D2c, Page III-5
- 2023 AGM Administrative Clarification for the 2023 Concours Season

c. Apprentice Judging Process

1. To become a JCNA Certified Judge, as a current member of either a JCNA affiliate club or as a JCNA Member-at-Large, one must attend a JCNA Judge's School, take and pass the JCNA Certified Judge's Test.
2. The Apprentice Judge must also perform practice judging of one or more components under the supervision of the Chief Judge.
3. After attending a Judge's School, taking and passing the Certified Judge's Test, performing practice judging under the supervision of the Chief Judge, the Apprentice Judge must serve with a judging team during a JCNA sanctioned Concours and mark practice score sheets for examination and critique by the team leader at the conclusion of their judging. (2023 AGM Administrative Clarification for the 2023 Concours Season)

Updates for 2023

- Chapter III, D4, Page III-5
- 2023 AGM, Administrative Clarification for the 2023 Concours Season

4. Maintenance of Judging Currency

- a. Once certified, Judges are expected to avail themselves to help with judging whenever needed.
- b. All Judges must receive annual briefings and/or correspondence describing all changes to the Rule Book that affect the judging process.

If a Chief Judge is aware that any Certified Judges, expected to serve at an upcoming event, have not attended a recent ~~training session~~ **Judges School** or partaken of the alternative rules update, every effort should be made, prior to the event, to assure that such individuals are either separately briefed or are provided written information regarding any recent changes associated with JCNA concours judging. A pre-concours Judge briefing, at the event, does not satisfy the intent of an annual Judges' Training session. **(2023 AGM Administrative Correction for the 2023 Concours Season)**

Additionally, all Judges are required to educate themselves on the annual changes to the Rule Book that affect the judging process. This may be accomplished at ~~Judges' meetings~~ **Judges School** and briefings, through correspondence, through articles published in Jaguar Journal and from notices and summaries posted on the JCNA website, www.jcna.com. Judges should also learn as much as possible about the Jaguars they anticipate judging by reading available literature (including the JCNA Judging Guides and JCNA Seminar Technical Bulletins), examining Jaguars as opportunities arise, and questioning Certified Judges experienced in the model. **(2023 AGM Administrative Correction for the 2023 Concours Season)**

Updates for 2023

■ Current Judging Guides defined

Table C-2
JCNA Official Judges' Guides
for Validating Feature and Component Authenticity (2023 AGM)


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

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



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

ENTRY #: _____
DATE: _____
HOST: _____

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


ENTRANT'S NAME: _____
ADDRESS: _____
ADDRESS: _____

Bold Boxes are for Score Keepers Use Only

Fold on line below for insertion into window envelope

- Score sheets without Entrant information can get separated or lost
- You must be sure Entrant's name and car info are completed, **legibly**, before starting
 - ◆ *In one past year, an Entrant brought a different Entry than registered.*

Score Sheet Pgs 2-4 Header



JAGUAR CLUBS OF NORTH AMERICA, INC.
Official Concours d'Elegance Judging Score Sheet #4

ENTRY #: _____ ENTRANT'S JCNA #: _____

DATE: _____ ENTRANT'S NAME: _____

JUDGE'S NAME: _____ JUDGE'S JCNA NUMBER: _____

Entrant or family member is present ☐ **Bold Boxes are for Score Keepers Use Only**

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

- ON EVERY SHEET 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	.
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)

We've had 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	.
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

ROOT (Champion & Special Divisions Only)

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

- 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

We had numerous scoring errors in 2012 – 2018 by several Judges where a 0.1 deduction was taken when 0.2, 0.3, 0.4 or 0.5 was the Min Deduct.

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/stitchg/fit	0.1	9	.
18	Cleanliness	0.1	12	.

Hardware, Steering Wheel, &

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

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

Seats, Squabs & Belts

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

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

[illegible]

We had numerous instances where several Judges did not write anything in this box. It is impossible to go back afterwards to get this info for the Entrant. ³¹

Max Deduction by Model

EXTERIOR

Including XJ12C →

DHC SAL
OTS FHC
XJ6C
XJ-SC

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

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

Paint Finish

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

Glass, Headlamp Covers, & Lamp Lenses

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

- Exterior sheet has 2 columns for Max Deduct, depending on body style
 - ◆ 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

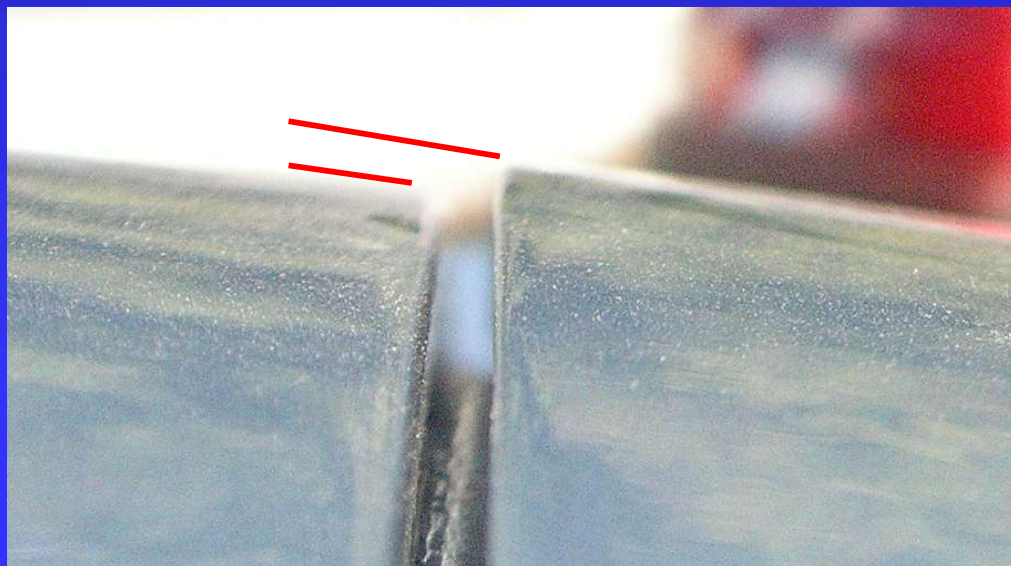
EXTERIOR		DHC	SAL		
		OTS	FHC		
Including XJ12C→		XJ6C			
		XJ-SC			
		Min	Max	Max	
Body, Doors, Bonnet, Boot Lid, Painted Bumpers & Grilles		Deduct	Deduct	Deduct	
1	Dented/rippled	0.2	6	8	.
2	Poor repair	0.2	6	8	.
3	Poor fit	0.2	6	8	.
4	Cracked	0.2	6	7	.
5	Rusted	0.1	6	7	.
6	Poor rubber	0.2	10	12	.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

- Are body panels smooth, dent free?
- Check panel fit
 - ◆ Are panel gaps even
 - ◆ Are panels flush (both same height)
- Check exterior rubber at windows, etc
 - ◆ (Bumper rubber checked with chrome)

