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Official JCNA Concours d' Elegance Rule Book

Includes
Organizing a Concours d'Elegance
For the Concours Chair
for the
2019
Concours Season
Replace This Inside Title Page Every Season

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Edition 2018
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Judges JCNA Name: _____

Judges JCNA Number: _____

Your JCNA number is printed on your Jaguar Journal label card and JCNA membership card. You will need your JCNA number for filling out the Score Sheets.

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2019 Judge's Rule Book Test Answer Sheet ..... Judge's Answer Sheet 1

Forms:

Official Concours d'Elegance Judging Score Sheet #-1 – Operation Verification
Official Concours d'Elegance Judging Score Sheet #-2 – Exterior
Official Concours d'Elegance Judging Score Sheet #-3 – Interior & Boot
Official Concours d'Elegance Judging Score Sheet #-4 – Engine Compartment

Available on *www.jcna.com*, under the JCNA.com Concours tab

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

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

Trophy Order Form

2019 Rule Book Update Synopsis

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

Note: Pages are printed front to back.

	Action:	No. of Pages
Inside Title Page	**Replace in its entirety**	2
Table of Contents	**Replace in its entirety**	10
Forms	Replace page xi	1
2019 Rule Book Update Synopsis	**Replace in its entirety**	3
History of JCNA/Members of the JCRC, Preface, Introduction	**Replace in its entirety**	4
Chapter I	Replace pages I-7 and I-8	2
Chapter II	Replace pages II-9 and II-10, II-11 and II-12	4
Chapter III	Replace pages III-5 through III-14	10
Chapter IV		
Chapter V	**Replace in its entirety**	18
Chapter VI	Replace pages VI-7 and VI-8, VI-11 and VI-12, VI-13 and VI-14	6
Apx A		
Apx B		
Apx C	**Replace in its entirety**	2
Apx D		
Apx E		
Glossary of Terms		
Index	**Replace in its entirety**	8
Score Sheets	**Replace in its entirety**	4
2019 Judges Team Assignments	**Replace in its entirety**	2
Quick Reference	Replace pages QR-3 and QR-4	2
Judges Test	**Replace in its entirety**	12
Total Pages to be replaced		90

2019 Rule Book Updates

Chapter I, Pages I-7 and I-8, Spacing Correction

c. **Scrutineers**
Select one or two people, depending on the size of the Concours, to act as Scrutineers. The Scrutineers ascertain that the score sheets registration information is completed correctly. The Scrutineers then check each score sheet to ensure each box contains a Judge's entry and the entry is within the specified deduction range. If an Entry has received a non-authentic deduction, the Scrutineers must ascertain that the Entrant has initialed each such deduction.

If the Scrutineers find any discrepancy or any questionable or illegible figures, the score sheet(s) will be returned it to the Judge(s) responsible for clarification or correction.

If the Scrutineers find any discrepancy or any questionable or illegible figures, the score sheet(s) will be returned it to the Judge(s) responsible for clarification or correction.

d. **Score Sheet Runners**
Assign each Judging Team a Score Sheet Runner; this is a good way to get children and spouses involved in the Concours. Score sheet runners transport the completed sheets between the Judging Teams and the Scrutineers.

e. **Scoring Personnel**
Select at least three or more non-mathematically challenged people. Find an isolated area where the Scorers can concentrate on tabulating the score sheets.

d. **Score Sheet Runners**
Assign each Judging Team a Score Sheet Runner; this is a good way to get children and spouses involved in the Concours. Score sheet runners transport the completed sheets between the Judging Teams and the Scrutineers.

e. **Scoring Personnel**
Select at least three or more non-mathematically challenged people. Find an isolated area where the Scorers can concentrate on tabulating the score sheets.

4. **Site Layout**
   a. **Visit the Site**
   The Concours Chair and the person in charge of parking should visit the Concours site shortly before the Concours date in order to walk the areas and decide how the various Divisions and Classes should be arranged.

4. **Site Layout**
   a. **Visit the Site**
   The Concours Chair and the person in charge of parking should visit the Concours site shortly before the Concours date in order to walk the areas and decide how the various Divisions and Classes should be arranged.

Chapter II, Section 4B, Note 3b: Special DIVISION CLASSES, Class S2/MOD, Modified, Page II-10

Note 3: Class S2/MOD Modified,

b. To be eligible for this classification… (see 6th paragraph)

~~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.~~
<u>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.</u> (2019 AGM)

<u>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.</u> (2019 AGM)

Chapter III, Section D4b. Maintenance of Judging Currency, Page III-5

4. Maintenance of Judging Currency

a. Once certified, Judges are expected to avail themselves to help with judging whenever needed.

b. 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)

Chapter III, Section F1, JUDGING METHOD AND TEAMS, Page III-7

Number of Certified Judges per Team and Team Composition (2019 AGM)

a. All Judges for Champion, Driven and Special Divisions must hold current JCNA judging certifications. The only exception being that those events at which separate OV teams are used, only one Certified Judge serving as the OV team lead, is required, however, additional Certified Judges on the separate OV team are acceptable.

b. 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)

Chapter III, Section F3c, Page III-8

Poor Wording Correction

c. Critique Apprentice Judge's score sheets and answer their questions on a not-to-interfere basis. ~~Provide~~ **Deliver the** (2019 AGM) Apprentice Judge's score sheets to the Chief Judge at the conclusion of your judging assignment.

Chapter V, Section A3a, Page V-1

Note: ~~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)

Chapter V, Section C3c, Exterior, Page V-6

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. (2019 AGM)

Chapter V, Section C9d, Exterior, Page V-9

d. 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 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.** (2019 AGM)

Chapter VI, Section Fn4, Table Line numbers 15-17, page VI-7

Line numbering correction, Line 16 was missed

15a. Protective clear bras/coverings, Driv. Div, in other than frontal area. (See ChV-5, C.2. b1)	2.0 each	10.0	s
15b. Protective clear bras/coverings, Champ. Div. , (See ChV-5, C.2. b2)	10.0	20.0	t
17. Curb Feelers	2.0 ea		

15a. Protective clear bras/coverings, Driv. Div, in other than frontal area. (See Chapter V-5, C.2. b1)	2.0 each	10.0	s
15b. Protective clear bras/coverings, Champ. Div. , (See Chapter V-5, C.2. b2)	10.0	20.0	t
16. Curb Feelers	2.0 ea		

Chapter VI, Section Fn4, Exterior, Page VI-13

n. 4. 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)

Appendix C, Page 1
Addition of the XK 120 Judges Guide to the list of JCNA Official Judging Guides,

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

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

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

JCNA OFFICIAL JUDGING GUIDES [1]	CURRENT EDITION [2]
1. XK120	Original, March 2019 (2019 AGM)
2. Series 1 E-Type	Original, March 2003, updated 3/20/05
3. Series 2 E-Type	Original, March 2004, updated April '06
4. Mark 2	Original, February 2005, updated 4/8/05
5. Series 1.5 E-Type	Original, March 2006
6. Series 3 V-12 E-Type	Original, March 2007, updated May '07
7. XJS - 1976 – 1991	Original, March 2007
8. Jaguar Air Conditioning 1955-1971	Original, March 2008

Quick Reference, Section Fn4, Exterior, Page QR-3

4. 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, not 28 points. (2019 AGM)

History of the Jaguar Clubs of North America

JCNA Founding

The Jaguar Clubs of North America (JCNA), founded on January 16, 1958, exists to promote and encourage a spirit of mutual interest and assistance among owners of Jaguar automobiles, to assist in the formation of local Jaguar owners' clubs and to charter these groups, to provide a means for the exchange of information concerning Jaguar automobiles, and to publish periodic bulletins and magazines containing material of interest to members.

The objects and purposes of JCNA are to promote interest in motoring, foster and encourage a spirit of mutual interest and assistance in the acquisition and preservation of Jaguar automobiles among owners; to charter or otherwise enter into agreements with clubs or groups of Jaguar owners desiring to support the objectives and share in the benefits of the corporation by becoming a JCNA member group; to exchange recognition with other corporations, associations or groups in other countries that have similar objects and purposes; to promote enhanced driving standards and to encourage skillful driving on the public highways; to promote interest in motoring activities, classes, exhibitions, publications and motor sports related to the marque.

Club activities encouraged by JCNA include Concours d'Elegance, Road Rallies, Slaloms, Tours and Social meetings. All are at the option of the local club.

Jaguar Clubs of North America's Board of Directors adopted the following VISION and MISSION STATEMENTS in March 1994.

JCNA Vision Statement

The Jaguar Clubs of North America is the friendliest and best association of Jaguar enthusiasts fulfilling the needs and interests of the members.

JCNA Board Of Directors Mission Statement

The Board provides a structure for effective and efficient operation of the Jaguar Clubs of North America in finance, administration, and competition. It communicates effectively with the members.

History of the Rule Book

The complete history of revisions to the Rule Book can be found in the Concours section of the JCNA web site.

Members of the JCRC

Hal Kritzman, JCNA Chief Judge and Chair, Judges' Concours Rules Committee

Terry Sturgeon, Jaguar Car Club of Victoria, NW Region
Bob Stevenson, Chief Judge, Jaguar Affiliates Group of Michigan, NC Region
Hal Kritzman, Chief Judge, Jaguar Club of Southern New England, NE Region
Pete Rieth, Chief Judge, San Diego Jaguar Club, SW Region
Rufus Coburn, Chief Judge, Jaguar Club of Austin, SC Region
Craig Kerins, Chief Judge, Jaguar Car Club of North Florida, SE Region

Non-Regional Consultants "Emeritus" Dick Cavicke, George Camp and Mike Mueller

Members of the Concours Committee

Tom Doyle, Canadian XK Jaguar Register, NW Region
Paul Cusato, Jaguar Club of Ohio, NC Region
Jim Sambold, Jaguar Association of New England, NE Region
Mike Zavos, Inland Empire Jaguar Club, SW Region
Patti McClane, Jag Owners Assn of the Southwest, SC Region
Gary Cobble, Smoky Mountain Jaguar Club, SE Region
Dave Kirkman, North Georgia Jaguar Club, SE Region

Hal Kritzman, Representing the Judges' Concours Rules Committee (JCRC)

2019 EDITION OF THE OFFICIAL
JCNA JUDGES' CONCOURS d'ELEGANCE RULE BOOK
SUPERSEDES ALL PREVIOUS EDITIONS

Preface

The Rule Book is written for the enthusiast who is new to Jaguars as well as the seasoned Judge. Each chapter is written to a specific audience.

Chapter I is a guide based on the experience of many clubs' members within JCNA. It will help the individual Jaguar club put on a first-class Concours d'Elegance.

Chapter II covers rules specific to Entry eligibility, divisions, and classes.

Chapter III covers Judging methods, Judges' qualifications, Judges' meetings, Judges' Protocol Scoring, and Reporting, etc.

Chapter IV covers Entrant definition, responsibilities, and showmanship. Like other chapters, all information pertinent to the Entrant is presented in one location.

Chapter V is the Judges' Guide to Jaguar Evaluation and covers details on items to inspect while judging Jaguars. Following these guidelines will ensure that the judging teams deal fairly and knowledgeably with the Jaguars.

Chapter VI is the Judges' Guide for scoring Non-Authenticity. It gives excellent guidelines on how to assign the Non-Authentic deduction. It gives the required deductions for Non-Authentic items.

Appendices A, B, C, D & E contain information on production models, tire and wheel sizes, official publications for documenting authenticity, competition classes and factory optional accessories respectively. The Glossary can be referred to quickly clarify terms. Score sheets are included.

As the JCNA website has developed, more and more administrative tasks are being conducted electronically over the Internet, therefore, some forms that have accompanied previous editions of the Rule Book have been deleted. Concours Chairs and others needing forms, and not having Internet access, should contact:

Steve Kennedy, Rule Book Editor
8137 Zang Street
Arvada, CO 80005
303-489-3955
skennedy@ecentral.com

These rules have been revised and approved, over the years, by club delegates at the Annual General Meetings (AGM). Beginning in 2003, new rules and/or rule changes were proposed by the Judges' Concours Rules Committee (JCRC) and ratified by the AGM delegates. New or revised rules adopted at an AGM become effective immediately only when passed by a 2/3 majority, (2004 AGM) otherwise they become effective the following year. Reintroduction of failed rule proposals is prohibited for three years. Members wishing to have rule changes considered at the AGM should first propose the change to their regional Judges' Concours Rule Book Committee representative for consideration. These representatives are listed on the JCNA website, www.jcna.com

Members wanting to have rule changes considered at the AGM should first propose the change to their regional Judges' Concours Rule Book Committee representative for consideration. These representatives are listed on the JCNA website, www.jcna.com . The form for presenting such requests is entitled Request for Competition Rules Change Form and is found in the Library section of the website.

Introduction

Concours d'Elegance competition events, sponsored by the Jaguar Clubs of North America, Inc. (JCNA)**,** have been operated from **JCNA's** beginning under rules established by the affiliated Clubs of Jaguar Clubs of North America, Inc. at their Annual General Meetings (AGM).

Rules and guidelines for judging in the JCNA sanctioned events have evolved over the last several decades by conscientious trial and error. They are not perfect by any means, but the JCNA Rules have set the owners of Jaguar automobiles on a correct course seeking originality and authenticity.

In order to promote uniformity of judging at JCNA sanctioned Concours d'Elegance competition events**,** to offer organizational advice to Concours Chairpersons throughout North America, and to make the JCNA Official Concours d'Elegance Rules available in written form to all Jaguar enthusiasts, the 1975 JCNA Concours Committee compiled the first edition of this Rule Book.

Only the most current edition of the Rule Book is to be used in operating and judging any JCNA Sanctioned Concours. The rules are mandatory for all events leading to the North American JCNA Concours d'Elegance Division Championships.

Have a good Concours year,
Les Hamilton, 2019-2020 JCNA President

Chapter I.
Organizing a Concours d'Elegance

A. GENERAL

1. Purpose

The foremost purpose of the JCNA Concours is to encourage the owners of Jaguars to preserve, maintain, and present their Jaguars in as clean and authentic condition as possible (see Chapter II for exceptions to authenticity in Special Division Classes). A secondary purpose is to celebrate all Jaguars and their owners by creating an event where people may share all degrees of interest in owning, driving, maintaining, and restoring Jaguars.

2. Concours Year

The JCNA Concours year runs from January 1st through November 30th.

3. Number of Concours per Year

Each JCNA affiliated Jaguar club that has met JCNA judges' training and certification prerequisites may hold only **ONE JCNA** sanctioned Concours d'Elegance per year.

4. Regional Concours per Year

One sanctioned JCNA Regional or Joint Regional Concours may be held in each Region or Joint Region per year without affecting the host club's **ONE** per year rule or the sanctioning of another affiliate's Concours.

5. Concours d'Elegance Divisions

In order for scores to be eligible for annual JCNA Concours Standings, Champion Division, Special Division, and Driven Division competition must be offered at each Concours.

B. SELECTING THE DATE AND OBTAINING SANCTION

1. Selecting the Concours Date

The Concours Chair should carefully choose the date as far in advance as practical. Normally a Saturday or Sunday is best. Saturdays have become popular in recent years, often with an awards banquet in the evening and, occasionally, a rally or slalom on Sunday after the Concours.

2. Avoiding Local Conflicts

Investigate other activities in the immediate area to determine that the date requested will not conflict with other popular local events. Some clubs have been very successful tying their Concours in with other local car related events or local festivals.

3. Obtaining a Sanction

To obtain a sanction, go to the "Calendar Page" of www.jcna.com click on the "Login" link at the top of the page. Using your club number and password, access the "Club Page Main Menu" and follow the instructions to "Post new events in the Calendar and Request New Event Sanction".

The request may be submitted **within one (1) year** but **no less than four (4) months** prior to the requested Concours date. This avoids conflict with other clubs and ensures notice of the Concours will be listed as promptly as possible in the *Jaguar Journal's* Clubs Calendar.

Sanction will be granted on requested date subject to:

- **a.** Priority of request
- **b.** No same-weekend conflict within the JCNA Region or within 200 miles of other JCNA Concours meets.
- **c.** Clubs whose Concours would be within 500 miles of a JCNA Major Event, i.e. International Jaguar Festival or Regional Concours, may not schedule their Concours within 7 days of the JCNA Major event.
- **d.** The Sanction Request via the JCNA Website affirms that the Concours Chairman, Chief Judge, and Officers of the club shall conduct and report the Concours in accordance with the official JCNA rules and regulations.
- **e.** Concours sanctions requested will **only** be granted if the requesting club's JCNA online Judge Roster/List verifies that, it **currently** has listed a Chief Judge, an active Judge Training Program and eight (8) or more Certified Judges. (See the online sanction request instructions for additional information.)

Conflicts will be referred to the appropriate Regional Directors. Avoid commitments involving financial penalties until a sanction is granted.

4. Canceling/Rescheduling the Concours

It is preferable to make the date of the Concours firm. If the Concours must be canceled and rescheduled, it is imperative that the JCNA Regional Directors be notified. Thereafter, a new sanction must be requested through the JCNA Website again taking precaution to avoid conflict with other Concours or a major JCNA event in the Region.

C. LOCATION OF THE CONCOURS D'ELEGANCE

1. Concours Sites

- **a.** National, State or local parks
- **b.** Historical sites, such as, stately homes with extensive grounds
- **c.** Museums or restoration complexes
- **d.** Hotel, motel, or resort complexes, with a central area for staging events, offering restaurant and banquet facilities
- **e.** Expositions or local festivals and celebrations

2. **Amenities and Facilities to Look For**
   a. **Central Location**
      Centralize efforts by operating out of one location or a Concours site combined with lodging and restaurants within a reasonable distance
   b. **Shade & Grass**
      For people and Entries
   c. **Water**
      For washing Entries
   d. **Food**
      Available during Concours hours; either a restaurant on or near the Concours site or catered
   e. **Rain Shelter**
      In case of rain
   f. Rest Rooms
      Clean restroom facilities nearby
   g. Trash Receptacles

D. JAGUAR CARS NORTH AMERICA SPONSORSHIP

Jaguar Cars, Inc. values the contribution that the JCNA and its affiliates make toward increasing public awareness of the Jaguar marque. The Jaguar Cars North America Sponsorship application form is available on the Concours Page of www.jcna.com. **The application deadline is February 28th.** Should Jaguar Cars Inc. favor your activity with their support, it is important to provide feedback, proper thanks, and evidence showing that their funds were "money well spent". Down load the form and follow the instructions.

E. INSURANCE

Jaguar Clubs of North America, Inc. purchases, as an element of JCNA membership, a blanket coverage for the Corporation, its officers, its members, and all affiliated clubs' officers and members covering General Liability.

Jaguars entered in a sanctioned JCNA Concours d'Elegance must be covered by a current standard motor vehicle liability insurance policy. Each Concours Registration Form shall have a "Release of Liability" statement signed by the Entrant.

Example:

RELEASE OF LIABILITY

JCNA Event Participation: It is an Entrant's privilege to participate in any JCNA sanctioned event held by any JCNA affiliate upon executing proper registration forms and paying published entrance fees. Each affiliate shall be solely responsible for granting entry privileges to each Entrant on an individual basis.

I hereby agree to enter the above described Jaguar(s) in the (*Name of Concours)* Concours d'Elegance. In consideration of the right and privilege to enter and participate and other valuable consideration, and intending to be legally bound, I agree to release the Jaguar Clubs of North America, Inc., *(Host Club Name)* and the Concours d'Elegance committee from any and all liability for injuries, damage, or loss arising from my entry and attendance in the Concours.

Signature of Entrant _____ Date _____

(If the Entrant is not a JCNA Member, then the Special Event Member Registration Form must be filled out and sent to JCNA along with a check for $5.00.)

You may either incorporate the above statement in your registration form or, for your convenience, you may go to the "Concours Page of www.jcna.com and download the "Entrant Registration Form", which contains the Release of Liability, and have each Entrant sign.

Clubs using another statement should clear it with the JCNA General Counsel.

A "Request for a Certificate of Insurance" form is also available for downloading by going to the Concours Page" of www.jcna.com and clicking on "Certificate of Insurance". This form is to be used when there is a requirement by the Concours site owner, or other entity, to furnish a "Certificate of Insurance." Complete details are included on the form.

SANCTIONED EVENT NON-MEMBER REGISTRATION FORM

Non-JCNA members are permitted to participate in JCNA Sanctioned Events upon executing the Sanctioned Event Non-Member Registration Form, paying the Non-Member Event Membership fee, completing the event's regular Registration Forms and paying the entry fees. The Sanctioned Event Non-Member Registration Form is available on the "Concours Page" of www.jcna.com.

At the host club's discretion, Non-JCNA members may be awarded JCNA trophies. However, their scores will not count towards Regional or North American championship points.

F. PUBLICITY

1. Host Club Announcements

a. Include:
Date, time, place, registration deadline, entrance fee, and a statement that JCNA Concours d'Elegance Rules will govern. Include an Entry Form listing Champion, Special, and Driven Division Concours Classes and a statement that Driven Division Entries less than 35 years old may not be trailered.

b. Social Activities:
Information on social activities such as reception parties, awards banquets, etc.

c. Travel Information:
Information on travel; maps of the immediate area, lists of available lodging and prices (including addresses and telephone numbers)

d. Parking
Information on general parking facilities, trailer off-loading and trailer and motor home parking

2. Publicity through JCNA

a. Contact Regional Clubs
Send Concours announcements and registration forms to all JCNA affiliated clubs in the Region and nearby affiliated clubs in other Regions. Addresses can be found by visiting the "Club List Page" of www.jcna.com and clicking on the club name, when the club page appears click on "Club Officers and Contact Info".

b. Distribute Flyers
Distribute flyers at local club activities and at neighboring JCNA club activities.

c. Publicity through the JCNA Website and *Jaguar Journal*
Sanctioned events are automatically posted on the JCNA Website and listed in the next possible issue of the ***Jaguar Journal*** on its Club Calendar Page

d. *Jaguar Journal* Concours Articles
Concours articles should be sent to the ***Jaguar Journal*** a minimum of four months prior to the Concours itself. Follow-up articles and photos should be sent immediately following the Concours. ***Jaguar Journal*** can be accessed through the ***Jaguar Journal*** page of www.jcna.com.

3. Newspapers

A news release featuring the basic journalistic "Who, what, when, why, where," plus day and evening telephone numbers to call for additional information, should be sent at least three weeks prior to the Concours to the managing editor or sports editor of the local newspaper(s).

4. **Radio**
   Most local stations have a free public service announcement policy. Inquire if there is a specific form to be filled out and sent in. Send the Concours announcement to the station manager at least three weeks prior to the date.

5. **Automotive Media**
   Magazines (both weekly and monthly) may present publicity opportunities that should be investigated; each publication will have its own policy and deadline for announcement inclusion; some will be free, others will require a fee. It is up to each club to decide if this type of publicity is worthwhile.

6. **Local Automobile Related**
   a. **Local Parts Houses**
      Flyers can be left at local parts houses and auto dealerships (especially the local Jaguar dealer).
   b. **Multi-make Sports Car Clubs**
      Announcements can also be made through local multi-make sports car clubs, in person at a meeting, or by passing out flyers.
   c. **Repair Facilities**
      Local service stations or shops specializing in repair of foreign cars will sometimes welcome flyers.

G. OPERATING THE CONCOURS D'ELEGANCE

1. **The Concours Chair and the Chief Judge**
   The Concours Chair is in charge of overseeing every Concours detail including choosing the site, ordering trophies, and selecting, organizing and coordinating all committees and personnel, except the Chief Judge. The Chief Judge is responsible for all matters dealing with Concours judging including preparing a Judging Schedule, scrutinizing score sheets, validating and posting scores on *www.jcna.com*, and mailing score sheets to the Entrants. It is imperative that the Concours Chair and Chief Judge work well together.

2. **The Concours Chair's Personnel (minimum suggested)**
   a. **Publicity**
      Oversees advance publicity arrangements
   b. **Entertainment**
      Plans entertainment that may include a pre-Concours party and post-Concours banquet
   c. **Set-up Crew**
      Arrives **early** to mark parking spots and access lanes, to place tables and chairs, erect canopies and signs, position sound system, etc.

d. **Registration**
In charge of registration and handing out registration packets to pre-registered Entries. Responsible for registering day of Concours Entries if allowed, and ensuring that they receive their blank score sheets and any other associated paperwork. Must coordinate with the Chief Judge so that the Chief Judge can assign proper judges to the Entries.

e. **Parking**
Directs incoming Entrants to their proper places

f. **Hospitality** (Optional)
Provides coffee, doughnuts, water, etc. as appropriate for early Entrants and Concours helpers

g. **General Personnel**
Plan for people who can be called on for any other duties (the plan B People)

h. **Stay Late/Clean-up Crew**
Willingly stays on site as long as required to disassemble and remove all equipment associated with the event, to pick up and properly dispose of all trash and to properly secure/close the site as required.

3. The Chief Judge's Personnel (suggested)

a. **Judges**
See Chapter III, Instructions and General Rules for the Judge. It is best to use as many Certified Judges as possible. Using qualified Judges from other JCNA clubs adds to an atmosphere of impartiality.

b. **Chief Judge's Assistant**
When assigned by the Chief Judge, the Chief Judge's Assistant helps the Chief Judge assure that judges have pencils and current rulebooks or clip boards (rulebooks in three ring binders with binder clips eliminate the need for clipboards) and other duties as assigned.

c. **Scrutineers**
Select one or two people, depending on the size of the Concours, to act as Scrutineers. The Scrutineers ascertain that the score sheet~~s~~ registration information is completed correctly. The Scrutineers then check each score sheet to ensure each box contains a Judge's entry and the entry is within the specified deduction range. If an Entry has received a non-authentic deduction, the Scrutineers must ascertain that the Entrant has initialed each such deduction.

If the Scrutineers find any discrepancy or any questionable or illegible figures, the score sheet(s) will be returned it to the Judge(s) responsible for clarification or correction.

d. **Score Sheet Runners**
Assign each Judging Team a Score Sheet Runner; this is a good way to get children and spouses involved in the Concours. Score sheet runners transport the completed sheets between the Judging Teams and the Scrutineers.

e. **Scoring Personnel**
Select at least three or more non-mathematically challenged people. Find an isolated area where the Scorers can concentrate on tabulating the score sheets.

4. Site Layout

a. Visit the Site

The Concours Chair and the person in charge of parking should visit the Concours site shortly before the Concours date in order to walk the areas and decide how the various Divisions and Classes should be arranged.

b. Determine Class Size

Determine the largest Classes and the smallest Classes of Jaguars in the Concours. Allow ample room for all, including late registrations if allowed. Look at past records to see which classes were well filled.

c. Formal Site Layout

When planning the site layout, allow room between Entries for maneuverability, stowage of personal gear, and simultaneous door opening of the Entry and adjacent Entries.

d. Informal Site Layout

In informal settings, Classes might be grouped to take advantage of shade and the contour of the landscape. Driven, Special, and Championship Division Entries of the same Class are always best grouped together.

e. Sprinkler Head Marking and Shut-off

With or without assistance from the site custodian, in-ground sprinkler heads should be located and marked in order to avoid having them run over and damaging either the sprinkler or the Entry. Positive arrangements should be made to assure that the sprinkler or other irrigation systems will not be operated on the day of the concours, or at any time immediately prior, that would result in the field being soft or muddy.

f. Drive Jaguar to Judging Area

Area size and safety considerations permitting, an interesting site layout is one where the Entries are parked by class and, when called, are driven to a central judging area. This arrangement allows the Judges to work without spectator hindrance and also provides a visible confirmation of the Jaguar's operability.

H. REGISTRATION

1. Registration Form Requirements

Registration forms must clearly state that JCNA Concours Rules will govern. Registration forms must include a space for the JCNA member's membership number and Release of Liability form. A list of the Classes in Champion, Special, and Driven Divisions must also be included on or attached to the registration form (see Appendix D).

2. Encourage Pre-Registration

Encourage as many Entrants as possible to pre-register. As an inducement, a slightly lower fee might be offered to pre-registrants. Pre-registration cuts down on a great deal of paperwork on the day of the Concours.

3. Registration Deadlines

If the Registration deadline is in advance of the date of the event, it should be clearly indicated on all Concours publicity. If on-site registration is allowed, a specific entry cut-off time, in advance of judging, should be established, after which, NO further entries can be allowed. Entries should not be added to Classes after judging has commenced. It is the Entrant's responsibility to be aware of, and adhere to, the published Registration deadline. The Chief Judge has final authority in special circumstances.

4. On-Site Entry Registration

If allowed, those registering on the day of the Concours will be required to complete the appropriate registration forms. It is advisable for registration personnel to assist the on-site Entrants in completely filling in the required information at the top of the score sheets. Entrants in a rush often make mistakes or leave out vital information.

5. Entrant's JCNA Membership Number

The Entrant must list his/her JCNA Membership Number on the registration form in order to qualify for North American Standings. JCNA Numbers will be required when posting scores on the JCNA website.

6. Entrant's Packet

For each pre-registrant prepare an envelope containing:

* Windscreen Placard
* Score Sheets
* General guidance for Entrants who may be new to Concours or not aware of new rules
* Dash Plaques (optional)
* People's or Entrant's Choice ballots (optional)
* Other items (optional)

The envelopes can then be alphabetized and handed out when the pre-registered Entrants check in at Registration.

a. Windscreen Placard

Provide a windscreen placard to identify each Entry. If not using the JCNA Event Manager, these forms are available in PDF and interactive Word® formats on the Concours Page at ww.jcna.com. The windscreen placard identifies the Entry, Class, and Entrant If different colored score sheets are being used to distinguish between the Divisions, windscreen placards may be color coordinated as well.

b. Score Sheets

Score sheets may be downloaded by going to the "Concours Page" of www.jcna.com. Each of the four (4) score sheets must **be** downloaded and printed individually. Clubs are authorized to reproduce the quantity of score sheets required for their Concours. Different colored sets of score sheets may be used to distinguish between Divisions. Sheet #-4 (Engine Compartment) and the Boot portion of Sheet #-3 are not required for judging Driven Division.

When preparing score sheets for use with a specific Entry, be certain that the Maximum Deduction columns on Score Sheet #-2 NOT APPLICABLE TO THE PARTICULAR ENTRY have a diagonal line drawn through them, to prevent inadvertent judging in the wrong column.

I. CONDUCTING THE CONCOURS

1. Working Groups

Working groups, including the Concours Chair and the designated Set-up Crew, should arrive at the Concours site approximately an hour and a half before the stated opening time of registration.

2. Class Areas

Predetermined Class areas should be identified with Class signs. A lime base line or a string line will help align the various classes as they arrive.

3. Registration Area

A convenient registration area should be set up near the entrance to the Concours field. Be sure all necessary forms and scoring supplies are available. If sufficient room is available, trophies may be displayed. If late registrations are allowed, have enough money on hand to make change for Entrants paying cash. Be sure to bring a cash box.

4. Loud Speaker/Announcing System

Provide a means of making announcements and paging personnel in order that all present are aware of what's happening. A variety of portable systems are available to rent or purchase.

5. Parking Personnel

Parking personnel should be on hand to safely guide Entrants to their proper Class parking area and to assist in achieving the desired spacing and alignment of Entries.

6. Rags Down

All Entrants must be instructed by the Chief Judge to cease preparation of Entries at a predetermined, published time, referred to as "Rags Down," before judging begins.

7. Leaving the Concours Site

The Clean-up Crew and the Concours Chair should be the last committee to leave the Concours site, to check for any equipment left behind and to be very particular about cleaning up the area before departing. Many sites require substantial user deposits, which may not be refunded if the area is abused or left cluttered. Make every effort to have your club regarded as one that treated the site with respect and one that would be welcomed back again

J. TROPHIES

1. Official JCNA Trophies

JCNA offers official trophies for JCNA sanctioned Concours in Champion, Special, and Driven Divisions.

a. Ordering Trophies

Order Trophies by going to the Merchandise tab of www.jcna.com and clicking on JCNA Trophies. Follow the Instructions! First, second, and third place Champion and Special Division winners are awarded Champion Division Trophies. First, second, and third place Driven Division winners are awarded Driven Division Trophies.

b. Trophy Engraving

Engraving is not available through JCNA.

2. Presenting Trophies

When presenting trophies, it is more suspenseful and interesting to begin announcing the finishing positions from the bottom of the Class first, reading upward to the winner. In good taste, it is recommended that scores of the lower place entries not be read. It is informative and courteous to spectators if, as each class is announced, the models included in the class are announced as well.

As the presenter reaches the top three Jaguars in the Class, the scores should be announced individually and the winning Entrant(s) invited to come forward to receive their trophies and perhaps be photographed.

In order to show appreciation for the Entrant's participation, and possibly the support of a neighboring club, it is recommended that the presenter's announcement include: the placement, the Entrant's name, (if from out of area, the Entrant's city), the Entrant's home club, the car's color, the year, the model, the body style, and the score.

Example: "**Third** place in **Champion Division, Class C2/140**, goes to **Happy Fellow** from **Scottsdale, Arizona** and the **Central Arizona Jaguar Club**, for his **red, 1950 XK 120 OTS**, with a score of **99.79**."

3. Club Discretionary Trophies

Additional locally prepared trophies may be provided at the Club's discretion; some Clubs present perpetual trophies, i.e. the trophy (sometimes engraved with the name of the yearly recipient) returns to the club for re-presentation each year.

Clubs may also present trophies (of their own design and at their own expense) in recognition of accomplishments such as:

Best in Show
Longest Distance Driven To Compete
Longest Distance Trailered To Compete
Oldest Jaguar in Show
Hard Luck (En Route Damage)
Display
Peoples' Choice
Other

Chapter II.
Entry Eligibility, Awards, Divisions, and Classes

SECTION 1 - GENERAL

A. ENTRY REQUIREMENTS AND ELIGIBILITY

1. "Jaguar" Definition

"Jaguar" is any authorized passenger or race prepared vehicle originally assembled, or modified, at either the Jaguar Cars Works or a Works authorized assembly plant. Subject to the following rules, all Jaguars are eligible.

2. Swallow Bodied Chassis, S.S., & Jaguar Cars

"Jaguar" is used to refer to all models built by the original companies that evolved into Jaguar Cars (Appendix A).

3. Daimlers

Only 1962-On Daimler motorcars, manufactured by Jaguar, sharing production Jaguar bodies and correct engines are eligible. Jaguar engined Daimlers, without production Jaguar bodies, are eligible for Special Division Class S2/MOD. Daimler SP250s are NOT eligible.

4. Engine Requirements

All Jaguars, entered for judging in JCNA Concours, must have Jaguar engines installed. Driven Division Jaguars must have Jaguar engines that were available from the factory for that particular model, e.g. Entries originally equipped with 6 cylinder engines should not have 8 or 12 cylinder engines. Likewise, the 1960's Daimler 2.5 Liter V8 engine must be present in all Daimlers so originally equipped.

5. Horn and Light Requirements

a. Entries in Champion, and Driven Division and Special Division Classes S1/PD and S3/REP must have horns and exterior lights in the numbers and positions as originally configured. At the Entrant's discretion, lights offered as optional equipment for the specific model, may be added. Horns and all exterior lights must operate as intended.

b. Special Division Class S2/MOD, Modified, must be equipped with functional horns, headlights, tail lights, brake lights, parking lights, license plate lights, back-up lights and turn signals appropriate to the vintage.

6. Entries to be Driven to their Assigned Parking Positions

Trailering to the Concours venue is allowed for all Champion and Special Division Entries and for certain Driven Division Entries (see Chapter II, Section 3A, page II-6). The Chief Judge or his designees must confirm that all Entries are driven, under their own power, to their assigned parking positions in the judging area – the objective is to simply prove/observe that the Entry runs and is drivable, i.e. entries shall not be trailered directly to their assigned parking positions and off-loaded. Entries not meeting this rule are ineligible for the day's Concours Competition and shall not be judged.

7. **Handicap Points**
   No handicap points are awarded for the Entry's (or Entrant's) age, the odometer reading, or the mileage driven to a Concours.

8. **Division Crossover**
   An Entrant may choose to "crossover," that is, to place the same Entry in a different Division during a given year. However, scores earned by an Entry in one Division become invalid for year-end championship points upon transferring that Entry to another Division.

9. **Incapacitated Entrant**
   During the Concours Season, if, for any reason, an Entrant becomes unable to present an Entry, an immediate family member may register and present the Entry using the Entrant's Name and JCNA Number. Under such circumstances, all scores received by the Entry, during that season, would count toward Regional and North American Championships in the Entrant's name.

10. **Entry Ownership Change**
    If an Entry's ownership changes during the Concours Season, scores earned by a previous Entrant are NON-TRANSFERABLE to a new Entrant. Theoretically, this could result in an Entry receiving awards under the ownership of more than one Entrant, in a single Concours Season.

11. **Award Eligibility**
    A single Entry in a class is eligible for a trophy. Entries in all classes will compete for first, second, and third place trophies in accordance with their Division Scoring Plateaus.