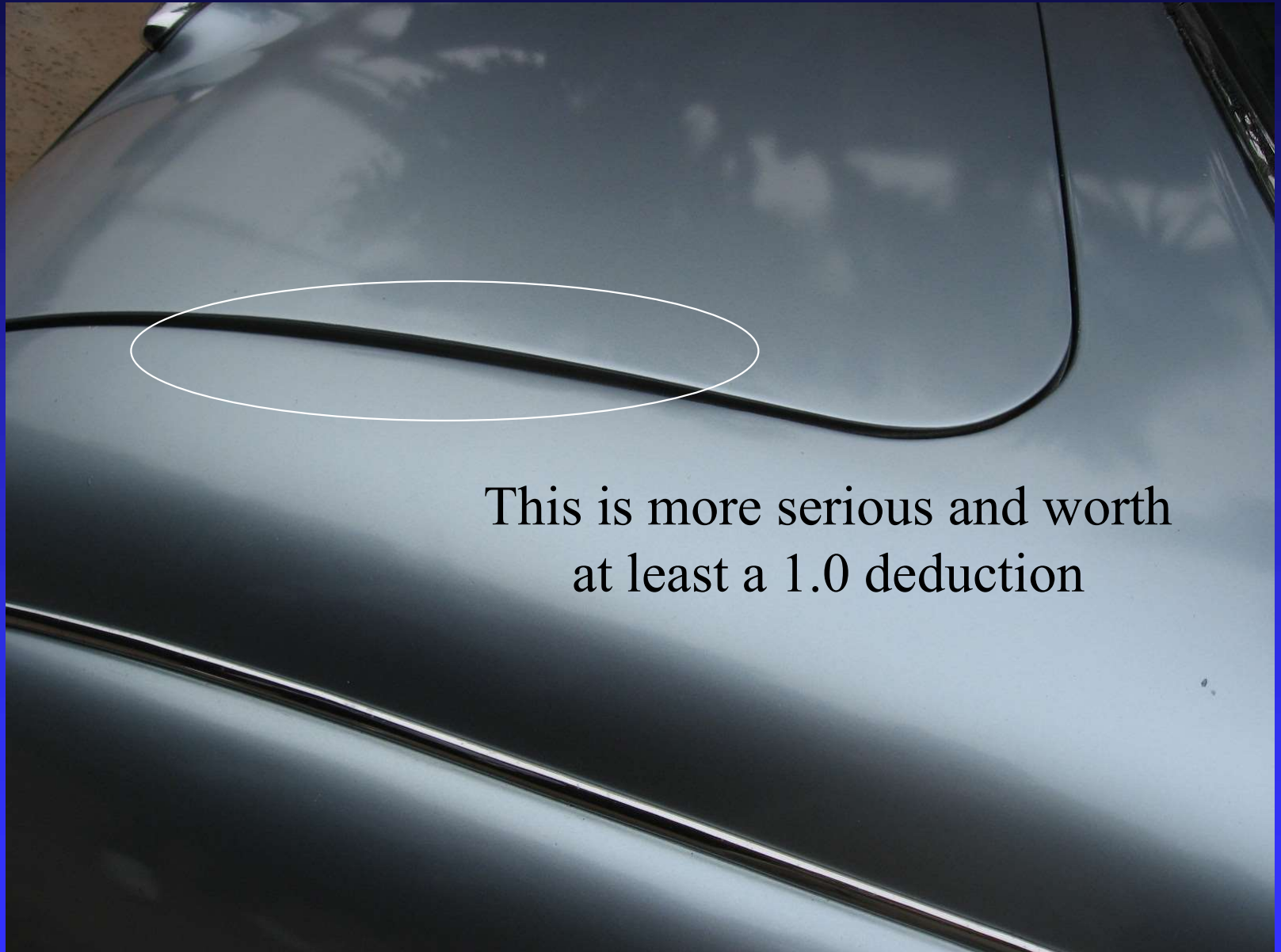
Example - Sheet Metal/Panel Alignment

EXTERIOR		DHC	SAL		
		OTS	FHC		
Including XJ12C→		XJ6C			
		XJ-SC			
		Min	Max	Max	
Body, Doors, Bonnet,		Deduct	Deduct	Deduct	
Boot Lid, Painted Bumpers & Grilles					
1	Dented/rippled	0.2	6	8	.
2	Poor repair	0.2	6	8	.
3	Poor fit	0.2	6	8	.
4	Cracked	0.2	6	7	.
5	Rusted	0.1	6	7	.
6	Poor rubber	0.2	10	12	.
					.

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



Example - Boot Lid Poor Fit



This is more serious and worth
at least a 1.0 deduction

Exterior – Paint Finish

EXTERIOR		DHC	SAL		
		OTS	FHC		
Including XJ12C→		XJ6C			
		XJ-SC			
		Min	Max	Max	
Body, Doors, Bonnet,		Deduct	Deduct	Deduct	
Boot Lid, Painted Bumpers & Grilles					
1	Dented/rippled	0.2	6	8	.
2	Poor repair	0.2	6	8	.
3	Poor fit	0.2	6	8	.
4	Cracked	0.2	6	7	.
5	Rusted	0.1	6	7	.
6	Poor rubber	0.2	10	12	.
					.
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	.
1					.
1					.
					.



- 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

Including XJ12C→

XJ6C
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

- Inspect all bright chrome, including bumpers, visible exhaust, accessories, badges, antennas, window trim, wiper arms/blades for faults
 - ◆ Bluish tint is OK

		Min	Max	
		Deduct	Deduct	
Chrome & Stainless				
(Incl. Accessories, Tailpipes & Resonators)				
18	Dented/rippled	0.1	6	.
19	Pitted/rusted	0.1	6	.
20	Lifting/peeling	0.5	6	.
21	Scratched/worn/faded	0.2	6	.
22	Paint overspray/poor fit	0.2	6	.
23	Poor rubber	0.1	6	.
24	Cleanliness	0.1	20	.
				.

Example – Chrome Damage



Exterior – Chrome Work

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

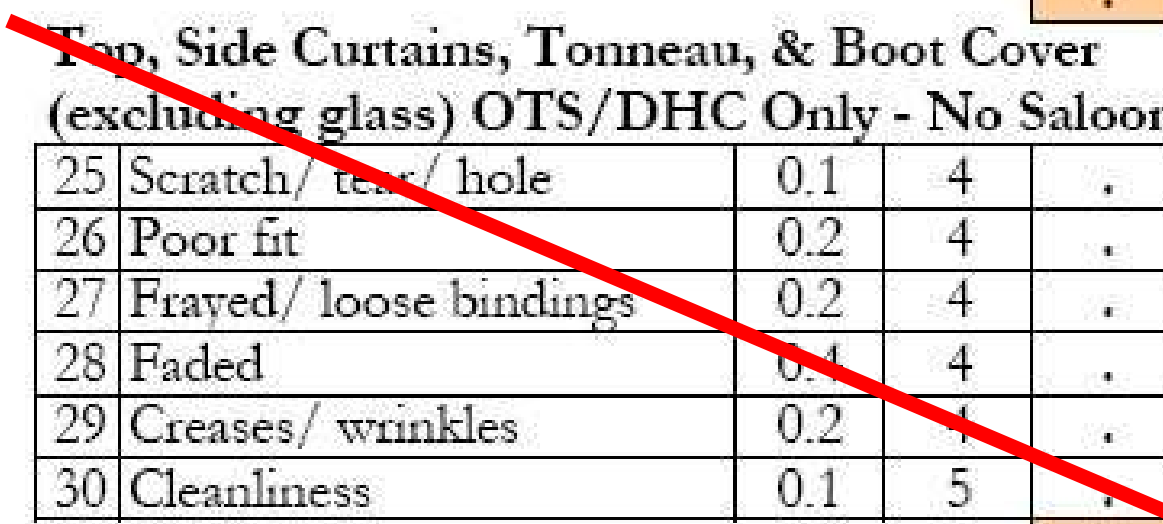
		Min	Max	
		Deduct	Deduct	
Chrome & Stainless				
(Incl. Accessories, Tailpipes & Resonators)				
18	Dented/rippled	0.1	6	.
19	Pitted/rusted	0.1	6	.
20	Lifting/peeling	0.5	6	.
21	Scratched/worn/faded	0.2	6	.
22	Paint overspray/poor fit	0.2	6	.
23	Poor rubber	0.1	6	.
24	Cleanliness	0.1	20	.
				.

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



25	Scratch/ tear/ hole	0.1	4	.
26	Poor fit	0.2	4	.
27	Frayed/ loose bindings	0.2	4	.
28	Faded	0.1	4	.
29	Creases/ wrinkles	0.2	4	.
30	Cleanliness	0.1	5	.

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

Exterior – Soft Top, Accessories

		Min	Max	
		Deduct	Deduct	
Chrome & Stainless				
(Incl. Accessories, Tailpipes & Resonators)				
18	Dented/rippled	0.1	6	.
19	Pitted/rusted	0.1	6	.
20	Lifting/peeling	0.5	6	.
21	Scratched/worn/faded	0.2	6	.
22	Paint overspray/poor fit	0.2	6	.
23	Poor rubber	0.1	6	.
24	Cleanliness	0.1	20	.
Hood, Hood Env., Side Curtains, Tonneau				
OTS/DHC, XJ6C/XJ12C/XJ-SC Only - No Saloons				
25	Scratched/torn/hole	0.1	4	.
26	Poor fit	0.2	4	.
27	Frayed/ loose bindings	0.2	4	.
28	Faded	0.4	4	.
29	Creased/wrinkled	0.2	4	.
30	Cleanliness	0.1	5	.
Wheels (Wire, Disc, Alloy, Chrome, Painted)				
31	Damaged/dented	0.2	10	.
32	Pitted/chipped/scraped	0.2	10	.
33	Rusted	0.2	10	.
34	Cleanliness	0.1	20	.
Tires				
35	Cracked/crazed	0.2	4	.
36	Excessive tread wear	1.0	4	.
37	Cleanliness	0.1	8	.

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

Exterior – Wheels

		Min	Max	
		Deduct	Deduct	
Chrome & Stainless				
(Incl. Accessories, Tailpipes & Resonators)				
18	Dented/rippled	0.1	6	.
19	Pitted/rusted	0.1	6	.
20	Lifting/peeling	0.5	6	.
21	Scratched/worn/faded	0.2	6	.
22	Paint overspray/poor fit	0.2	6	.
23	Poor rubber	0.1	6	.
24	Cleanliness	0.1	20	.
Hood, Hood Env., Side Curtains, Tonneau				
OTS/DHC, XJ6C/XJ12C/XJ-SC Only - No Saloons				
25	Scratched/torn/hole	0.1	4	.
26	Poor fit	0.2	4	.
27	Frayed/ loose bindings	0.2	4	.
28	Faded	0.4	4	.
29	Creased/wrinkled	0.2	4	.
30	Cleanliness	0.1	5	.
Wheels (Wire, Disc, Alloy, Chrome, Painted)				
31	Damaged/dented	0.2	10	.
32	Pitted/chipped/scraped	0.2	10	.
33	Rusted	0.2	10	.
34	Cleanliness	0.1	20	.
Tires				
35	Cracked/crazed	0.2	4	.
36	Excessive tread wear	1.0	4	.
37	Cleanliness	0.1	8	.

- 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

		Min Deduct	Max Deduct	
Chrome & Stainless (Incl. Accessories, Tailpipes & Resonators)				
18	Dented/rippled	0.1	6	.
19	Pitted/rusted	0.1	6	.
20	Lifting/peeling	0.5	6	.
21	Scratched/worn/faded	0.2	6	.
22	Paint overspray/poor fit	0.2	6	.
23	Poor rubber	0.1	6	.
24	Cleanliness	0.1	20	.
				.
Hood, Hood Env., Side Curtains, Tonneau OTS/DHC, XJ6C/XJ12C/XJ-SC Only - No Saloons				
25	Scratched/torn/hole	0.1	4	.
26	Poor fit	0.2	4	.
27	Frayed/ loose bindings	0.2	4	.
28	Faded	0.4	4	.
29	Creased/wrinkled	0.2	4	.
30	Cleanliness	0.1	5	.
				.
Wheels (Wire, Disc, Alloy, Chrome, Painted)				
31	Damaged/dented	0.2	10	.
32	Pitted/chipped/scraped	0.2	10	.
33	Rusted	0.2	10	.
34	Cleanliness	0.1	20	.
				.
Tires				
35	Cracked/crazed	0.2	4	.
36	Excessive tread wear	1.0	4	.
37	Cleanliness	0.1	8	.
				.

- Check 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



We often see missing shot bags on restored cars.

Interior – Door Panels, Armrests

INTERIOR

Woodwork, Vinyl & Leather (except seats)

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

Headliner, Underside of Hood

Door Panels & Arm Rests

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

Door Jambs, Sills, Shut & Hinge

Faces, Rubber Seals, & Wire Conduits

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

- Judge trim panels for vinyl tears, fading, wrinkles, snug attachment to doors, & proper fasteners 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 – Carpeting

Carpets

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

Hardware, Steering Wheel, &

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

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

Seats, Squabs & Belts

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

- Be sure any loose mats are removed by owner
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 (XK120 Batt.- Champ.& Spec. Divs. only)

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

Seats, Squabs & Belts

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

- Check the instrument panel area section-by-section
 - ◆ Include console & kick panels forward of doors
 - ◆ Include proper steering wheel, knobs, instrument faces, shifter knob and boot, door hardware

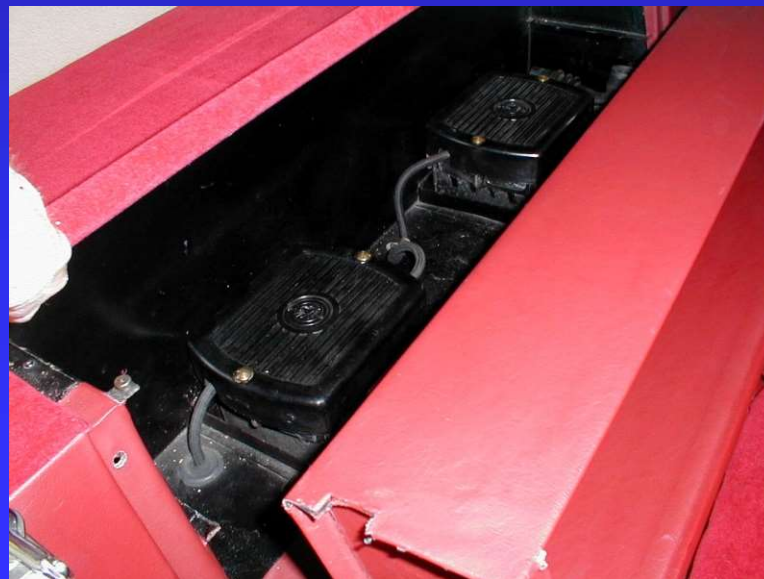
120 OTS Battery Judging

Look for C&C, proper covers and retainers



The Interior Judge asks the Entrant to remove battery covers.