12. **Unofficial Awards**
    At the host club's discretion, "People's Choice", "Best in Show", "Best First Time Out", or similar awards may be given.

B. CONCOURS AWARDS AND DIVISIONS

1. North American Awards

At the conclusion of each JCNA Concours year, JCNA presents the North American Concours d'Elegance Awards three deep, in each of the Champion, Special, and Driven Division Classes, to members of JCNA affiliates or JCNA Members-at-Large. These annual awards are determined by averaging the Entry's three (3) highest scores during the Concours year. Scores achieved at the JCNA International Jaguar Festival qualify for inclusion in the three (3) score average. Entries competed in three or more JCNA concours automatically become eligible for a North American award in their particular Division and Class. If an Entry's three (3) highest score average does not position it among the top three places of its class, then the Entrant's highest two (2) scores will be evaluated for a Regional Award as per section 2.

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

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

a. Resolution of First Place Tie
   Should a first-place tie occur, in any Champion Division class End of Year North American awards, the tie will be resolved by calculating which of the tied-Entries has the highest scores-total, determined by:
   i. totaling the Entries' individual scores from the 3 or more JCNA sanctioned Concours in which they competed that year, and
   ii where applicable, counting IJF scores twice. (only for this tie-breaking calculation)
b. Second place will be awarded to the Entry with the next highest scores-total; third place to the third highest.
c. Champion Division second and third place ties are not affected.
d. First place ties in other divisions are not affected.

2. Regional Awards

Regional Awards are presented in each of the six JCNA Regions. These annual awards are determined by averaging the Entrant's two (2) highest scores achieved at JCNA sanctioned concours within the Entrant's home region during the Concours year. Scores achieved at the JCNA International Jaguar Festival qualify for inclusion in the two (2) score average.

3. The Official Concours Divisions

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

4. Unofficial Divisions

"Display" is not an official JCNA concours division but is a classification given to those Jaguars voluntarily positioned for viewing as a pre-planned part of the event. This type of participation is promoted to both add to the number and variety of Jaguars being shown and to encourage future concours entries. Display entries are not formally judged, scored or given any competition points. However, Display participation (along with other specific JCNA competition events) qualifies as credit towards the Fred Horner Sportsman Award. For record purposes, member Display Entrants must be included when reporting concours results on the JCNA Competition Results web page, with the annotation "Disp" in the Class field.

SECTION 2 - CHAMPION DIVISION

A. CHAMPION DIVISION GENERAL SPIRIT

Champion Division is the most demanding JCNA Concours Division. It challenges its Entrants to research, prepare, and present the judged portions of their cars in their original, authentic, factory-delivered configuration, and condition (see Chapter VI for allowable exceptions). All Entries in Champion Division will have their interiors, exteriors, engine compartments, and boots judged for authenticity, condition, and cleanliness.

B. CHAMPION DIVISION CLASSES

C1/PRE: Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)
C2/120: XK 120 (1948-54)
C3/140: XK 140 (1955-57)
C4/150: XK 150 (1957-61)
C5/E1: E-Types, Series 1 (1961-67)
C6/E2: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)
C7/E3: E-Types, Series 3 (1971-75)
C8/SLS: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
C9/XJ: XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) See Note 1
C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ81) (1993-94); XJ6/12/R, (X300/X305) (1995-97) See Note 1
C11/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans(X350 Alloy) (2004-2009) See Note 1
C12/JS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
C13/JS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
C14/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
C15/XK: XK and XKR Coupe and Conv. (2007-On)
C16/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)
C17/PN: Preservation Class (more than 35 years old)
C18/PN: Preservation Class (20 to 35 years old)
C19/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On), XE (2016-On)
C20/F: F-TYPE (2013-On)
C21/P: F-PACE (2016-On), E-PACE, I-PACE (2018-ON)

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

C. PRESERVATION CLASS REQUIREMENTS

1. Entry Age

Preservation Class is for unrestored or near original Entries over 20 years old, well prepared, and in good to excellent condition. Class entry is to be the Entrant's choice.

2. Proof of Originality

In order to validate a Preservation Class Entry's original exterior and interior colors, plus other unique equipage or configuration, the Entrant is required to present the Judges a copy of the vehicle's Jaguar Daimler Heritage Trust (JDHT) or Jaguar Heritage Trust (JHT) Certificate.

These certificates are available through the Jaguar Cars Archives, 555 MacArthur Blvd., Mahwah, NJ 07430. Additional requirements and fees associated with the certificates are available in the "Library" section of *www.jcna.com.*

3. Vehicle Evaluation and Deductions

Preservation Class Entries shall be judged as all other Champion Division Entries, that is, on the basis of authenticity, condition, and cleanliness, except, restored or reconditioned items will be assessed "non-authentic, wrong, missing, or incorrect" point deductions.

a. Deductions made for restored or reconditioned items shall not exceed the total Non-Authentic points allowed for the category.
b. The restored or reconditioned status of any component is limited to the Judge's opinion and shall not require any discussion with, nor initialing by, the Entrant.
c. Deductions for restored items apply only to this Class. Non-Authentic items will be treated as in other Champion Division Classes. A restored or reconditioned item, found to also be non-authentic, shall be assessed a single "non-authentic, wrong, missing, or incorrect" point deduction.
d. Deductions should not be made for judged engine-driven and electric motor-driven components that have been replaced with authentic items.

4. Preservation Class Championship Eligibility

Preservation Class Entrants are eligible for North American and Regional Championship competition.

5. Preservation Class Protests

Deductions for restored components are based on judgment alone and may not be protested. Protests regarding non-authenticity deductions are allowed as in other Champion Division Classes.

D. CHAMPION DIVISION SCORING

1. Score Sheet Calculations

The 1000-point score sheet permits points to be deducted for areas not up to standard. The total is to be divided by 10 for the competing score; 100 points would be a "Perfect" Champion Division Entry.

2. Champion Division Scoring Plateaus

The following scores are required in order to qualify for a Champion Division Class, first, second, or third place award.

First Place Award, **90.00** points, minimum
Second Place Award, **80.00** points, minimum
Third Place Award, **70.00** points, minimum

SECTION 3 - DRIVEN DIVISION

A. DRIVEN DIVISION GENERAL SPIRIT

Driven Division also challenges its Entrants to research prepare, and present their Entries in their original, authentic, factory-delivered configuration and condition. However, Driven Division is for Jaguars that, regardless of age, are in regular use. In consideration of this usage, Driven Division Entries do not have their engine compartments or boots judged and certain convenience and safety-related authenticity exceptions are allowed. The exteriors and interiors of Driven Division Entries are judged to the same standard as Champion Division. Driven Division Entries are encouraged to be driven under their own power from their normal place of garaging to the concours site and return. Towing or trailering is allowed for 35-year and older Entries.

Authenticity Exceptions

Driven Division Entries are allowed certain authenticity exceptions without penalty. No other items qualify for this exception!

1. **Tires -** Any type or profile tires, of original inside diameter, are acceptable. Road tires must be of matching size, type, and make/brand.

   Note: This exception is made for those drivers of early Jaguars who prefer the handling characteristics and superior construction of contemporary tires.

2. **Wire Wheels -** Wide wire wheels are acceptable. Hub style, diameter, and spoke count must be as original. All road wheels must match.

   Note: This exception is made to safely accommodate contemporary size tires.

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

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

4. **Radios, Tape, and CD Players -** Contemporary radios, tape, or CD players installed in the original radio mounting space, utilizing the original speaker locations and external housings.

   Note: This exception is made to allow the frequent driver the option of a modern system with improved audio, capable of playing tapes, CD's, or the media du jour.

5. **Aftermarket Window Tinting -** Shiny or mirrored tinting, graphics or logos in the tinting, tinted film on the front windscreen or excessively dark tinting shall receive deductions as non-authentic. The tint should allow the interior of the vehicle to be clearly visible when looking in from approximately one foot away. Flaws in the tinting, such as bubbles, trapped material, or damage, shall receive deductions similar to glass defects.

6. **Luggage Racks -** Either factory or appropriate vintage after-market racks are allowed. All racks must be neatly mounted in the prescribed location on the vehicle.

7. **License Plate Frames** - Any allowed; i.e. only judged for cleanliness and condition.

B. DRIVEN DIVISION CLASSES

D1/PRE: All Classics (Pre-XK engine) and XK 120, XK 140, XK 150
D2/E1: E-Types (1961-67)
D3/E2: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)
D4/E3: Series 3 E-Types (1971-75)
D5/SLS: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
D6/XJ: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) See Note 1
D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ81) (1993-94); XJ6/12/R, (X300/X305) (1995-97) See Note 1
D8/XJS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
D9/XJS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
D10/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
D11/XK: New XK and XKR Coupe and Conv. (2007-On)
D12/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans(X350 Alloy) (2004-2009) See Note 1
D13/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002-2008)
D14/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On), XE
D15/F: F-TYPE (2013-On)
D16/P: F-PACE (2016-On), E-PACE, I-PACE (2018-ON)

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

Driven Division Scoring

Sections on the Driven Division score sheet which are excluded from judging should be crossed out, and scorers are to note that NO POINTS ARE TO BE DEDUCTED FOR NON-JUDGED SECTIONS

1. Driven Division Score Sheet Calculations

The 1000-point score sheet permits points to be deducted for areas not up to standard. The total is to be divided by 100 for the competing score; 10 points would be a "Perfect" Driven Division Entry.

2. Driven Division Scoring Plateaus

The following scores are required in order to qualify for a Driven Division Class first, second, or third place award:

First Place Award, **9.00** points, minimum
Second Place Award, **8.00** points, minimum
Third Place Award, **7.00** points, minimum

3. **Driven Division Eligibility in Consecutive Years**
The year's North American Championship, Driven Division award winners are encouraged (but not required) to step up to the Champion Division the following year. Entrants may continue Driven Division competition at their discretion.

SECTION 4 - SPECIAL DIVISION

A. SPECIAL DIVISION GENERAL SPIRIT

Special Division is intended for factory and non-factory-prepared competition and limited production Jaguars; production Jaguars privately prepared for competition; modified production Jaguars, and Jaguar powered vehicles with replica Jaguar bodies. The interior, exterior, engine compartment, and boot of Special Division Entries are judged only for condition and cleanliness, NOT for authenticity.

B. SPECIAL DIVISION CLASSES

S1/PD **Note 1:** Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars.
Note 2: Production Jaguars privately prepared and modified for competition**.**
S2/MOD **Note 3:** Modified.
S3/REP **Note 4:** Replica (non-production, Jaguar powered).

Note 1: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars, includes:

a. Ex-works XK 120s, C-Types, D-Types, XK-SS or E-Types
b. Jaguar automobiles prepared for competition by recognized professional race organizations operating independently of the factory or by Jaguar Cars sponsored teams, including Jaguar powered variants such as those built by Coombs-Jaguar, Cooper-Jaguar, Ecurie Ecosse, Lister-Jaguar, Group 44, Tojeiro-Jaguar, TWR, JaguarSport or JaguarRSR, etc**.**
c. Factory race-prepared XJ220s
d. Standard XK SS and XJ220s (as Limited Production)
e. "Limited Production" does NOT include "Limited Edition" factory production Jaguars

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

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

a. Documented race history or a Racing Logbook for the Entry, or (Solo race history does not qualify) or
b. Proof that the Entry meets and has passed the existing road or track wheel-to-wheel race competition safety requirements of a currently recognized road-race sanctioning body, such as FIA, SCCA, etc.
c. Fire Extinguishers:
Cars qualifying for Entry, under the Note 2a. requirements, will have 4.0 points deducted if a fire extinguisher is found to be missing.
Cars qualifying for Entry, under the Note 2b. requirements, will be refused entry, or later disqualified, if there is no fire extinguisher.

Note 3: Class S2/MOD Modified

a. This Class is for production Jaguar vehicles of any year and model that have been substantially personalized, modified, or customized. Entries must be equipped with functional horns, headlights, taillights, brake lights, parking lights, license plate lights, back-up lights and turn signals appropriate to the vintage.

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

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

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

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

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

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

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

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)

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

c. Daimler Exception: Jaguar powered production Daimlers (such as the DS420 Limousine) that are not eligible for any other JCNA class, are eligible for entry in Class S2/MOD without listing non-authentic items.

Note 4: **Class** S3/REP Replica (non-production, Jaguar powered)
Replicas must appear to be an accurate reproduction of the original model Jaguar they replicate. Replicas must have a Jaguar engine, it may be from any model.

C. SPECIAL DIVISION SCORING

Sections on the score sheet which are excluded from Special Division judging should be crossed out. Scorers should note that NO POINTS ARE TO BE DEDUCTED FOR NON-JUDGED SECTIONS

1. Score Sheet Calculations

The 1000-point score sheet permits points to be deducted for areas not up to standard. The total is to be divided by 100 for the competing score; 10 points being a "Perfect" Special Division Entry.

2. Special Division Scoring Plateaus

The following scores are required in order to qualify for a Special Division Class first, second, or third place award:

First Place Award, **9.00** points, minimum
Second Place Award, **8.00** points, minimum
Third Place Award, **7.00** points, minimum

3. Special Division Championship Awards Eligibility

All Special Division Class Entrants are eligible for North American and Regional Championship competition.

Notes:

Chapter III.
Instructions and General Rules for the Judge

A. EVOLUTION OF RULES

1. Rules and Guidelines

Rules and guidelines for judging in the JCNA sanctioned events have evolved over the last several decades by conscientious trial and error. They are not perfect by any means, but the JCNA Rules have set Entrants on a correct course seeking originality and authenticity and judges on a course of inspecting and scoring the cars accurately.

2. Apply Rules Uniformly

For this reason, it is important that all Judges apply these JCNA accepted rules and standards to each Jaguar in the same way. Similarly, it is equally important that the Jaguars with the same defect, from different classes, appraised by different Judges, and judged in different areas of North America all suffer the same degree of penalty for the same flaw.

3. Approved Judging Guides and JCNA Seminar Technical Bulletins*

When a JCNA Judging Guide or JCNA Seminar Technical Bulletin* has been approved by the AGM, its use is mandatory. JCNA Judging Guides and JCNA Seminar Technical Bulletin* have been developed at great effort to aid Judges in determining authenticity and to standardize judging throughout JCNA. One copy of each approved JCNA Judging Guide and JCNA Seminar Technical Bulletin* shall be available for reference by Judges and entrants at each sanctioned Concours.

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

B. ETHICS OF JUDGING

The primary purpose of judging is to determine the outstanding Jaguar in each class. Consequently, it is suggested that the point spread between a well-prepared Jaguar and a poorly prepared Jaguar should be substantial. Scores should reflect the often-considerable differences between Jaguars.

1. Be Objective

Judges must be **OBJECTIVE.** Deduct points for actual flaws found, despite age, mileage, or usage.

2. Be Fair

Of two similarly prepared Jaguars, the most original and/or authentic entry must win.

3. Be Consistent

Above all, the Judge must be consistent in deductions from Jaguar to Jaguar and Concours to Concours. Individuals may have their preference as to a particular Jaguar model, color, or body style but a Judge must not. All models, colors, and body styles are one as far as the Judge is concerned. Favorites are not to be entertained.

4. **Be Impartial**
   Judges have a responsibility not only to Concours Chair and the club hosting the Concours, but to the Entrant as well, to **JUDGE EACH JAGUAR IMPARTIALLY AND WITHOUT BIAS**. Avoid even the appearance of favoritism particularly when judging cars owned by friends or acquaintances.

C. CHIEF JUDGE

1. **Designating the Chief Judge**
   Each club is responsible for appointing the person they deem most suitable for acting as the Chief Judge. The duties of the Chief Judge are to encompass all affiliate concerns about rules, judging and protests. The term of office may be left to individual club discretion; however, a minimum of a one-year term is suggested. While in the process of developing their own Judge training program, a club may invite the training assistance of an experienced Chief Judge from another club.

2. **Chief Judge Qualifications**
   a. The ideal Chief Judge will have extensive experience as a concours judge, as a JCNA concours exhibitor and/or as an amateur or professional Jaguar restorer. Lesser experience is acceptable; however, all candidates must have obvious leadership, administrative and management abilities. The Chief Judge need not be an expert in multiple car classes but he or she:
   - must be currently certified as a JCNA Judge,
   - must have served as a Certified Judge at a minimum of two JCNA sanctioned Concours,
   - must be prepared to fulfill the responsibilities of Chief Judge, Chapter III, C.3. page III-3

   b. Having met the prerequisites above, once appointed, a Chief Judge will automatically maintain his or her Judge certification provided, each year thereafter, he or she actually serves as a Chief Judge and yearly fulfills his/her responsibilities under Chapter III, C. 3.c., page III-3. When, for whatever reason, a person ceases to be the Chief Judge, his or her Judge certification will expire three years thereafter, in accordance with Chapter III, D., 4d, Page III-5.

   Note: As in 3.n. below, the club Chief Judge should keep track of how many concours each Judge has participated in but there will no longer be any implied requirement that a certain number of "judged concours" are necessary to maintain one's Certification.

3. Chief Judge Responsibilities

The Chief Judge is responsible for:

a. Recruiting local club members to be trained and serve as judges.

b. Conducting Judges' Training Sessions. A Judges' training and refresher session must be scheduled and conducted annually at least two weeks prior to the Concours. The session should include Judges' protocol, practice judging, authenticity, rule changes, lessons learned and a Rule Book review. The JCNA Judge's Test may be given to those seeking initial certification or certification renewal.

Note: Some clubs that do not have a Chief Judge of their own may select a Chief Judge from another club to officiate at their concours and/or to conduct judge training.

c. Holding the Judges' Meeting the day of the Concours.

d. Ensuring that the Judges are judging according to the rules set forth in the Rule Book.

e. Organizing and training judges and administering Judge's certification tests as feasible throughout the year. (Cross training with other clubs is encouraged.)

f. Becoming very familiar with the published JCNA rules, protocols and the current JCNA model Judging Guides and Seminar Bulletins.

g. Receiving and disseminating to club Judges all JCNA correspondence relating to Concours judging and scoring.

h. Verifying the certification status and class expertise of JCNA Judges available from within the host club and from among the Entrants who have indicated a willingness to assist; thereafter, being responsible for all Concours Judging team assignments.

i. Overseeing score sheet Scrutineers and validating final scores and standings.

Note: If the Chief Judge serves as an active Concours Judge, he/she must observe all rules regarding the avoidance of conflict of interest. If the Chief Judge has a Jaguar entered in the competition, he/she should not handle the completed score sheet for his/her own Jaguar prior to the announcement of Concours results.

j. Resolving, as feasible, day-of-event protests and/or intervening should there be any problems between Entrants and Judges.

k. Investigating and endorsing all concours protests that may be submitted following the event.

l. Submitting the required JCNA concours and Judges' reports. (See Headings K and L of this chapter.)

m. Insuring that the completed score sheets are returned to the Entrants.

n. Maintaining a chronological record of each club Judge's attendance at training sessions, taking the JCNA Judge's Test, judging at JCNA concours, and certification.

4. **Chief Judge and Judging**
   It is recommended that soon after judging begins, the Chief Judge should check the progress of each of the judging teams. This will aid in determining whether a particular Judge or team is having trouble. In this manner, problems may be dealt with early in the judging period when fewer Jaguars are affected.

5. **Master Entry List**
   The Chief Judge or Concours Chair is in charge of preparing and maintaining the Master Concours Report form (available at *www.jcna.com*) with the Entrant's name, type of Jaguar, Concours division, and class entered. The Concours Chair should closely coordinate with the Chief Judge, making certain that, at the outset of the event; the Chief Judge has a current listing of each and every entry.

6. **Judges' Roster and Judges' Report Forms**
   The Chief Judge must maintain a record of judges' credentials and who judged what in order to complete the required Judges' **Roster** and **Judges' Report Forms,** which have been integrated by the JCNA Web Master with the **On-Line Scoring System.** Follow the instructions found on the On-Line Scoring System page, referring to the help page first.

D. JUDGE CERTIFICATION AND CERTIFICATION RENEWAL

1. **Responsibility**
   Under the direction of their own Chief Judge or a Chief Judge from another club, individual clubs will be responsible for certifying Concours Judges from among their members. All persons assigned as Judges at JCNA Concours must be current members of a JCNA club or Members at Large (MAL's).

2. **The Certification Process for New Judges**
   - **a.** Undergo thorough training on the contents of the Rule Book and the content, use and marking of score sheets.
   - **b.** Take and pass the current JCNA Judge's Test. The purpose of the test is best served by taking it as a group, explaining each answer, and responding to all questions (see **Note** following D.5 below).

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

   - **c.** Perform practice judging of one or more components under the supervision of the Chief Judge, and;
   - **d.** Serve as an Apprentice Judge 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.
   - **e.** All Judges for Champion, Driven and Special Divisions must hold current JCNA judging certifications. The only exception being that those events at which separate OV teams are used, only one Certified Judge**,** serving as the OV team lead, is required, however, additional Certified Judges on the separate *OV team* are acceptable.

f. A person may establish paid memberships in two or more JCNA clubs, (paying JCNA dues but once). In such instances, the member will be assigned a single JCNA number (ex.1234) but it will be prefixed by the individual club/Region identifiers, such as: NE00-1234 for the primary club, SE00-1234 for a secondary club, etc.

(The following assumes membership in two clubs, NE00 and SE00.) If the member completes the JCNA Judge Certification requirements, administered by the Chief Judge of Club NE00, the member should then be listed as a Certified Judge on Club NE00's Judge Roster. If the member's Judge Certification is subsequently confirmed/accepted by the Chief Judge of club SE00, the member may also be listed as a Certified Judge on club SE00's Judge Roster.

Note: All of the Judges, listed on a given club's Judge Roster, must have JCNA numbers which confirm them to be members of the reporting club.

3. Acknowledgement of Certification

a. After having successfully accomplished the steps identified in The Certification Process for New Judges above, the Chief Judge will notify the club Membership Chairperson to identify the person as a "Judge" when next submitting the club's membership roster to JCNA. (This normally occurs at the beginning of each calendar year.)

b. Thereafter, the letter "J" (for judge after the person's JCNA number on their Membership Card.

c. If a newly certified judge intends to judge at other than his/her home club in the current year, the Chief Judge may, if desired, make a one-time endorsement on the back of the person's JCNA Membership Card: "Certified as a Concours Judge for the calendar year 20xx", followed by the date and the Chief Judge's name.

4. Maintenance of Judging Currency

a. Once certified, Judges are expected to avail themselves to help with judging whenever needed.

b. 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)

c. 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 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.

d. Judges certification must be renewed every three years.
If all prerequisites have been met, a Judge is certified or re-certified in the year the Judge's Test is taken and passed and for the two calendar years that follow.

Example: A hypothetical judge that takes and passes the Judges Test in April of 2010 would be considered certified for all of 2010, 2011, and 2012. If the test is not re-taken and passed in the intervening years, it would have to be re-taken not later than 2013 to avoid a lapse in certification.

In order to retain continuous certification, Judges should anticipate the year in which their certification will expire and undertake timely renewal.

5. Certification Renewal for All Judges

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

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

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

E. GENERAL QUALIFICATIONS AND PROCEDURES FOR JUDGES

1. Infallibility of Judges

No matter how carefully Judges are selected, trained, and tested, it must be acknowledged that no one person should be burdened with the weight of infallibility. Nobody can know all things about all cars of a particular marque or era.

2. Qualification of Judges

It is recommended that the Chief Judge approach the most knowledgeable members with, whenever possible, the necessary technical background to act as Judges. Every effort should be made to supply the Judges with as much information as possible on the various models, especially the older ones. Cooperation between clubs in supporting one another with qualified Judges is recommended.

3. Choosing Judges

The Chief Judge should approach club members who are certified judges, those who may have judged in the past, and others who he/she believes are qualified to judge, and invite them to judge in the upcoming concours.

Begin inviting Judges at least two months ahead. Concentrate on those whom you believe will judge the Jaguars fairly, without personal prejudice and will treat the Concours and the Entrant with respect and impartiality. Consider qualified, knowledgeable Judges from other JCNA affiliated clubs as well as those from the host club. This encourages an air of impartiality.

4. **Inexperienced Judges**
New or relatively inexperienced Judges should be assigned, if possible, to less complex areas such as the exterior until they have acquired some expertise by judging at several Concours.

5. **Apprentice Judges**
It is recommended that each club consider a system whereby, during their concours, members interested in judging accompany experienced judging teams as Apprentice Judges. This is a means of giving prospective Judges some practical experience. The Apprentices should take notes of any items they may want to discuss later with the Judge(s). If required, an Apprentice Judge, who has undergone classroom Judge training and testing, may be used as a non-certified member of a Judging Team.

6. **Experienced Judges**
Attempt to recruit members who have the most practical everyday working experience with many models of Jaguars.

7. **Familiarize Judges with Rules**
To function effectively a Judge must be informed. Each Judge should have a copy of the current Rule Book and a copy of the current score sheet no less than two weeks before the concours to have time to familiarize themselves with the contents.

8. **Judging Own Class**
A Judge may not judge his or her own Jaguar(s) or the specific class(es) in which their cars may be entered. Neither may he nor she judge the class in which an immediate family member has a car entered. If a person or firm has performed existing cosmetic restoration on a Jaguar, neither that person nor any member of the restoration firm involved may judge the class in which that Jaguar is entered.

F. JUDGING METHOD AND TEAMS

1. Number of Certified Judges per Team and Team Composition (2019 AGM)

a. All Judges for Champion, Driven and Special Divisions must hold current JCNA judging certifications. The only exception being that those events at which separate OV teams are used, only one Certified Judge, serving as the OV team lead, is required, however, additional Certified Judges on the separate OV team are acceptable.

b. 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)

2. Team Judging

Prescribed teams of Judges (see a. and b. below) will evaluate specific areas of Champion, Special and Driven Division Entries (see Chapter 2, Spirit Statements). JCNA provides 4 score sheets that accommodate the 3 to 5 possible areas to be inspected, depending on the Entry's Division:

Score sheet #-1 – OV, Score sheet #-2 – Exterior
Score sheet #-3 - Interior & Boot, Score sheet #-4 - Engine

Judges should be assigned an area according to their expertise and fully judge the items listed on their score sheet, for all cars in the team's assigned class. More than one Judge must not be assigned to the same area, except when an Apprentice Judge is assigned to the team. Judges are encouraged to share their authenticity expertise and may assist other team members. Operation Verification (OV) is conducted either by the primary team or by a separate OV team (see Chapter V, Heading B. Operation Verification).

a. Number of Champion or Special Division Judges Required per Team
Three or four Judges will be responsible for judging OV, Exterior, Interior & Boot and Engine, excluding Apprentice Judges and the separate OV judging team when used.

b. Number of Driven Division Judges Required per Team
Two or three Judges will be responsible for judging OV, Exterior and Interior, excluding Apprentice Judges and the separate OV judging team when used.

3. Judging Team Leaders

Team leaders shall be assigned to all teams by the Chief Judge. The team leader should:

a. Introduce him or herself and any team members who may not know the Entrant. Promptly scan all team score sheets as the judging of each Entry is completed. Assure all required fields are completed, Entrant's initials are present where required, and cleanliness and condition deductions are commensurate with local conditions, scoring experience and teaching.

b. Deliver the finished score sheets to the Chief Judge or Scrutineers in a timely manner.

c. Critique Apprentice Judge's score sheets and answer their questions on a not-to-interfere basis. ~~Provide~~ **Deliver the** (2019 AGM) Apprentice Judge's score sheets to the Chief Judge at the conclusion of your judging assignment.

4. Judging Time Limit

Each Judge must limit their judging of each Jaguar to a total of 15 minutes. This limit applies to each Judge's actual time spent EXAMINING THE CAR and recording its discrepancies. Judges must make every effort to avoid exceeding the 15-minute judging time limit (see Heading G. Heading 1.a. below).

Note: The 15 minute time limit does not include the time to conduct the OV inspection nor the time required to explain authenticity discrepancies to the Entrant and obtain his or her initials for them.

5. Judging Teams Remaining Intact

The Judging teams must remain intact throughout the judging procedure, examining one car at a time **as a team**. Team members may, at times, be required to leave in order to present their own Jaguar(s) for judging. When this occurs the team should complete the car they are judging, then stop and wait for their team member to present his or her car and return. When the team is again complete, they move on to judge the next Jaguar in line. This is fairest to the team and the Entrant.

6. Judging Teams and Substitution

No substitution of Judges is permitted once judging of a specific class has begun. The only possible exception to this rule is in the case of illness of a participating Judge. To assure scoring consistency, all cars in each individual class must be judged by the same team.

G. OPERATION VERIFICATION

1. Conduct of Operation Verification

JCNA clubs may use either the primary Judging Team or separate Operation Verification teams to conduct the Operation Verification portion of the concours evaluation.

a. Primary Judging Team

The primary team, assigned to judge the class, will conduct the Operation Verification as part of their assigned overall judging effort. Where needed, an extra 5 minutes may be allowed to conduct these checks, (20 minutes of judging time, total).

Note: In order to reduce the possibility of debris entering the car, prior to judging its interior, it is recommended that the Operation Verification be done after the team finishes its other component judging.

b. Operation Verification Teams

One or more 2-person or 3-person teams are designated to conduct the Operation Verification prior to the formal judging. Each separate OV team must include a JCNA Certified Judge as the team leader, however, additional Certified Judges on the separate OV team are acceptable. At the completion of the verification, Entrants are allowed to remove any incidental debris, even if "Rags Down" has already been announced.

Note: The following are considered "no exception" requirements when using verification teams:

1. If any light(s) or horn(s) are suspected of being non-authentic, the Operation Verification team leader **must** make an appropriate note in the corresponding Operation Verification non-authenticity section, without indicating any point deductions. #

2. The primary Judging Team will re-examine the suspect system(s) and, if warranted, make the mandatory non-authenticity point deductions. (Only the primary Judging team may assign non-authentic deductions for discrepancies found during the Operation Verification checks.)

3. The Operational Verification team(s) must comply with the same rules governing the conduct of other JCNA Concours Judging Teams; in particular team members are prohibited from judging their own car(s) or judging any car in the class in which their car(s) may be entered.

2. **Courtesy Repair Time**
If any light or horn malfunctions are detected during the Operation Verification, the Entrant will be allowed a total of 15 minutes to correct them. The Judging Team Leader should note the time when the team completes judging the Entry. If, thereafter, the Entrant corrects the problem within the allotted 15 minutes, the (original) judging team will re-examine the affected light, horn or system and make appropriate corrections or adjustments to the score. If the repair takes longer than 15 minutes or is unsuccessful, the originally assigned deductions will stand. **No member of a Judging Team is allowed to participate in the repair of any car, he or she has judged, while judging of the class is still in progress.**

H. DAY-OF-EVENT JUDGES' MEETING AND GUIDELINES

Judges must be on time for the Concours and the prearranged Judges' Meeting conducted by the Chief Judge. Have extra copies of the most current JCNA Rule Book on hand. Apprentice Judges, if any, should also attend this meeting.

1. **Announce and/or Confirm Judging Assignments**
Wherever possible, the Chief Judge should make judging assignments well prior to the day of the event in accordance with the known expertise of each judge as well as their JCNA certification. If that has not been possible, the Chief Judge should still see that each Judge is assigned to evaluate areas with which that Judge is most familiar. Judges must be physically capable of examining the component area assigned (see Chapter III, Heading J, Rules 2 and 3). The Chief Judge should also provide individual teams with lists of cars they are to judge.

2. **Review the Day's Procedures**
Review the day's scheduled events: close of registration; rags down; judging start; lunch; awards presentation and departure. Settle any questions.

3. **Review Basic Rules**
Ensure that the Judges are aware of basic JCNA rules, especially those regarding the application of non-authenticity deductions and the Entrant's right to comment on each such deduction. See that such rules are applied in a responsible and reasonable manner. Have at least one Rule Book available per team as well as extra copies of non-authentic deductions and Judging Guides and JCNA Seminar Technical Bulletins* where appropriate.

   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.

4. **Designate Alternate Judges**
It is highly recommended that one or more alternate Judges be available on a stand-by basis the day of the event.

5. **Advise Teams to Walk the Site**
Judges should have the opportunity to walk the Concours site prior to the commencement of formal judging in order to obtain an idea of the overall quality and location of the entries.

   Note: The Chief Judge should determine, and announce to all Entrants, whether the Jaguars should be presented with their doors, boot lid and bonnet opened or closed.

6. **Announce Lunch Break Procedures**
   To reduce the possibility of lost time due to lengthy lunch breaks, it is the Concours Chair's responsibility to see that the Judges are provided with sufficient time for lunch and are ready to resume judging ON TIME.

7. **Direct Judges - No Eating, Drinking, Smoking, or Touching**
   Do your eating and drinking before or after judging. Do not smoke around the Jaguars during judging. Remind judges that, when required, they must ask the Entrants to open and close the doors, bonnet and boot lid, etc. and are never to touch the cars without the Entrant's permission.

8. **Advise Judges to Remain on Site Until Excused**
   All judges should refrain from drinking alcoholic beverages and must remain at the concours site until the Chief Judge determines:
   a. All cars that were to be judged, have been judged,
   b. No re-judging is required, and
   c. There are no problems with the submitted score sheets.

I. FIELD PROTOCOLS FOR JUDGES

1. **Judges and Spectators**
   While judging is in progress, all spectators MUST be kept clear of the Jaguars and out of the Judges' way. The parking staff can be of help in this matter.

2. **Alcoholic Beverages**
   Clubs are not to provide alcoholic beverages during judging. Judges are not to imbibe until the Chief Judge determines there is no further need for their services as Judges.

J. THE JUDGE, THE SCORE SHEET AND SCORING

1. **Number of Score Sheets**
   Champion and Special Divisions use four score sheets, Driven Division uses three score sheets.

   Each Judge on the team uses one of the component score sheets per Jaguar, filling in only the areas pertaining to the component he or she is judging (e.g. DHC/OTS or Sal/FHC). The Judging Team Leader will oversee the completion of the OV score sheet.

2. **Use Current Score Sheets**
   BE CERTAIN THE JUDGES USE THE CORRECT, CURRENT JCNA SCORE SHEETS. Score sheets are located in the back of the Rule Book. They can also be obtained from the JCNA Sanctioning Chair or downloaded from the JCNA web site.

   Note: As a space saver, the score sheets included in the Rule Book have been printed front-to-back. When judging, they should be printed separately. Component areas may be combined on one sheet or printed on individual sheets at the discretion of the Chief Judge.

3. **Cross out Non-judged Score Sheet Sections**
   Cross out sections on the score sheets that are excluded from judging. **NO POINTS ARE TO BE DEDUCTED FOR NON-JUDGED SECTIONS.** The total of the remaining items will equal 100%, and Judges will proceed with the evaluation as usual.

4. **Score Sheet Calculations**
   The score sheet is based on a negative system where the Judge simply writes down the deductions for the discrepancies he or she observes. Judges are not to do ANY calculating or totaling of deductions on the score sheets. The Scorers are responsible for tallying the score sheet figures.

5. **Judges' Supplies**
   Judges should have clipboards, pencils, (with erasers) and perhaps some scrap paper for making notes.

6. **Examine the Score Sheet Heading**
   Before beginning the judging process; it is essential that the Judges examine the tops of the score sheets to determine that all the information (particularly the Entrant's name and Jaguar body style) is complete and correct. Judges should also draw a line through the **MAXIMUM DEDUCTION/BODY STYLE'S COLUMN THAT IS NOT APPLICABLE** to the Jaguar being judged. This will prevent writing deductions in the wrong column.

7. **Determine if the Entrant is Present**
   It is the responsibility of the Judging Team Captain to ascertain that the Entrant or member of the Entrant's family is present and so note on the score sheet in the box provided for this purpose.

8. **Minimize Scoring Entry Errors**
   To minimize scoring errors, where less than a whole point is deducted, the judge should place a dash line or a "0" in front of the decimal point, e.g., "-.4" or "0.4". For whole numbers, it is suggested that they be written with a dash line or a "0" after the decimal point, e.g., "4.-" OR "4.0". **Improperly drawn zeros are often mistaken for the numbers 6 or 9.**

9. **Fill in All the Blanks**
   To assure the Scorekeepers that a Judge has not forgotten to evaluate a particular item; all blanks on the score sheet should be filled. Either "line through" or place a slash "/" through any empty portion of the boxes where no deduction is made.

10. **Handicap Points**
    No handicap points are allowed for age, odometer reading, or mileage driven to a Concours.

11. Mandatory Penalties

Mandatory penalties **must** be deducted for items or materials judged to be non-authentic. Mandatory deductions for specific items are covered in Chapter VI, Judges' Guide for Scoring Non-Authenticity.

12. Points Per Defect

The Points Per Defect shown on the score sheets are **minimums**. If a Judge considers a particular defect to be more extensive than the minimum allows the Judge may take off more points than the minimum. Do not deduct less than the minimum required deduction, e.g. deducting 0.05 when the minimum is 0.1.