120 FHC Battery Judging



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

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	.
				.

- 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 – Seats, Squabs, Belts

Carpets

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

Hardware, Steering Wheel, &

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

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

Seats, Squabs & Belts

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

- ‘Squab’ is British for the seat back (not a young pigeon)
- 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	Tears, scratches, cracks	0.2	14	.
25	Faded, discolored, worn	0.2	14	.
26	Poor fit/wrinkled	0.2	14	.
27	Cleanliness	0.1	28	.



■ Seat bolster has 2 bad cracks

◆ 1.0 point deduct

◆ 2.0 point deduct

Example – Leather

Seats, Squabs & Belts

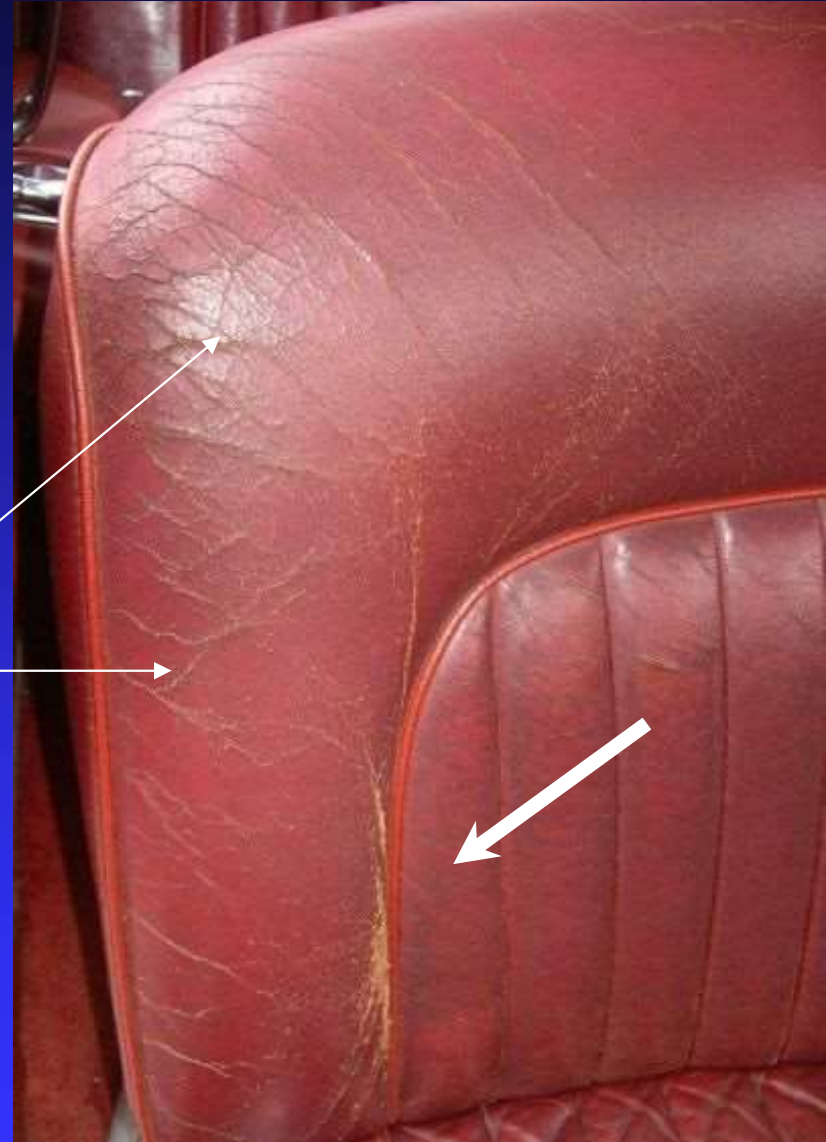
24	Tears, scratches, cracks	0.2	14	.
25	Faded, discolored, worn	0.2	14	.
26	Poor fit/wrinkled	0.2	14	.
27	Cleanliness	0.1	28	.



- More than general wear and start of cracking all along front bolster
- ◆ Maybe additional 2.0 deduct for front seat 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)

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	.

.

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

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

Boot Surfaces

BOOT (Champion & Special Divisions Only)

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

Tools, Tool Box/Pouch, Manual, Spare Cover

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

Spare Wheel & Tire

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

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

Boot - Tools

BOOT (Champion & Special Divisions Only)

Paint, Side Panels, Mats, Carpet, Battery

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

Tools, Tool Box/Pouch, Manual, Spare Cover

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

Spare Wheel & Tire

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

- 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
 - ◆ Not all models filled the "toolbox"
 - ◆ Entrant document
 - ◆ 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, 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	.
				.

- 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 “standard spare”
- 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 Divisions)

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

Sheet Metal

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

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

Engine Block, Head, Carbs or Fuel Injection

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

- Check 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 Divisions)

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 Divisions)

Bright Metal

(Cam Covers, Carb Domes, etc.)

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

Sheet Metal

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

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

Engine Block, Head, Carbs or Fuel Injection

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

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

Engine – Exhaust

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

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

- Check porcelainized manifolds for damage, 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

Exhaust

(Manifolds & Downpipe Config.)

		Min Deduct	Max Deduct	
15	Cracked	0.1	6	.
16	Discolored	0.1	6	.
17	Rusted	0.1	6	.
18	Scratched/pitted/dented	0.1	6	.
19	Cleanliness	0.1	6	.
				.

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 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 and confirming authenticity and non-authenticity
 - ◆ As required, well-informed Judges will be able to reference official sources that validate their findings
 - ◆ Assess authenticity documentation submitted by the Entrant
 - ◆ (Notes from the Entrant's mother or the dealer don't cut it!!)
Show me the documentation!!
- Chapter VI per-item deductions **cannot be reduced by the Judge**

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

JAGUAR CARS DOCUMENTS ¹	REQUIRED BY JUDGES AT CONCOURS ²
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 (2023 AGM)

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

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.

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

Common Non-authentic Items to Look For

- To 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

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



Non-authentic Missing Parts

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



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.
 - ◆ If not initialed by Entrant, non-authenticity deductions will be ignored in scoring.
 - ◆ Conflicts in these matters should be referred to the Chief Judge for resolution.
 - ◆ **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
- 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, VIX, 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



We often see Entries with non-authentic leapers including E-Types and XJ-Ss

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
 - ◆ Common E-Type flaw, *also XK8s*
 - ◆ 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/Griptide common
on early 120's



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

Non-Authentic (pre-'75) Hose Clamps



All have either perforated straps
or incorrect adjusting screw heads.