13. Noting the Location of Cleanliness and Condition Deductions

Each component judging sheet has a C&C Deduction Locations box where the Judge should note the location and describe each of the major cleanliness and/or condition discrepancies where deductions have been given. This section is of great interest and importance to Entrants who wish to correct every discrepancy prior to the next concours.

14. Score Sheets During Judging

Except for the Entrant's initialing non-authentic deductions at the time of judging, score sheets are not to be made accessible to the Entrants for examination for any reason at any time on the day of the Concours d'Elegance.

15. Score Sheets After Judging

Score sheets submitted by the Judges at a Concours as final and complete shall not be subject to any substantive alteration except by the Chief Judge after consultation with the individual Judges or the Judging Team involved. The Chief Judge may, however, correct mathematical errors, tallying errors, and/or deductions that are not in accordance with the prescribed minimum or maximum deductions.

16. Scorers

Scorers should be prepared to begin calculating about fifteen (15) minutes after judging begins. Insure that the Scorers have a quiet area to work in. **UNDER NO CIRCUMSTANCES** are spectators and/or Entrants to be allowed near the Scorers. It's a good idea to staple the score sheets together as soon as they arrive at the Scorer's area.

17. Score Calculations

All scores should be calculated twice independently by the Scorers for accuracy and by a third Scorer if the first two calculations disagree.

18. Completed Score Sheets

As the Scorers finish their calculations score sheets should be arranged by Class, from lowest to highest score on top. This will allow the Chief Judge to keep a constant check on how quickly judging is progressing. Cross-referencing the Judging Schedule will reveal if any score sheets are missing.

19. The Entrant and the Score Sheets

NEVER, NEVER release score sheets to the Entrants at the conclusion of the event. Unless the scores are transcribed elsewhere, there may be no way to double-check the scoring, nor will there be a record of scores to post on www.jcna.com. In addition, if score sheets are released, arguments may develop between Entrants and the Chief Judge or other Judges.

20. Score Sheets after the Concours

At the conclusion of the Concours, the score sheets are retained by the Chief Judge, who should review them again and, if necessary, correct any additional mathematical or administrative errors. If this review process changes the standings, that were announced at the Concours awards ceremony, the Chief Judge and the Concours Chair will have to exercise the utmost diplomacy in notifying the Entrants affected and, if appropriate, arrange an exchange or return of trophies.

Entrants, competing for Regional or North American standings, are very eager to receive their score sheets in order to correct discrepancies prior to the next event. The Chief Judge, or his/her designee, **MUST** send the **ORIGINAL** score sheets to the Entrants, as soon as practical but not later than 21 calendar days following the Concours. Score sheets, from concours held after November 9th, must be sent to Entrants no later than December 1st. The Chief Judge, or his/her designee, may retain copies for club records. Scores shall be posted on www.jcna.com as soon as possible, but no later than 21 days after the Concours and no later than December 1st.

K. FORMAL SCORE POSTING AND CORRECTIONS

The Chief Judge, or his/her designee, is responsible for correctly posting the scores on the JCNA web site. Two reports are required: the Concours Scores Report and the List or Roster of each Club's Judges for compliance with the minimum number of certified judges (see Chapter I, B3d, Page I-2.

These reports are posted by going to:
http://www.jcna.com/clubadmin/add-event-score?destination=clublogin

Note 1: You must log in as your club, "SE00", and not your personal login. If you are not sure what your club's log in is, contact webmaster@jcna.com.

Note 2: JCNA Numbers are required when posting scores on the JCNA website. **If numbers are not available when posting results, they must be looked up using the Online Scoring System "look up" function. For new members,** without JCNA numbers, contact the webmaster, webmaster@jcna.com, with the names of the new members**.** **Concours Entrants listed without JCNA numbers will be considered non-members and clubs must** forward the Non-Member Event Membership Fee to JCNA for all entrants who are not members at the time of the event.

L. JUDGES' ROSTER AND JUDGES' REPORT

The Chief Judge, or his/her designee, is responsible for updating the club's Judges' Roster as soon as possible after your mandatory Judges' School and prior to posting scores. After posting the scores, fill in the online Judges Report; the system will ask who judged each class.

M. THE JUDGE AND THE JAGUAR

ALL JUDGES SHOULD KEEP IN MIND THAT JAGUARS WERE CONCEIVED AND BUILT TO BE DRIVEN. THERE ARE DEFECTS IN THE MANUFACTURING PROCESSES AND DEFECTS CREATED THROUGH USE. THEREFORE, IT IS ESSENTIAL THAT PENALTIES BE APPLIED IN PROPORTION TO THE IMPORTANCE AND SCOPE OF THE DEFECT.

1. Competitiveness of the Jaguars

The competitiveness of the Jaguars being entered, throughout North America, in the JCNA sanctioned Concours d'Elegance has risen considerably in recent years. The judging teams face the enormously difficult task of competently and quickly scoring exceptionally well restored and prepared Jaguars, some of which may be separated by less than a tenth of a point in scores.

2. Judge's Posture

Judges are permitted to stand, bend over at the waist, or kneel to inspect judged items.

3. Judge Touching the Jaguar

While judging is in progress Judges are forbidden to touch the Jaguar without the Entrant's permission. Due to liability considerations, Judges are forbidden to sit inside the Jaguar at any time during judging.

4. Dress Accordingly

Judges should avoid wearing large belt buckles or articles of clothing with metal trim or zippers. These items may damage paint or upholstery as the Judge bends over to examine an item. Pendants or other such jewelry should be removed during judging.

5. Exterior Judge's Authority

The Exterior Judge has the authority to require the bonnet, doors, windows and boot be opened or closed in order to properly evaluate the fit and finish of the bodywork.

6. Confer with Fellow Judges

a. Confer on Technical and Authenticity Points

Judging teams must confer among themselves on technical points and share their individual knowledge to validate authenticity or non-authenticity wherever it is noted. Confer with fellow Judges or request assistance from the Chief Judge or his delegate where personal knowledge is lacking.

b. Comparing Entries

Judges should never compare one entry with another within hearing of any participant. This sort of conversation should be held privately.

c. Care in Assessing Large Condition and Cleanliness Deductions

Judges should take advantage of the expertise and experience of all team members by conferring with them before assessing large (1.0 point or greater per item) cleanliness or condition deductions.

N. THE JUDGE AND THE ENTRANT

1. Responsibility of the Judge and the Entrant

It is the responsibility of the Entrant to present an authentic well-prepared Jaguar; it is the responsibility of the Judges to recognize and confirm the Jaguar's authenticity. It is incumbent upon the Entrant to furnish proof of authenticity when the Judge questions any point of authenticity. The role of the Judge should not be to prove the facts, but to assess the claim of authenticity based on the evidence submitted.

AT ALL TIMES REMEMBER THAT, AS A JUDGE, YOU ARE EVALUATING THE JAGUAR, NOT THE ENTRANT.

2. Authentic Options

Authentic options are listed in official Jaguar publications or official Jaguar sales literature. Only written proof from those sources, from JCNA approved Judging Guides or from specific portions of JCNA Seminar Technical Bulletins* is acceptable in validating such items. Factory items offered as standard must be correct for the year and model presented. (See Chapter VI, A.4, page 4 and Appendices C and E.)

∗ 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.

3. Entrant Documentation

If an Entrant anticipates that a Judge may question the authenticity of particular features or components of their Jaguar, that Entrant should, where feasible, bring official documents to validate those items. If there is some aspect of their Jaguar that is unusual or difficult to imagine being authentic, it is incumbent upon the **Entrant** to prove its authenticity beyond a doubt. If the Entrant does not provide a convincing document or explanation, the Judge is free to draw his/her own conclusion (see Appendix C).

4. Entrant Showmanship

No credit will be given or points deducted for an Entrant's showmanship in displaying the Jaguar, such as decanters, glasses or flowers in vases on the trays of the saloon models, horizontal alignment of the word "Jaguar" on hubcaps or any other special efforts or displays. Factory shop manuals and spares catalogues, along with introductory advertising brochures, are not to be judged, although they may be used for authenticity reference.

5. Required Conversation Between the Judge and the Entrant

Judge's questions may arise concerning originality or authenticity that MUST be discussed with the Entrant **BEFORE FINALIZING THE ACTUAL DEDUCTION** on the judging form.

6. Extraneous Conversation Between the Judge and the Entrant

However well intended, Entrants must not engage in extraneous conversation with Judges during judging; such conversation slows the judging process. Some Entrants may see conversation with the Judge as an opportunity to "sell" the Jaguar or to excuse the appearance of an item. A vocal, persuasive, and persistent Entrant should be politely warned about disrupting and extending the process. If such behavior continues, judging should be suspended and the Entrant's conduct reported to the Chief Judge.

7. Judge Non-Authenticity Notifications and Entrant Acknowledgement

a. Each team Judge who believes a certain feature(s) or item(s) to be non-authentic must inform the Entrant and give him or her, the opportunity to present documentation proving the authenticity of the feature(s) or item(s) being questioned. If the Entrant does not or cannot prove authenticity to the Judge's satisfaction, the Judge must list it/them and the mandatory deduction(s) on the score sheet (in the Non-Authenticity box) and **Have The Entrant Initial Each Entry**.

b. Failure to inform the Entrant of a deduction and/or secure the Entrant's initials will result in the deduction being invalidated. If the Entrant chooses not to initial the deduction, the Chief Judge should be informed immediately.

c. Refusal by the Entrant to acknowledge a non-authentic deduction by initialing it is grounds for the Entrant's disqualification. If the Entrant does not agree with the non-authenticity deduction, he or she should be informed that their initials do not constitute agreement with the Judge's assessment but instead, only that they were given the opportunity to document the authenticity of the item. Advise the Entrant that he or she has the right to lodge a protest and to present facts and/or documentation for the JCNA Protest Board's consideration. The Protest Board Chair's address is listed in the Jaguar Journal's club page and on the CONTACTS page of the JCNA web site.

8. Serious Entrants

A Judge must keep in mind that an Entrant in a Concours is generally very serious about the Jaguar being shown and will welcome the benefit of the Judge's knowledge.

9. Entrant Who Argues

Judges should avoid confrontations with an Entrant who is prone to argue about all deductions. If the Entrant persists, they should be referred to the Chief Judge and/or be politely reminded of their prerogative to file a formal protest (see Chapter IV, Heading J).

10. Judge's Decision is Final

The decision of the Judge(s) is **FINAL**. No Judge should be subjected to any pressure because of his or her scoring and application of the JCNA rules.

11. Influencing Judges

ANY ENTRANT, OR HIS/HER REPRESENTATIVE, WHO INTENTIONALLY TRIES TO INFLUENCE A JUDGE OR JUDGES BY OFFERING VERBAL OR WRITTEN INFORMATION OR BY DISPLAYING MATERIAL WHICH WOULD DISCREDIT ANOTHER ENTRY DURING THE CONCOURS WILL BE DISQUALIFIED FROM THE CONCOURS.

O. REJUDGING

1. Reevaluating the Jaguar

Rejudging of one or more classes, individual Jaguar(s) or individual component areas may be warranted under circumstances such as:

a. Resolving Complaints

An Entrant or Entrants lodge on-site protests or complaints relating to the consistency of judging. The Chief Judge and the Judges involved may choose to settle the issue with or without re-judging. In any case, the local club option as to procedure will prevail and the Chief Judge will make the final decision.

b. Resolving Ties

If two Jaguars in the same class are awarded identical scores, the cars may be re-judged; however, JCNA will accept tie scores.

c. Resolving Protests

Every effort should be made to resolve an Entrant's protest on-site. Protests that cannot be resolved should be dealt with according to the rules as set forth in Chapters I and IV.

2. Leaving the Concours Field

Except in unusual circumstances, competing Jaguars should not be allowed to leave the Concours field until the conclusion of the Concours or until judging and scoring have been completed in the class entered. Entries that leave the field prematurely (for whatever reason) will be eliminated from the competition if those entrees or the class in which they were entered require re-judging.

P. COMPLAINTS AND PROTESTS

Note: This section is also presented in the Entrant's chapter, Chapter IV

1. Protests

The protest process is intended to allow Entrants to question the manner in which their Entry was judged and/or the deductions made during the judging. Depending on its nature, the protest may be made on the day of the event or as noted in item 4 of this section.

2. Settling On-Site Complaints or Protests

If, during a Concours, an Entrant voices a protest or complaint relating to any aspect of the judging of the class or of his or her Entry, the Chief Judge and the Judges involved must strive to settle the issue courteously and fairly on-site, prior to the awards presentation. If warranted, re-judging the Entry, or the entire class, is an option. Local club procedures will prevail and the Chief Judge will make the final decision. Complaints or protests that cannot be resolved may be dealt with through the Protest Procedures that follow.

3. Formal Protest

An Entrant's protest or judging dispute, that cannot be satisfactorily resolved at the local level, may be appealed to the JCNA Protest Committee for a decision.

4. Filing Protests

a. An Entrant's protest must be filed with the JCNA Protest Committee Chair within 30 days of receipt of the score sheets or the protest will not be considered. The address for the JCNA Protest Committee Chair is listed in the Jaguar Journal's Club Page and on the CONTACTS page of *www.jcna.com*.

b. When an Entrant files the protest with the Protest Committee Chair, a copy must also be sent to the Chief Judge of the event. Following this procedure will help expedite the protest resolution process. Where possible, investigation and resolution of the complaint by the host club is encouraged.

5. Concours Protest Committee and Unresolved Protests

Only the JCNA Protest Committee has the authority to rule on unresolved Entrant procedural or administrative protests. Only Entrant protests regarding scoring, procedural, and administrative problems will be considered. The Protest Committee cannot change the Judges' scores if a rule was not broken.

6. Protest Committee Responses

As soon as the Protest Committee reaches a decision, the Entrant filing the protest is notified of the ruling by e-mail (if possible), followed by a formal letter from the Protest Committee Chairman. If the ruling results in a concours score change, the person in charge of Concours Scores Recording will be notified. The Editor of the Jaguar Journal is also notified in order for the results of the protest to be published in the Journal.

7. Non-Entrant Questions

Any JCNA member (not participating as an Entrant or representing an Entrant) with a question regarding the conduct of a JCNA Concours or the application of Concours Rules, should address that question directly to the event Concours Chairperson or the Chief Judge. If the question is not answered to the member's satisfaction, it should be forwarded to the JCNA Vice President. The Vice President may answer the question directly or refer it to the appropriate committee for a response.

Notes:

Chapter IV.
Instructions and General Rules for the Entrant

This chapter contains rules for the presentation of Entries and guidance for the interaction between the Entrant and the Judges during the Judging process. Entrants are especially encouraged to familiarize themselves with the contents of this chapter.

A. REGISTRATION AND ENTERING THE CONCOURS

1. Entrant Spirit

a. The Entrant is the person who registers the Entry. The Entrant must be:
b. An individual or joint title holder of the Entry, or;
c. An employee of a business or institutional title holder of the Entry who has been assigned its regular use, or; (See Note below.)
d. A lessee of the Entry, or;
e. An immediate family member of one of the above.

Note: This circumstance applies specifically to a business or institution that leases one or more Jaguars and assigns each (by a legal document) for extended custody and regular use by an individual employee.

Under whichever of these categories the Entrant qualifies, ALL requirements of legal ownership or entitlement must have been met by the Entrant in his or her state or province of residence or in the state or province of the Entry's registration. If requested by a concours official, that ownership or entitlement must be proven by presenting either the Entry's title or registration. Dealers and professional restorers may register their personal Entries for judging; however, they, too, must be prepared to show title or registration documents, proving their ownership of the Entry.

The Entrant, or an immediate family member, must present the Entry for judging and answer the Judges' questions. In the historical spirit of Concours d'Elegance, Entrants must refrain from registering Entries solely for economic or commercial gain. "For Sale" signs will not be allowed.

At the discretion of the host club, Jaguar dealers and professional restorers may be encouraged to present new, rare, or historically significant Entries and register them for Display Only Division. Display Only Jaguars shall not be judged as part of the JCNA competition.

2. Entrant Requirements for Score Qualification

In order for Concours scores to qualify for year-end awards, the Entrant must be a member of a JCNA affiliated club or a Member-at-Large at the time the scores are earned. Non-JCNA members may enter JCNA concours and, at the host club's discretion, may be awarded JCNA trophies. However, their scores will not count towards Local, Regional, or North American championship points.

3. **Registration Timing**
   Entrants are encouraged to register as early as possible. Early registration reduces assignments.

4. **Registration Cut-off and Late Entries**
   It is the Entrant's responsibility to be aware of, and adhere to, the published registration cut-off time. Neither the Concours Chairperson nor the Chief Judge is under any obligation to allow latecomers to compete. Certain venues will absolutely prohibit late entry. The Chief Judge has final authority and must weigh the potential safety hazards and inconvenience of moving one or more cars through a crowded judging area. When allowed, Entries granted late access, must be driven cautiously, and escorted, on foot, by a safety observer.

5. **Entrant's JCNA Number**
   Correct JCNA Membership Numbers are very important for crediting concours scores to the proper Entrant and Entry for the calculation of both Regional and North American Championship standings. Entrants will normally be asked to provide their JCNA Membership Numbers on the Concours Registration Forms. Use the name as shown on your JCNA Membership Card.

6. **Score Sheet Verification**
   Prior to the commencement of judging, Entrants should fill in the required information at the top of each score sheet or verify that all pre-entered information is correct, including their JCNA numbers.

B. ENTRANTS DURING THE CONCOURS

1. **Rags Down**
   Entrants will be reminded by the Concours Chair or Chief Judge to cease preparation of cars at a predetermined, published time, referred to as "Rags Down".

2. **Score Sheets During the Concours**
   Except during the required initialing of Non-Authentic deductions, completed score sheets are not to be made accessible to Entrants, for any reason, on the day of the Concours. Entrants are also restricted from entering the scoring area.

3. **Entrants Presence During Judging**
   It is the responsibility the Judging Team Captain to ascertain that the Entrant, or member of the Entrant's immediate family, is present while the Entry is judged.

4. **Providing Documentation**
   If an Entrant anticipates that a Judge may question the authenticity of particular features or components of their Entry, that Entrant should, where feasible, bring official documents to validate those items. If there is some aspect of their Entry that is unusual or difficult to imagine being authentic, it is incumbent upon the Entrant to prove its authenticity beyond a doubt. If the Entrant does not provide a convincing document or explanation, the Judge is free to draw his/her own conclusion. (See Appendix C).

C. PRESENTING THE JAGUAR FOR JUDGING - ALL DIVISIONS

1. Doors, Bonnets, and Boot Lids

The Chief Judge will decide and announce whether Entries should initially be presented with their doors, bonnets, and boot lids opened or closed.

2. Soft and Hard Tops, Windows, Tonneaus, and Boot Covers

Champion and Driven Division Entries with open or drophead configurations must have their soft tops erected when presented for judging. (Special Division Classes S1/PD, and S2/MOD are exempt from this requirement.) Windows should be in the shut position and, where applicable, side curtains, tonneaus, and boot covers should be displayed nearby for judging. Hardtops, either factory optional or aftermarket, except as fitted to the XJS Cabriolet, are NOT acceptable for judging.

3. Floor Mats and Seat Covers

After-market floor mats and seat covers ARE NOT judged. Carpets, factory installed floor mats and primary seat coverings ARE judged. **Entrants should remove all floor mats and seat covers** in order for the judges to examine the authenticity, condition and cleanliness of the carpeting and seats.

4. Small Compartments

Gas cap lids, glove boxes, and similar covered compartments shall remain closed. The interiors of these compartments are not to be judged. The interiors of uncovered compartments, "cubbies" and under-dash shelves (as found on XK150s and Series 1 E-Types and MK 2s) are subject to judging.

5. Authentic Options

Authentic options are listed in official Jaguar publications or official Jaguar sales literature. Only written proof from those sources, from JCNA approved Judging Guides or from specific portions of JCNA Seminar Technical Bulletins* is acceptable in validating such items. Factory items offered as standard must be correct for the year and model presented. (See Chapter VI, A.4 and Appendices C and E.)

* 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.

6. Entrant Showmanship

a. No credit will be given or points deducted for an Entrant's showmanship in displaying the Jaguar, such as decanters, glasses, or flowers in vases on the trays of the saloon models, horizontal alignment of the word "Jaguar" on hubcaps or any other special efforts or displays.

b. Factory shop manuals and spares catalogues, along with introductory advertising brochures, are not to be judged, although they may be used for authenticity reference.

c. Entrants who wish to display previously won trophies must refrain from doing so until judging of their class has been completed. Trophies or awards won at the event may, at the Entrant's discretion, be displayed on the field after the awards ceremony.

D. PRESENTING THE JAGUAR FOR JUDGING - CHAMPION DIVISION

1. Tools and Owner's Manuals

Tools (if appropriate to that model), jacking equipment, associated rolls, pouches, and containers plus other factory original accessories (grease guns, tire pumps, etc.) must be displayed. **If tools were optional for the model, they need not be displayed; however, if they are displayed, they will be subject to judging.** Owner's Manuals and any associated stowage pouches or sleeves shall also be displayed for judging.

2. Spare Tire

Spare tires may remain in their normal stowed locations. Where necessary, the Judge will request that the spare tire cover be removed in order to compare the tire size, type and make/brand with the road tires and examine it and the wheel's condition and cleanliness. The judge may NOT request that the spare be removed to inspect the compartment.

E. PRESENTING THE JAGUAR FOR JUDGING - DRIVEN DIVISION

Engine verification

Before formal Driven Division judging begins, the judges must verify that it has a Jaguar engine (see Chapter II, Section A4, Page II-1).

F. PRESENTING THE JAGUAR FOR JUDGING - SPECIAL DIVISION

Fire Extinguishers

All competition cars must be equipped with fire extinguishers.

G. ENTRANT - JUDGE INTERACTION

1. Responsibility

It is the responsibility of the Entrant to present an authentic well-prepared Jaguar; it is the responsibility of the Judges to recognize and confirm the Jaguar's authenticity. It is incumbent upon the Entrant to furnish proof of authenticity when the Judge questions any point of authenticity. The role of the Judge is not to prove the facts, but to assess the claim of authenticity, based on the evidence submitted.

JUDGES MUST REMEMBER THAT THEY ARE EVALUATING THE ENTRY, NOT THE ENTRANT.

2. Serious Entrants

A Judge must keep in mind that an Entrant in a Concours is generally very serious about the Jaguar being shown and should welcome the benefit of the Judge's knowledge.

3. Exterior Judge's Authority

The Exterior Judge has the authority to require the bonnet, doors, windows, and boot (depending on the Division) be opened or closed to properly evaluate fit and finish of bodywork.

4. **Judge Touching the Jaguar**
   While judging is in progress, Judges are forbidden to touch the Jaguar without the Entrant's permission.

5. **Required Conversation Between the Judge and the Entrant**
   Judge's questions may arise concerning originality or authenticity that MUST be discussed with the Entrant before finalizing the actual score sheet deduction.

6. **Non-Authenticity Notification and Acknowledgement**
   a. Judges who believe a certain feature(s) or item(s) to be non-authentic **must inform the Entrant and allow the Entrant the opportunity to present documentation proving the authenticity of the feature or item being questioned.** If the Entrant does not or cannot prove authenticity to the Judge's satisfaction, the Judge must list each such feature or item, and it's corresponding mandatory deduction, in the Non-Authenticity box of the score sheet and **HAVE THE ENTRANT INITIAL EACH ITEM.**
   b. **Failure to inform the Entrant of a deduction and/or secure the Entrant's initials will result in the deduction being invalidated. If the Entrant chooses not to initial the deduction, the Chief Judge should be informed immediately.**
   c. Refusal by the Entrant to initial a non-authentic deduction is grounds for the Entrant's disqualification. The Entrant's initials **do not constitute agreement** with the Judge's assessment but **do acknowledge** that information regarding the deduction was received, and that the opportunity to document the authenticity of the item was given.

7. **Extraneous Conversation Between the Entrant and the Judge**
   However well intended, Entrants must not initiate extraneous conversation with Judges during judging; such conversation slows the judging. Some Entrants may take every opportunity to try to "sell" the Entry to the Judge or to excuse the appearance of an item. Judges should politely caution assertive, outspoken, or persistent Entrants that they are disrupting and extending the process. If such behavior continues, judging of the Entry should be suspended and the Entrant's conduct reported to the Chief Judge.

8. **Influencing Judges**
   If, during the concours, an Entrant, or a person acting on behalf of a particular Entrant, intentionally offers a Judge or Judges unsolicited information, or displays material that would clearly discredit a competing Entry, the Entrant in question will be disqualified.

9. **Entrant Who Argues**
   Judges should avoid confrontations with an Entrant who is prone to argue about actual or perceived deductions. If the arguing persists, it should be referred to the Chief Judge; otherwise, the Entrant should be politely reminded of the prerogative to file a formal protest.

10. Judge‘s Decision is Final

The decision of the Judge(s) is **FINAL**. Judges should NOT be subjected to pressure because of his or her scoring assessment and application of the Concours rules.

11. Resolving Ties

JCNA accepts tie scores within a class. Re-judging is not required unless the judging team or the Chief Judge determines that circumstances warrant it.

H. THE ENTRANT AFTER THE CONCOURS

1. Reviewing the Jaguar with the Entrant

An Entrant who is seriously concerned and interested in improving his or her Entry and knowledge of the marque may request a Judge to review the Entry with them following the completion of the day’s judging.

2. Leaving the Concours Field

Except in unusual circumstances, competing Entries should not be allowed to leave the Concours field until the conclusion of the Concours or until judging and scoring have been completed for the class in which the vehicles are entered. If an Entrant leaves the field prematurely (for whatever reason) and their Entry, or the entire class in which they were entered, requires re-judging, **they will be eliminated from the competition.**

3. Returning Score Sheets to the Entrant

The Entrant will be told his or her Entry’s score but will not receive the score sheets at the end of the Concours day. The Concours Chair or Chief Judge MUST send the original score sheets to the Entrants, no later than 21 days after the Concours. Copies of the score sheets may be kept for club records.

I. CONCOURS AWARDS AND DIVISIONS

1. North American Awards

At the conclusion of each JCNA Concours year, JCNA presents the North American Concours d’Elegance Awards three deep, in each of the Champion, Special, and Driven Division Classes, to members of JCNA affiliates or JCNA Members-at-Large. These annual awards are determined by averaging the Entrant’s three (3) highest scores during the Concours year. Scores achieved at the JCNA International Jaguar Festival qualify for inclusion in the three (3) score average. Entries competed in three or more JCNA concours automatically become eligible for a North American award in their particular Division and Class. If an Entry’s three (3) highest score average does not position it among the top three places of its class, then the Entrant’s highest two (2) scores will be evaluated for a Regional Award.

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

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

2. **Regional Awards**
   Regional Awards are presented in each of the six JCNA Regions. These annual awards are determined by averaging the Entrant's two (2) highest scores achieved at JCNA sanctioned concours within the Entrant's home region during the Concours year. Scores achieved at the JCNA International Jaguar Festival qualify for inclusion in the two (2) score average.

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

4. **Unofficial Divisions**
   "Display" is not an official JCNA concours division but is a classification given to those Jaguars voluntarily positioned for viewing as a pre-planned part of the event. This type of participation is promoted to both add to the number and variety of Jaguars being shown and to encourage future concours entries. Display entries are not formally judged, scored or given any competition points. However, Display participation (along with other specific JCNA competition events) qualifies as credit towards the Fred Horner Sportsman Award. For record purposes, member Display Entrants must be included when reporting concours results on the JCNA Competition Results web page, with the annotation "Disp" in the Class field.

J. COMPLAINTS AND PROTESTS

1. **Protests**
   The protest process is intended to allow Entrants to question the manner in which their Entry was judged and/or the deductions made during the judging. Depending on its nature, the protest may be made on the day of the event or as noted in item 4 of this section.

2. **Settling On-Site Complaints or Protests**
   If, during a Concours, an Entrant voices a protest or complaint relating to any aspect of the judging of the class or of his or her Entry, the Chief Judge and the Judges involved must strive to settle the issue courteously and fairly on-site, prior to the awards presentation. If warranted, re-judging the Entry, or the entire class, is an option. Local club procedures will prevail and the Chief Judge will make the final decision. Complaints or protests that cannot be resolved may be dealt with through the Protest Procedures that follow.

3. **Formal Protest**
   An Entrant's protest or judging dispute, that cannot be satisfactorily resolved at the local level, may be appealed to the JCNA Protest Committee for a decision.

4. Filing Protests

a. An Entrant's protest must be filed with the JCNA Protest Committee Chair within 30 days of receipt of the score sheets or the protest will not be considered. The address for the JCNA Protest Committee Chair is listed in the Jaguar Journal's Club Page and on the CONTACTS page of *www.jcna.com*.

b. When an Entrant files the protest with the Protest Committee Chair, a copy must also be sent to the Chief Judge of the event. Following this procedure will help expedite the protest resolution process. Where possible, investigation and resolution of the complaint by the host club is encouraged.

5. Concours Protest Committee and Unresolved Protests

Only the JCNA Protest Committee has the authority to rule on unresolved Entrant procedural or administrative protests. Only Entrant protests regarding scoring, procedural, and administrative problems will be considered. The Protest Committee cannot change the Judges' scores if a rule was not broken.

6. Protest Committee Responses

As soon as the Protest Committee reaches a decision, the Entrant filing the protest is notified of the ruling by e-mail (if possible), followed by a formal letter from the Protest Committee Chairman. If the ruling results in a concours score change, the person in charge of Concours Scores Recording will be notified. The Editor of the Jaguar Journal is also notified in order for the results of the protest to be published in the Journal.

7. Non-Entrant Questions

Any JCNA member (not participating as an Entrant or representing an Entrant) with a question regarding the conduct of a JCNA Concours or the application of Concours Rules, should address that question directly to the event Concours Chairperson or the Chief Judge. If the question is not answered to the member's satisfaction, it should be forwarded to the JCNA Vice President. The Vice President may answer the question directly or refer it to the appropriate committee for a response.

Chapter V.
Judges' Guide to Jaguar Evaluation

A. OVERVIEW

1. Judging to the Standard

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

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

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

Entries are judged "as presented". There will be no allowances or exceptions for "en route damage".

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

2. Cleanliness and Condition

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

3. Authenticity

a. Items on Champion and Driven Division Entries will also be judged for authenticity.

Authenticity will be determined by judging individual components for:

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

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

b. Replacement Parts

Replacement parts, regardless of the manufacturer, are considered authentic only if they meet the **exact** specifications and appearance of the original item or material. "Almost correct" items are non-authentic.

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

c. Logos, Labels, Decals, and Dash Plaques

Parts and accessories which, when properly installed, normally allowed the manufacturer's cast, engraved or imprinted name or logo to be plainly and easily observed, are considered non-authentic if the original brand name or logo is missing. Decals, stick-on labels, and metal tags are judged separately and may not affect the authenticity of the item to which they're attached. Decals, labels, or permits required for legal operation, access, or like purposes, may be neatly affixed to the vehicle's glass or bumpers without deduction. An Entrant may also display a maximum of two window or bumper stickers or decals issued by JCNA or its affiliates or by organizations which promote automobile preservation, exhibition, or restoration.

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

d. Non-Authentic Deductions

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

Preservation Class

Deduct for condition and cleanliness as in other classes. Components on Preservation Class entries that have been restored, refinished, or replaced will receive "Wrong" or Non-Authentic deductions. The words "Restored" or "Reconditioned" shall be synonymous with the words "Wrong", Missing", "Incorrect" or "Non-Authentic" and cause the same numerical deductions. Items and areas that have only been partially restored should receive a percentage of the required Non-Authentic deduction.

4. Items Excluded From Judging

a. The underside of the vehicle

b. Inner sidewalls of road tires

5. Items Common to All Component Areas

a. Rubber Seals, Pads, and Weather Stripping

Judge the authenticity of all rubber moldings, mounts, seals, pads, and weather stripping. Weather stripping and rubber moldings should fit uniformly and be clean, black, and not cracked or split. Generic after-market rubber seals **should not** be found in place of original molded seals.

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

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

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

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

6. Batteries and Battery Compartments

a. Inspection

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

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

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

b. Battery Brand

Lucas and other batteries that were original equipment are considered expendable and may be replaced with a battery of any brand provided it is in the same location and orientation and has the same voltage and configuration as the original.

c. Battery Style

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

B. OPERATION VERIFICATION (FUNCTIONAL ONLY)

This verification deals exclusively with the functional qualities of the individual items and systems listed. Do not judge the condition or cleanliness of any of the components being tested during this process. (Condition and cleanliness of these items are the responsibility of the Exterior Judge.) All of the exterior lights mounted on the Jaguar must work (See Chapter V, B5, 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 15 minutes (see Chapter III, G2. Page III-10).

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

Note 3: Dim lights still constitute acceptable function.

1. Horns

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

2. **Headlights-Inspect High-Low Beams**
   Verify the operation of high and low beams. Each inoperative light filament or horn receives a 1.0 point deduction. An inoperative system receives the maximum deduction indicated.

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

3. **Driving Lights**
   Verify the operation of the driving lights.

4. **Fog Lights (front and rear)**
   Verify the operation of all fog lamps. Several models have two red fog lamps mounted in both the front and rear rubber bumpers.

5. **Parking, Tail, Side, License Plate Lights and** LED Daytime Running **Lights**
   Verify the operation of all parking, tail, side, license plate lights and LED running lights. There may be as many as 10 or more lamps involved in this check.

   Note 1: On 1968 and early1969 US Export model E-Types, the sidelights **are not** fitted with bulbs; they are reflectors only.

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

6. **Brake Lights**
   Verify the operation of the brake lights; check that all associated lamps function.

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

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

C. EXTERIOR

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

Body Panels

Individual body components should fit well, with a uniform gap between them and adjacent panels or structures. Check panels for authenticity of shape and material (i.e., no fiberglass). Look for excessive misalignment, protrusion, or contact around doors, bonnet, and boot lid. Check for rust and dents and determine if the body has been altered from the original design in any respect. Inspect for items, which have split, cracked, or separated. Check welded, brazed, or leaded body panels, for separation or stress fractures.

Note: Many early XK and prior series Jaguars were manufactured with a certain amount of misalignment between the doors, the fenders, the bonnet, the boot lid, and the adjacent body panels. Judges must learn how much misalignment is considered acceptable. Deduct for excessive misalignment.

2. Paint Finish

a. Paint and Body Work

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

b. Protective Clear Bras/Coverings

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

2. Champion Division: Protective clear bras/coverings, wherever located, are non-authentic and shall be assessed the prescribed deductions. Wherever a clear bra/covering is found, both its surface, and the surface it covers, will also be examined and deductions made for cleanliness, condition, and authenticity discrepancies, when noted.

c. Body Stripes (Coach Lines)

Determine whether body stripes are appropriate for the model.

- If body stripes (coach lines) are appropriate and present on the car, evaluate the authenticity of their position, color and composition.
- If body stripes should be on the model but are **missing**, assign the mandatory non-authentic deduction.
- If body stripes are NOT appropriate for the model but are present on the car, assign the mandatory non-authentic deduction.
- All authentic Jaguar body stripes are applied as tape, NOT painted and have Jaguar Cars part numbers.
- See Pin Stripe Table, Chapter VI, Section F, Exterior, Pages VI-10 and VI-11.

Preservation Class - Fit and Finish

Restored paint (percentage of restoration shall be determined by the Exterior Judge) shall be treated the same as "Wrong Color". Body stripes should be evaluated as in C. 2 b) above. New body stripes shall receive a non-authentic deduction.

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

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

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

a. Glass and Plexiglas®

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

b. Headlamps and Glass and Plastic Light Lenses

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

c. <u>Mirrors</u>

<u>Exterior rear view mirrors must be:</u>

(1) <u>factory installed or factory optional equipment</u>

(2) <u>sourced through an official Jaguar/SS/Swallow parts supplier, or</u>

(3) <u>be of a style/configuration appropriate to the vintage of the model</u>

(4) <u>all mounting hardware and fasteners must be consistent with the vintage and Jaguar standards.</u>

<u>Mirror location is not specified.</u> (2019 AGM)

4. Chrome and Stainless Steel Components

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

a. Chrome

Judge all chrome for common flaws such as discoloration, wear, pits, scratches, blisters, and peeling. Deduct for grinder marks, major changes in coloration (e.g., nickel showing through), and loss of definition through over-working**. To be considered authentic, alternative grilles and/or grille inserts and add-on trim must have been offered for the specific model and model year in official publications** (see Appendix C).

Preservation Class - Chrome Work

Judge in the same manner as paint, e.g. restored chrome receives the same deduction as "Wrong" or "Missing". Scratches on restored chrome will receive additional deductions.