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



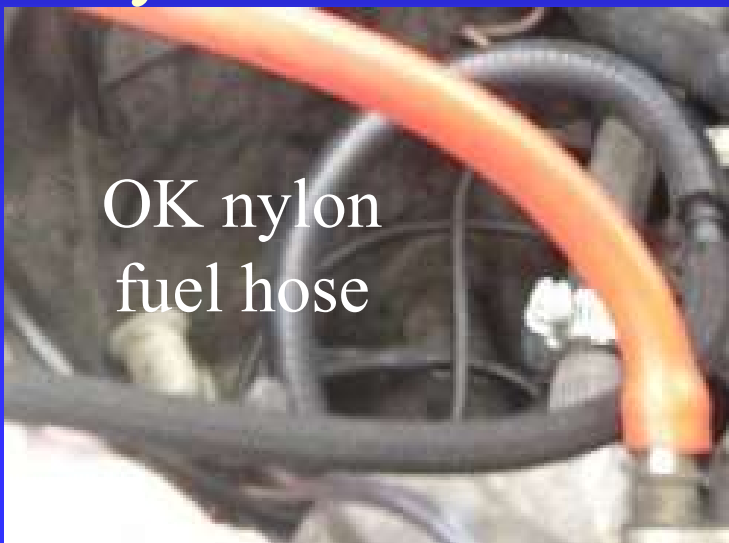
Grommets



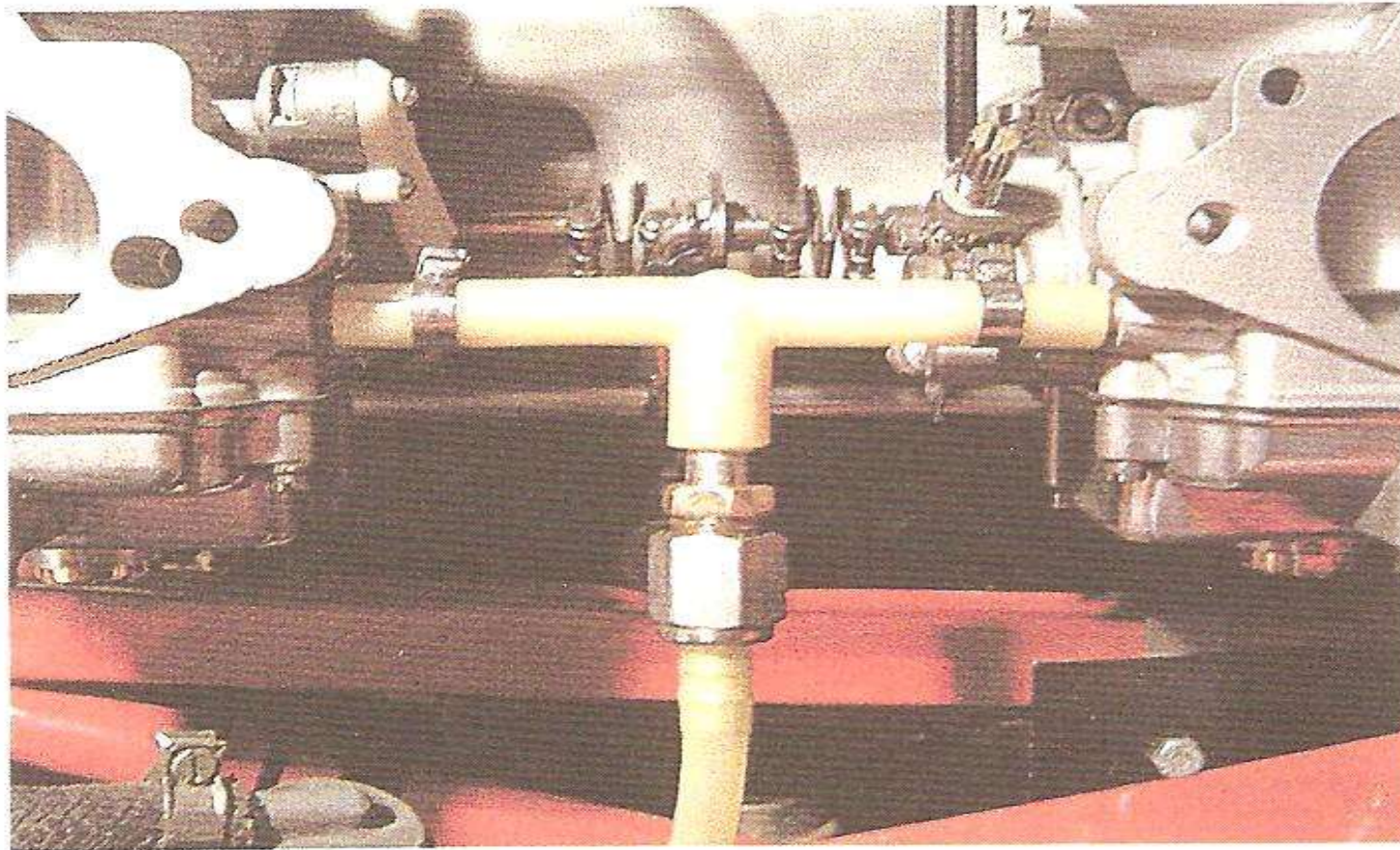
- Rubber grommets in firewall or fender apron are used to seal out engine heat and fumes or protect wire harnesses or hoses/tubing from chafing
 - ◆ If they do not seal, or nearly seal, on the inside diameter, they are probably non-authentic

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.)