Note: Original British chrome work tended to have more of a bluish tint than its North American counterpart. N**o deduction** should be taken for slight color differences.

b. Leapers

Check for Leapers**.** Leapers on Series 1, 2 and 3 XJ and XJ40/XJ81 Style Saloons are considered acceptable North American Jaguar Cars accessories. In 1994, X300 model saloons, exported overseas, were the first to be offered with the Jaguar Cars Ltd. redesigned "safety" Leapers. **Leapers were never officially offered for XK 120s, XK 140s, E-Types, XJSs or newer XKs and should be judged as non-authentic when present.**

c. Tailpipes, Extensions, Resonators and Hangers

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

d. Windshield Wiper Arms and Blades

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

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

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

a. Hoods

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

b. XJ6C, XJ12C Vinyl Tops and XJ-SC (Cabriolet) Fabric Tops
Judge the tops of XJ6C and XJ12C coupes and XJ-SC Cabriolets for correct fit, color, and secure attachments.

c. Hood Envelope and Tonneau
Judge the tonneau and hood envelope for correct style, fasteners, and zipper configuration.

6. Electric Horns

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

7. Wheels

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

a. Fully and Partially Painted Wheels
Check that the correct sections of the wheels are painted and that authentic colors have been used.

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

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

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

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

d. Wheel Lug Nuts, Hubcaps, and Emblems

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

8. Gas Cap Lids and Doors

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

9. Tires

a. Champion Division

Using Appendix B, the Entrant's Owner's Manual, or the Entry's Tire Data Plate, judge Champion Division tires for authenticity (see Chapter VI. Heading F., Note n., page VI-12). Any brand is acceptable. **Cars less than 15 years old must have tires whose speed ratings are equal, equivalent, or superior to their original tires** (see Appendix B). All judged tires' brand, size, construction, tread pattern, sidewall, and speed rating must match (an exception to this rule occurs with some of the newest cars, where the front and rear tires may be a different size). It is the responsibility of the Exterior Judge to judge the road tires. For Champion and Special Divisions, the Boot Judge checks the spare tire. Both judges should work together to verify their findings.

b. Driven Division

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

c. Condition and Sidewalls

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

Champion Division – There shall be no deduction for an Entrant's choice of white or black sidewalls provided they are in keeping with the vintage of the Jaguar and are specifically authorized/listed in the applicable Jaguar Spare Parts Catalogue for the Entry**.**

Driven Division - There shall be no deduction for an Entrant's choice of white or black sidewalls provided they are in keeping with the vintage of the Jaguar. Redline sidewalls were never offered by Jaguar and are considered non-authentic in Champion Division only.

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

d. Tire Valve Stems 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 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.** (2019 AGM)

10. License Plate Brackets and Mountings

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

11. License Plate Frames and Plate Clear Covers

Champion Division: Plain license plate frames or those advertising current or past Jaguar dealerships, JCNA, JCNA Affiliates, or promoting the Jaguar marque are accepted. Frames may be of any material. All other license plate frames will be scored as non-authentic unless the Entrant can document that Jaguar Cars Ltd., Jaguar Cars Inc., or Jaguar Canada Inc. offered them for that specific model and Model Year.

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

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

12. Chassis, Body Posture, and Ride Height

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

D. INTERIOR

1. **Door Shut Panels, Hinge Panels, Hinge Panel Switches, Conduit Protectors and Sills**
   The Interior Judge shall check the edges of all doors; the door shut faces, hinge panels, sills, their attachments, and components for authenticity, condition and cleanliness. Be alert for excess hinge lubrication, sill and shut panel damage from door misalignment, and damaged or incorrect rubber wire conduits.

2. **Woodwork, Vinyl and Leather**
   a. **Woodwork**
      Finishes on actual and simulated wood trim should be shiny without mars or scratches. Check for peeling, cracking, and separating of the laminated layers of wood or simulated wood. Refinished surfaces that appear to have heavy, plastic-looking coatings are non-authentic on early models.
   b. **Interior Trim**
      Judge leather, fabric, or vinyl trim, piping, and panels for wrinkles, scuff marks, correct fit, and secure attachment. Fasteners should be present in the original number, style, size, and finish.

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

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

5. **Carpeting and Pedal Pads**
   a. **Carpeting**
      Judge carpeting for uniform, authentic, unfaded color. Judge all carpet sections, carpet binding, and heel pad inserts for correctness of materials, pattern, stitching, size, color, cut, and fit. Check whether carpet fasteners are present in correct numbers and locations.
   b. **Overmats (Footwell Rugs)**
      All Series III XJ Vanden Plas and Sovereign (6 and V12) were fitted at the factory with (3) "fleece" overmats for the passengers; modern XJ, XK, S-Type, and X-Type models were factory fitted with either fleece or carpet overmats for the driver and passenger(s). All factory fitted overmats shall be presented for cleanliness and condition judging outside the Entry and shall be assigned a non-authentic deduction if missing. The Entrant must remove non-authentic overmats; they are not judged, but they shall be assigned a non-authentic deduction if not removed.
   c. **Pedal Pads and Footrests**

Judge pedal pads and footrests for wear and authenticity.

6. Hardware, Steering Wheel and Instruments

a. Consoles Front and Rear

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

b. Instrument Panel and Dash Area

Jaguars were supplied with Jaeger, Lucas, and Smiths gauges. Check for complete instrumentation. Are the instrument faces and numbering clean and clearly legible? Are any items missing from the fascia, such as switches, knobs, decals, bezels, etc.? Switches for extra driving lights or other accessories, when allowed, must be mounted neatly and unobtrusively. Judge the panels covering the underside of the dash and the kick panel areas. Judge the knobs on the heater and air conditioning outlets. Are the louvers in the air outlets clean and intact?

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

c. Steering Wheel

Check whether the steering wheel is correct for the model; is it the original diameter or has the diameter been altered? If its rim is made of wood, look for separation of the laminated layers and cleanliness of the aluminum spokes. If the wheel rim is made of other material, look for chips, nicks, cracks, or scratches. If the wheel is wrapped, is the wrapping a factory accessory or after-market?

d. Door and Top/Hood Latch Hardware

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

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

(See Chapter VI, Heading G. Notes b., page VI-15 and g. Page VI-15)

a. Champion Division

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

b. Driven Division

Inspect the electronic devices in all Driven Division Entries for neat installation in the original mounting space, utilizing the original speaker locations and external housings and grilles (see Chapter II, Section 3. Heading A. Rule 4, page V-8 for exceptions allowed).

8. Seats, Squabs, Head Rests, and Belts

a. Seats and Squabs, Head Rests

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

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

b. Seat Frames

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

c. Seat Belts

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

9. Small Compartments

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

10. Batteries and Battery Compartments

(Batteries are not judged in Driven Division nor on XK140's or XK150's.)

a. XK 120s

The Interior Judge should ask the Entrant to open the XK 120 battery compartment, located behind the seats. FHC's and DHC's have a hinged panel, which may be unfastened and tipped forward for the batteries to be inspected. The separate battery cover on the XK 120 OTS's should be unfastened and either tipped forward or removed for battery inspection. The Judge should examine the general area, the configuration of the two 6-volt batteries, the LUCAS bakelite covers, the visible cables, and the battery hold downs. The battery cable ends of XK 120's are not judged unless the battery covers are missing.

b. Other Models

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

11. Tool Kits

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

E. BOOT

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

1. Paint, Side Panels, Mat or Carpet, and Miscellaneous Fasteners

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

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

a. Completeness and Condition

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

b. Tool Kit Variations

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

Preservation Class - Tools

A repainted jack or other tools will receive the same deduction as "Wrong" or Non-Authentic.

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

c. Jacks and Jack Handles

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

d. Optional Tool Kits

Some models, particularly the XJ series and MY '68 E-Types and after, were not delivered with tool kits; however, kits were available as an option. If an Entrant chooses to display an **optional, authentic** tool kit, it will be subject to judging.

e. Owner's Manual and Additional Paperwork

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

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

3. Spare Tire, Wheel & Cover

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

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

a. Spare Tire

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

b. Spare Tire Remains in Boot

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

c. Spare Tire Cover

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

d. Painted Wheels

Judge the wheel for color and condition of paint.

e. Wire Wheels

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

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

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

F. ENGINE COMPARTMENT

(Judged in Champion Division for condition, cleanliness and authenticity. Judged in Special Division for condition and cleanliness only. Not judged in Driven Division.) Despite the work involved in maintaining and preparing an engine compartment for concours judging, its overall cleanliness and condition should be excellent.

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

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

2. Engine Compartment Peripheral Equipment and Panels

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

3. Engine Basic Components and Belt-driven Accessories

a. Engine Head and Block

Judge the engine head and block for correct application, size, and finish. Check for coolant, oil, or fuel leaks. Judge all visible components: oil filter, air pumps, power steering pumps, compressors, etc. Is the paint on the head an authentic color? If necessary, refer to the Head Color Table in Chapter VI or to the appropriate model-specific Judging Guide for a listing of head colors. Are the correct number and types of belts present?

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

Check that the carburetors are the correct models and configuration for the Entry. Are the correct manufacturer's identifying tags in place? Are the correct air cleaners, associated ducting, and decals present?

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

c. Porcelainized and Non-Porcelainized Exhaust Manifolds

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

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

Note 2: **Preservation Class - Exhaust Manifolds**
Re-porcelainized exhaust manifolds will receive Non-Authentic deductions. Original porcelain coated manifolds will receive deductions in proportion to the amount of coating that is missing.

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

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

4. Cooling System and Air Conditioning Components

a. Radiator and Heater Hoses, Tubing, and Clamps
Judge all hoses and hose clamps. Original molded or pre-formed curved hoses **should not** be replaced with universal ribbed flex hoses. (Hoses must be black and clean, with no visible cracking.) Stockinet covering is **not** required. Original type air conditioning hoses **should not** have their original swaged end fittings replaced by hose clamps. All hose clamps should be as original with the correct finish, adjusting band, shape and style of the adjusting screw head (see Chapter VI. Heading I. Note e., Page V-16)

b. Radiator Fans and Shroud
Judge the radiator cooling fan(s), fan motor(s), fan mountings, and shrouds. Are the fan pulley and fan belt the same size and style as the original?

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

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

Note: **Preservation Class - Expendable Items**
Non-Authentic deductions will not be assigned for mechanical components such as generators, alternators, and compressors that have been replaced; however, the replacements must be identical to the original.

a. Spark Plugs, Ignition Wires, and Distributor Cap
If spark plugs are visible, check that they are all the same type and brand and that they have the correct connectors. Pay particular attention to spark plug wires, wire separators, guides, connectors, fasteners, conduits, and harness routing. Check the ignition coil, the coil mounting, distributor cap, and plug wire connections to the cap.

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

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

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

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

6. Data Plates

As originally fitted, the Jaguar Cars Ltd. vehicle data plate is exclusive to each Entry #40a and lists the original Chassis, Body, Engine, and Gear Box serial numbers. In acknowledgement of the uniqueness of data plates, Judges should not assess condition deductions for original data plates provided they retain their original shape and all of the stamped numbers are legible. All data plates and their fasteners should be checked for authenticity.

7. Steering Columns, Linkage, and Racks

Judge visible portions of steering columns, linkage, and racks for correct mountings, protective boots, clamps, etc. Assess **no deductions** for the mounting bushing color or composition.

8. Brake Master Systems

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

Chapter VI.
Judges' Guide for Scoring Non-Authenticity
(Non-Authenticity is not Judged in Special Division)

A. INTRODUCTION

1. Purpose

The guide has been developed to promote standardization within the JCNA Concours program. It provides lists of **mandatory** deductions for non-authentic items found during the judging process.

2. Jaguar Authenticity

By the strictest of concours presentation standards, the most authentic Jaguars are those configured with the stock and optional extra equipment, offered by Jaguar Cars Ltd. for the model, including any unique factory-supplied equipment that may have been required by the country for which the car was prepared.

3. Configuration Allowed

JCNA Concours Entries will be allowed to be configured with any items, listed in the relevant Jaguar Cars Ltd. Parts Book, and applicable to the model, year, chassis and engine number of the vehicle, subject to the following exception:

There may be *no fewer* emission control devices and elements on each Entry, than Jaguar Cars Ltd. originally authorized for the model, year and country for which the car was initially prepared.

4. Authenticity Documentation

Authentic parts, options, and configurations are only those listed and/or illustrated in:

a. Official Jaguar Cars Ltd. - Parts Books, Service Manuals and Owner's Manuals;
b. Jaguar Cars Inc. and Jaguar Canada Inc. Sales Literature and Accessory Brochures;
c. Official JCNA model-specific Judging Guides.
d. JCNA Seminar Technical Bulletins*, where the content quotes or copies Jaguar Cars or certain JCNA publications, (see Appendix C, Tables C-1 and C-3).

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

These, or other Jaguar Cars Ltd. or Jaguar Cars Inc. (see Note below) publications, are the only ones acceptable for documenting authenticity (see Appendix C.)

Note: Please observe that a definite distinction is being made between **Jaguar Cars Ltd.** (located in England), **Jaguar Cars Inc.** (located in USA) and **Jaguar Canada Inc.**

5. Jaguar Cars Inc. Accessories - Moderation of the Standard

a. Beginning in the early 1970s Jaguar Cars Inc. (USA) began formally offering their own collection of accessories to North American customers, accessories that, mostly, were NOT being offered by Jaguar Cars Ltd. or British Leyland Ltd. North American dealers frequently installed such items prior to or following a sale and have continued to do so since that time.

b. Many original and follow-on owners of Jaguars will not be aware that certain items or accessories on their vehicles were not installed as original equipment and/or were not planned for installation on that model by Jaguar Cars Ltd.

c. Because many of the accessories were NOT supplied by Jaguar Cars Ltd., **by the strictest standards, they are non-authentic**. However, because of their prevalence in North America and the circumstances of their installation, some have been accepted by JCNA in the past and will continue to be allowed **without deduction** for the foreseeable future (see Chapter VI, Heading A, Rule 5d, Notes, page V-7).

d. Unusual components, configurations or accessories, will be scored as non-authentic unless the Entrant can document that they were offered by Jaguar Cars Ltd., Jaguar Cars Inc. or Jaguar Canada Inc., for that specific model, chassis or engine number.

Note 1: The Jaguar Cars Inc. and Jaguar Canada Inc. accessories being referred to include the following. They are addressed in the component areas of this chapter:

- Bonnet Mounted Leapers/Mascots (See Note 2)
- Head Lamps and Fog Lamps
- XJS JaguarSport Products
- Side Protective Moldings
- Door Edge Protectors
- Sunshades
- Wheel Nuts
- Gearshift Knobs

(The JCNA model-specific Judging Guides or JCNA Seminar Technical Bulletins* will also advise which items and configurations are acceptable.)

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

Note 2: Most notable among the accessories, offered by Jaguar Cars Inc. and Jaguar Canada Inc. but NOT by Jaguar Cars Ltd., are bonnet-mounted Leapers/Mascots. Between 1970 and 1994 Jaguar Cars Ltd. discontinued leapers on all models. During that period, NO official Jaguar Cars Ltd. publications listed leapers/mascots in any production model Parts Books. At the same time, North American dealers responded to customer's demands and, upon request and otherwise, installed leapers on Series 1, 2 and 3 XJ6 and XJ40/XJ81 Style Saloons. In 1994, X300/X305 model saloons, exported overseas, were the first to be offered with the Jaguar Cars Ltd. redesigned "safety" leapers. **Leapers were never officially offered for XK 120s, XK 140s, E-Types or XJSs and should be judged as non-authentic when present.**

6. Replacement Parts

Replacement parts, regardless of the manufacturer, are considered authentic only if they meet the exact specifications and appearance of the original item or material.

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

7. Original Brand Names and Logos

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

8. Display of Accessories

The fact that some accessories are officially offered, by Jaguar Cars Inc., Jaguar Canada Inc. or Jaguar Cars Ltd., does not make them appropriate to be in place during judging at a JCNA concours. To avoid related deductions, non-permanent accessories protecting the car's original equipment, such as floor mats, seat covers, steering wheel wraps, etc. should be removed prior to presenting the Entry for judging. The judge shall also request that the Entrant remove all non-factory accessories such as stuffed animals before judging commences. Such items, if left in place, will be considered non-authentic and assigned an appropriate deduction.

9. Safety Equipment

Certain countries, states and provinces require specific safety equipment on vehicles registered there. Entrants are expected to install whatever items, such as seat belts, which are required to legally operate their cars in the countries, states or provinces where they are registered. Such "safety" items will not be judged as non-authentic; however, the Entrant may be asked to document the requirement. The installation of such items should be neat and clean, and accomplished with care and in good taste.

10. Component Legitimacy

JCNA Judges may ONLY base their deductions on the non-authenticity of the component or accessory being examined, NOT on their personal understanding of the item's legality or illegality under any local, state, provincial, federal, or international law or regulation.

B. NON-AUTHENTICITY

1. Non-Authenticity

a. Any items, **not** listed in the relevant Jaguar Cars Ltd. Parts Book, as applicable to the model, year, chassis and engine number of the vehicle, will be considered to be **non-authentic.**

b. Any part that is missing or that is the wrong style, type, model, size, configuration, shape, match, color, finish, material or pattern, or is wrongly positioned, is considered **non-authentic.**

c. Devices or elements **missing,** from among those Jaguar Cars Ltd. originally installed to meet the emission control requirements of the country for which the model was initially prepared, will be considered non-authentic.

2. Better than Original

Many cars may be restored to a level that their "fit and finish" are superior to original factory standards. **These cars should be given neither deductions nor extra credit for this achievement**. Older Jaguars whose "fit and finish" approximates original factory standards (known to be less than perfect) should **not** be given deductions for acknowledged production shortcomings.

3. Plated Surfaces

Metal surfaces should appear as original, e.g. cadmium should not be replaced with chrome. Brass fittings that were originally lightly plated with nickel or cadmium should not have their plating removed by buffing or polishing to expose the base metal.

4. Over-Restoration

Smoothing and bright polishing of originally unplated, uncoated, or unpainted metal components (such as early aluminum cam covers and manifolds) is allowed but will be given no extra credit. **A component, whose original paint, plating or coating of zinc, nickel, cadmium, yellow chromate, etc., or whose original sand-cast-like coarse finish, has been removed through polishing, or other processes, shall be assigned a non-authentic deduction.**

C. ASSIGNING NON-AUTHENTICITY PENALTIES

1. Basis of Points Allocated Each Item

The number of deduction points, allocated to each listed component, is based on the characteristics of that component, including:

a. Size
b. Importance to the design
c. Restoration effort required
d. Uniqueness or rarity

2. **Noting the Discrepancy and Informing the Entrant**
During the judging process, the Judge should make mental and/or written notes of those items believed to be non-authentic and, where appropriate, confirm findings with team members. As judging of the Entry nears completion, each Judge must **inform the Entrant** of any non-authenticity findings**.** The Entrant may then offer documentation to prove the authenticity of any of the items cited by the Judge (see Chapter IV, Heading G. Rule 6, page IV-5).

3. **Entering the Discrepancy and Assigning the Deduction**
Items proven to the Judge's satisfaction to be **authentic s**hould **NOT** be entered on the score sheet. Items that the Judge determines to be **non-authentic** shall be entered in the proper area of the score sheet and assigned the required point deductions. **The Entrant must initial each non-authentic deduction (s**ee Chapter IV, Heading G. Rule 6 Page IV-5).

4. **Use only the exact deduction listed for the discrepancy.**
If the exact item is not listed, Judges should base their deduction on a similar item found on the list.

5. **Maximum Total Deductions for Non-Authenticity**
The total of non-authenticity deductions for items within a component area (Exterior, Interior, etc.) shall not exceed the maximum deduction indicated: Interior 200; Exterior 200; Engine 200; Boot 100. These maximums are not based on the total deductions possible for each component area, but are a measure of the relative importance of that component's authenticity toward the overall score.

D. USING THIS GUIDE

1. **Listings and Penalties**
The item listings have been expanded and include items previously omitted. The guide is to be used by all Judges for scoring non-authenticity penalties. **DO NOT** use deduction point values other than those listed. Where no Maximum Deduction is listed, there IS NO maximum. If more than one of the listed items is found to be non-authentic, the total number found should be multiplied times the listed mandatory deduction for each, to determine the total deduction for the discrepancy.

2. **Items Excluded From Judging**
Do NOT judge:
   a. Front or rear suspension components
   b. The underside of the vehicle.
   c. Inner sidewalls of road tires are not judged

3. **Notes:**
Notes associated with specific items are intended to answer routine questions and are an **important** part of the guide.

E. ITEMS COMMON TO ALL COMPONENT AREAS

Items listed in this section are common to all areas/components of the vehicle. The deductions apply to the listed items regardless of their relative size, quantity or location.

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration.	Maximum deduction for each of the four component areas
1. Misc. Latches, Clips & Hardware	0.50 ea	4.0
2. Nuts, Bolts, Screws & Washers	0.50 ea	4.0
3. Rubber Mounting Pads & Seals	0.50 ea	4.0
4. Rubber Weather Strip	0.50 ea Length	4.0
5. Data Plates and Small Decals	0.50 ea	4.0

F. EXTERIOR

Maximum deduction 200 points

ITEM	Not a factory color or a documented special order color.	NOTE
Paint Finish	20.0	**Below**

Note:

Paint: No deduction for type of paint. Colors must be reasonably close to production standards for year and model. Metallic colors or two-tone color schemes must adhere to factory standards. Non-production colors must be documented, by the car's JDHT certificate or an equivalent document, as having been an original color factory-applied to the Jaguar.

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTES on Page VI-8
1. Antennas	2.0		**a**
2. Back-up Lights Assemblies	2.0 ea		
3. Badges & Emblems	2.0 ea		**b**
4. Batteries, XK 140 & XK 150 batteries are **excluded** from judging	----		
5. Body Plugs	0.5 ea		
6. Bonnet (Basic Structure only)	10.0		**c**
7. Bonnet, E-Type only	20.0		
8. Boot Lid (Basic Structure only)	8.0		**c**
9. Brake & Turn Signal Assemblies	2.0 ea		
10. Bumper Overriders	2.0 ea		
11. Bumper Spring Bars	4.0 ea		

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTES on Page VI-8
12. Bumper Valences	2.0 ea		
13. Bumpers per Assembly (Less Overriders)	6.0 ea	12.0	
14. Chassis/Body Stance/Ride Height	5.0 ea End		**d**
15a. Protective clear bras/coverings, Driv. Div, in other than frontal area. (See Chapter V-5, C.2. b1)	2.0 each	10.0	**s**
15b. Protective clear bras/coverings, Champ. Div. , (See Chapter V-5, C.2. b2)	10.0	20.0	**t**
16. Curb Feelers	2.0 ea		
17. Door Edge Protectors	1.0 ea		**e**
18. Door Handles, Boot Lid Handles and Locks	2.0 ea	8.0	
19. Doors	8.0 ea		**c**
20. Driving/Fog Light Assemblies	3.0 ea		**b**
21. Exhaust or Tailpipe Tips/Ext./Assemblies	3.0 ea		
22. Exhaust Resonators	4.0 ea		
23. Fenders	8.0 ea	12.0	**c**
24. Fire Extinguisher for Special Division S1/PD (See Chapter II, Sec. 4B, Notes 2a. and 2b., Page II-9)	4.0		
25. Grille, Primary	8.0		
26. Grille, Secondary and Grille Bars	4.0		
27. Gutters	3.0 ea		
28. Head Light Assemblies	4.0 ea	10.0	**f**
29. Hood/Envelope Cover	4.0		
30. Leaper	3.0		**g**
31. License Plate Holders/Brackets/Supports	2.0		
32. License Plate Frames	1.0		**h**
33. Light Lenses	1.0 ea		
34. Luggage Racks	4.0		**i**
35. Mud Flaps (Except authorized Jaguar accessories)	2.0 ea		
36. Pin Striping (aka Body Stripes or Coach Lines)	0.5 ea Panel	1.0	**j**
37. Piping, Fender and Panel	2.0 ea Section		
38. Racing Stripes, Large Decals & Film Appliqués	6.0 ea	12.0	
39. Rear View Mirrors	2.0 ea		
40. Rocker Panels	6.0 ea		
41. Roof Vinyl or Fabric Covering	8.0		**k**
42. Side Curtains	3.0 ea		
43. Side Curtain Storage Pouch	2.0 ea		
44. Side Marker Light Assemblies	2.0 ea		
45. Side Protective Moldings (Except authorized Jaguar Cars Ltd. or Inc. accessories)	2.0 ea Side		**l**

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTES on Page VI-8
46. Spats	6.0 ea		
47. Sun Roof	6.0		**m**
48. Tires	2.0 ea	8.0	**n**
49. Tonneau	4.0		
50. Top, OTS/DHC (Hardtop in place is equal to Missing)	10.0		**o**
51. Top, OTS/DHC Binding	2.0 ea		
52. Top, OTS/DHC Pin Beading or Molding	4.0 ea Section		**p**
53. Top, OTS/DHC Rear Window	4.0		
54. Trim, Exterior	4.0 ea Section		
55. Turn Signal & Brake Light Assemblies	2.0 ea		
56. Wheel Arch Trim or Beading	2.0 ea		
57. Wheel Hubcaps	2.0 ea		
58. Wheel Knock Offs	2.0 ea		
59. Wheel Lug Nuts	1.0 ea	10.0	
60. Wheel Trim	2.0 ea		**q**
61. Wheels	6.0 ea	20.0	
62. Window Glass & Tinting	1.5 ea Pane	6.0	**r**
63. Window Glass Decorative Etching	1.5 ea Pane	6.0	
64. Windshield Stanchions	4.0 ea		
65. Windshield Washer Jets	1.0 ea		
66. Windshield Wipers Arms	1.0 ea		

Notes:

a. Antennas. No deduction for factory installed antennas or neatly installed antennas associated with radios, cell phones, emergency communications or factory offered global positioning navigation systems. Flush-fitting retractable electric antennas were not fitted prior to 1970.

b. Badge Bars and Driving and Fog Lights.

1. An Owner may install Jaguar car badge bars and driving or fog lights as long as they and their installation are in keeping with the quality and vintage of the Jaguar. No extra points are to be given or deducted for the presence of these items; however, all installed driving and fog lamps must be functional.

2. Badges. Badges must represent JCNA, JCNA affiliates or other Jaguar or automobile associations.

3. Grille-Mounted Badges. Grille-Mounted Badges are NOT allowed on Champion Division Entries. A maximum of two (2) grille-mounted badges are allowed, on Driven Division Entries.

c. **Bonnet, Boot Lid, Doors and Fenders.** Observe that the component is made of the same material as the original (steel, aluminum, fiberglass, etc.), that its shape is the same as the original (flares, curvature, air scoops, louvers, etc.), and that it belongs on that specific model. This does not include trim, bumpers, lights, handles, or other items attached to the basic structure.

d. **Chassis/Body Posture and Ride Height:** This deduction should be applied to cars whose front, rear, or overall posture or ride height is MARKEDLY higher or lower than specification. *(This problem is most often seen on cars that have been re-sprung or whose torsion bars are seriously misadjusted.)*

e. **Door Edge Protectors** These vertically mounted stainless or anodized black protectors were offered by Jaguar Cars Inc. for 1979-1992 XJ and 1976-1992 XJS models. If door edge protectors are installed on other models the Entrant must document that Jaguar Cars Ltd., Jaguar Cars Inc. or Jaguar Canada Inc. offered them, for that specific model, or they will be considered non-authentic. Where authorized, the protectors should be installed on all doors.

f. **Headlights**: Entries are allowed to have any style and/or size headlamps, offered by Jaguar Cars Ltd., Jaguar Cars Inc. or Jaguar Canada Inc. for the specific model, regardless of the country to which the car was originally delivered.

g. **Leaper**: Leapers are non-authentic on all XK 120s, XK 140s, E-Types and XJSs. Leapers are "non-authentic but allowed" on all 1970-1994 Saloons. "Safety" leapers introduced on 1994, X300 model saloons and subsequent are considered authentic.

h. **License Plate Frames:** 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 Champion Division 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 frames are only judged for condition and cleanliness.

i. **Luggage Racks:** Only luggage racks offered as factory optional equipment are allowed for Champion Division entries. Driven Division entries are allowed either factory or appropriate vintage after-market racks. All racks must be neatly mounted in the prescribed location on the vehicle.

j. **Body Stripes (Coach Lines).** Where offered, factory applied and authentic optional body stripes (Coach Lines) consist of one or two narrow, closely spaced stripes complimenting or contrasting to the body color (see applicable Judging Guides, JCNA Seminar Technical Bulletins* and Factory Brochures for additional details). Body stripe (Coach Line) embellishments such as initials, monograms, leapers, scrolls, etc. are non-authentic.

* 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.

FACTORY APPLIED AND/OR AUTHORIZED PIN/BODY STRIPES
(Subject to Change with Documentation)

MODEL YEAR	MODEL	PIN STRIPES	NOTE	REFERENCE
	MK VII, VIII, IX	NO		
	2.4, 3.4, MK2, S-TYPE	NO		
	420, 240, 340	NO		
	MK10, 420G	NO		
	XJ6/12 SERIES 1	NO		
	XJ6/12 SERIES 2	YES (single)	Above the swage line	Factory brochures.
	DAIMLER DOUBLE SIX	NO		
	XJ6C/12C	YES	Above the swage line	Factory brochures
1976 - 1986	XJS	NO		
1979 - 1982	SERIES 3 V12 (Canada)	YES (single, double)	Above the swage line	RTC9886CE Parts Book
	SERIES 3 DAIMLER DOUBLE SIX	YES (double) Chrome swage molding,	Above the swage line Colors: copper, gold	
1983 - 1985	SERIES 3 V12 (Canada)	YES (single, double)	Above the swage line	RTC9886CE Parts Book
	SERIES 3 DAIMLER DOUBLE SIX	YES (single, double) Chrome swage molding,	Above the swage line Colors: gold leaf, oyster, gunmetal	
1986 - 1987	SERIES 3 V12 (Canada)	YES (single, double)	Above the swage line	RTC9886CE Parts Book
	SERIES 3 DAIMLER DOUBLE SIX	YES (single, double) Chrome swage molding,	Above the swage line Colors: gold leaf, oyster, gunmetal	
1988 - 1990	SERIES 3 Vanden Plas V12 (Canada)	YES (single, double)	Above the swage line	RTC9898CA Parts Book
	SERIES 3 DAIMLER DOUBLE SIX	YES (single, double) Chrome swage molding,	Above the swage line Colors: gold leaf, oyster, gunmetal, black, dark red, gold/copper	
1991 - 1992	SERIES 3 Vanden Plas V12 (Canada)	YES (double)	Above the swage line	Parts Technical Info, Vol J8, Num. J8, Sept. 1990
	SERIES 3 DAIMLER DOUBLE SIX	YES (double) Chrome swage molding,	Above the swage line Colors: Gold, silver, dark blue	
1983 - 1987	XJ6 SERIES 3, From VIN #398412 -	YES (double)	Above the swage line	Factory brochures
	VDP	YES (double)	Above the swage line Gold/Copper tone	
			Series III coachline colours: Oyster, Gold, Gold Leaf, Copper, Gunmetal	

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

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

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

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

k. **Roof Covering:** XJ6C & XJ12C and certain pre-war coupes have a vinyl roof covering.

l. **Side Protective Moldings:** These protective accessories were offered by dealers in North America, beginning in September of 1977, for the XJ6/12 and the XJ-S. Mounted along the side of the body, the moldings consist of metal extrusions with vinyl inserts, capped at each end by chrome finishers and attached with rivets or adhesive. The moldings were available in white, black, silver, blue, dark brown, caramel brown, green, or red. Side moldings on earlier models (pre-1977) will be considered non-authentic.

1. Circa 1988, one-piece adhesive side moldings were made available in colors, which complemented the paint codes for XJS, Series III V12 VDP, and XJ40/XJ81. They came in wide or narrow widths; however, the narrow width was not available for XJS in Canada.

2. In 1995 the XJS was offered with either the wide or narrow moldings in both the US and Canadian markets. The X300/X305 had factory-applied moldings.

m. Sunroofs: Folding "Webasto-type" vinyl sunroofs, were offered to the North American market for MK 2, 3.8S, E-Type, 420, and MK10/420G. (Webasto is the name commonly associated with these sunroofs, however, there was more than one Webasto source/company. Product differences, if any, have yet to be determined.) Only the "Webasto-type" folding vinyl sunroofs will be considered authentic. Sliding metal or glass-type sunroofs must have been installed by the factory or by a factory authorized agent at the time of delivery. In the early 1980s, the North American market XJ-S was offered with an electric retracting sunroof, installed by Hess and Eisenhardt.

Research into the sunroof issue is continuing. While the information provided here is valid, more model and model year detail is being sought.

n. Tires (*Notes n. 1 and n. 2 below* apply to Champion Division Entries only):

Champion Division – There shall be no deduction for an Entrant's choice of white or black sidewalls provided they are in keeping with the vintage of the Jaguar and are specifically authorized/listed in the applicable Jaguar Spare Parts Catalogue for the Entry.

Driven Division - There shall be no deduction for an Entrant's choice of white or black sidewalls provided they are in keeping with the vintage of the Jaguar. Redline sidewalls were never offered by Jaguar and are considered non-authentic in Champion Division only. (Redline tires may be reversed to show their black side only.) Any brand is acceptable. The standard industry tire sizes, appearing on the tire sidewalls, are acceptable proof of correct size without further measurement. (Original tire sizes are listed in Appendix B)

1. **Tire Construction:** Tires are considered expendable. Replacement tires must be the same (or equivalent) size and construction (bias/radial) as originally found on the car when delivered by the Jaguar factory or offered by Jaguar Cars as optional equipment. To retain authenticity, if the year and model Jaguar was originally delivered exclusively with bias ply tires, they may only be replaced with bias ply tires. If suitable radial ply tires were **not** available, at the time of delivery of the Jaguar, the car should not be retrofitted with radial tires. (XK 120, XK 140 and XK 150 cars should only be fitted with bias ply tires. Series 1 E-Types may be fitted with either 185x15 radials or 6.40x15 bias ply tires.)

2. **Tire Size:** Tire size must match the original or an equivalent Alpha Numeric, Eurometric or P-Metric size. (Original sizes are shown in Appendix B) Size must be consistent with the original profile for the car to maintain its proper stance and appearance.

3. **Tire Speed Ratings:** Tires on Champion and Driven Division cars less than 15 years old must have original speed ratings or speed ratings equal to or superior to the original (see Appendix B)**.**

4. **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, not 28 points.** (2019 AGM)

o. **Top, Side Curtains, Tonneau & Boot Cover:** No hardtops, either factory optional or aftermarket, except as fitted to the XJS Cabriolet, are acceptable for judging.

p. **Pin Beading**: Pin beading is the narrow, chrome plated, half-round trim found on early (MK and XK) convertibles, and drop heads. It is called pin beading because, when properly attached, hidden pins on its backside hold it in place. Screws, or other visible substitute fasteners, used to hold pin beading in place, are non-authentic.

q. **Wheels:** Wheels must be the correct factory size, type, finish, and style for the model. Ace Discs & Rimbellishers are permitted if they were offered by the factory for the specific model. Bolt-on wire wheels are non-authentic. Wire wheels should have the same number of spokes as the original. **Chrome plated wheels, not offered as a Jaguar factory option, must be scored as non-authentic in Champion Division**.

r. **Window Glass:**
   1. **Champion Division**: Any window glass that meets the requirements of the original specifications for form, fit, function, and factory tint is acceptable. Triplex or other brand and safety markings are NOT judged.
   2. **Driven Division:** Shiny or mirrored tinting, graphics or logos in the tinting, tinted film on the front windscreen or excessively dark tinting shall receive deductions as non-authentic. The tint should allow the interior of the vehicle to be clearly visible when looking in from approximately one foot away.

s. Driven Division: Protective clear bras/coverings found in other than the frontal area of the exterior shall be assessed a minimum of 2.0 points each and a maximum of 10.0 points.

t. Champion Division: Protective clear bras/coverings shall be assessed a collective minimum 10.0 points deduction. Clear bras/coverings, which together cover more than 50% of the painted body area, shall be assessed the maximum 20.0 points deduction.

G. INTERIOR
Maximum deduction 200 points

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTE
1. Alarm System	4.0 ea		**c**
2. Arm Rests	3.0 ea		
3. Ash Trays	1.0 ea		
4. Batteries (XK 120 Champion Division only)	3.0 ea	6.0	**a**
5. Battery Compartment Cover (XK 120)	2.0 ea		OTS only
6. Battery Individual (bakelite) Covers (XK 120)	2.0 ea		**a**
7. Battery (metal) Securing Straps (XK 120)	1.0 ea		
8. Carpet Binding	1.0 ea Section	6.0	
9. Carpet Inserts/Heel Pads	1.0 ea		
10. Carpet Section (Including Factory Floor Mats)	2.0 ea	14.0	
11. Carpet, Whole Set	14.0		

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTE
12. Consoles - A/C, Light, Radio, Computer	2.0 ea		**b**
13. Dash Plaques (Allowed in Driven Division)	0.5 ea		
14. Dash/Instrument Panel	6.0		
15. Door Panels	4.0 ea		
16. Door Sill Plates	3.0 ea	10.0	
17. Electronic Devices	3.0 ea		**c**
18. Handles, Door, Window and Grab	2.0 ea	8.0	
19. Headliner (Saloons and DHC's)	10.0		
20. Head Rests	2.0 ea		
21. Hinge Panel	4.0 ea		
22. Horn Ring/Horn Button	3.0 ea		
23. Instruments	2.0 ea	8.0	**d**
24. Knobs and Switches	1.0 ea	6.0	**e**
25. Levers, Shift and Brake	2.0 ea		
26. Non-Factory Accessories	2.0 ea		**f**
27. Piping, Binding & Trim	2.0 ea		
28. Radio, Tape or CD Player	3.0		**g**
29. Rear View Mirror	2.0		
30. Seat Belts	4.0 ea Set		**h**
31. Seat Belt Retractors	2.0 ea		
32. Seat Covers not removed	5.0 ea	10.0	**i**
33. Seat Frames	4.0 ea Seat		
34. Seats & Seat Backs (Squabs)	5.0 ea	10.0	
35. Shut Panel	4.0 ea		
36. Speaker Grilles	2.0 ea		**g**
37. Speakers	4.0 ea		**g**
38. Steering Wheel (Wrong or wrapped)	6.0		**j**
39. Top (convertible) Bow Covering	2.0 ea		
40. Top Bows, Hoodsticks	4.0 ea		
41. Top (convertible) Underside	6.0		
42. Under-Dash & Kick Panels	2.0 ea Section		
43. Vinyl & Leather Trim (not seats or doors)	2.0 ea Section		
44. Visors	2.0 ea		
45. Window Seals	2.0 ea		
46. Woodwork (other than Dash)	2.0 ea Section	10.0	

Notes:

a. **Batteries:** XK120 batteries are located behind the seats and will be judged in **Champion Division only**. FHC's and DHC's have a hinged panel, which the Entrant should unfasten and tip forward for the batteries to be inspected. The separate battery cover on the XK 120 OTSs should be unfastened and either tipped forward or removed for battery inspection. The Bakelite battery covers should **not** be removed. (See Chapter V, A6, Page V-3)

b. **Consoles:** Include individual panels for switches, radios, ashtrays, air conditioning, A/C outlets, overhead lighting, navigation, trip computers, etc.

c. **Electronic Telephones, Alarm Systems and Radar Detectors:** No deduction for neatly installed telephones, alarm systems or their accessories authorized by the factory, Jaguar Cars Inc. or Jaguar Canada Inc. Radar detectors were offered by all dealers on XJS for a period and were also installed by Jaguar Cars Ltd.; they were contained in a special case and stowed in the void above the steering column nacelle. All other radar detectors, NOT provided by either Jaguar Cars Ltd. or Jaguar Cars Inc., will be considered non-authentic.

d. **Instruments:** Instruments added to those originally supplied are non-authentic.

e. **Knobs and Switches:** Include those on the dash and elsewhere for the control of mirrors, seats, A/C, lights and windows, plus gear shift knobs. Extra switches mounted on the face of the dash or instrument panel are non-authentic.

f. **Non-Factory Accessories:** Items such as after-market compasses, clocks, medallions, stuffed animals and similar mementos or charms will receive a non-authentic deduction.

g. **Radios, CD or Tape Players and Speakers:**

   1. **Champion Division -** No deduction for neatly installed radios of correct vintage, using original or authentic mountings and original speaker housings and grilles.

   2. **Driven Division -** Entries are allowed contemporary radios, tape, or CD players installed in the original radio mounting space, utilizing the original speaker locations and external housings and grilles, without deduction.

h. **Seat Belts:** Seat belts are considered safety equipment and may be added/installed in those models that were not originally equipped with them. The type of installation and equipment should be in keeping with the vintage of the Jaguar. Replacement, non-standard hardware, belts or retractors will be judged as non-authentic.

i. **Seat Covers**: Accessory seat covers, such as sheepskin, must be removed allowing the Judge to examine the seat upholstery.

j. **Steering Wheels:** Steering wheels with non-original wrapping are considered non-authentic. Wrapping may be removed before judging. Original type steering wheels whose dimensions are other than as supplied at time of production are considered non-authentic.

H. BOOT (CHAMPION DIVISION ONLY)
Maximum deduction 100 points

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration.	Max. Deduct	NOTE
1. Battery	6.0		**a**
2. Battery Cover	2.0		
3. Carpet or Mat	6.0		
4. Floor Boards	3.0 ea Section		
5. Fuel Filler Pipe Cover	4.0		
6. Jack	6.0		
7. Jack Handle	4.0		
8. Jack Pouch	2.0		
9. Lid Support	2.0		
10. Lid Latches	2.0 ea		
11. Owner's Manual	4.0		
12. Paint Finish	4.0		
13. Retaining and Access Straps	2.0 ea		
14. Side and Lid Panels	2.0 ea	6.0	
15. Spare Tire	2.0		**b**
16. Spare Tire Cover	4.0		
17. Spare Tire Hold Down	2.0		
18. Spare Wheel	6.0		**c**
19. Strap Securing Tools/Tool Roll to Body	1.0		**d**
20. Tire Pump	4.0		
21. Tire Pump Hose	2.0		
22. Tool Roll or Box	4.0		**d**
23. Tools	1.0 ea	10.0	**d**
24. Tool Kit Brake Bleeder Hose Tin	1.0		
25. Tool Kit Spare Spark Plug	1.0 ea		**e**

Notes:

a. **Batteries (Batteries are not judged in Driven Division)**
In accordance with Chapter V, A6, page V-3, Entrants should be asked to remove the cosmetic or protective covers from the batteries. (Battery covers which are screw-fastened or clamped to the battery or its hold-down should not be removed.) Judge the general area, the battery configuration, its style, cover, the positions and type of its terminals, the visible cables, the battery hold-down and the battery cable ends.

b. **Spare Tire**: (Champion Division only) The spare tire must match the road wheel tires' size, sidewall and tread pattern. Certain recent model Jaguars are equipped with low profile, space-saving spare tires and wheels. Where present (in Champion and Special Division) they should only be inspected for cleanliness and condition. When more detailed information becomes available, it will appear in Appendix B.

c. **Spare Wheel**: (Champion Division only) The spare wheel must be the correct type and match the road wheels (see "**b. Spare Tire",** above).
d. **Tool Kit**: The tool kit is optional for US models produced after 1968; however, if the Entrant displays a tool kit, it may be judged.
e. **Tool Kit Spare Spark Plug:** The spare spark plug, provided as part of certain tool kits, should be identical to the original (brand and type).

I. ENGINE COMPARTMENT (Champion Division Only)

Maximum deduction 200 points

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration.	Max. Deduct	NOTE
1. Air Cleaner Canister	4.0		
2. Air Cleaner Duct/Horn	4.0		
3. Air Conditioning Compressor, Condenser & Drier	4.0 ea	12.0	
4. Battery (If 2 batteries, 3.0 ea)	6.0		**a**
5. Battery Box or Covers	2.0 ea		
6. Battery Cable Ends	1.0 ea		
7. Battery Hold Down (Includes Fasteners)	2.0 ea		
8. Bonnet Hinges	4.0 ea		
9. Bonnet Latches	2.0 ea		
10. Bonnet Stay/Support	2.0		
11. Bonnet Underside, Finish & Insulation	4.0		
12. Brake & Clutch Reservoirs	2.0 ea		
13. Brake and Clutch Master Cylinders	4.0 ea		
14. Cam Covers	4.0 ea		
15. Carburetors	5.0 ea	15.0	**b**
16. Carburetor I.D. Tags	0.5 ea		
17. Coil	2.0		
18. Cooling and Radiator System (Items 19 to 25)			
19. Cylinder Head	10.0		**c**
20. Cylinder Head Color	2.0		**c**
21. Data Plates & Decals	0.5 ea	4.0	
22. Distributor	4.0		
23. Emission Control Components	4.0 ea		
24. Engine	20.0		
25. Engine Block	10.0		
26. Engine Cover	8.0		
27. Engine Mounts	2.0 ea		
28. Exhaust Manifolds	4.0 ea		**d**
29. Exhaust Down Pipes	4.0		

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration.	Max. Deduct	NOTE
30. Ex. Manifold Stud Length Uniformity	0.5 ea		
31. Firewall	4.0		
32. Fuel Filter, Filter Bowl	2.0 ea		
33. Fuel Injectors	1.0 ea		
34. Fuel Piping/Fuel Rail	2.0 ea		
35. Fuse Boxes/Holders	2.0 ea		
36. Generator/Alternator	4.0		
37. Heat Shields	2.0 ea		
38. Heater Box	4.0		
39. Heater Valve	2.0		
40. Horns	2.0 ea		**b**
41. Hose Clamps	1.0 ea	10.0	**e**
42. Hoses	2.0 ea	10.0	**f**
43. Ignition Wire, Coil & Distributor Connectors	1.0 ea		**g**
44. Ignition Wire Holders & Separators	1.0 ea		
45. Ignition Wire Loom/Conduit	2.0		
46. Ignition Wires	1.0 ea		
47. Ignition Wire Boots	0.5 ea	10.0	
48. Ignition Wire Spark Plug Connectors	1.0 ea		
49. Intake Manifold	6.0		
50. Intake Manifold Stud Length Uniformity	0.5 ea		
51. Oil Filter Housing	3.0		**c**
52. Power Steering Pump & Reservoir	4.0 ea		
53. Radiator	8.0		
54. Radiator-Expansion Tank	4.0		
55. Radiator-Extra Radiator Fan(s)	4.0 ea		**b**
56. Radiator-Fan (Includes Motor)	4.0 ea		
57. Radiator-Fan Clutch	2.0		
58. Radiator-Fan Shroud (including flaps)	4.0		
59. Radiator and Recovery System Caps	1.0 ea		
60. Relays	2.0 ea	8.0	
61. Rubber Covers, Caps & Bellows	2.0 ea	8.0	
62. Side & Splash Panels	4.0 ea		
63. Solenoids	2.0 ea		

64. Spark Plugs	1.0 ea		**h**
65. Starter	4.0		
66. Steering Column, Rack & Flexible Joints	4.0 ea		
67. Subframe or Frame	4.0 ea Side		
68. Throttle Linkage & Cables	2.0 ea Section		
69. Tubing, Misc. Metal	1.0 ea		
70. Valve/Camshaft Covers	4.0 ea		
71. Voltage Regulator/Control	4.0		
72. Water Manifolds	6.0		
73. Windshield Washer	4.0		
74. Windshield Washer Reservoir	2.0		
75. Windshield Washer Pump	2.0		
76. Windshield Wiper Motor	6.0		
77. Wire Terminals	1.0 ea	10.0	
78. Wiring Harness	10.0		
79. Wiring Harness Covering	5.0		
80. Wiring, Other	1.0 ea	10.0	

Notes:

a. **Batteries: (See Chapter V, A6, page V-3)**
Entrants should be asked to remove the cosmetic or protective covers from the batteries. (Battery covers which are screw-fastened or clamped to the battery or its hold-down should not be removed.) Judge the general area, the battery configuration, its style, cover, the positions and type of its terminals, the visible cables, the battery hold-down and the battery cable ends.

b. **Add-on Items and Accessories**:
Extra cooling fans, carburetors, headers, horns, or other items that were not factory-available for the model are non-authentic.

c. **Engine Block, Head & Carburetors or Fuel Injectors:**
Only those items that were factory available for the model are allowed.

Cylinder Head Color Table

Model/Engine Size	Documented Color	Acceptable Observed Variation
XK 120; C-Type; D-Type	Natural Aluminum	(No colors listed)
XK 140	Natural Aluminum	(No colors listed)
XK 140 - C-Type Head	Red[1]	
XK 150 - 3.4L & 3.8L	Light Blue[2]	Light Blue-Green
XK 150S - 3.4L & 3.8L	Gold[2]	Old Gold - Pumpkin
MK I - 2.4L	Silver[2]	Natural Aluminum
MK I - 2.4L Stage 3 tuning & 3.4L	Light Blue[2]	Light Blue-Green
MK 2 - 2.4L & 3.4L	Light Blue[1]	Light Blue-Green
MK 2 - 3.8L	Dark Blue[1]	Dark Metallic Blue
S-type - 3.4L	Light Blue[3]	Light Blue-Green
S-type - 3.8L	Dark Blue[3]	Dark Metallic Blue
MK VII; MK VIIM	Natural Aluminum	(No colors listed)
MK VIIM - C-Type Head	Red	
MK VIII	Light Blue[2]	Light Blue-Green
MK IX - 3.8L	Dark Blue[2]	Dark Metallic Blue
MK 10 - 3.8L & 4.2L	Gold[3]	
420; 420G - On	Natural Aluminum	(No colors listed)
Series 1 E-type - 3.8L to ~ R2512	Pumpkin[4]	Old Gold - Pumpkin
Series 1 E-type - 3.8L from ~R2512	Gold[4]	
Series 1 E-type - 4.2L thru ~ 1966 and possibly early 1967 (See Note)	Gold[4]	
Series 1 E-type, later 1967 and On	Natural Aluminum	(No colors listed)

1. Applicable Service Manuals
2. Service Bulletins #271, #272, B.1 & B.5
3. Service Manual Supplements
4. JCNA Series 1 E-type Judge's Guide

Note: The highest E-type engine number observed to date is 7E10192-9 but there may be higher.

d. **Exhaust Manifolds:** See applicable Judging Guides and **JCNA Seminar Technical Bulletins*** for proper manifold coating. The British terms "black enameled or vitreous enamel" are the equivalent of the North American term "porcelain". MKV exhaust manifolds were NOT porcelain coated. All XK 120, XK 140 and XK 150 and Series 1 E-Type exhaust manifolds were porcelain coated.

* 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.

e. **Hose Clamps:** Hose clamps must match the original including the material, the finish, the configuration of the adjustable band, and the shape and style of the adjusting screw head. All pre-1975 hose clamps should have round head, straight-slot adjusting screws; their adjusting bands should be grooved, not perforated. (Hex-headed clamp adjusting screws did not appear until approximately 1975. Brand name is not judged. Clamp bands must be the appropriate length (size) for the application; clamps with MORE than approximately one inch of the band showing beyond the adjusting screw will receive a non-authentic deduction.
f. **Hoses:** Hoses must be the same size and shape as the original. Hoses reinforced with Kevlar or other synthetic materials are acceptable. Where applicable, the original stockinette covering is not required.
g. **Aftermarket Ignition:** No deduction for aftermarket electronic ignition systems using all stock components and showing only a "black box" mounted unobtrusively.
h. **Spark Plugs:** There is no deduction for the make or type of spark plugs; however, all installed spark plugs, which are normally visible, must match.

Notes:

Appendix A
List of Production Models

Marque	Note	Model/Engine Capacity	Announced	Years Current
Swallow		Austin Seven 2-Seater, 747 cc	1927	1927-1932
Swallow		Austin Seven Saloon, 747 cc	1928	1928-1932
Swallow		Fiat 509A Saloon, 990 cc	1929	1929-1930
Swallow		Standard 9 Saloon, 1287 cc	1929	1930-1932
Swallow		Swift 10 Saloon, 1190 cc	1929	1930-1931
Swallow		Standard 16 Saloon, 2054 cc	1931	1931-1932
Swallow		Wolseley Hornet 2-Seater, 1271 cc	1930	1931-1932
Swallow		Wolseley Hornet 4-Seater, 1271 cc	1931	1931-1932
Swallow		Wolseley Hornet Special (2&4 Seater), 1271 cc	1932	1932-1933
S.S.	(1)	S.S. I Coupe, 2054/2552 cc	1931	1932-1933
Swallow		Morris Cowley 2-Seater, 1550 cc	1927	1927-1928
S.S.		S.S. I Coupe/Saloon/Tourer, 2143/2663 cc	1933	1933-1936
S.S.		S.S. II Coupe, 1052 cc	1931	1932-1933
S.S.		S.S. II Coupe/Saloon, 1343/1608 cc	1933	1934-1936
S.S.		S.S. I Airline Saloon, 2143/2663 cc	1934	1935-1936
S.S.		S.S. I Drophead Coupe, 2143/2663 cc	1935	1935-1936
S.S.		S.S. 90 2-Seater Sports, 2663 cc	1935	1935
S.S.	(2)	Jaguar "1½" s.v. Saloon, 1608 cc	1935	1936-1937
S.S.	(3)	Jaguar "2½" o.h.v. Saloon & Tourer, 2663 cc	1935	1936-1937
S.S.		Jaguar 100, 2-Seater Sports, 2663 cc	1935	1936-1940
S.S.		Jaguar 100, 2-Seater Sports, 3485 cc	1938	1938-1940
Jaguar		Saloon, Drophead Coupe, 1776/2663/3485 cc	1945	1945-1948
Jaguar		Mark V Saloon/Drophead Coupe, 2663/3485 cc	1948	1949-1951
Jaguar	(4)	XK 120 Open 2-Seater, 3442 cc	1948	1949-1954
Jaguar		Mark VII Saloon, 3442 cc	1950	1950-1954
Jaguar		XK 120 Fixed-Head Coupe, 3442 cc	1951	1951-1954
Jaguar	(8)	XK 120C (C-type), 3442 cc	1951	1951-1953
Jaguar		XK 120 Drophead Coupe, 3442 cc	1953	1953-1954
Jaguar	(5)	D-Type, 3442 cc	1954	1955-1957
Jaguar		XK 140 FHC/DHC/Open, 3442 cc	1955	1955-1957
Jaguar		2.4L (MK I) Saloon, 2483 cc	1955	1955-1959
Jaguar		Mark VIIM Saloon, 3442 cc	1955	1955-1956
Jaguar		Mark VIII Saloon, 3442 cc	1956	1956-1959
Jaguar		XK SS, 3442 cc	1957	1957
Jaguar		3.4-litre (MK I) Saloon, 3442 cc	1957	1957-1959
Jaguar		XK 150 FHC/DHC, 3442 cc	1957	1957-1961
Jaguar		XK 150 Open 2-Seater, 3442 cc	1958	1958-1961
Jaguar		XK 150S FHC/DHC/Open, 3442 cc	1958	1958-1961
Jaguar		Mark IX Saloon, 3781 cc	1958	1958-1961
Jaguar		XK 150 FHC/DHC/Open 3781 cc	1959	1959-1961
Jaguar		XK 150S FHC/DHC/Open, 3781 cc	1959	1959-1961

Marque	Note	Model/Engine Capacity	Announced	Years Current
Jaguar	(6)	Mark 2 Saloon, 2483/3442/3781 cc	1959	1959-1967
Jaguar		E-Type (3.8) Coupe/Open, 3781 cc	1961	1961-1964
Jaguar	(6)	Mark 10 (3.8) Saloon/Limo, 3781 cc	1961	1961-1964
Jaguar	(6)	S-Type Saloon, 3442/3781 cc	1963	1963-1968
Jaguar		E-Type (4.2) Coupe/Open, 4235 cc	1964	1964-1967
Jaguar		E-Type (4.2) Coupe/Open, 4235 cc	1967	1967-1968
Jaguar	(6)	Mark 10 (4.2) Saloon/Limo, 4235 cc	1964	1964-1966
Jaguar		E-Type 2+2 Coupe, 4235 cc	1966	1966-1967
Jaguar		E-Type 2+2 Coupe, 4235 cc	1967	1967-1968
Jaguar	(6)	420 Saloon, 4235 cc	1966	1966-1968
Jaguar	(6)	420G Saloon/Limo, 4235 cc	1966	1966-1970
Jaguar		340 Saloon, 3442 cc	1967	1967-1969
Jaguar		240 Saloon, 2483 cc	1967	1967-1970
Jaguar		Series 2 E-Type 2+2/Open/Coupe 4235 cc	1968	1968-1970
Jaguar		Series 1 XJ Saloon, 2781/4235 cc	1968	1968-1973
Jaguar		Series 3 E-Type 2+2/Open, 5343 cc	1971	1971-1975
Jaguar	(6)	Series 1 XJ12 Saloon, 5343 cc	1972	1972-1973
Jaguar		XJ6C 2-Door, 4-Seat, 4235 cc Pillarless Hardtop Coupe (U.S. 74-76 only)	1973	1975-1977
Jaguar	(6)	XJ12C 2-Door, 4-Seat, 5343 cc Pillarless Hardtop Coupe (U.S. 74-76 only)	1973	1975-1977
Jaguar		Series 2 XJ6, XJ 12	1973	1973-1974
Jaguar		Series 2 XJ6L & XJ12L Saloon, 6 cyl. (4235 cc) & 12 cyl. (5343 cc), WB 113 in.	1973	1973-1979
Jaguar		XJ-S 2-Door Coupe, 5343 cc	1975	1975-1996
Jaguar		Series III XJ12 Saloon	1979	1979-1982
Jaguar		Series III, XJ6 Saloon, 4235 cc	1979	1979-1987
Jaguar	(6)	Series III, V12 Saloon, 5343 cc	1981	1982-1992
Jaguar	(6)	XJ6 (XJ40) and Vanden Plas 3.6L	1986	1986-1989
Jaguar		XJ-SC (Cabriolet) 3.6L	1985	1986-1988
Jaguar		XJ-SC (Cabriolet) 5.3L	1986	1986-1988
Jaguar		XJ-S Coupe, 3.6L	1985	1986-1990
Jaguar		XJ-S Convertible - Hess and Eisenhardt 5.3L (USA only)	1986	1986-1988
Jaguar		XJ-S Factory 5.3L Convertible	1988	1988-1992
Jaguar		Sport XJR-S 5.3L	1988	1988-1989
Jaguar		Sport XJR6 3.6L	1988	1988-1989
Jaguar		Majestic (XJ40) 3.6 (USA only)	1989	1989 only
Jaguar	(6)	XJ (XJ40) Saloon 4.0L	1989	1989-1994
Jaguar		Sport XJR-S 6.0L Ltd. Edition	1989	1989
Jaguar		XJ-S Rouge 5.3L	1989	1990
Jaguar		Sport XJR-6 (XJ40) 4.0L	1990	1990-1994
Jaguar	(7)	XJ-S Classic Collection	1990	1990-1991

Marque	Note	Model/Engine Capacity	Announced	Years Current
Jaguar		XJS (Re-styled) 4.0L & 5.3L	1991	1992-1996
Jaguar	(6)	XJ12 (XJ81) and Vanden Plas 5.3L	1993	1993-1994
Jaguar	(6)	XJ (X300) 4.0L & (X305) 5.3L	1994	1994-1997
Jaguar		XJR (X300) 4.0L	1994	1994-1997
Jaguar		XK8 Coupe and Convertible	1996	1997-2006
Jaguar		XJ & XJR V8 4.0L (X308)	1997	1998-2003
Jaguar		S-TYPE 3.0L & 4.0L	1998	1999-2007
Jaguar		XKR Coupe and Convertible	1999	1999-2006
Jaguar		XKR Silverstone	2000	2000-2001
Jaguar		X-TYPE	2002	2002-2007
Jaguar		S-Type R	2002	2002-2007
Jaguar		XJ8/R (X350 Aluminum)	2003	2004-2009
Jaguar		XK & XKR Coupe and Convertible	2006	2007-On
Jaguar		XF	2007	2008-On
Jaguar		XJ	2010	2010-On
Jaguar		F-TYPE	2013	2013-On
Jaguar		F-PACE	2016	2016-On
Jaguar		XE	2016	2016-On
Jaguar		E-Pace	2018	2018-On
Jaguar		I-Pace	2018	2018-On

NOTES:

(1) The S.S. I Coupe was re-styled during 1932.
(2) This was the last side-valve engined car produced by the Company.
(3) These and all new models, up to and including the Mark V, had o.h.v. pushrod engines.
(4) The XK 120 and all subsequent Jaguars have had overhead camshaft engines.
(5) Several of the D-types were subsequently run with 2.4, 3.8, or 3.9-liter engines.
(6) Models also produced in Daimler variants.
(7) Due to non-compliance with California Air Resources Board regulations, 1991 XJ-S models could not be sold there and 1990 models with identical Classic Collection specs and features were substituted.
(8) Descriptive Terminology, e.g. "XK 120C" taken from factory literature.

Notes:

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

The following information is based on the best data available and is for use in judging. Some non-North American and International models may not be included. This information may be superseded either by the tire and wheel data contained in the Owner's Manual for a specific model Jaguar or by the Tire Recommendation Plate attached to the car. Recommendations for additions or corrections to this appendix are encouraged and may be sent to the Chairman of the Judge's Concours Rules Committee (the address can be found in the Clubs, JCNA Committees Section of the *Jaguar Journal*). A copy of the page(s) of the applicable Owner's Manual, or a photo of the Tire Recommendation Plate, specifying the tire size and/or wheel description, should accompany all submissions.

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
SS					
1931-32	S.S. 1 Coupe	5.50 x 18	Dunlop	Fort 90	60 Spoke
1931-33	S.S. 2 Coupe [1]	4.75 x 18	Dunlop	Fort 90	48 Spoke
1932-36	S.S. 1 Coupe/Saloon/Tourer	5.50 x 18	Dunlop	Fort 90	60 Spoke
1933-34	S.S. 2 Coupe/Saloon	4.75 x 18	Dunlop	Fort 90	60 Spoke
1934-36	S.S. 2 Tourer	4.75 x 18	Dunlop	Fort 90	60 Spoke
1934-36	S.S. 1 Airline	5.50 x 18	Dunlop	Fort 90	60 Spoke
1935-35	S.S. 1 Drop Head Coupe	5.50 x 18	Dunlop	Fort 90	60 Spoke
1935-35	S.S. 90	5.50 x 18	Dunlop	Fort 90	60 Spoke
1935-37	S.S. Jaguar 1½ s.v. Saloon [1]	4.75 x 18	Dunlop	Fort 90	60 Spoke
1935-37	S.S. Jaguar 2½ o.h.v. Saloon/Tourer	4.75/5.50 x 18	Dunlop	Fort 90	60 Spoke
1935-41	S.S. Jaguar 100 2½, 3½	5.25/5.50 x 18	Dunlop	Fort 90	60 Spoke
1935-38	S.S. Jaguar 1½ All Steel Saloon	4.75/5.25 x 18	Dunlop	Fort 90	60 Spoke
1935-38	S.S. Jaguar 2½, 3½ All Steel Saloon\DHC	5.50 x 18	Dunlop	Fort 90	60 Spoke
MKIV					
1945-48	1½, 2½, 3½ Jaguar (Mk IV)	5.50 x 18	Dunlop	Fort 90	60 Spoke
MKV					
1948-50	MK V [2]	6.70 x 16	Dunlop	Super Comfort	Pressed Steel 5x16

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
XKs					
1948-54	XK 120	6.00 x 16	Dunlop	Roadspeed RS4	Pressed Steel 4½x16, 5x16
				(Later RS5) & Racing	54 Spoke Wire 5x16
1954-57	XK 140	6.00 x 16	Dunlop Racing	Roadspeed RS5	Pressed Steel 5x16, 54 Spoke Wire 5x16
1957-61	XK 150	6.00 x 16	Dunlop Racing	Roadspeed RS5	Pressed Steel 5½x16
				54 Spoke Wire 5x16, June '58 - 60 Spoke Wire 5x16	
C and D Types, XK SS					
1951-54	XK 120C (C-Type)	(Front) 6.00 x 16	Dunlop	Racing	54 Spoke (Early) 60 Spoke (Late)
		(Rear) 6.50 x 16			
1955-57	D-Type & 1957 XK SS	6.50 x 16	Dunlop	Racing	5.00 x 16 light alloy perforated disc
Large Saloons					
1950-57	MK VII, MK VIIM [2]	6.70 x 16	Dunlop	Super Comfort	Pressed Steel 5x16
1956-59	MK VIII [2]	6.70 x 16	Dunlop	Super Comfort	Pressed Steel 5x16
1958-61	MK IX [2]	6.50/6.70 x 16	Dunlop	Super Comfort	Pressed Steel 5½x16
1961-64	MK 10 (3.8)	7.50 x 14	Dunlop	Roadspeed RS5	Pressed Steel 5½x14
1964-66	MK 10 (4.2)	205 x 14	Dunlop	SP-41 (Radial)	Pressed Steel 5½x14
1966-68	420G	205 x 14	Dunlop	SP-41 (Radial)	Pressed Steel 5½x14
Small Saloons					
1955-59	2.4 (MK 1)	6.40 x 15	Dunlop	Super Balloon	Pressed Steel 4½x15
					72 Spoke Wire 4½x15
1955-59	3.4 (MK 1)	6.40 x 15	Dunlop	Roadspeed RS4	Pressed Steel 4½x15
					72 Spoke Wire 4½x15 after chassis #127785-lhd
1959-67	MK 2 (2.4, 3.4, 3.8)	6.40 x 15	Dunlop	Roadspeed RS5	Pressed Steel 5x15
	Factory authorized[3]	185HR15	Dunlop	SP-41 (Radial)	72 Spoke Wire 5x15
1963-68	3.4S, 3.8S	6.40 x 15	Dunlop	Roadspeed RS5	Pressed Steel 5½x15
radial after 3.4-1B25084 & 3.8-1B75382		185HR15	Dunlop	SP-41/SP-68 (Radial)	72 Spoke Wire 5½x15
1966-68	420	6.40 x 15	Dunlop	Roadspeed RS5	Pressed Steel 5½x15
		185 HR15	Dunlop	SP-41 (Radial)	72 Spoke Wire 5½x15
1967-69	240, 340	6.40 x 15	Dunlop	Roadspeed RS5	Pressed Steel 5½x15
		185HR15	Dunlop	SP-41 (Radial)	Optional 72 Spoke Wire 5½x15

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
E-Types					
1961-67	E-Type (Ser 1) 3.8, 4.2 [4]	6.40 x 15	Dunlop	Roadspeed RS5	Pressed Steel 5x15
			Dunlop	Racing	72 Spoke Wire 5x15
	(Option after 10/65)	185HR15	Dunlop	SP-41 (Radial)	
1967-68	E-Type (Ser 1½) 4.2 [4]	185HR15	Dunlop	SP-41 (Radial)	Pressed Steel 6x15
					72 Spoke Wire 6x15
1968-70	Series 2 E-Type	185HR15	Dunlop	SP-41 (Radial)	72 Spoke Wire 6x15
				Slotted Pressed Steel 5x15 (Optional)	
1971-75	Series 3 E-Type [5]	ER70VR15	Dunlop	SP Sport (Radial)	Astro Pressed Steel 6x15
					Triple Laced 72 Spoke Wire 6x15
XJ6/12 Series 1					
1968-73	Series 1 XJ6, XJ12, XJ6L, XJ12L [5]	ER70VR15	Dunlop	SP Sport	Slotted Pressed Steel 6x15
XJ6/12 Series 2					
1973-79	Series 2 XJ6, XJ6L, XJ6C, XJ12, XJ12L, XJ12C [5]	ER70VR15	Dunlop	Formula 70	Slotted Pressed Steel 6x15
		205/70VR15	Dunlop	SP Sport	Slotted Pressed Steel 6x15
				(XJ12 1977-79)	5-Spoke Kent Polished
XJ6/12 Series III					
1979	Series III XJ6	ER70VR15	Dunlop	Formula 70	SP Sport Pressed Steel w/ Trim Ring 6Jx15
1979-87	Series III XJ6	ER70VR15	Dunlop	Formula 70	5-Spoke Kent Alloy 6x15
		205/70VR15	Pirelli	P5	5-Spoke Kent Alloy 6x15
		215/70VR15	Dunlop	Formula 70	5-Spoke Kent Alloy
1979-82	Series III XJ12	215/70VR15	Dunlop	Formula 70	5-Spoke Kent Alloy
1982-92	Series III V12	215/70VR15	Pirelli	P5	Ogle Perforated Alloy or 5-Spoke Kent Alloy
1984-87	XJ6 Sovereign	215/70VR15	Pirelli	P5	Ogle Perforated Alloy

YEAR	MODEL / NOTE		TIRE SIZE	MFG.	TIRE	WHEEL
XJS						
1975-81	XJS Coupe		205/70VR15	Dunlop	SP Super	5-Spoke Kent Alloy 6JKx15
			205/70VR15	Pirelli	P5 Super	5-Spoke Kent Alloy 6JKx15
			205/70VR15	Michelin	XWX Super	5-Spoke Kent Alloy 6JKx15
1981-86	XJS HE and		215/70VR15	Pirelli	P5	5-Spoke Starfish (Grey Highlights) 6.5x15
	XJS 3.6	(Non-US)	P215/70VR15	Dunlop	SP Super D7	Ogle Perforated Alloy 6x15
1986-88	XJSC Cabriolet	(Non-US)	P215/70VR15	Pirelli	P5	5-Spoke Starfish (Grey Highlights) 6.5x15
	XJS V12		215/70VR15	Pirelli	P5 or	Lattice 6.5JKx15, 03/88-on, or
			215/70VR15	Dunlop	D7 Sport Super	5-Spoke Starfish 6.5JKx15
1988	XJR-S Le Mans		245/55ZR16	Dunlop	D-40-M2	Radial Alloy 7x16
1989-91	XJS		235/70VR15	Pirelli	P600	Lattice 6.5JKx15
						5-Spoke Starfish
1991	XJS Classic		215/70VR15	Pirelli	P5	Lattice 6.5JJx15 (Body Highlights or Chrome)
			235/60ZR15	Goodyear	Eagle NCT60	Lattice 15x6.5J (Plain or Chrome)
1992	XJS (Redesigned)		235/60ZR15	Goodyear	Eagle NCT60	Lattice 7x15
1993	XJS		235/60VR15	Pirelli	P4000	Lattice 6.5x15
	XJR-S JaguarSport	(Front)	225/50ZR16	Goodyear	Eagle NCT60	JaguarSport Rectangular Slotted 8x16
		(Rear)	245/55ZR16			
		(Spare)	205/70R15			Speedline Alloy Spare
		(Spare)	205/70R15	Dunlop	D7	Speedline 7.5x15
1994	XJS 6 cyl		235/60ZR15	Goodyear	NTC	Lattice (US Standard) 6.5x15
	XJS 6 cyl Sport		225/55VR16	Pirelli	P600	Alloy Painted 5-Spoke 7x16
	XJS 12 cyl		225/60ZR16	Pirelli	P4000E	5-Spoke Diamond Turned Gold 7x16
1995-96	XJS 6 cyl		225/60ZR16	Pirelli	P4000	5-Spoke Diamond Turned 7x16
1995	XJS 12 cyl		225/55VR16	Pirelli	P4000E	20-Spoke Diamond Turned 7Jx16
						(Chrome 5-Spoke optional)
1996	XJS Convertible		225/60ZR16	Pirelli	P4000E	Diamond Turned 11-Slot Aero Sport 7Jx16

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
XJ6/12 (XJ40/XJ81)					
1987-92	XJ6	205/70VR15	Pirelli	P5	Radial Alloy 7x15
1993	XJ6	225/65ZR15	Pirelli	P4000	(XJ6) Radial 7x15, (VP) Roulette 7x15
1994	XJ6	225/60ZR16	Pirelli	P4000E	Kiwi Alloy 7x16
1994	XJ12 (XJ81) (early)	225/60ZR16	Pirelli	P4000E	Lattice 7x16
1994	XJ12 (XJ81) (late)	225/60ZR16	Pirelli	P4000	20 Spoke Alloy 7x16
1994	Vanden Plas	225/60ZR16	Pirelli	P4000E	Aero Alloy 7x16
XJ220					
1988	XJ220 Prototype	295/40ZR17	Pirelli	P Zero	Speedline One-piece Alloy 9x17
1991	XJ220	(Front) 255/45ZR17	Bridgestone	Expedia	Speedline One-piece Alloy 9x17
		(Rear) 345/35ZR18	Bridgestone	Expedia,	Speedline One-piece Alloy 14x18
1993	XJ220C	(Front) 250/640R18	Dunlop	Racing Slicks	JaguarSport Speedline 10x18
		(Rear) 315/655R18	Dunlop	Racing Slicks	JaguarSport Speedline 13x18
XJ6 (X300/X305) **(See Apx B, Note #6, Page Apx B II-9)**					
1995-97	XJ6 & '97 XJ6L	225/60ZR16	Pirelli	P4000e	Dimple Cast Alloy-Diamond Polished 7Jx16
1995	Vanden Plas	225/60ZR16	Pirelli	P4000e	Aero Cast Alloy-Diamond Polished 7Jx16
1996-97	Vanden Plas	225/60ZR16	Pirelli	P4000e	20-spoke Cast Alloy-Diamond Polished 7Jx16
1995-96	XJ12 (X305)	225/60ZR16	Pirelli	P4000e	20 Spoke Cast Alloy-Diamond Polished 7Jx16
1995-97	XJR	255/45ZR17	Pirelli	P Zero	Sport Cast Alloy 8x17