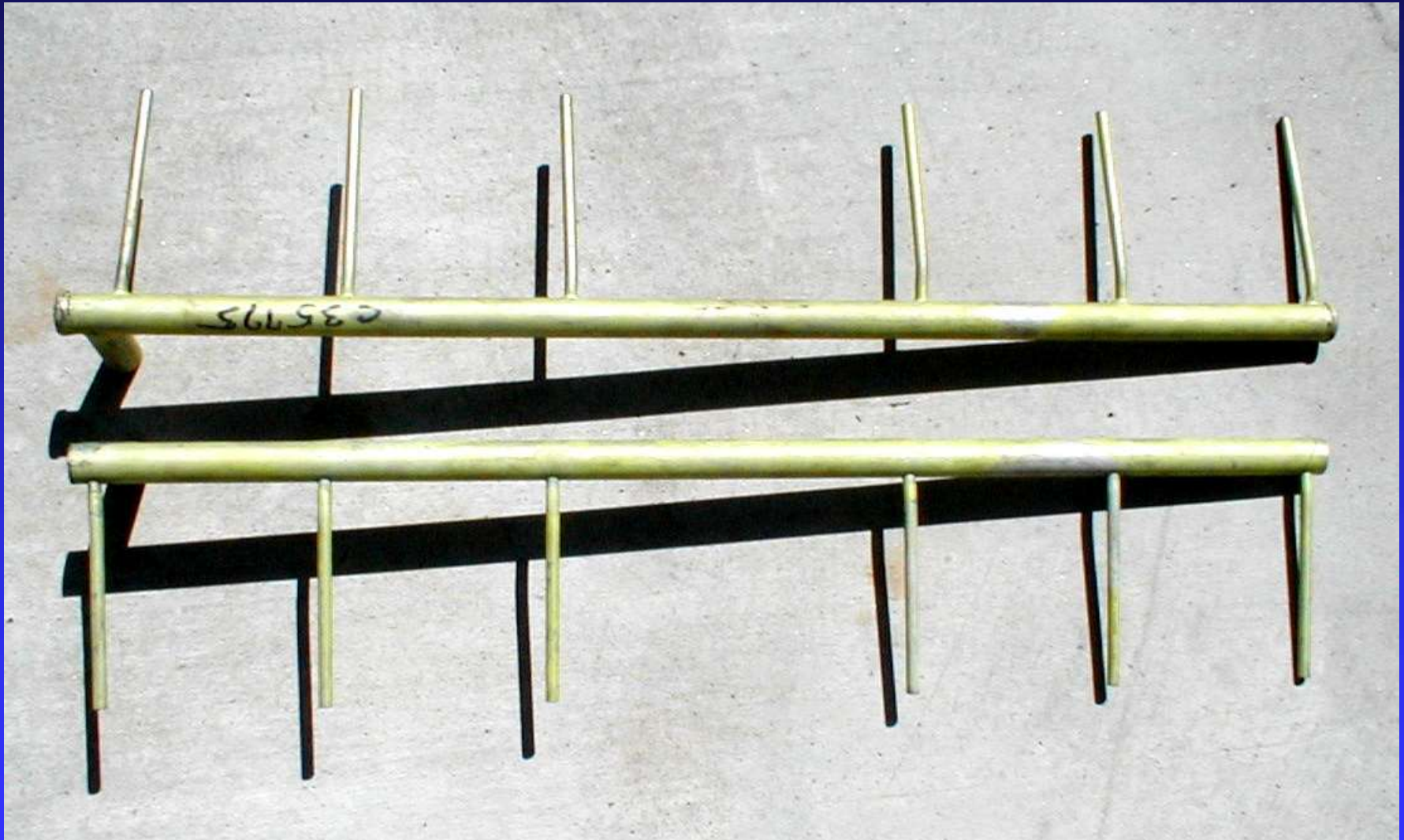
Bolts, Washers, Hinges and Strikers

- 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

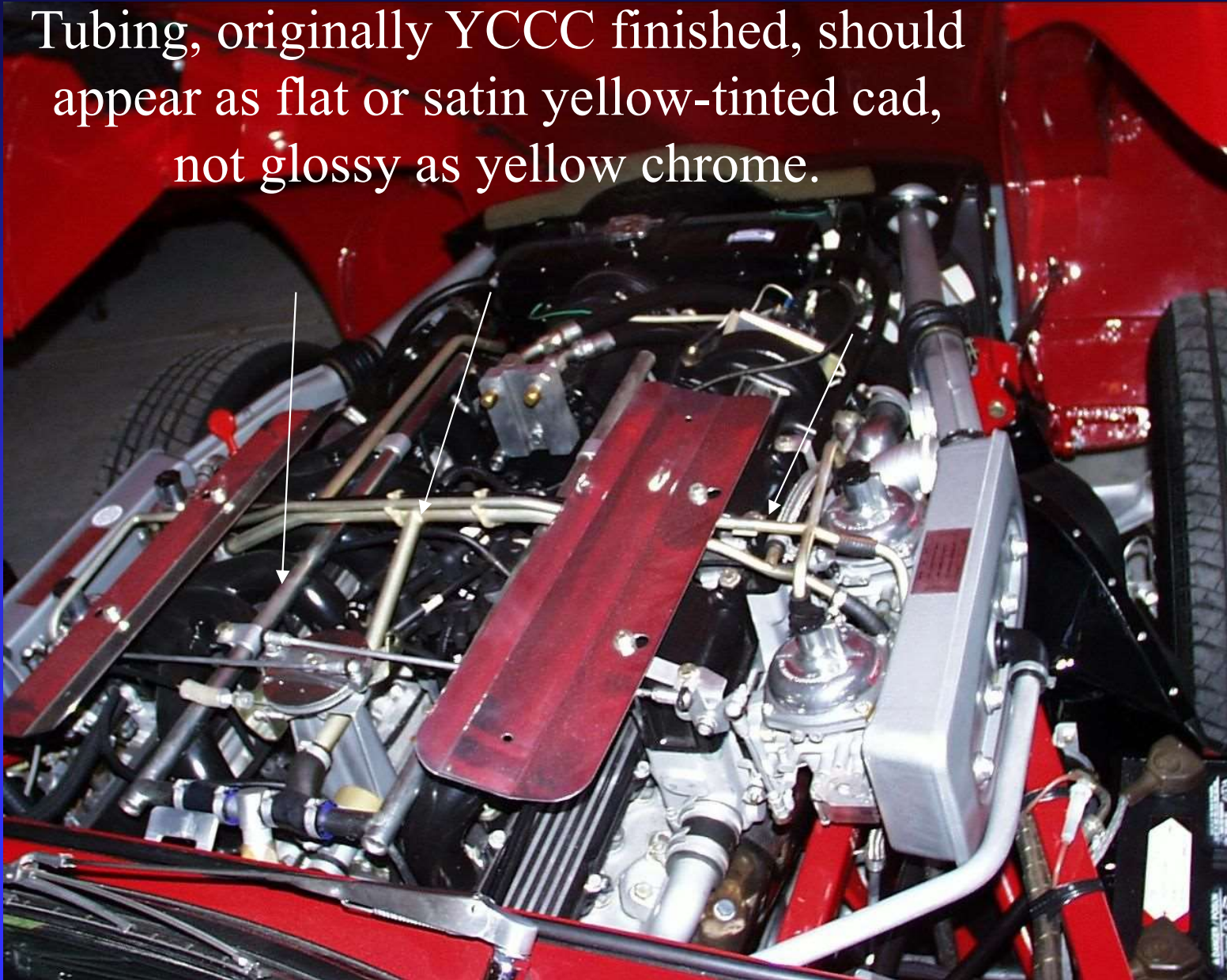
- ◆ Some screw (not bolt) fasteners, for items mounted after the body was painted, are cadmium plated (whitish finish, medium gloss).
- ◆ On most XK and earlier models, nuts and bolts all had a black oxide finish and distinct British word logo markings such as “BEES”, “AUTO”, “GKN”, etc.
- ◆ Most under-hood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

Reasonably correct restoration of YCCC finish:



Non-authentic Fasteners

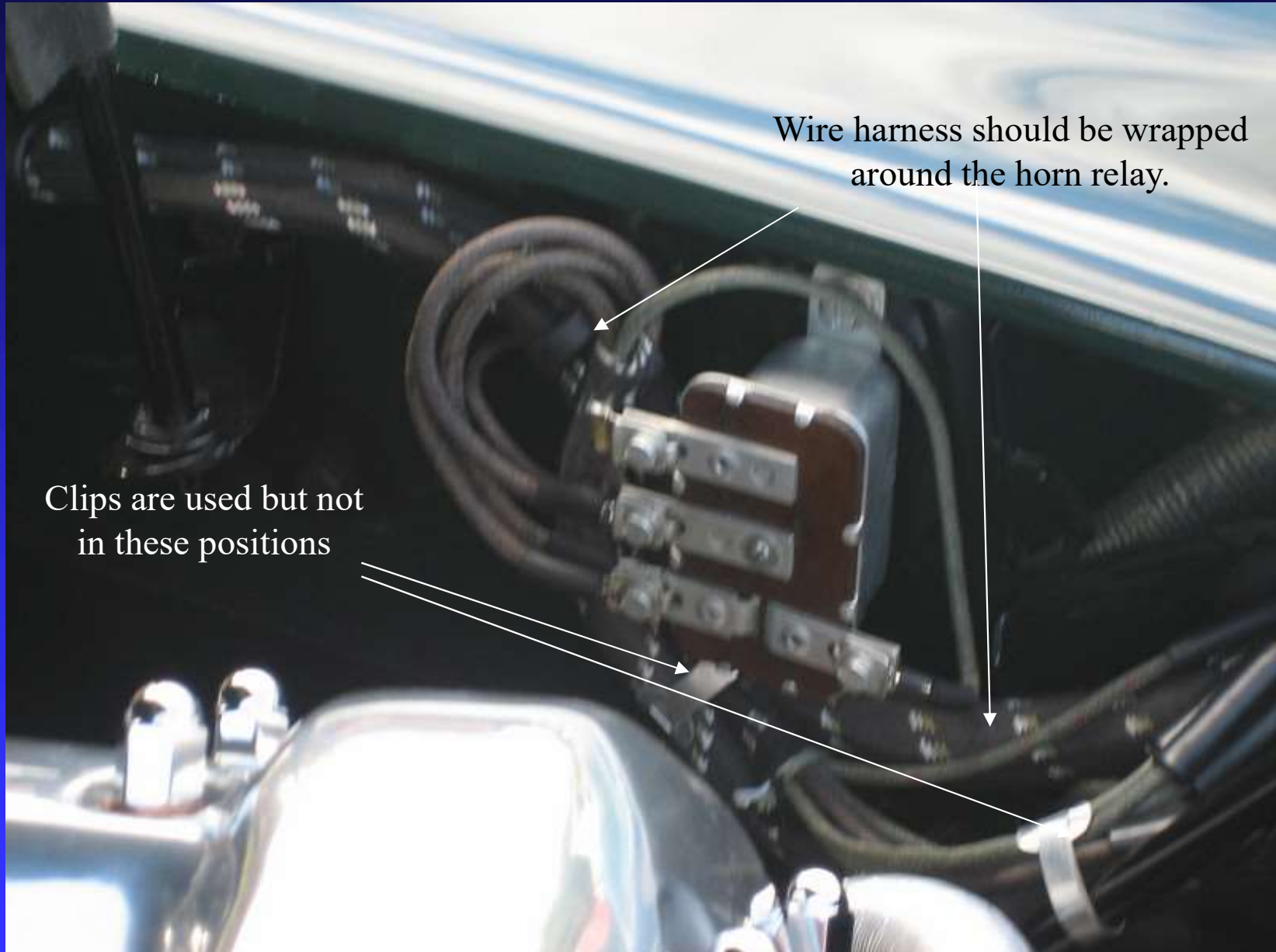
- Nearly all early nut and bolt fasteners are hex head with black oxide/flat black finish, not cadmium. Bolt heads should have British markings
 - ◆ Highly polished plated fasteners are non-authentic
 - ◆ Chromed/nickel dome nuts on XK engine cylinder head and cam covers are exceptions
- Virtually every 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

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



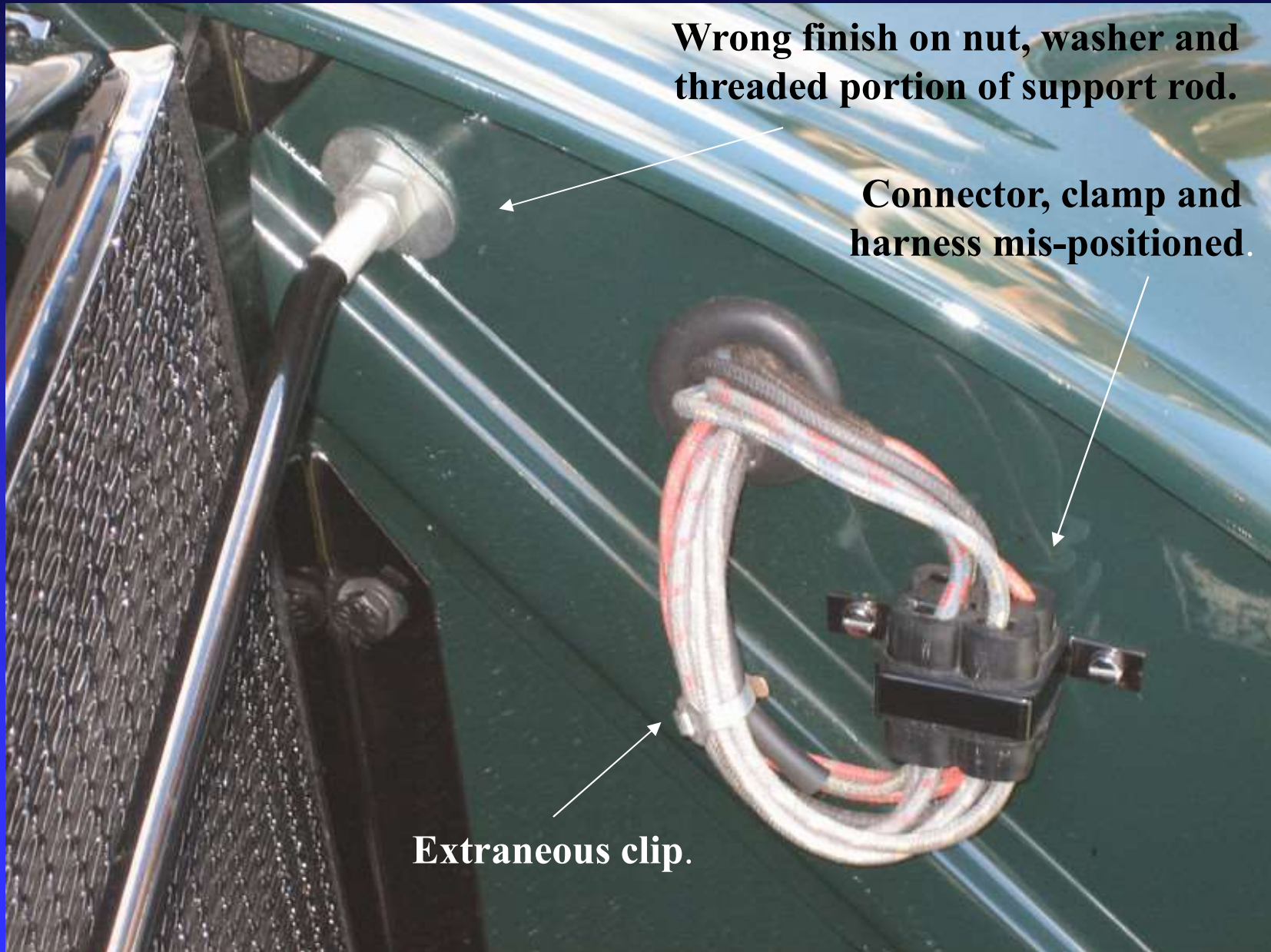
Incorrect XK120 Harness Routing



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.)



Lucas logo. Non-authentic if missing.

Straight-slot screws correct.

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



2022 Updates - 1 of 4

■ Highlights for Judges:

- ◆ New classes added C22/I & D17/I for I-Pace
- ◆ New class S4/CONT for factory prepared continuation vehicles
 - ◆ 6 x Lightweight E-Types 2014-2015
 - ◆ 9 x XKSS 2017-2018
 - ◆ 25 D-Types
 - ◆ 6 Matched pairs “E-Type 60 Collection”