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
X-TYPE (2004-2007) (See Apx B, Note #6, Page Apx B II-9)					
2002-02.5	X-TYPE 2.5	205/55R16 91H	Continental	Conti Touring Contact	X-10 Cast Alloy 16x6.5
2002-02.5	X-TYPE 3.0	205/55R16 91H	Continental	ContiTouring Contact	X-5 Cast Alloy 16x6.5
2002	(Option)	225/45R17	Pirelli	P Zero A-Sport	X-10 Sport Cast Alloy 17x7.0
2002.5	(Option)	225/45R17	Continental	ContiSport Contact	X-10 Sport Cast Alloy 17x7.0
2003	X-TYPE 2.5	205/55R16 91H	Continental	ContiTouring Contact	X-10 Cast Alloy 16x6.5
2003	X-TYPE 3.0	225/45R17 91H	Continental	ContiTouring Contact	X-7 Flute Cast Alloy 17x7.0
	(Option)	225/45R17 91H	Continental	ContiTouring Contact	X-10 Sport Cast alloy 17x7.0
	(Option)	225/45R17 91H	Continental	ContiTouring Contact	X-Triple 5 Cast Alloy 17x7.0
	(R Performance Option)	225/40R18	Pirelli	P Zero Nero	Melbourne 2-piece 18x7.5
	(R Performance Option)	225/40R18	Pirelli	P Zero Nero	Indianapolis 2-piece 18x7.5
2004	X-TYPE 2.5	205/55R16 91H	Continental	ContiTouring Contact	Tobago Cast Alloy 16x6.5
2004	X-TYPE 3.0	225/45R17 91H	Continental	ContiTouring Contact	Cayman Forged Alloy 17x7.0
2004	X-TYPE 3.0 Sport	225/40R18	Pirelli	P Zero Nero	Aruba Forged Alloy 18x7.5
2004	(Option w/Sport)	225/45R17 91H	Continental	ContiTouring Contact	X-Ten Sport Cast Alloy 17x7.0
2004	X-TYPE 3.0 Luxury	225/45R17 91H	Continental	ContiTouring Contact	Andros Forged Alloy17x7.0
2004	(R Performance Option)	225/40R18	Pirelli	P Zero Nero	Melbourne 2-piece 18x7.5
2004	X-Type	255/45ZR17	Pirelli	P Zero	Sport Cast Alloy 8x17
2004	X-Type Estate Wgn	225/45 R17	Pirelli	P Zero	Andros Cast Alloy 7x17
2004	X-Type Sports	225/45 R17	Pirelli	P Zero	Andros Cast Alloy 7x17
2004	X-Type 2.5	205/55 HR16	Pirelli	All Season	Tobago 7-Spoke Alloy 6.5x16
2004	X-Type 3.0 Sports	225/45 R17	Pirelli	P Zero	Agulia 5x2-Spoke Alloy 7x17
2004	X-Type 3.0 Sports	225/45 R18	Pirelli	P Zero	Aruba Cast Alloy 7.5x18
2004	X-Type 3.0 Sports	225/45 R18	Pirelli	P Zero (Optional)	Melborne 2-Piece Alloy 7.5x18
2004	X-Type 3.0	225/45 HR17	Pirelli	All Season	Cayman Alloy 7x17
2005	X-Type 2.5	205/55 HR16	Pirelli	All Season	Tobago 7-Spoke Alloy 6.5x16
2005	X-Type 3.0	225/45 HR17	Pirelli	All Season	Cayman 7-Spoke 7x17
2005	X-Type Wagon	225/45 HR17	Pirelli	All Season	Cayman 7-Spoke 7x17

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
2006	X-Type 3.0	205/55 HR16		All Season	Antares 15-Spoke 6.5x16
2006	X-Type 3.0	205/55 HR16		All Season	Tobago 7-Spoke 6.5x16
2006	X-Type Sport Wagon	225/45 HR17		All Season	Cayman 7-Spoke 7x17
2006	X-Type 3.0 Sports	225/45 HR17		All Season	Agulia 5x2-Spoke Alloy 7x17
2006	X-Type 3.0 VDP	225/45 HR17		All Season	Belize 12-Spoke 7x17
2006	X-Type 3.0	225/40 ZR18		Optional	Proteus 5-Spoke 7x18
				All Models	Space Saver Spare
2007	X-Type 3.0	205/55 HR16		All Season	Antares 10-Spoke 6.5x16
2007	X-Type Wagon	225/45 HR17		All Season	Bermuda 5x2-Spoke 7x17
2007	X-Type 3.0 Lux Pkg	225/45 HR17		Optional	Belize 12-Spoke 7x17
2007	X-Type 3.0 Lux Pkg	225/40 ZR18	Pirelli	P-Zero (Optional)	Aruba 15-Spoke 7x18
				All models	16 in. Space Saver Spare
2008	X-Type 3.0	205/55 HR16		All Season	Antares 10-Spoke 6.5x16
2008	X-Type Wagon	225/45 HR17		All Season	Bermuda 5x2-Spoke 7x17
2008	X-Type 3.0 Lux Pkg	225/45 HR17		Optional	Belize 12-Spoke 7x17
2008	X-Type 3.0 Lux Pkg	225/40 ZR18	Pirelli	P-Zero (Optional)	Aruba 15-Spoke 7.5x18
				All models	16 in. Space Saver Spare
2009	X-Type 3.0	205/55 HR16		All Season	Antares 10-Spoke 6.5x16
2009	X-Type Wagon	225/45 HR17		All Season	Bermuda 5x2-Spoke 7x17
2009	X-Type 3.0 Lux Pkg	225/45 HR17		Optional	Belize 12-Spoke 7x17
2009	X-Type 3.0 Lux Pkg	225/40 ZR18	Pirelli	P-Zero (Optional)	Aruba 15-Spoke 7.5x18

S-TYPE **(See Apx B, Note #6, Page Apx B II-9)**

1999-01	S-TYPE 3.0	225/55HR16 94H	Bridgestone	EL42	Dynamic Cast Alloy 16x7.5
	(Option)	235/50ZR17 96Y	Pirelli	P Zero	Sport Cast Alloy 17x8.0
1999-01	S-TYPE 4.0	225/55HR16 94H	Bridgestone	EL42	Spirit Cast Alloy 16x7.5
	(Option)	235/50ZR17 96Y	Pirelli	P Zero	Sport Cast Alloy 17x8.0
2001	(R Performance Option)	245/40ZR18 97Y	Pirelli	P Zero	Monaco 2-piece 18x8
2002-04	S-TYPE 3.0	225/55HR16 94H	Continental	CH95	Artemis Cast Alloy 16x7.5
2002-04	S-TYPE 4.2	235/50HR17	Michelin	Pilot HX MXM4	Kronos Cast Alloy 17x7.5
2002-04	(Sport Option)	235/50HR17	Michelin	Pilot HX MXM4	Herakles Cast Alloy 17x7.5
2002-03	(Performance Option)	245/40ZR18 97Y	Pirelli	P Zero A	Monaco 2-piece 18x8.0

YEAR	MODEL / NOTE		TIRE SIZE	MFG.	TIRE	WHEEL
2002-04	S-TYPE 4.2R	(Front)	245/40ZR18 97Y	Continental	CSC1-R	Zeus Forged Alloy 18x8.0
		(Rear)	275/35ZR18	Continental	CSC1-R	Zeus Forged Alloy 18x9.5
2004	(R Performance Option)		245/40ZR18 97Y	Pirelli	P Zero A	Monaco 2-piece 18x8.0
		(Option)	245/40ZR18 97Y	Continental	ProContact	
2004	S-Type		255/45ZR17	Pirelli	P Zero	Sport Cast Alloy 8x17
2004	S-Type Sports		2_5/45ZR18	Pirelli	P Zero	Triton Alloy 8x18
2004	S-Type 3.0		225/55 R16			Artemis Alloy 7.5x16
2004	S-Type 4.2		235/50 R17			Kronos Alloy 7.5x17
2004	S-Type R	(Front)	245/40ZR18			Zeus Alloy 8x18
		(Rear)	275/35ZR18			Zeus Alloy 9.5x18
2005	S-Type 3.0		235/50 R17			Kronos Alloy 7.5x17
2005	S-Type 3.0 Sport		245/40 R18			Triton Alloy 7.5x18
2005	S-Type 3.0 Sport		245/40 R18			Mercury Alloy 7.5x18
2005	S-Type 4.2		235/50 R17			Juno Alloy 7.5x17
2005	S-Type 4.2 Sport		245/40 R18			Triton Alloy 7.5x18
2005	S-Type 4.2 Sport		245/40 R18			Mercury Alloy 7.5x18
2005	S-Type VDP		235/50 R17		All Season	Aurora Alloy 7.5x17
2005	S-Type R	(Front)	245/40ZR18			Vulcan Alloy 8x18
		(Rear)	275/35ZR18			Vulcan Alloy 9.5x18
2006	S-TYPE 3.0		235/50HR17		All Season	Antares 15-Thin Spoke 17x7.5
2006	S-TYPE 4.2		235/50HR17		All Season	Juno 7-Spoke 17x7.5
2006	S-TYPE 4.2 VDP		235/50HR17		All Season	Aurora 7-Spoke 17x8
2006	S-TYPE R	(Front)	245/40HR18		Performance	Vulcan 5-Spoke 18x8
		(Rear)	275/35HR18		Performance	Vulcan 5-Spoke 18x9.5
2006	S-TYPE 3.0 Premium Pkg		245/40HR18		All Season	Triton 10-Thin Spoke 18x8.5.
2006	S-TYPE 4.2 Premium Pkg		245/40HR18		All Season	Triton 10-Thin Spoke 18x8.5
2006	S-TYPE Aluminum Spt Pkg		245/40HR18		All Season	Valencia 16-Thin Spoke 18x8.5

YEAR	MODEL / NOTE		TIRE SIZE	MFG.	TIRE	WHEEL
2007	S-TYPE 3.0		235/50HR17			Antares 17x7.5
2007	S-TYPE 3.0 & 4.2		245/40HR18		All Season (Optional)	Triton 18x8
2007	S-TYPE 4.2		235/50HR17			Juno 17x7.5
2007	S-TYPE R	(Front)	245/40ZR18			Vulcan 18x8
		(Rear)	275/35HR18			Vulcan 18x9.5
2007	S-TYPE R		275/30HR19		Optional	Barcelona 19x8
2008	S-TYPE 3.0 V6		245/40HR18		All Season	Triton 10 x 2 Thin Spoke 18x8
2008	S-TYPE 4.2 V8		245/40ZR18		All Season	Vulcan 5-Spoke 18x8
2008	S-TYPE R V8	(Front)	245/35ZR19			Barcelona 5x2-Spoke 19x8
		(Rear)	275/30ZR19			Barcelona 5x2-Spoke 19x9.5

XJ8-XJR (X308) (See Apx B, Note #6, Page Apx B II-9)

1998-03	XJ8/L	225/60ZR16 98W	Pirelli	P4000e/P6000	Starburst Cast Alloy 7Jx16
1998-99	XJR	255/40ZR18 95W	Pirelli	P Zero A	Penta Forged Alloy 8Jx18
2000-03	XJR	255/40ZR18 95W	Pirelli	P Zero A	Asteroid Cast Alloy 8Jx18
	(R Performance Option)	255/35ZR19 96W	Pirelli	P Zero A	Milan 2-piece 8.5x19
2001-03	(Alternate)	225/60HR16 98W	Michelin	Pilot HX MXM4	
1998-00	Vanden Plas	225/60ZR16 98W	Pirelli	P4000e	Crown Cast Alloy 7Jx16
2001-03	Vanden Plas & Sovereign	225/60ZR16 98W	Pirelli	P6000	Lunar Cast Alloy 7Jx16
	(Alternate)	225/60HR16 98W	Michelin	Pilot HX MXM4	
2001-03	Super V8	235/50ZR17 98W	Pirelli	P6000	Solar Cast Alloy 7.5x17
2001-03	XJ Sport	255/40ZR18 95W	Pirelli	P Zero A	Penta Cast Alloy 8x18

XJ8-XJR (X350 Aluminum) (See Apx B, Note #6, Page Apx B II-9)

2004	XJ8 4.2	235/55R17 99H	Pirelli	P6	Elegant Cast Alloy 7.5x17
	(Alternate)	235/55R17 99H	Continental	CH95	
2004	Vanden Plas	235/50R18 97H	Continental	CH95	Dynamic Forged Alloy 8.0x18
	(Alternate)	235/50R18 97H	Michelin	Pilot HX MXM4	
2004	XJ8	235/55 R17	Pirelli	P Zero A	Elegant 10 -poke Alloy 7.5x17
					Matching Spare

YEAR	MODEL / NOTE	TIRE SIZE	MFG.	TIRE	WHEEL
	Optional wheels	235/55 R19	Pirelli	P Zero A	Custom Cast Alloy 8.5 x 19
		235/50 R18	Pirelli	P Zero A	Dynamic 8-spoke Alloy 8 x 18
		235/55 R18	Pirelli	P Zero A	Luxury Cast Alloy 8 x 18
2004	XJR	255/40 R19	Pirelli	P Zero A	R-Performance Alloy 8.5x19
					Matching Spare
	Optional wheels	255/35 R20	Pirelli	P Zero A	Sepang BBS 2-piece Alloy 8.5x20
2004	VDP	255/40ZR18	Pirelli	P Zero A	Dynamic Cast Alloy 8x18
					Matching Spare
2004	Concept 8	255/35ZR21	Pirelli	P Zero A	Penta Cast Alloy 8x21
2004	Super V8 Portfolio	255/35ZR20	Dunlop	P Zero A	Callisto 5-Spoke Alloy 9x20
2004	Daimler (XLWB)	225/60ZR16	Pirelli	P Zero A	Penta Cast Alloy 7x16
2004	XJR	255/40R19 96Y	Pirelli	P Zero A	Performance Forged Alloy 8.5x19
	(R Performance Option)	255/35ZR20 97Y	Michelin	Pilot Sport	Sepang 2-piece 9.0x20
2005	XJ8, XJ8L	235/50 HR18		All Season	Dynamic 8-Spoke 8x18
2005	VDP	255/40 HR18		All Season	Rapier 20-Spoke 8x18
2005	XJR	255/40 HR19		All Season	Performance 5x2-Spoke 8.5x19
2005	Super V8	255/40ZR19			Custom 5-Spoke Star 8.5x19
				All models above	Matching Spare
2005	XJR	255/35ZR20		Optional	Sepang 15-Spoke 8x20
					Space Saver Spare
2006	VDP	235/50 HR18		All Season	Dynamic 8-Spoke 8x18
2006	VDP	235/50 HR18		All Season	Rapier 20-Spoke 8x18
2006	XJ8 & XJ8L	235/50 R18		All Season	Tucana 15-Thin Spoke 8x18
2006	XJR	255/40 ZR19			Sabre 5-Thick Spoke 8.5x19
2006	XJ Super V8	255/40 ZR19			Custom 5-Star Spoke 8.5x19
2006	XJR	255/35 ZR20		Optional	Sepang 15-Thin Spoke 8x20
2006	XJ Super V8	255/35ZR20		Optional	Callisto Cast Alloy 8x20

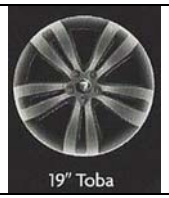
2007 XJ (See Apx B, Note #6, Page Apx B II-9)	18" Rapier alloy	18" Tucana alloy	19" Custom	19" Chrome Custom	19" Sabre alloy	20" Sepang modular alloy
	18" Rapier	18" Tucana	19" Custom	19" Custom Chrome	19" Sabre	20" Sepang Modular
XJ8/XJ8L	Optional	Standard	Optional	Optional	Optional	N/A
Vanden Plas	Standard	Optional	Optional	Optional	Optional	N/A
XJR	N/A	N/A	Optional	Optional	Standard	Optional
XJR Super V8	N/A	N/A	Standard	Optional	Standard	Optional
	All Season 235/50 HR18	All Season 235/50 HR18	All Season 255/40 ZR19	All Season 255/40 ZR19	255/40 HR19	255/35 ZR20
Matching Full Size Spare Wheel and Tire. XJR Only- Space Saver Spare						

2008 XJ (See Apx B, Note #6, Page Apx B II-9)	18" Tucana alloy	19" Carelia alloy	19" Chrome Sabre	19" Polaris alloy	20" Callisto alloy	20" Cremona alloy
	18" Tucana	19" Carelia	19" Chrome Sabre	19" Polaris	20" Callisto	20" Cremona
XJ8/XJ8L	Standard			Standard		
Vanden Plas		Standard				
XJR						Standard
XJR Super V8					Standard	
	All Season 235/50 HR 18	All Season 255/40 HR 19	All Season 255/40 HR 19	All Season 255/40 HR 19	255/35 ZR 20	255/35 ZR 20

Lightweight Alloy Space Saver Spare Wheel and Tire or Matching Full Size Spare

2009 XJ

(See Apx B, Note #6, Page Apx B II-9)



	19" Aleutian	19" Toba	19" Toba Polished	20" Amirante	20" Kasuga	20" Kasuga Polished	20" Orona	20" Orona Polished	20" Mataiva
XJ	Standard	Optional	Optional	Optional	Optional	Optional	Optional	Optional	N/A
XJL	Optional	Standard	Optional	Optional	Optional	Optional	Optional	Optional	N/A
XJ/XJL Supercharged	N/A	N/A	N/A	Optional	Standard	Optional	Optional	Optional	N/A
XJ/XJL Supersport	N/A	N/A	N/A	Optional	Optional	Optional	Optional	Optional	Standard

Lightweight Alloy Space Saver Spare Wheel and Tire or Matching Full Size Spare
Front 235/50HR19, Rear 235/50HR19, Front 255/40HR19, Rear 235/50HR19, Front 255/40ZR19, Rear 255/40ZR19
Front 255/35ZR20, Rear 255/35ZR20, Front 255/40ZR20, Rear 235/50ZR20

2010 XJ

(See Apx B, Note #6, Page Apx B II-9)

WHEELS

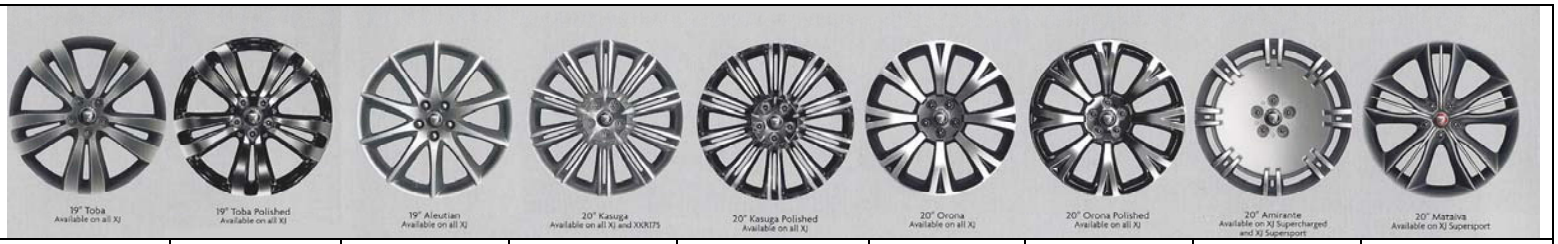
WHEEL SPECIFICATIONS
Aleutian 9.0J x 19" (front) 10.0J x 19" (rear) alloy wheels
Toba 9.0J x 19" (front) 10.0J x 19" (rear) alloy wheels
Toba Polished 9.0J x 19" (front) 10.0J x 19" (rear) alloy wheels
Amirante 9.0J x 20" (front) 10.0J x 20" (rear) alloy wheels
Kasuga 9.0J x 20" (front) 10.0J x 20" (rear) alloy wheels
Kasuga Polished 9.0J x 20" (front) 10.0J x 20" (rear) alloy wheels
Orona 9.0J x 20" (front) 10.0J x 20" (rear) alloy wheels
Orona Polished 9.0J x 20" (front) 10.0J x 20" (rear) alloy wheels
Mataiva 9.0J x 20" (front) 10.0J x 20" (rear) alloy wheels

XJ	Standard	NCO	Optional	Optional	Optional	Optional	Optional	Optional	N/A	
XJL	No Cost Option	Standard	Optional	Optional	Optional	Optional	Optional	Optional	N/A	
XJ/XJL Supercharged	N/A	N/A	N/A	No Cost Option	Standard	Optional	No Cost Option	Opt	N/A	
XJ/XJL Supersport	N/A	N/A	N/A	No Cost Option	NCO	Opt	No Cost Option	Opt	Standard	

Lightweight Alloy Space Saver Spare Wheel and Tire or Matching Full Size Spare
Front 245/45-ZR19, Rear 275/40-ZR19
Front 245/40 ZR20, Rear 275/35 ZR20

2011 XJ

(See Apx B, Note #6, Page Apx B II-9)



	19” Toba	19” Toba Polished	19” Aleutian	20” Kasuga	20” Kasuga Polished	20” Orona	20” Orona Polished	20” Amirante	20” Mataiva
XJ	Available	Available	Available	Available	Available	Available	Available		
XJ Supercharged	Available	Available	Available	Available	Available	Available	Available	Available	
XJ Supersport	Available	Available	Available	Available	Available	Available	Available	Available	Available

Lightweight Alloy Space Saver Spare Wheel and Tire or Matching Full Size Spare
Front P245/45R19, Rear P245/45R19
Front 255/40 R19, Rear 255/40 R19
Front 245/40ZR20, Rear 275/35ZR20
Front 255/35ZR20, Rear 255/35 R20

2012 XJ

(See Apx B, Note #6, Page Apx B II-9)

	19” Aleutian	19” Toba	19” Toba Polished	20” Amirante	20” Kasuga	20” Kasuga Polished	20” Mataiva	20” Orona	20” Orona Polished
XJ	Standard	Optional	Optional	N/A	Optional	Optional	N/A	Optional	Optional
XJL	Optional	Standard	Optional	N/A	Optional	Optional	N/A	Optional	Optional
XJ & XJL Supercharged	Optional	Optional	Optional	Optional	Standard	Optional	N/A	Optional	Optional
XJ & XJL Supersport	Optional	Optional	Optional	Optional	Optional	Optional	Standard	Optional	Optional

Lightweight Alloy Space Saver Spare Wheel and Tire or Matching Full Size Spare
Front P245/45R19, Rear P275/40R19
Front 245/40ZR20, Rear 275/35ZR20

2013 XJ (See Apx B, Note #6, Page Apx B II-9)										
	19” Aleutian	19” Toba Polished	19” Toba	20” Kasuga Polished	20” Kasuga	20” Maroa	20” Mataiva	20” Orona Polished	20” Orona	20” Venom
XJ	Available	Available	Available	Available	Available		Available	Available	Available	
XJL Supersport							Available			
XJ Supersport with Speed Pack										Available
XJ Supercharged with Sport and Speed Pack										Available
XJL Ultimate						Available				

2014 XJ (See Apx B, Note #6, Page Apx B II-9)										
	19” Aleutian	19” Toba Painted	19” Toba Polished	20” Farallon	20” Farallon Sparkle	20” Kasuga	20” Kasuga Polished	20” Mataiva	20” Orona Diamond	20” Orona Polished
XJ AWD & RWD	Standard	Available	Available	Available	Available	Available	Available	Available	Available	Available
XJ RWD Supercharged	Available	Available	Available	Available	Available	Standard	Available	Available	Available	Available
XJL R RWD	Available	Available	Available	Available	Standard	Available	Available	Available	Available	Available
XJL AWD	Available	Standard	Available	Available	Available	Available	Available	Available	Available	Available
XJL RWD Portfolio	Available	Standard	Available	Available	Available	Available	Available	Available	Available	Available
XJL RWD Supercharged	Available	Available	Available	Available	Available	Standard	Available	Available	Available	Available
XJR RWD	Available	Available	Available	Standard	Available	Available	Available	Available	Available	Available
XJR LWB	Available	Available	Available	Standard	Available	Available	Available	Available	Available	Available

Lightweight Alloy Space Saver Spare Wheel and Tire or Matching Full Size Spare

Note: Jaguar Cars web dealer documentation does state which wheels are standard but neither the dealer brochure nor the web site is clear as to which wheels are optional.

XJ RWD	(F) 245/45R19, (R) 275/40R19	XJ AWD	(F) 245/45R19, (R) 275/40R19
XJL Portfolio RWD-	(F) 245/45R19, (R) 275/40R19	XJL Portfolio AWD	(F) 245/45R19, (R) 275/40R19
XJ Supercharged	(F) 245/40R20, (R) 275/35R20	XJL Supercharged -	(F) 245/45R19, (R) 275/40R19
XJR RWD	(F) 265/35R20, (R) 295/30R20	XJR LWB RWD	(F) 265/35R20, (R) 295/30R20

2015 XJ **(See Apx B, Note #6, Page Apx B II-9)**												
	19” Aleutian	19” Toba	19” Toba Polished	20” Kasuga	20” Kasuga Polished	20” Maroa	20” Mataiva	20” Orona	20” Orona Polished	20” Venom Grey Finish	20” Farallon Grey	20” Farallon Sparkle Silver
Short Wheel Base												
XJ	Standard	Optional	Optional	Optional	Optional			Optional	Optional			
XJ AWD	Standard	Optional	Optional	Optional	Optional			Optional	Optional			
XJ Supercharged	Optional	Optional	Optional	Standard	Optional		Optional	Optional	Optional	Optional with sport & Speed Pack	Optional	
XJR										Standard		
Long Wheel Base												
XJ Portfolio	Optional	Standard	Optional	Optional	Optional		N/A	Optional	Optional	N/A	N/A	
XJ Portfolio AWD	Optional	Standard	Optional	Optional	Optional		N/A	Optional	Optional	N/A	N/A	
XJ Supercharged	Optional	Optional		Standard	Optional	Optional	Optional	Optional	Optional	Optional with sport & Speed Pack		
XJR SWB & LWB						Optional					Standard	Optional

Lightweight Alloy Space Saver Spare Wheel and Tire or Matching Full Size Spare
Front P245/45R19, Rear P275/40R19
Front 245/40ZR20 Rear 275/35ZR20

XK8-XKR (See Apx B, Note #6, Page Apx B II-9)

1997-99	XK8 &'97 Nieman Marcus	245/50ZR17	Pirelli	P Zero	Revolver Alloy 17x8 (Chrome Optional)
1997-99	XK8 Option	(Front) 245/45ZR18	Pirelli	P Zero	7 Flute 18x8
		(Rear) 255/45ZR18	Pirelli	P Zero	7 Flute 18x9
2000-02	XK8	245/50ZR17	Pirelli	P Zero	Lamina 5-spoke Alloy 17x8
2002-02	XK8 Option	(Front) 245/45ZR18	Continental	ContiSport Contact	Impeller Double 7-spoke Alloy 18x8
		(Rear) 255/45ZR18	Continental	ContiSport Contact	Impeller Double 7-spoke Alloy 18x9
2000-02	XKR	(Front) 245/45ZR18	Continental	ContiSport Contact	Double 5 10-spoke Alloy 18x8
		(Rear) 255/45ZR18	Continental	ContiSport Contact	Double 5 10-spoke Alloy 18x9
2001	XKR Silverstone &	(Front) 255/35ZR20	Pirelli	P Zero	Detroit BBS 5-spoke Alloy 20x9 2-piece
	02-04 XKR Option	(Rear) 285/30ZR20	Pirelli	P Zero	Detroit BBS 5-spoke Alloy 20x10 2-piece
2002	XKR 100 &	(Front) 255/35ZR20	Pirelli	P Zero	Montreal BBS 9-spoke Alloy 20x9 2-piece
	02-04 XKR Option	(Rear) 285/30ZR20	Pirelli	P Zero	Montreal BBS 9-spoke Alloy 20x10 2-piece
2003	XK8	(Front) 245/45ZR18	Continental	ContiSport Contact	Centaur 7-spoke Alloy 18x8
		(Rear) 255/45ZR18	Continental	ContiSport Contact	Centaur 7-spoke Alloy 18x9
2003	XK8 Option	(Front) 245/40ZR19	Pirelli	P Zero	Apollo 5-spoke Alloy 19x8
		(Rear) 255/40ZR19	Pirelli	P Zero	Apollo 5-spoke Alloy 19x9
2003	XKR	(Front) 245/45ZR18	Continental	ContiSport Contact	Hydra Double 7-spoke Alloy 18x8
		(Rear) 255/45ZR18	Continental	ContiSport Contact	Hydra Double 7-spoke Alloy 18x9
2002-04	XKR Option	(Front) 255/35ZR20	Pirelli	P Zero	Paris BBS 5-spoke Alloy 20x9 2-piece
		(Rear) 285/30ZR20	Pirelli	P Zero	Paris BBS 5-spoke Alloy 20x10 2-piece
2004	XK8	(Front) 245/45ZR18	Continental	ContiSport Contact	Centaur 7-spoke Alloy 18x8
2004	XKR	245/45ZR18	Continental	P Zero	Hydra Alloy 18x8
2004	XKR Portfolio	(Front) 255/35ZR20	Pirelli	P Zero	Detroit BBS 5-spoke Alloy 20x9 2-piece
		(Rear) 285/30ZR20	Pirelli	P Zero	Detroit BBS 5-spoke Alloy 20x10 2-piece
2004	XKR Premium	(Front) 245/50ZR19	Pirelli	P Zero	Atlas Alloy 19x8
		(Rear) 245/50ZR19	Pirelli	P Zero	Atlas Alloy 19x8
2004	XKR Performance	(Front) 245/50ZR20	Pirelli	P Zero	Detroit, Sepang Alloy 20x8
		(Rear) 245/50ZR20	Pirelli	P Zero	Lamina 5-spoke Alloy 20x9

2004	XKR Performance	(Front)	245/50ZR20	Pirelli	P Zero	Montreal BBS 2-piece Alloy 8x20
		(Rear)	245/50ZR20	Pirelli	P Zero	Lamina 5-spoke Alloy 8x20
2004	XKR Portfolio	(Front)	255/35ZR20	Pirelli	P Zero	BBS 2-piece Alloy 8x20
		(Rear)	285/30ZR20	Pirelli	P Zero	BBS 2-piece Alloy 8x20
					Optional Wheels	Detroit R Performance 8x20
					Optional Wheels	Paris R Performance 8x20
					Optional Wheels	Montreal R Performance 8x20
2005	XK8		245/40ZR18	Continental		Aris 14-Twin Spoke 8x18
2005	XK8		245/50ZR17	Pirelli		Gemini (Canada Only) 8x17
2005	XKR		245/45ZR18	Pirelli		Hydra 8x18
2005	XK8 Carbon Fiber	(Front)	245/40ZR19	Pirelli	P Zero	Atlas 10-spoke Alloy 8x19
		(Rear)	255/40ZR19	Pirelli	P Zero	Atlas 10-spoke Alloy 8x19
	Optional	(Front)	245/40ZR18	Pirelli	P Zero	Aris 14-Twin Spoke 8x18
		(Rear)	255/40ZR18	Pirelli	P Zero	Aris 14-Twin Spoke 8x18
	Optional	(Front)	245/40ZR20	Pirelli	P Zero	BBS Sepang 15- Spoke 8x20
		(Rear)	255/40ZR20	Pirelli	P Zero	BBS Sepang 15- Spoke 8x20
2005	XKR	(Front)	245/40ZR19	Pirelli	P Zero	Hydra 14-Twin Spoke Alloy 8x19
		(Rear)	255/40ZR19	Pirelli	P Zero	Hydra 14-Twin Spoke Alloy 9x19
2005	XKR				Optional Wheel	BBS 8x20
2005	XKR Premium	(Front)	245/50ZR19	Pirelli	P Zero	Aris Alloy 8x19
		(Rear)	245/50ZR19	Pirelli	P Zero	Aris Alloy 8x19
2005	XKR Premium	(Front)	245/40ZR19	Pirelli	P Zero	Atlas Alloy 8x19
		(Rear)	245/40ZR19	Pirelli	P Zero	Atlas Alloy 8x19
2005	XKR Premium	(Front)	245/50ZR19	Pirelli	P Zero	Hydra Alloy 8x19
		(Rear)	245/50ZR19	Pirelli	P Zero	Hydra Alloy 8x19
2005	XKR	(Front)	245/40ZR19	Continental		Hydra 14-Twin Spoke Alloy 8x19
		(Rear)	255/40ZR19	Continental		Hydra 14-Twin Spoke Alloy 9x19
2005	XKR (Optional)	(Front)	255/35ZR20	Pirelli		Montreal 9-Spoke Alloy 8x20
		(Rear)	285/30ZR20	Pirelli		Montreal 9- Spoke Alloy 8x20
2005	XKR	(Front)	245/40ZR19	Pirelli	P Zero	Atlas 10-Spoke Alloy 8x19
		(Rear)	255/40ZR19	Pirelli	P Zero	Atlas 10-Spoke Alloy 8x19
2005	XK8 (Optional)	(Front)	245/40ZR19	Pirelli	P Zero	Atlas 10-Spoke Alloy 8x19
		(Rear)	255/40ZR19	Pirelli	P Zero	Atlas 10-Spoke Alloy 8x19

2005	XKR (Optional)	(Front)	255/35ZR20	Pirelli	P Zero	Atlas 10-Spoke Alloy 8x20
		(Rear)	255/35ZR20	Pirelli	P Zero	Atlas 10-Spoke Alloy 8x20
2005	XKR (Optional)		235/50 R17		(Canada Only)	Gemini 10-Spoke Star 8x17
2006	XK8		245/45ZR18	Continental	(US Standard)	Aris 14-Twin Spoke 18x8
2006	XK8		245/45ZR18	Continental	(Canadian Optional)	Aris 14-Twin Spoke 18x8
2006	XKR		245/45ZR18	Continental		Hydra 14-Twin Spoke 18x8
2006	XK8 VE	(Front)	245/40ZR19	Pirelli	(Canadian Std)	Atlas Alloy 19x8
		(Rear)	255/40ZR19	Pirelli	(Canadian Std)	Atlas Alloy 19x8
2006	XKR (Optional)	(Front)	255/35ZR20	Pirelli		Detroit 5-Spoke Alloy 20x8
		(Rear)	285/30ZR20	Pirelli		Detroit 5- Spoke Alloy 20x8
2006	XKR (Optional)	(Front)	255/35ZR20	Pirelli		Montreal 9-Spoke Alloy 20x8
		(Rear)	285/30ZR20	Pirelli		Montreal 9-Spoke Alloy 20x8
2006	XKR (Optional)	(Front)	255/35ZR20	Pirelli		Sepang 15-Thni Spoke Alloy 20x8
		(Rear)	285/30ZR20	Pirelli		Sepang 15- Thin Spoke Alloy 20x8
2006	XK8		235/50ZR17		All Season	Gemini (Canada Only) 17x8
2006	XK8 Ltd Ed	(Front)	245/40ZR19	Pirelli	P Zero	Atlas 10-Spoke Alloy 19x8
		(Rear)	255/40ZR19	Pirelli	P Zero	Atlas 10-Spoke Alloy 19x8
2006	XKR Ltd Ed (Optl)	(Front)	245/40ZR19	Pirelli	P Zero	Atlas 10-Spoke Alloy 19x8
		(Rear)	255/40ZR19	Pirelli	P Zero	Atlas 10-Spoke Alloy 19x8
2006	XKR Ltd Ed	(Front)	255/35ZR20	Pirelli		Perseus 16-Spoke Alloy 20x8
		(Rear)	285/30ZR20	Pirelli		Perseus 16-Spoke Alloy 20x8
2007	XK8	(Front)	245/45ZR18			Venus 7-Spoke 18x8
		(Rear)	275/40ZR18			Venus 7-Spoke 18x8
2007	XK8	(Front)	245/40ZR19			Carelia 10-Spoke 19x8
		(Rear)	275/35ZR19			Carelia 10-Spoke 19x8
2007	XK8	(Front)	255/35ZR20		Sparkle Silver Finish	Sabre 5-Spoke 20x8
		(Rear)	285/30ZR20		Sparkle Silver Finish	Sabre 5-Spoke 20x8
2007	XK8/XKR	(Front)	255/35ZR20			Senta 5x2-Spoke 20x8
		(Rear)	285/30ZR20			Senta 5x2-Spoke 20x8
2007	XKR	(Front)	245/40ZR19			Jupiter 5x2-Spoke 19x8
		(Rear)	275/35ZR19			Jupiter 5x2-Spoke 19x8
2007	XKR	(Front)	255/35ZR20			Cremona 5-Spoke 20x8
	(Rear)		285/30ZR20			Cremona 5-Spoke 20x8

2008 XK (See Apx B, Note #6, Page Apx B II-9)							
	18” Venus	19” Carelia	19” Jupiter	19” Chrome Sabre	20” Senta	20” Cremona	20” Vortex
XK 4.2L	Optional	Standard	Optional		Optional	Optional	Optional
XKR 4.2L S	Optional	Standard	Optional		Optional	Optional	Optional
	(F) 245/45 ZR18 (R) 275/40 ZR18	(F) 245/40 XR19 (R) 275/35 XR19	(F) 245/40 XR19 (R) 275/35 XR19	(F) 245/40 ZR19 (R) 275/35 ZR19 Optional Run Flat	(F) 255/35 ZR20 (R) 285/30 ZR20	(F) 255/35 ZR20 (R) 285/30 ZR20	(F) 255/35 ZR20 (R) 295/30 ZR20 Pirelli P Zero
XKR-S					(F) 255/35 ZR20 (R) 295/30 ZR20 Pirelli P Zero		(F) 255/35 ZR20 (R) 295/30 ZR20 Pirelli P Zero

Lightweight Alloy Space Saver Spare Wheel and Tire-Standard on all models

	XK 4.2L V8 COUPE/ CONVERTIBLE	XKR 4.2L V8 S/C COUPE/ CONVERTIBLE
WHEELS		
Wheel type	18" Venus 19" Carelia 19" Chrome Sabre 20" Senta	19" Jupiter 20" Cremona 20" Senta
TIRE SIZE		
18-inch front	245/45 ZR18	
18-inch rear	275/40 ZR18	
19-inch front	245/40 XR19	245/40 XR19
19-inch rear	275/35 XR19	275/35 XR19
20-inch front	255/35 ZR20	255/35 ZR20
20-inch rear	285/30 ZR20	285/30 ZR20

OPTIONAL WHEELS AND TIRES

Carelia cast alloy wheels: 8.5" x 19" (front), 9.5" x 19" (rear)
Tires: 245/40 ZR19 (front), 275/35 ZR19 (rear)

Sabre cast alloy chromed wheels: 8.5" x 19" (front), 9.5" x 19" (rear)
Runflat tires: 245/40 ZR19 (front), 275/35 ZR19 (rear) [2]

Sabre cast alloy chromed wheels: 8.5" x 19" (front), 9.5" x 19" (rear)
Tires: 245/40 ZR19 (front), 275/35 ZR19 (rear) [2]

Senta cast alloy wheels: 9" x 20" (front), 9.5" x 20" (rear) [2]
Tires: 255/35 ZR20 (front), 285/30 ZR20 (rear)

2009 XK **(See Apx B, Note #6, Page Apx B II-9)**						
	19” Carelia	19” Chrome Sabre	19” Jupiter	20” Senta	20” Takoba Coupe Only	20” Selena Shadow Chrome Finish
XK 4.2L	Standard	Optional	Standard	Optional	N/A	
XKR 4.2L	N/A	Optional	N/A	Optional	Optional	
XKR Portfolio						Optional
	(F) 245/40 XR19 (R) 275/35 XR19	(F) 245/40 XR19 (R) 275/35 XR19 Optional-Run Flat	(F) 245/40 XR19 (R) 275/35 XR19	(F) 255/35 ZR20 (R) 285/30 ZR20	(F) 255/35 ZR20 (R) 285/30 ZR20	(F) 255/35 ZR20 (R) 285/30 ZR20

Lightweight Alloy Space Saver Spare Wheel

2010 XK **(See Apx B, Note #6, Page Apx B II-9)**									
	18” Venus	19” Artura	19” Artura Chrome	19” Artura Chrome (with Run Flat)	19” Caravela	19” Carela	19” Tamana	20” Nevis	20” Kalimnos
XK	Optional	Optional	Optional	Optional	Standard	Optional	Optional	N/A	Optional
XKR	N/A	Optional	Optional	Optional	N/A	Optional	Standard	Optional	Optional

Lightweight Alloy Space Saver Spare Wheel and Tire
(F) 245/40 ZR19, (R) 275/35 ZR19, Dunlop SP Sport
(F) 255/35 ZR19, (R) 285/30 ZR19, Dunlop SP Sport

(F) 245/40XR19, (R) 275/35XR19
(F) 275/35XR19, (R) 285/30 ZR19

(F) 245/40 ZR19, (R) 275/35 XR19, Pirelli P Zero
(F) 275/35 ZR19, (R) 285/30 XR19, Pirelli P Zero

(F) 245/40XR20, (R) 275/35XR20, Pirelli P Zero
(F) 255/35ZR20, (R) 285/30ZR20, Pirelli P Zero

2011 XK **(See Apx B, Note #6, Page Apx B II-9)**									
	19” Artura Chrome	19” Tamana	20” Gloss Black Kalimnos	20” Kalimnos	20” Kasuga	20” Nevis	20” Selena	20” Takoba	20” Vulcan Dark Finish
XK	Available	N/A	N/A	Available	N/A	N/A	Available	N/A	N/A
XKR	Available	Available	Available with Black Pack	Available	N/A	Available	N/A	Available	N/A
XKR-S	Available	N/A	N/A	Available	N/A	N/A	N/A	Available	Standard
XKR 175	N/A	N/A	N/A	N/A	Standard	N/A	N/A	N/A	N/A

Lightweight Alloy Space Saver Spare Wheel and Tire

(F) 245/40XR19, (R) 275/35XR19
(F) 275/35XR19, (R) 285/30 XR19

(F) 245/40 ZR19, (R) 275/35 ZR19, Dunlop SP Sport
(F) 255/35 ZR19, (R) 285/30 ZR19, Dunlop SP Sport

(F) 245/40 ZR19, (R) 275/35 ZR19, Pirelli P Zero
(F) 275/35 ZR19, (R) 285/30 ZR19, Pirelli P Zero

(F) 245/40ZR20, (R) 275/35ZR20, Pirelli P Zero
(F) 255/35ZR20, (R) 285/30ZR20, Pirelli P Zero

2012 XK (See Apx B, Note #6, Page Apx B II-9)	19" Artura Chrome	19" Caravela	19" Tamana	20" Kalimnos	20" Kalimnos - Black Finish (XKR Black Pack)	20" Nevis	20" Orona□
	19" Artura Chrome	19" Caravela	19" Tamana	20" Kalimnos	20" Kalimnos Black	20" Nevis	20" Orona
XK	Optional	Standard	N/A	Optional	N/A	N/A	Optional
XKR	Optional	N/A	Standard	Optional	Optional with Black Pack	Optional	Optional
XKR-S	N/A	N/A	N/A	N/A	N/A	N/A	N/A

2012 XK (See Apx B, Note #6, Page Apx B II-9)	20" Selena	20" Takoba	20" Vulcan - Black Finish (XKR Dynamic & Black Pack)□	20" Vulcan - Dark Matte Gray Finish	20" Vulcan - Gloss Black Finish	20" Vulcan - Polished Finish (XKR Dynamic Pack)□
	20" Selena	20" Takoba	20" Vulcan Black	20" Vulcan Dark Matte	20" Vulcan Gloss Black	20" Vulcan Polished
XK	Optional	Optional		N/A	N/A	N/A
XKR	N/A	Optional	Optional with Black Pack	N/A	N/A	Optional Dynamic Pack
XKR-S	N/A	N/A	N/A	Standard	Optional	Optional with Bright Pack

Lightweight Alloy Space Saver Spare Wheel and Tire

WHEEL SPECIFICATIONS	FRONT	TYRES	REAR	TYRES
Caravela alloy wheels	8.5J x 19"	245/40 R19	9.5J x 19"	275/35 R19
Artura alloy wheels	8.5J x 19"	245/40 R19	9.5J x 19"	275/35 R19
Tamana alloy wheels	8.5J x 19"	245/40 R19	9.5J x 19"	275/35 R19
Kalimnos alloy wheels	8.5J x 20"	255/35 R20	9.5J x 20"	285/30 R20
Nevis alloy wheels	8.5J x 20"	255/35 R20	9.5J x 20"	285/30 R20
Selena alloy wheels	8.5J x 20"	255/35 R20	9.5J x 20"	285/30 R20
Takoba alloy wheels	8.5J x 20"	255/35 R20	9.5J x 20"	285/30 R20
Vulcan alloy wheels	9.0J x 20"	255/35 R20	10.5J x 20"	295/30 R20

2013 XK (See Apx B, Note #6, Page Apx B II-9)					
	20" Kalimnos Gloss Black	20" Kalimnos	20" Nevis	20" Orona	20" Orona Polished
XK		Optional	N/A	Standard	Optional with Portfolio Pack
XKR	Optional with Black Pack	Optional	Optional	N/A	Optional with Portfolio Pack

2013 XK (See Apx B, Note #6, Page Apx B II-9)					
	20" Takoba	19" Tamana	20" Vulcan Gloss Black	20" Vulcan Dark Tech	20" Vulcan Polished
XK	Standard	Standard	N/A	N/A	N/A
XKR	N/A	N/A	Optional with Dynamic and Black Pack	N/A	Optional with Dynamic Pack
XKR-S	N/A	N/A	Optional with Dynamic and Black Pack	Standard	Optional with Bright Pack

Lightweight Alloy Space Saver Spare Wheel and Tire

(F) 245/40 ZR19, (R) 275/35 ZR19, Dunlop SP Sport
(F) 255/35 ZR19, (R) 285/30 ZR19, Dunlop SP Sport
(F) 245/40 XR19, (R) 275/35XR19, Dunlop SP Sport
(F) 275/35 ZR19, (R) 285/30 ZR19 , Dunlop SP Sport

(F) 245/40 ZR19, (R) 275/35 ZR19, Pirelli P Zero
(F) 275/35 ZR19, (R) 285/30 ZR19, Pirelli P Zero
(F) 245/40 XR20, (R) 275/35 XR20, Pirelli P Zero
(F) 255/35 ZR20, (R) 285/30 ZR20, Pirelli P Zero

2014 XK (See Apx B, Note #6, Page Apx B II-9)						
	19" Tamana	20" Kalimnos	20" Nevis	20" Orona	20" Orona Polished	20" Takoba Gloss Black
XK	Standard	Optional	N/A	Optional with Portfolio Pack	Standard	Optional with Black Pack
XKR	N/A	Optional	Optional	Optional with Portfolio Pack	N/A	N/A

2014 XK (See Apx B, Note #6, Page Apx B II-9)						
	20" Takoba	20" Venom	20" Vortex	20" Vulcan Dark Tech	20" Vulcan Gloss Black	20" Vulcan Polished
XK	N/A	Optional	N/A	N/A	N/A	N/A
XKR	Standard	N/A	Optional with Dynamic Pack	N/A	N/A	N/A
XKR-S	N/A	N/A	N/A	Standard	Optional	Optional with Bright Pack

Lightweight Alloy Space Saver Spare Wheel and Tire
(F) 245/40 ZR19, (R) 275/35 ZR19
(F) 255/35 ZR19, (R) 285/30 ZR19

(F) 245/40XR19, (R) 275/35XR19
(F) 275/35ZR19, (R) 285/30 ZR19

(F) 245/40 ZR19, (R) 275/35 ZR19, Pirelli P Zero
(F) 275/35 ZR19, (R) 285/30 ZR19, Pirelli P Zero

(F) 245/40XR20, (R) 275/35XR20 Pirelli P Zero
(F) 255/35ZR20, (R) 285/30ZR20 Pirelli P Zero

2015 XK **(See Apx B, Note #6, Page Apx B II-9)**								
	18” Venus	19” Caravela	19” Tamana	20” Kalimnos	20” Kalimnos Gloss Black	20” Nevis	20” Orona	20” Orona Polished
XK	Standard	Optional	N/A	Optional	Optional	N/A	Optional	Optional
XK Portfolio		Standard	Optional	Optional	N/A	N/A	Optional	N/A
XKR		N/A	Standard	Optional	N/A	Optional	Optional	N/A
XKR-S Coupe		N/A	N/A	N/A	N/A	N/A	N/A	N/A

2015 XK **(cont)** **(See Apx B, Note #6, Page Apx B II-9)**							
	20” Takoba	20” Takoba Gloss Black	20” Venom	20” Vortex	20” Vulcan Dark Tech	20” Vulcan Gloss Black	20” Vulcan Polished
XK	N/A	N/A	Optional	N/A	N/A	N/A	N/A
XK Portfolio	N/A	N/A	Optional	N/A	N/A	N/A	N/A
XKR	Optional	Optional W/ Black Pack	N/A	Optional w/ Dynamic Pack	N/A	N/A	N/A
XKR-S Coupe	N/A	N/A	N/A	Optional w/ Dynamic Pack	Standard	Optional	Pack Optional

Lightweight Alloy Space Saver Spare Wheel and Tire

(F) 245/45 R18, (R) 275/40 R19
(F) 245/40 ZR19, (R) 275/35 ZR19, Dunlop SP Sport
(F) 255/35 ZR19, (R) 285/30 ZR19, Dunlop SP Sport

(F) 245/40 ZR19, (R) 275/35 ZR19, Pirelli P Zero
(F) 275/35 ZR19, (R) 285/30 ZR19, Pirelli P Zero

(F) 245/40XR20, (R) 275/35XR20, Pirelli P Zero
(F) 255/35ZR20, (R) 285/30ZR20, Pirelli P Zero
(F) 255/35ZR20, (R) 295/30ZR20, Pirelli P Zero

2009 XF (See Apx B, Note #6, Page Apx B II-9)				
	18” Cygnus	19” Auriga	20” Selena	20” Volans
XF 4.2V8 Lux	Standard	Optional	Optional	N/A
XF 4.2 Premium Lux	N/A	Standard	Optional	N/A
XF 4.2 S/C V8	N/A	N/A	N/A	Standard
Lightweight Alloy Space Saver Spare Wheel and Tire				

WHEELS	4.2 V8	4.2 S/C V8
Size and style	18″ x 8.5″ Cygnus alloy 19″ x 8.5″ Auriga alloy 20″ x 8.5″ Selena alloy	20″ x 8.5″ (front) 20″ x 9.5″ (rear) Volans alloy
Spare	Alloy Space saver	Alloy Space saver
Tires	All Season: 245/45R18 96H 245/40R19 94H Sport: 235/35R20 97Y X/L	Sport: Front - 255/35R20 97Y X/L Rear - 285/30R20 99Y X/L

WHEELS AND TIRES	LUXURY 4.2 V8	PREMIUM LUXURY 4.2 V8	4.2 S/C V8
18″ Cygnus alloy wheels with 245/45 HR18 all season tires	■		
19″ Auriga alloy wheels with 245/40 HR19 all season tires	□	■	
20″ Selena alloy wheels with 235/35 ZR20 performance tires	□	□	
20″ Volans alloy wheels with 255/35 ZR20 (front) and 285/30 ZR20 (rear) performance tires			■
Lightweight alloy space saver spare wheel and tire	■	■	■

2010 XF **(See Apx B, Note #6, Page Apx B II-9)**					
	18" Cygnus	19" Artura	19" Artura Chrome	19" Carelia	20" Nevis
XF 3.0L V6, 4.2L V8	Standard	Optional	Optional	Optional	N/A
XF Premium 5.0L V8	N/A	Standard	Optional	N/A	N/A
XF Premium With Portfolio Package 5.0L V8	N/A	Optional	Optional	N/A	Standard
XFR 5.0L V8 Supercharged	N/A	N/A	N/A	N/A	Standard

Lightweight Alloy Space Saver Spare Wheel and Tire-Standard on all models

Front and Rear 245/45 HR18
(F) 245/40 ZR20, (R) 285/30 ZR20

Front and Rear 245/40 R19
(F) 255/35 ZR20, (R) 285/30 ZR20

2011 XF **(See Apx B, Note #6, Page Apx B II-9)**								
	18" Cygnus	19" Artura	19" Artura Chrome	19" Caravela	20" Dark Grey Draco	20" Nevis	20" Selena	20" Senta
XF	Available	Available	Available			N/A	N/A	N/A
XF Premium	N/A	N/A	Available	Available	Available	N/A	N/A	N/A
XF Portfolio	N/A	N/A	Available	Available	Available	N/A	N/A	Available
XF Supercharged	N/A	N/A	N/A	N/A	Available	N/A	Available	N/A
XFR	N/A	N/A	N/A	N/A	N/A	Available	N/A	N/A
XFR (Black Pack)	N/A	N/A	N/A	N/A	Available	N/A	N/A	N/A

Lightweight Alloy Space Saver Spare Wheel and Tire-Standard on all models

(F) 245/45 HR18, (R) 245/45 HR18
(F) 245/40 HR19, (R) 245/40HR19
(F) 245/40 ZR19, (R) 245/40 ZR19
(F) 235/35 ZR20, (R) 235/35 ZR20
(F) 255/35 ZR20, (R) 285/30 ZR20

2012 XF **(See Apx B, Note #6, Page Apx B II-9)**										
	18” Lyra	18” Vela	19” Aquila	19” Artura	19” Artura Chrome	19” Caravela	20” Draco Dark Grey	20” Draco Silver	20” Hydra	20” Nevis
XF	Available	Available	Optional	Optional	Optional	Standard	Optional	N/A	Optional	N/A
XF Portfolio	N/A	N/A	Standard	N/A	N/A	N/A	Optional	Standard	N/A	N/A
XF Supercharged	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Standard
XFR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XFR (Black Pack)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Lightweight Alloy Space Saver Spare Wheel and Tire
(F&R) 245/40R18
(F&R) 245/40ZR18
(F&R) 245/40ZR19 Continental ContiPro Contact
(F) 255/35ZR20 (R) 285/30ZR20 Dunlop SportMaxx

2013 XF **(See Apx B, Note #6, Page Apx B II-9)**										
	18” Vela	18” Lyra	19” Aquilla	19” Artura	19” Artura Chrome	19” Caravela	20” Draco Dark Gray	20” Draco Silver	20” Hydra	20” Nevis
XF	Available	Available	Available	Available	Available	Available	Available	Available	Available	N/A
XF Supercharged	N/A	N/A	N/A	N/A	N/A	N/A	Available	Available	N/A	N/A
XFR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Available

Lightweight Alloy Space Saver Spare Wheel and Tire
Front 245/45R18, Rear 245/45R18
Front 245/45ZR19, Rear 275/40ZR19
Front 245/45ZR19, Rear 275/40ZR19 Run Flat
Front 255/35ZR20, Rear 285/30ZR20

2014 XF **(See Apx B, Note #6, Page Apx B II-9)**													
	18” Cygnus	18” Lyra	18” Venus	18” Vela	19” Aquilla	19” Artura Chrome	19” Artura	19” Caravela	20” Draco Gray	20” Draco Silver	20” Hydra	20” Nevis	20” Varuna
XF 2.0T	Available	Available	Available	Standard									
XF V6 SC RWD	Available	Available	Available	Available			Standard						
XF V6 SC AWD	Available	Available	Available	Available			Standard						
XF Supercharged										Standard			
XFR													
XF R-S													

	Front	Rear	Manufacturer	Model
XF 2.0T	245/45R18	245/45R18	Continental	All Season Conti Pro Contact
XF V6 SC RWD	245/40R19	245/40R19	Continental	All Season Conti Pro Contact
XF V6 SC AWD	245/40R19	245/40R19	Continental	All Season Conti Pro Contact
XF Supercharged	255/35ZR20	285/30ZR20	Dunlop	Summer Dunlop
XFR	255/35ZR20	285/30ZR20	Dunlop	Summer Dunlop
XF R-S	265/35ZR20	295/30ZR20	Pirelli	Summer Pirelli

Lightweight Alloy Space Saver Spare Wheel and Tire

2015 XF **(See Apx B, Note #6, Page Apx B II-9)**													
	17: Libra	17” Ursa	17” Ursa in Gloss Anthracite	18” Cygnus	18” Lyra	18” Manra	18in Vela	18” Venus	19 in Aquila	19” Artura	19in Caravela	19” Carelia	20in Draco Dark Grey
XF 2.0T Premium	Standard	Optional	N/A	N/A	N/A	N/A	Optional	N/A	Optional	Optional	N/A	N/A	Optional
XF Premium	N/A	N/A	N/A	N/A	Optional	N/A	Optional	N/A	Optional	Optional	Optional	N/A	Optional
XF 3.0 Portfolio	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Optional	Optional	Standard	N/A	Optional
XF 3.0 AWD Portfolio	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Standard	N/A	N/A	N/A	N/A
XF 3.0 AWD Sport	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Standard
XF Luxury	N/A	Standard	N/A	N/A	Optional	N/A	Optional	N/A	Optional	Optional	Optional	N/A	Optional
XF R Sport	N/A	Standard	Optional	N/A	Optional	Optional	Optional	N/A	Optional	Optional	Optional	N/A	Optional
XFR	N/A	Standard	Optional	N/A	Optional	Optional	Optional	N/A	Optional	Optional	Optional	N/A	Optional
XFR-S	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XF 5.0 Supercharged	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XF Sportbrake	Standard	Optional	N/A	N/A	N/A	N/A	Optional	N/A	Optional	Optional	Optional	N/A	Optional

2015 XF Cont. (See Apx B, Note #6, Page Apx B II-9)											
	20in Draco Silver	20in Hydra	20” Kalimnos Gloss Black	20in Nevis	20” Selena	20” Senta	20in Varuna Ceramic Polished	20in Varuna Dark Grey	20” Varuna Gloss Black	20” Volants	20” Volants Shadow Chrome
XF 2.0T Premium	Optional	Optional	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XF Premium	Optional	Optional	Optional	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XF 3.0 Portfolio	Optional	Optional	Optional	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XF 3.0 AWD Portfolio	N/A	Optional	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XF 3.0 AWD Sport	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XF Luxury	Optional	Optional	Optional	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XF R Sport	N/A	Optional	Optional	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XFR	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XFR-S	N/A	Optional	Optional	N/A	N/A	N/A	Standard	Optional	N/A	N/A	N/A
XF 5.0 Supercharged	Standard	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Optional	N/A	N/A
XF Sportbrake	Optional	Optional	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Optional	Optional

(F) 255/44R17, (R) 255/45R17
(F) 245/45R18, (R) 245/45R18
(F) 245/40-ZR19, (R) 245/40-ZR19 Continental ContiPro Contact
(F) 255/35-ZR20, (R) 285/30-ZR20 Pirelli P Zero

2013 F-Type (See Apx B, Note #6, Page Apx B II-9)										
	18” Vela	19” Centrifuge Gloss Black	19” Centrifuge Silver	19” Propeller	20” Cyclone Gloss Black	20” Cyclone Silver	20” Blade Forged Grey	20” Tornado Gloss Black	20” Tornado Silver	20” Turbine
F-Type	Standard	Optional	Optional	N/A	N/A	N/A	Optional	Optional	Optional	Optional
F-Type S	N/A	Optional	Optional	Standard	N/A	N/A	Optional	Optional	Optional	Optional
F-Type V8 S	N/A	N/A		N/A	Optional	Standard	Optional	Optional	Optional	Optional

No Spare Wheel and Tire available, “Fix-A-Flat” Supplied
(F) 245/40R18, (R) 275/40R18 Pirelli P Zero
(F) 245/40ZR19, (R) 275/35ZR19 Pirelli P Zero
(F) 255/35ZR20, (R) 295/30ZR20 Pirelli P Zero

2014 F-Type **(See Apx B, Note #6, Page Apx B II-9)**										
	18” Vela	19” Centrifuge Gloss Black	19” Centrifuge Silver	19” Propeller	20” Blade Forged Grey	20” Cyclone Gloss Black	20” Cyclone Silver	20” Tornado Silver	20” Tornado Gloss Black	20” Turbine
F-Type	Standard	Optional	Optional		Optional		Optional	Optional	Optional	Optional
F-Type S		Optional	Optional	Standard	Optional		Optional	Optional	Optional	Optional
F-Type V8 S			Standard		Optional	Optional	Optional	Optional	Optional	Optional

No Spare Wheel and Tire available, “Fix-A-Flat” Supplied
(F) 245/40R18, (R) 275/40R18 Pirelli P Zero
(F) 245/40ZR19, (R) 275/35ZR19 Pirelli P Zero
(F) 255/35ZR20, (R) 295/30ZR20 Pirelli P Zero

2015 F-Type **(See Apx B, Note #6, Page Apx B II-9)**									
	18” Vela Silver	18” Venus	19” Centrifuge Silver	19” Centrifuge Gloss Black	19” Orbit Silver	19” Orbit Black and Diamond Turned	19” Propeller	19” Tamana	20” Cyclone Silver
F-Type	Standard	Optional	Optional	Optional	Optional	Optional	Optional	Optional	Optional
F-Type S	Optional	N/A	Optional	Optional	Optional	Optional	Standard	Optional	Optional
F-Type V8 S	Optional	N/A	N/A	N/A	N/A	N/A	Optional	Optional	Standard
F-Type R	Optional	N/A	N/A	N/A	N/A	N/A	Optional	Optional	Optional

2015 F-Type **(Continued)**									
	20” Cyclone Gloss Black	20” Gyrodyne Black and Diamond Turned	20” Gyrodyne Silver	20” Blade Forged Alloy Tech Grey/Carbon Fiber	20” Rotor Forged Alloy	20” Storm Forged Alloy Black and Diamond Turned	20” Tornado Gloss Black	20” Tornado Silver	20” Turbine Silver
F-Type	Optional	N/A	Optional	Optional	Optional	N/A	Optional	Optional	Optional
F-Type S	Optional	N/A	Optional	Optional	Optional	Optional	Optional	Optional	Optional
F-Type V8 S	Optional	N/A	Optional	Optional	Optional	Optional	Optional	Optional	Optional
F-Type R	Optional	Optional	Standard	Optional	Optional	Optional	Optional	Optional	Optional

Lightweight Alloy Space Saver Spare Wheel and Tire

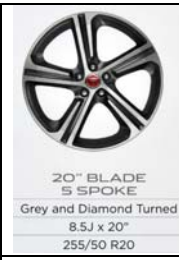
(F) 245/40R18, (R) 275/40R18 Pirelli P Zero
(F) 245/40R19, (R) 275/35R19 Pirelli P Zero
(F) 245/40ZR19, (R) 275/35ZR19 Pirelli P Zero
(F) 255/35ZR20, (R) 295/30ZR20 Pirelli P Zero

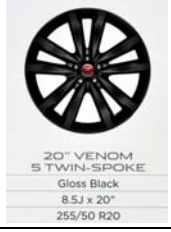
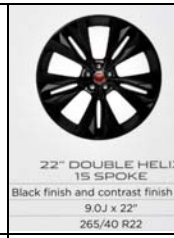
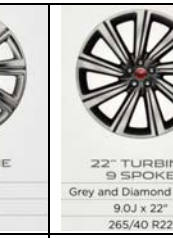
2016 F-Type (See Apx B, Note #6, Page Apx B II-9)									
	18” Vela Silver	19” Centrifuge Silver	19” Centrifuge Gloss Black	19” Orbit Silver	19” Orbit Black and Diamond Turned	19” Propeller	19” Volution Silver	19” Volution Tech Grey/Diamond Turned	20” Blade Forged Alloy Tech Grey/Carbon Fiber
F-Type	Standard	Optional	Optional	Optional	Optional	Optional	**N/A**	**N/A**	Optional
F-Type S	N/A	Optional	Optional	Optional	Optional	Standard	**N/A**	N/A	Optional
F-Type S AWD	N/A	Optional	Optional	Optional	Optional	Optional	Standard	N/A	Optional
F-Type R	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Optional
F-Type R AWD	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Optional

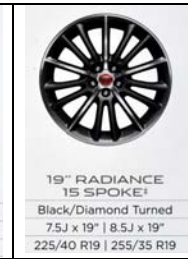
2016 F-Type **(Continued)**									
	20” Cyclone Silver	20” Cyclone Gloss Black	20” Gyrodyne Silver	20” Gyrodyne Black and Diamond Turned	20” Rotor Forged Alloy	20” Storm Satin Antracite Grey	20” Tornado Gloss Black	20” Tornado Silver	20” Turbine Silver
F-Type	Optional	Optional	**N/A**	N/A	Optional		Optional	Optional	Optional
F-Type S	Optional	Optional	**N/A**	N/A	Optional	N/A	Optional	Optional	Optional
F-Type S AWD	Optional	Optional	**N/A**	N/A	Optional	N/A	Optional	Optional	Optional
F-Type R	N/A	N/A	Standard	Optional	Optional	Optional	Optional	Optional	Optional
F-Type R AWD	N/A	N/A	Standard	Optional	Optional	Optional	Optional	Optional	Optional

Lightweight Alloy Space Saver Spare Wheel and Tire

(F) 245/40R18, (R) 275/40R18 Pirelli P Zero
(F) 245/40R19, (R) 275/35R19 Pirelli P Zero
(F) 245/40ZR19, (R) 275/35ZR19 Pirelli P Zero
(F) 255/35ZR20, (R) 295/30ZR20 Pirelli P Zero

2016 F-Pace **Note: Tire Size listed as part of brochure documentation** **(See Apx B, Note #6, Page Apx B II-9)**								
F-Pace	Standard	N/A	N/A	N/A	N/A	N/A	N/A	N/A
F-Pace Premium	N/A	Optional	Optional	Standard	N/A	N/A	N/A	Optional
F- Pace Prestige	N/A	N/A	N/A	N/A	Standard	N/A	N/A	N/A
F- Pace R Sport	N/A	N/A	N/A	N/A	N/A	Optional	Optional	N/A
F- Pace S	N/A	N/A	N/A	N/A	N/A	Optional	Standard	N/A

2016 F-Pace **Continued** **Note: Tire Size listed as part of brochure documentation** **(See Apx B, Note #6, Page Apx B II-9)**							
F-Pace	N/A	N/A	N/A	N/A	N/A	N/A	N/A
F-Pace Premium	N/A	N/A	N/A	N/A	N/A	N/A	N/A
F- Pace Prestige	N/A	Optional	Optional	N/A	N/A	Optional	N/A
F- Pace R Sport	Standard	N/A	N/A	Optional	Optional	N/A	Optional
F- Pace S	N/A	N/A	N/A	Optional	Optional	N/A	Optional

2016 XE **Note: Tire Size listed as part of brochure documentation** **(See Apx B, Note #6, Page Apx B II-9)**									
	*	*	+	+	+	**	++	++	++
XE	N/A	Standard	N/A	N/A	N/A	N/A	N/A	N/A	N/A
XE Premium	Standard	N/A	Optional	N/A	N/A	Standard	N/A	Optional	N/A
XE Prestige	N/A	N/A	Standard	N/A	Optional	N/A	Optional	Standard	Optional
XE R-Sport	N/A	N/A	N/A	Optional	Standard	N/A	Optional	N/A	Optional

2016 XE **(Continued)** **Note: Tire Size listed as part of brochure documentation** **(See Apx B, Note #6, Page Apx B II-9)**		
	+ & ++	+ & ++
XE	N/A	N/A
XE Premium	N/A	N/A
XE Prestige	Optional	N/A
XE R-Sport	Standard	Optional

* Standard feature on 2.0L, 4-cylinder gas/diesel
** Standard feature on 3.0L, V6 gas
\+ Optional on 2.0L, 4-cylinder gas/diesel
++ Optional on 3.0L, V6 gas
Standard and Optional features differ depending on engine selection

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

*Not available on E-PACE standard model
†Requires Adaptive Dynamics

Information courtesy Jaguar Cars

All Season Tires
Reduced section steel spare wheel

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

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

I-Pace information based on pre-production information

Reduced section alloy spare wheel
All Season Tires
Reduced section steel spare wheel

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

General: Tires are considered expendable. Replacement tires must be the same (or equivalent) size and construction (bias/radial) as originally found on the car when delivered by the Jaguar factory or offered by Jaguar Cars as optional equipment. **See exceptions in Chapter VI.** In order to ensure that the car will maintain the proper stance and original appearance, replacement tires must maintain the same aspect ratio as the OEM. The size molded into the tire will be accepted as proof of currently exhibited size (example: 6.40 x 15 or 185 x 15). Sidewall or stripe/color or width is currently optional. Universal Tire Company, Lancaster, PA, British Wire Wheel, Fresno, CA or Coker Tire, Chattanooga, TN are sources for hard to find tires.

Notes:

1. 4.75 x 18 tires deleted from manufacturer's listings in Oct.89.

2. 6.70 x 16 newly available from Dunlop.

3. In May 1963, Service Bulletin M.7 stated that Dunlop SP tires (a radial tire) are suitable for use on MK2 Jaguars; all MK2's may therefore be equipped with either bias ply or radial tires of the prescribed size.

4. In light of a Jaguar Service Bulletin, stating that 185 x 15 tires were a proper replacement for Series 1 E-Type tires, delegates to the 1997 AGM voted that either 6.40 x 15 or 185 x 15 size tires would be considered authentic for Series 1 E-Types. Further, that 185/70 x 15 tires, (purchased prior to 1997) shown on Series 2 E-Types, would also be considered authentic.

5. During 1972-1974, the tire industry experienced near-chaos as it changed industry standards and nomenclature. The original equipment Dunlop ER7015VR is available through several manufacturers in either the original size or equivalent: P205/70VR15.

6. For cars manufactured, beginning in the late 1990's, there is a sticker on the driver's door jamb specifying the correct tire size as specified by the manufacturer.

Acknowledgments: Original list and sizes compiled by the Northwest Regional Jaguar Clubs. Footnote research by Ed Miller. The list was originally formatted for JCNA by Dick Howe. Additional vintage tire information was provided by Phillip Pollock of Vintage Tire Supplies Ltd., Middlesex, England. Updated and reformatted for the 1997 6th Reordered Edition. Tire and wheel information listed after model year 2001 updated by Jaguar Cars. Reformatted and edited by Stew Cleave and Dick Cavicke, with the help of the JCRC, Gregory Andrachuk, and Doug Dwyer for Edition 8.1 per the 2004 AGM.

TIRE SPEED RATINGS (The following is provided courtesy of The Tire Rack www.tirerack.com)

Over the years, tire speed rating symbols have been marked on tires in one of the three ways shown in the following examples:

225/50SR16; 225/50SR16 89S or 225/50R16 89S

Early tires had their speed rating symbol shown "within" the tire size, such **as 225/50SR16**. Tires using this designation were **not** to have been produced after 1991:

225/50SR16 - 112 mph; **225/50HR16** - 130 mph; 225/**50VR16** - in excess of 130 mph.

Beginning in 1991, the speed rating symbol denoting the fixed maximum speed capability was shown only in the speed rating portion of the tire's service description, such as **225/50R16 89S**. Common speed rating symbols, maximum speeds and typical applications are shown below:

N 87 mph, Temporary Spare Tires
P 93 mph
Q 99 mph, Studless & Studdable Winter Tires
R 106 mph, H.D. Light Truck Tires
S 112 mph, Family Sedans & Vans
T 118 mph, Family Sedans & Vans
U 124 mph
H 130 mph, Sport Sedans & Coupes
V 149 mph, 240 Sport Sedans, Coupes & Sports Cars

When **Z**-speed rated tires were first introduced, they were thought to reflect the highest tire speed rating that would ever be required, in excess of 149 mph. While **Z**-speed rated tires are capable of speeds in excess of 149 mph, how far above 149 mph was not indicated. That ultimately caused the industry to add **W** and **Y** speed ratings to identify tires that met the needs of new vehicles that have extremely high top-speed capabilities:

W 168 mph, Exotic Sports Cars;
Y 186 mph, Exotic Sports Cars.

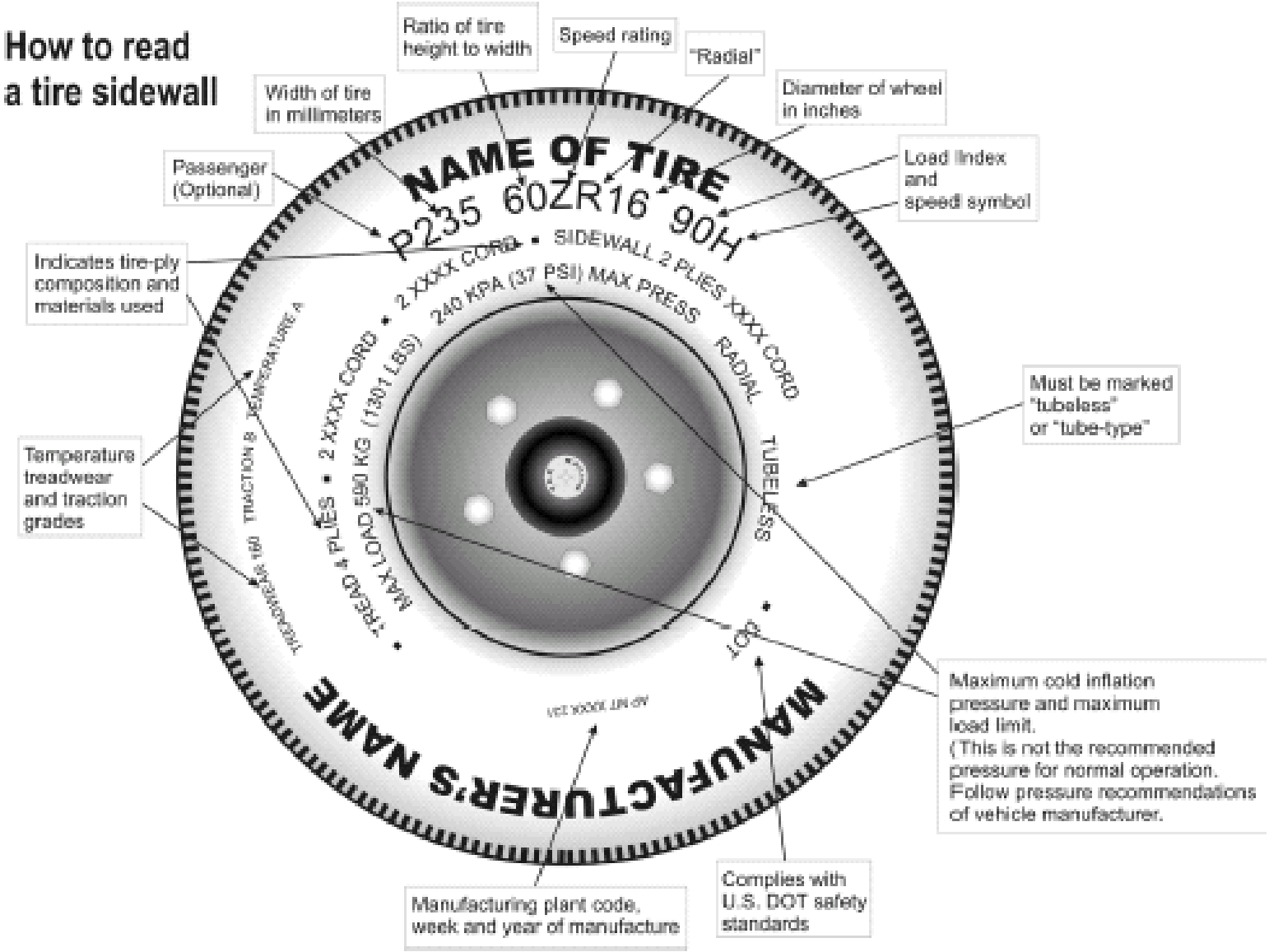
While a **Z**-speed rating still often appears in the tire size designation, such as **225/50ZR16 91W**, the **Z** in the size signifies a maximum speed capability in excess of 149 mph; the **W** in the service description indicates the tire's 168 mph, maximum speed.