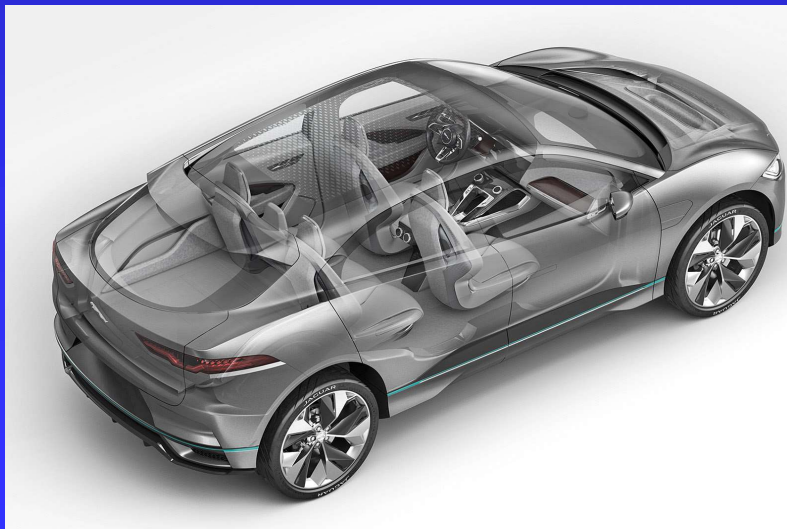
2022 Updates - 2 of 4

- SUVs, Shooting Brakes, Sport Brakes, Wagons
 - ◆ Retractable covers are to be extended for judging
 - ◆ Lifting covers are to be disconnected from tailgate
 - ◆ If cargo cover is not in place, it is judged as missing
 - ◆ If cargo cover is non-original, it is judged non-authentic
- ◆ Championship: Cargo area is judged.
- ◆ Driven:
 - ◆ If the cover is in place, the cargo area is not judged
 - ◆ If cargo cover is missing or non-authentic, the cargo area must be judged

2022 Updates - 3 of 4

■ Electric Vehicles:

- ◆ Two Judge team required for Champion & Driven
- ◆ Driven: – no judging front boot (trunk)
– no judging rear boot (if load cover is in place)
- ◆ Champion division:
– boots must be judged by interior Judge



2022 Updates - 4 of 4

- Four-way flasher system
 - ◆ Should be present on all cars from November 1965
 - ◆ E-Type “Toggle switch dash” has add-on system on left



2019 Rule Book Updates

As approved at the 2019 AGM

Class S2/MOD Modified

- **Class S2/MOD Modified,**
- **To be eligible for this classification... If an original judged item is removed, and listed as one of the qualifying deductions, that item must either have been replaced by a non-authentic item or have had all mountings, and traces of the original installation, removed.**
- **If any judged item, originally found on a production vehicle, has been removed or is missing, that item must have either been replaced by a non-authentic item, or have had all mountings and traces of its original installation, removed. (2019 AGM)**
- **The Chief Judge, or an assigned representative, must verify the Entry's qualification for S2 based on an actual inspection/validation of the Entrant's list of modifications. It is at this preliminary exam that discrepancies in the "presentation/qualification" should be noted and the Entry approved or disapproved/disqualified for class entry. (2019 AGM)**

Maintenance of Judging Currency

- Once certified, Judges are expected to avail themselves to help with judging whenever needed.
- All Judges **must** **should** receive annual briefings and/or correspondence describing all changes to the Rule Book that affect the judging process.
- **If a Chief Judge is aware that any Certified Judges, expected to serve at an upcoming event, have not attended a recent training session or partaken of the alternative rules update, every effort should be made, prior to the event, to assure that such individuals are either separately briefed or are provided written information regarding any recent changes associated with JCNA concours judging. A pre-concours Judge briefing, at the event, does not satisfy the intent of an annual Judges' Training session. (2019 AGM)**

JUDGING METHOD AND TEAMS

- Wherever possible, teams should be primarily organized according to the members' shared model/class expertise. The individual teams are then, assigned to judge the class or classes most closely associated with their expertise. The number of classes assigned each team will be governed by the number of teams, the total number and size of the classes and the time allocated for judging. Keeping teams intact is highly recommended. (2019 AGM)
[Also across similar classes, e.g., XJS pre- and post-facelift]

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. (2019 AGM)

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. (2019 AGM)**

Tire Valve Stem Caps

- Tire valve **stems** should have valve **stem** caps appropriate to the vintage. Pre-'55 Jaguar **tire valve stems** should have **cad-plated, dome-type** metal valve **stem** caps. **Regarding valve stem caps, until proven otherwise or by newly discovered evidence, 1955 to 1962 will be treated as a transitional period for Jaguars and either domed metal or domed black plastic valve stem caps will 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 should 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 valvestem 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. (2019 AGM)**

Wheel Deductions

- **Wrong diameter wheels should receive both a wheel (6.0 points ea.) plus a tire (2.0 points ea.) deduction, for a total of 8.0 points for each affected wheel/tire combination, with a maximum 20.0 points total deduction. (2019 AGM)**

XK 120 Judging Guide Added

- Comprehensive Judging Guide for the XK 120 introduced as an official resource

AGM 2018

- Highlights relevant to concours judging:
 - ◆ XK 120 Judging Guide – 2018 trial use only
 - ◆ XK 120 entries must provide chassis #, Body # and build date with concours registration to enable Judges to properly prepare for judging complex variations in 15 minutes
 - ◆ Class S1/PD fire extinguishers required
 - ◆ Wire & alloy wheels: Discs, calipers & drums judged for cleanliness only (exclude light brake dust)
 - ◆ Tires – Champion Div – No deduction for choice of sidewall color provided in keeping with vintage AND listed in spares catalog for the Entry (Only 1954 for Champion, any year for Driven)

AGM 2017 Scoring Change – Tie Breaker Champion Only

- AGM 2017 Change to resolve the problem of a plethora of 100 point ties at the concours end of year (EOY) for several classes. One thing that has changed is the thought that the International Jaguar Festival (IJF) carry a bit more weight than a regular club show. The resulting Rule Book Chapter 2, Section 1 change was adopted.
- B.1 – North American (NA) Awards
- After each JCNA Concours year, JCNA presents the NA Concours awards, 3 deep in each of Champion, Special and Driven Division classes, to the members of the JCNA Affiliates or JCNA Members-at-Large. These annual awards are determined by averaging the Entrant's 3 highest scores during the Concours year. Entries competed in 3 or more JCNA Concours events automatically become eligible for an NA award in their particular Division and Class. If an Entry's 3 highest score average does not position it among the top three places of its class, then the Entrant's highest 2 scores will be evaluated for a Regional award per Section 2.
- B.1.a – First Place Tie Scores
- Should a first place tie occur in any class in the Champion division, for the EOY NA Awards, the first place tie will be resolved by the total scores of all the JCNA sanctioned Concours events in which the Entrants have competed that year. Scores achieved at the IJF qualify for inclusion in the 3 score year summary and will be entered twice into the computations in the event of a first place tie in the EOY placements. First place award will be given to the highest total of all the scores from JCNA Concours competition. Second place is the next highest and third place is the third highest. Ties are not affected in second and third place.
- B.2 – Regional Awards (no change)
- Regional awards are presented in each of the six JCNA Regions. These annual awards are determined by averaging the Entrant's 2 highest scores achieved in JCNA sanctioned Concours within the Entrant's home region during the Concours year. Scores achieved at the JCNA IJF qualify for inclusion in the 2 score average.

THANKS FOR LISTENING

Please send recommended additions or corrections to
me and I will forward them on to the JCNA Chief
Judge, Hal Kritzman.

How About a Little Test??

■ Options:

- ◆ Now, in a group environment, open book.
 - ◆ (Recommended)
- ◆ Later, offline, still open book, return answer sheet to Chief Judge for scoring.
- ◆ Not this year (Only if you are 2 or less years since your last successful Rules test).

To Receive Credit..

- Return Test Sheets to your Chief Judge for scoring.
 - ◆ San Diego → Dave Allen
 - ◆ Los Angeles → Mark Mayuga
 - ◆ Etc..

End of Presentation

Thank you for your attention