225/50ZR16 in excess of 149 mph; 205/**45ZR17 88W** 168 mph; 285/**35ZR19 99Y** 186 mph.

Recently, when the **Y**-speed rating indicated in the service description is enclosed in parenthesis, such as **285/35ZR19 (99Y),** the top speed of the tire has been tested in excess of 186 mph, indicated by the service description as shown below:

285/35ZR19 99Y 186 mph; **285/35ZR19 (99Y)** in excess of 186 mph.
Image above provided by TC Kopke.

How to read a tire sidewall



Notes:

Appendix C
Official Publications for Documenting Authenticity

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

Notes:

1. All documents presented should apply to the specific Year and Model entered. This includes all eligible Daimlers and their applicable publications if and where titles differ.
2. While most publications are not required, Entrants are encouraged to have whatever documents they may need to validate any unusual features found on their Entries.

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

JCNA OFFICIAL JUDGING GUIDES [1]	CURRENT EDITION [2]
1. XK120	Original, March 2019 (2019 AGM)
2. Series 1 E-Type	Original, March 2003, updated 3/20/05
3. Series 2 E-Type	Original, March 2004, updated April '06
4. Mark 2	Original, February 2005, updated 4/8/05
5. Series 1.5 E-Type	Original, March 2006
6. Series 3 V-12 E-Type	Original, March 2007, updated May '07
7. XJS - 1976 – 1991	Original, March 2007
8. Jaguar Air Conditioning 1955-1971	Original, March 2008

Notes:

1. The Chief Judge must have a complete file of current JCNA Judging Guides available at the Concours site for use by either Judges or Entrants during the course of Judging.

2. Please check the JCNA web site at www.jcna.com for possible updates or revisions to these guides throughout the year.

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

Appendix D
Official JCNA Concours d'Elegance Competition Classes

Champion Division Classes

C1/PRE: Classics (Pre-XK engine) Tourer, OTS, DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)
C2/120: XK 120 (1948-54)
C3/140: XK 140 (1955-57)
C4/150: XK 150 (1957-61)
C5/E1: E-Types, Series 1 (1961-67)
C6/E2: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)
C7/E3: E-Types, Series 3 (1971-75)
C8/SLS: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
C9/XJ: XJ6/12 Series 1 Saloons (1968-73); XJ6/12 Series 2 Saloons and Coupes (1973-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) **See Note 1**
C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ81) (1993-94); XJ6/12/R, (X300/X305) (1995-97) **See Note 1**
C11/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009) **See Note 1**
C12/JS: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
C13/JS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
C14/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
C15/XK: XK and XKR Coupe and Conv. (2007-On)
C16/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)
C17/PN: Preservation Class (more than 35 years old)
C18/PN: Preservation Class (20 to 35 years old)
C19/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On), XE (2016-On)
C20/F: F-TYPE (2013-On)
C21/P: F-PACE (2016-On), E-PACE, I-PACE (2018-On)

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

Driven Division Classes

D1/PRE: All Classics (Pre-XK engine) and XK 120, XK 140, XK 150

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

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

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

D5/SLS: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)

D6/XJ: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92) **See Note 1**

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

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

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

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

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

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

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

D14/FJ: XF Sedans (2008-On), XJ Sedan (2010 [as 2011 model year] – On)
XE (2016 Model Year)

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

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

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

Special Division Classes

S1/PD: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars and Production Jaguars **privately** prepared and modified for competition

S2/MOD: Modified

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

Appendix E
Jaguar Approved Accessories

JCNA Concours Rule Book

As this is a 52 page appendix, it is not included in this printing but should be downloaded directly from JCNA.com, then go to the concours page.

Notes :

Glossary of Terms

Authentic — An item of very similar or identical material and identical configuration to that of the original. See "Original" below.

Chip — A small defacing in the paint finish, as caused by a stone or door ding. A chip will often reveal metal underneath.

Cleanliness — The state or degree of being free of dirt, grease, dust, water spots, lint, wax residue, road tar, finger-prints or other impurities.

Concours d'Elegance — Pronunciation: kōⁿ-ku̇r-dā-lā-ˈgäⁿs
French term meaning "parade of elegance" originating in Paris around the beginning of the twentieth century. European couture houses showcased fashion collections in combination with exquisite custom coachwork on automobiles of the day. Usually the cars were expensive, being adorned with custom coachwork. In many cases they were one-of-a-kind. Both the cars and the fashion were judged and awards given based on beauty, style and design. The event grew in popularity and spread around Europe, with similar premier events in Italy and England, both of which had World class automotive and fashion industries.
World War II resulted in the cessation of concours. In the 1950s and 60s Concours D'Elegance reappeared in Paris and soon began to appear in countries around the world including the United Kingdom, Italy, Australia, Philippines and the United States.
Some sources go back to pre-automotive days and cite exclusive participation by nobility showing their carriages; hence Concours d'Elegance is sometimes referred to as the "sport of kings".

Coach Line — Pin-stripe along the waistline of the body

Cracked/Crazed — A narrow split, partial fracture or separation of a piece or part that is normally considered one unit. In body panels, a separation of a panel(s) that is normally welded, brazed, or leaded together to form a single unit.

Creases/Wrinkles — A line, mark or ridge caused by looseness or folding of a fabric, leather, or vinyl. Creases and wrinkles are usually found in cloth hoods, side curtains, leather seats, door panels, carpet, and headliners.

Cushion — The lower portion of the seat upon which one actually sits on, as opposed to the squab or portion one's back rests against.

Customized — A change in shape or appearance of a section of the Jaguar.

Curb Side — The side nearest to the kerb for right-hand drive cars.

Damaged wheel/spoke A wheel or spoke that is bent or broken is considered damaged. A wheel that has hit an obstacle with sufficient force to cave in the edge of the rim is damaged.

Delamination The separation or splitting apart of layers of laminated wood. The steering wheel and other items of interior trim on many Jaguars may be of laminated wood. It sometimes separates due to age and exposure to heat and light from the sun.

Dent A slight or significant depression, indentation or hollow in a surface made by a blow or other pressure, not a part of the original design of the component.

Different Type/Make It is a JCNA rule that tires are considered expendable items and may be replaced by a make other than those originally furnished on the Jaguar, but that they must be of the original size (see Appendix B). Different Type/Make is defined as tires fitted onto a Jaguar that have been produced by different manufacturers, or are of styles that differ one from another. For example, the entry that has two Dunlop, a Firestone and a Goodyear tire fitted on the road wheels, and a Goodrich on the wheel in the boot should be penalized under the Different Type/Make category. Alternatively, some may be radial tires while others are bias tires, or there may appear a mix of blackwall and whitewall or red line tires. Any mixture as described above is subject to penalty under the Different Type/Make deduction.

Discolored/Cloudy A change in color, darker or lighter, variegated, streaked, or opaque instead of transparent.

DHC - Drop Head Coupe A car fitted with a cloth top that is padded internally to provide shape when erect and incorporating a head-lining. The cloth top remains exposed when folded down around the back of the seats and is still visible above the exterior of the car. The metal framework around the windshield is also body paint color as opposed to a complete chrome frame like the OTS models.

Entrant The Entrant is the person who registers the Entry. The Entrant must be:

a. An individual or joint title holder of the Entry, or;
b. An employee of a business or institutional title holder of the Entry who has been assigned its regular use, or)
c. A lessee of the Entry, or;
d. An immediate family member of one of the above.

Faded/Fading A finish that has become less distinct, has lost color or brilliance or has become dull in appearance. In paint, a finish that has lost its color intensity and become dull is considered faded. In soft materials, such as canvas, hoods, side curtains, leather or vinyl fading is indicated by a general loss of strength of color.

FHC -Fixed Head Coupe A Jaguar fitted with a metal roof and windshield that are not removable. Roll-up windows are also fitted in the doors.

Frayed/Loose Bindings A fabric, leather, or vinyl component that is ragged or worn on the edges, where the material is unraveling, or stitching is loose or missing must be penalized.

JCNA Jaguar Clubs of North America, founded on January 16, 1958, exists to promote and encourage a spirit of mutual interest and assistance among owners of Jaguar automobiles, to assist in the formation of local Jaguar owners' clubs and to charter these groups, to provide a means for the exchange of information concerning Jaguar automobiles and to publish periodic bulletins and magazines containing material of interest to members.

Less than Legal Tread As the determination of legal tread depth may vary from state to state, for judging purposes legal tread shall mean that the cord of the tire cannot be seen when the tire is viewed from the side at a 45 degree angle of the tread surface.

Lifting/Peeling The separation of a finish, such as paint or chrome, from the base metal. This usually occurs in small to large sheets or flakes. This process leaves the metal bare.

Loose An item not connected, restrained, bound, glued or attached where it is intended to be is considered loose. This generally pertains to fabrics, leathers, vinyl, or wood that has become unglued from its base material, but may also be applied to components made of other materials in other situations.

Missing An item originally installed whose removal has not been camouflaged.

Modified Changing one component for another, or the adding of components, or departing from the original specifications.

Near Side The side nearest to the kerb for right-hand drive cars. (See Off Side)

Non-Authentic A part, component, finish, color or material is considered to be non-authentic if it is not a genuine Jaguar item for the particular year and model of the Jaguar being presented. THE ITEM MUST BE AS IT WAS SPECIFIED AND INTENDED TO LEAVE THE FACTORY BY JAGUAR CARS. Replacement parts, regardless of manufacturer, are acceptable only if they meet the exact specifications of the original item or material. The Judge must use common sense when

judging for non-authenticity. Any item added or missing which is not genuine as verified by Jaguar literature is non-authenticity.

Non-Standard A Jaguar not necessarily built by the Jaguar company, but an Entry that satisfies the requirements of a Class within a Special Division.

Off / OFF Provided for, as in "well off". Used to describe a one-of-a kind automobile, as in a "one off". Used in Jaguar Parts Catalogues to denote the quantity of an item, as in "4-OFF"

Off Side The side furthest from the kerb for right-hand drive cars. (See Near Side)

OTS - Open Two Seater A car fitted with a cloth top that is stowed behind the seats.

Original A component that was installed by Jaguar Cars at the time of the vehicle's manufacture.

Paint Flaws Flaws found in paint finishes. Orange peel is a roughness to the finish similar to the skin of an orange. The most common cause is excessive paint being applied at low air pressure. Fisheye is a tiny crater in the paint surface where the paint has actually gathered around the hole, forming a small "volcano" or cone shaped flaw. Fisheye is the result of improper preparation of the surface being painted. Blushing is paint that has a white or chalky appearance caused by the lack of thinner in the paint or excessive humidity during application. Alligator paint is a series of connected cracks in the paint finish that is the result of paint being applied too thickly, or where thinner of the wrong drying time has been used. Deductions for paint flaws need not be limited those listed above.

Paint Overspray A thin film of paint or undercoating or their residue(s) on adjacent surfaces not requiring paint or undercoating. This flaw is the result of inadequate masking, poor painting procedure and/or inadequate cleaning of adjacent surfaces after painting. Overspray usually observed on chrome or rubber parts. Overspray may also be found on nearby painted elements of different color, e.g. an Entrant painted the radiator shell without proper protection and small specks of black paint are seen on other painted panels in the engine compartment.

Personalized A car built by the Jaguar company, which has been modified or customized to suit the owner's individual tastes.

Pitted/Pits A small hollow or series of hollows in a finished surface. Pitting is most commonly found in chrome and bright metal.

Poor Fit Excessive misalignment of the interfacing of components or parts, e.g., doors, bonnet, bootlid or hood. The improper shape of an item, e.g. leather seats not filled with the proper amount of stuffing, and

appearing to fit the frame poorly. Or, stitching of seams may not be aligned properly, resulting in pulling between sections. Poor fit may also result from overstuffing of padded or upholstered components.

Poor Rubber Seal A rubber seal that is cracked, splitting, exhibiting a chalky appearance or is in otherwise poor condition. New British (NB) rubber pieces do have a tendency to exhibit minute cracks.

Pozidrive® A screw head similar to a Phipps® head specially designed for automotive assembly using power driven tools to prevent the driver from slipping out of the fastener. Identified by slashes scribed between the slots that receive the driver.

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

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

Ripple An undulation in a normally flat surface.

Rust The reddish-brown/yellowish coating formed on metal by oxidation due to exposure to moisture and air. Rust is generally the result of rupture of the protective coating and subsequent exposure of the metal to the air.

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

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

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

a. Items (such as cam covers and carburetor air inlet ducts/horns) whose surfaces were mostly smooth and polished, from the factory, but which had minor blemishes, from mold seams or rough areas caused by mold or casting imperfections, may have those defects "smoothed" and polished, to match the **original surface finish of the main portion** of the item, without penalty.

b. Items that were cast in molds that produced a coarse or grainy-textured finish (such as sand-cast carburetor domes and the E-type clutch and brake pedal suspension housings) **SHOULD NOT** have their original overall rough texture removed.

Squab The upright portion of the seat, the seat's back. Squabs have visible fronts and backs.

Stain A discoloring, soiling or spotting of a surface.

Tears/Holes A pulling apart, puncturing, or separating by force of a soft material is a tear. Holes are a hollow or void in a normally continuous surface.

Trust/Trustee A Trust/Trustee who is a member of JCNA may show, in the name of the trust, Jaguars belonging to the trust, however, the trust must be a JCNA member.

TWR Tom Walkinshaw Racing A Jaguar Cars Ltd. sponsored Scottish racing team based at Kidlington, Oxfordshire. The team fielded Jaguar powered cars in both the ETC and WSC championship race series in Europe.

YCCC - Yellow Chromate Conversion Coating A coating applied after plating to prevent white oxidation of cadmium-plated parts. The coating exhibits a golden tint whose luster is dependent on the luster of the base metal prior to plating. The coating became common in the late '60s and dissipates over time, especially when exposed.

Worn Exhibiting the effects of use and wear.

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

ENTRY # _____ CLASS: _____
DATE: _____ PLACE: _____
HOST: _____ ENTRANT'S JCNA # _____
MODEL YEAR: _____
BODY TYPE: _____
Entrant's Name: _____ MODEL: _____
Street: _____ COLOR: _____
Address: _____ HOME CLUB
City, St, Zip: _____

Bold Boxes are for Score Keepers Use Only

Entrant or family member is present ☐ **Driven Division Jaguar Engine Verification (Y/N)** ☐

Fold on line below for insertion into window envelope

If you think you are eligible to receive an award, it is YOUR responsibility to submit a request (see the JCNA web site, Library Page) to receive the award. If you DO NOT check your standings, the JCNA Awards Committee will not check your standings for you, and you may not receive your award.

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.

O.V. NON-AUTHENTICITY ITEMS

Item (Identify and describe accurately)	Initials	Mand Ded.
		.
		.
		.
		.
		.
		.
		.
		.
Deducts for missing or non-authentic items must be initialed by the Entrant or Family member		.

Using Special Operation Verification Teams:
If a separate Operation Verification Team suspects a non-authentic item, the team is to list the item in the non-authentic box.
The Primary Judging Team shall examine the item and take appropriate action.
This sheet shall be placed with the other score sheets for review by the Primary Judging Team and submitted to the score keepers together with the other score sheets.

X:
O.V. TEAM LEADER'S NAME **O.V. TEAM LEADER'S JCNA NUMBER**
Entrant or family member is present ☐
X:
PRIMARY JUDGING TEAM LEADER'S NAME **P.J. TEAM LEADER'S JCNA NUMBER**
Entrant or family member is present ☐

If an OV Team performs the OV checks, its leader lists his or her name on the OV line. If the Primary Team does the OV, or assists the OV Team, its leader lists his or her name on the Primary Team line only.

OV Total Deductions	.
Total Exterior Deductions	.
Total Interior/Boot Deductions	.
Total Engine Compartment Deductions	.
Total Deductions	.

SCORE SUMMARY	
MAXIMUM POINTS	1000.00
MINUS TOTAL DEDUCTIONS OF	.
FOR TOTAL GROSS SCORE OF	.
Divided by 10 for Champion Division	.
Divided by 100 for Driven & Special Divisions	.
NET SCORE	.

JAGUAR CLUBS OF NORTH AMERICA, INC.

Official Concours d'Elegance Judging Score Sheet #2

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

EXTERIOR

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

		Min Deduct	Max Deduct (DHC, OTS, XJ6C/XJ12C, XJ-SC)	Max Deduct (SAL, FHC)	
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	.
					.

Condition & Cleanliness Deduction Locations

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

Chrome & Stainless

(Incl. Accessories, Tailpipes & Resonators)

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

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	.
				.

MISSING OR NON-AUTHENTIC ITEMS

(Champion & Driven Divisions Only)

Item (identify and describe accurately)	Initials	Mand. Ded.
		.
		.
		.
		.
		.
		.

Deductions for missing or non-authentic items .

Must be initialed by the Entrant of Family member

Total Exterior Deductions .

JAGUAR CLUBS OF NORTH AMERICA, INC.

Official Concours d'Elegance Judging Score Sheet #3

ENTRY # _____ ENTRANT'S JCNA #: _____

DATE: _____ ENTRANT'S NAME: _____

JUDGE'S NAME: _____ JUDGES 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

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	.
				.

Carpets

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

Hardware, Steering Wheel, & Instruments

(XK 120 Batt.- Champ. & Spec. Divs. Only)

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

Seats, Squabs & Belts

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

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	.
				.

MISSING OR NON-AUTHENTIC ITEMS

(Champion and Driven Divisions Only)

Item (identify and describe accurately)	Initials	Mand. Deduct
		.
		.
		.
		.
		.
Deducts for missing or non-authentic items must be initialed by the Entrant or Family member		.

Condition & Cleanliness Deduction Locations

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

Total Interior/Boot Deductions .

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

ENGINE COMPARTMENT (Champion and Special Divisions Only)

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	.
				.

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	.
				.

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	.
				.

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	.
				.

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	.
				.

MISSING OR NON-AUTHENTIC ITEMS
(Champion Division Only)

Item (identify and describe accurately)	Initials	Mand. Deduct
		.
		.
		.
		.
		.
		.
		.
		.
		.
		.
		.
		.
		.
Deducts for missing or non-authentic items must be initialed by the Entrant or Family member		.

Condition & Cleanliness Deduction Locations

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

Total Engine Compartment Deductions .

2019 Judges Team Assignments

Total Number of Champion Division Jaguars: _____
Vehicle Operations Inspector #1 _____
Vehicle Operations Inspector #2 _____
Vehicle Operations Inspector #3 _____
Vehicle Operations Inspector #4 _____

Note: Give one blank sheet to each team lead. Have them write down the names of their team and circle the classes they are going to judge. They can then decide who judges each component.

	No of Cars
Team #1 Lead: _____	
Classes: _____	
Exterior Judge: _____	_____
Int./Boot Judge: _____	_____
Engine Judge: _____	_____
Team #2 Lead: _____	_____
Classes: _____	_____
Exterior Judge: _____	
Int./Boot Judge: _____	_____
Engine Judge: _____	
Team #3 Lead: _____	_____
Classes: _____	_____
Exterior Judge: _____	_____
Int./Boot Judge: _____	_____
Engine Judge: _____	_____
Team #4 Lead: _____	_____
Classes: _____	_____
Exterior Judge: _____	_____
Int./Boot Judge: _____	_____
Engine Judge: _____	_____
Team #5 Lead: _____	
Classes: _____	_____
Exterior Judge: _____	
Int./Boot Judge: _____	_____
Engine Judge: _____	_____

Champion Division Classes

C1/PRE: Classics (Pre-XK engine) Tourer, OTS DHC and Saloons: Swallow, SS & SS Jaguar (1927-51)
C2/120: XK 120 (1948-54)
C3/140: XK 140 (1955-57)
C4/150: XK 150 (1957-61)
C5/E1: E-Types, Series 1 (1961-67)
C6/E2: E-Types, Series 1.5 (1968) and Series 2 E-Types (1968-71)
C7/E3: E-Types, Series 3 (1971-75)
C8/SLS: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
C9/XJ: XJ6/12 Series 1 Saloons (1968-73), XJ6/12 Series 2 Saloons and Coupes (1973-79), Series III XJ6, XJ6 Sovereign and XJ6 VDP (1979-87); Series III V12 and V12 VDP (1979-92)
C10/XJ: XJ6 (XJ40) Sedans (1987-94), XJ12 (XJ81) (1993-94); XJ6/12/R, (X300/X305) (1995-97)
C11/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/R Sedans (X350 Alloy) (2004-2009)
C12/JS: XJ-S/SC (1976 - 1991 Pre-Facelift)
C13JS: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
C14/K8: XK8 Coupe and Conv. (1996-2006), XKR (1999-2006)
C15/XK: XK Coupe and Conv. (2007-On)
C16/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagon (2002-2008)
C17/PN: Preservation Class (more than 35 years old)
C18/PN: Preservation Class (20 to 35 years old)
C19/FJ: XF Sedans (2008-On), XJ Sedans (2010-On) XE (2016 – On)
C20/F: F-TYPE (2013-On)
C21/P: F-PACE (2016-On), E-PACE, I-PACE (2018-On)

Special Division Classes

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

2019 Judges Team Assignments

Total Number of Driven Division Jaguars: _____

Note: Give one blank sheet to each team lead. Have them write down the names of their team and circle the classes they are going to judge. They can then decide who judges each component.

Team #1 Lead: _____	**No of Cars**	**Driven Division Classes**
Classes: _____	_____	**D1/PRE**: All Classics (Pre-XK engine) and XK 120, XK 140, XK 150
Exterior Judge: _____	_____	**D2/E1**: E-Types (1961-67)
Interior Judge: _____	_____	**D3/E2**: E-Types Series 1.5 (1968) and Series 2 E-Types (1968-71)
	_____	**D4/E3**: Series 3 E-Types (1971-75)
Team #2 Lead: _____	_____	**D5/SLS**: Early Large Saloons: MK VII, MK VIII, MK IX, MK 10, 420G, (1950-70); Early Small Saloons: MK 1 (2.4 & 3.4), MK 2 Series (2.4, 3.4, 3.8 liter, Daimler V8), 240, 340; S-Type 3.4S, 3.8S, & Jaguar and Daimler 420 (1955-69)
Classes: _____		
Exterior Judge: _____		
Interior Judge: _____		
	_____	**D6/XJ**: XJ6/12 Series 1 & 2, Saloons and Coupes (1968-79); Series III XJ6, XJ6 Sovereign XJ6 VDP (1979-87); Series III V12 and V VDP (1979-92) **Note 1**
Team #3 Lead: _____		
Classes: _____	_____	**D7/XJ**: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ81) (1993-94); XJ6/12/R, (X300/X305) (1995-97) **Note 1**
Exterior Judge: _____		
Interior Judge: _____	_____	**D8/XJS**: XJ-S/SC (1976 - 1991 Pre-Facelift) Coupe, Cabriolet, H&E Convertible, Convertible, XJR-S Le Mans, XJR-S Jaguar Sport.
Team #4 Lead: _____		
Classes: _____	_____	**D9/XJS**: XJS (1991 - 1996 Facelift) Coupe, Convertible, XJR-S Jaguar Sport.
Exterior Judge: _____	_____	**D10/K8**: XK8 Coupes and Conv. (1996-2006), XKR (1999-2006)
Interior Judge: _____	_____	**D11/XK**: XK Coupes and Conv. (2007-On)
	_____	**D12/J8**: XJ8/R Sedans (X308) (1998-2003), XJ8/L Sedans (X350 Alloy) (2004-2009)
Team #5 Lead: _____	_____	**D13/SX**: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002–2008)
Classes: _____	_____	**D14/FJ**: XF Sedans (2008-On), XJ Sedans (2010-On), XE (2016 – On)
Exterior Judge: _____	_____	**D15/F**: F-TYPE (2013-On)
Interior Judge: _____	_____	**D16/P:** F-PACE (2016-On), E-PACE, I-PACE (2018-On)

Quick Field Reference Deduction Guide

Judges' Guide for Scoring Non-Authenticity

(Non-Authenticity is not Judged in Special Division)

E. ITEMS COMMON TO ALL COMPONENT AREAS

Items listed in this section are common to all areas/components of the vehicle. The deductions apply to the listed items regardless of their relative size, quantity or location.

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration.	Maximum deduction for each of the four component areas
1. Misc. Latches, Clips & Hardware	0.50 ea	4.0
2. Nuts, Bolts, Screws & Washers	0.50 ea	4.0
1. Rubber Mounting Pads & Seals	0.50 ea	4.0
2. Rubber Weather Strip	0.50 ea Length	4.0
5. Data Plates and Small Decals	0.50 ea	4.0

F. EXTERIOR

Maximum deduction 200 points

ITEM	Not a factory color or a documented special order color.	NOTE
Paint Finish	20.0	**a**

Note:

Paint: No deduction for type of paint. Colors must be reasonably close to production standards for year and model. Metallic colors or two-tone color schemes must adhere to factory standards. Non-production colors must be documented, by the car's JDHT certificate or an equivalent document, as having been an original color factory-applied to the Jaguar.

EXTERIOR (cont'd)

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTE
1. Antennas	2.0		**a**
2. Back-up Lights Assemblies	2.0 ea		
3. Badges & Emblems	2.0 ea		**b**
4. Batteries, XK 140 & XK 150 batteries are **excluded** from judging	----		
5. Body Plugs	0.5 ea		
6. Bonnet (Basic Structure only)	10.0		**c**

EXTERIOR (cont'd)

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTE
7. Bonnet, E-Type only	20.0		
8. Boot Lid (Basic Structure only)	8.0		**c**
9. Brake & Turn Signal Assemblies	2.0 ea		
10. Bumper Overriders	2.0 ea		
11. Bumper Spring Bars	4.0 ea		
12. Bumper Valences	2.0 ea		
13. Bumpers per Assembly (Less Overriders)	6.0 ea	12.0	
14. Chassis/Body Stance/Ride Height	5.0 ea End		**d**
15a. ~~Clear Bras (Champion Div. Only, See ChV-5, C2b2)~~ Protective clear bras/coverings, Driv. Div, in other than frontal area. (See ChV-5, C.2. b1)	2.0 each	10.0	s
15b. Protective clear bras/coverings, Champ. Div. , (See ChV-5, C.2. b2)	10.0	20.0	t
16. Curb Feelers	2.0 ea		
17. Door Edge Protectors	1.0 ea		**e**
18. Door Handles, Boot Lid Handles and Locks	2.0 ea	8.0	
19. Doors	8.0 ea		**c**
20. Driving/Fog Light Assemblies	3.0 ea		**b**
21. Exhaust or Tailpipe Tips/Ext./Assemblies	3.0 ea		
22. Exhaust Resonators	4.0 ea		
23. Fenders	8.0 ea	12.0	**c**
24. Grille, Primary	8.0		
25. Grille, Secondary and Grille Bars	4.0		
26. Gutters	3.0 ea		
27. Head Light Assemblies	4.0 ea	10.0	**f**
28. Hood/Envelope Cover	4.0		
29. Leaper	3.0		**g**
30. License Plate Holders/Brackets/Supports	2.0		
31. License Plate Frames	1.0		**h**
32. Light Lenses	1.0 ea		
33. Luggage Racks	4.0		**i**
34. Mud Flaps (Except authorized	2.0 ea		

EXTERIOR (cont'd)

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTE
Jaguar accessories)			
35. Pin Striping (aka Body Stripes or Coach Lines)	0.5 ea Panel	1.0	**j**
36. Piping, Fender and Panel	2.0 ea Section		
37. Racing Stripes, Large Decals & Film Appliqués	6.0 ea	12.0	
38. Rear View Mirrors	2.0 ea		
39. Rocker Panels	6.0 ea		
40. Roof Vinyl or Fabric Covering	8.0		**k**
41. Side Curtains	3.0 ea		
42. Side Curtain Storage Pouch	2.0 ea		
43. Side Marker Light Assemblies	2.0 ea		
44. Side Protective Moldings (Except authorized Jaguar Cars Ltd. or Inc. accessories)	2.0 ea Side		**l**
45. Spats	6.0 ea		
46. Sun Roof	6.0		**m**
47. Tires	2.0 ea	8.0	**n**
48. Tonneau	4.0		
49. Top, OTS/DHC (Hardtop in place is equal to Missing)	10.0		**o**
50. Top, OTS/DHC Binding	2.0 ea		
51. Top, OTS/DHC Pin Beading or Molding	4.0 ea Section		**p**
52. Top, OTS/DHC Rear Window	4.0		
53. Trim, Exterior	4.0 ea Section		
54. Turn Signal & Brake Light Assemblies	2.0 ea		
55. Wheel Arch Trim or Beading	2.0 ea		
56. Wheel Hubcaps	2.0 ea		
57. Wheel Knock Offs	2.0 ea		
58. Wheel Lug Nuts	1.0 ea	10.0	
59. Wheel Trim	2.0 ea		**q**
60. Wheels	6.0 ea	20.0	
61. Window Glass & Tinting	1.5 ea Pane	6.0	**r**
62. Window Glass Decorative Etching	1.5 ea Pane	6.0	

EXTERIOR (cont'd)

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTE
63. Windshield Stanchions	4.0 ea		
64. Windshield Washer Jets	1.0 ea		
65. Windshield Wipers Arms	1.0 ea		

Notes:

a. **Antennas**: No deduction for factory installed antennas or neatly installed antennas associated with radios, cell phones, emergency communications or factory offered global positioning navigation systems. Flush-fitting retractable electric antennas were not fitted prior to 1970.

b. **Badge Bars and Driving and Fog Lights**

1. An Owner may install Jaguar car badge bars and driving or fog lights as long as they and their installation are in keeping with the quality and vintage of the Jaguar. No extra points are to be given or deducted for the presence of these items; however, all installed driving and fog lamps must be functional.

2. Badges. Badges must represent JCNA, JCNA affiliates or other Jaguar or automobile associations.

3. Grille-Mounted Badges: Grille-Mounted Badges are NOT allowed on Champion Division Entries. A maximum of two (2) grille-mounted badges are allowed, on Driven Division Entries

c. **Bonnet, Boot Lid, Doors and Fenders:** Observe that the component is made of the same material as the original (steel, aluminum, fiberglass, etc.), that its shape is the same as the original (flares, curvature, air scoops, louvers, etc.), and that it belongs on that specific model. This does not include trim, bumpers, lights, handles or other items attached to the basic structure.

d. **Chassis/Body Posture and Ride Height:** This deduction should be applied to cars whose front, rear, or overall posture or ride height is MARKEDLY higher or lower than specification. *(This problem is most often seen on cars that have been re-sprung or whose torsion bars are seriously misadjusted.)*

e. **Door Edge Protectors:** These vertically mounted stainless or anodized black protectors were offered by Jaguar Cars Inc. for 1979-1992 XJ and 1976-1992 XJS models. If door edge protectors are installed on other models the Entrant must document that Jaguar Cars Ltd., Jaguar Cars Inc. or Jaguar Canada Inc. offered them, for that specific model, or they will be considered non-authentic. Where authorized, the protectors should be installed on all doors.

f. **Headlights:** Entries are allowed to have any style and/or size headlamps, offered by Jaguar Cars Ltd., Jaguar Cars Inc. or Jaguar Canada Inc. for the specific model, regardless of the country to which the car was originally delivered.

g. **Leaper:** Leapers are non-authentic on all XK 120s, XK 140s, E-Types and XJSs. Leapers are "non-authentic but allowed" on all 1970-1994 Saloons. "Safety" leapers introduced on 1994, X300 model saloons and subsequent are considered authentic.

h. License Plate Frames: 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 Champion Division 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 frames are only judged for condition and cleanliness.

i. Luggage Racks: Only luggage racks offered as factory optional equipment are allowed for Champion Division entries. Driven Division entries are allowed either factory or appropriate vintage after-market racks. All racks must be neatly mounted in the prescribed location on the vehicle.

j. Body Stripes (Coach Lines). Where offered, factory applied and authentic optional body stripes (Coach Lines) consist of one or two narrow, closely spaced stripes complimenting or contrasting to the body color (see applicable Judging Guides, JCNA Seminar Technical Bulletins and Factory Brochures for additional details). Body stripe (Coach Line) embellishments such as initials, monograms, leapers, scrolls, etc. are non-authentic.

k. Roof Covering: XJ6C & XJ12C and certain pre-war coupes have a vinyl roof covering.

l. Side Protective Moldings: These protective accessories were offered by dealers in North America, beginning in September of 1977, for the XJ6/12 and the XJ-S. Mounted along the side of the body, the moldings consist of metal extrusions with vinyl inserts, capped at each end by chrome finishers and attached with rivets or adhesive. The moldings were available in white, black, silver, blue, dark brown, caramel brown, green, or red. Side moldings on earlier models (pre-1977) will be considered non-authentic.

1. Circa 1988, one-piece adhesive side moldings were made available in colors, which complemented the paint codes for XJS, Series III V12 VDP, and XJ40. They came in wide or narrow widths; however, the narrow width was not available for XJS in Canada.

2. In 1995 the XJS was offered with either the wide or narrow moldings in both the US and Canadian markets. The X300 had factory-applied moldings.

m. Sunroofs: Folding "Webasto type" vinyl sunroofs, were offered to the North American market for MK 2, 3.8S, E-Type, 420, and MK10/420G. (Webasto is the name commonly associated with these sunroofs, however, there was more than one Webasto source/company. Product differences, if any, have yet to be determined.) Only the "Webasto-type" folding vinyl sunroofs will be considered authentic. Sliding metal or glass-type sunroofs must have been installed by the factory or by a factory authorized agent at the time of delivery. In the early 1980s, the North American market XJ-S was offered with an electric retracting sunroof, installed by Hess and Eisenhardt.

Research into the sunroof issue is continuing. While the information provided here is valid, more model and model year detail is being sought.

n. Tires: **(Notes n. 1 and n. 2 below apply to Champion Division Entries only):** There shall be no penalties taken for the Owner's preference of white or black sidewall cosmetics. **Redline side walls were never offered by Jaguar Cars and will be considered non-authentic.** (Redline tires may be reversed to show their black side only.) Any brand is acceptable. The standard industry tire sizes, appearing on the tire sidewalls, are acceptable proof of correct size without further measurement. (Original tire sizes are listed in Appendix B)

1. **Tire Construction:** Tires are considered expendable. Replacement tires must be the same (or equivalent) size and construction (bias/radial) as originally found on the car when delivered by the Jaguar factory or offered by Jaguar Cars as optional equipment. To retain authenticity, if the year and model Jaguar was originally delivered exclusively with bias ply tires, they may only be replaced with bias ply tires. If suitable radial ply tires were **not** available, at the time of delivery of the Jaguar, the car should not be retrofitted with radial tires. (XK 120, XK 140 and XK 150 cars should only be fitted with bias ply tires. Series 1 E-Types may be fitted with either 185x15 radials or 6.40x15 bias ply tires.)
2. **Tire Size:** Tire size must match the original or an equivalent Alpha Numeric, Eurometric or P-Metric size. (Original sizes are shown in Appendix B) Size must be consistent with the original profile for the car to maintain its proper stance and appearance.
3. **Tire Speed Ratings:** Tires on Champion and Driven Division cars less than 15 years old must have original speed ratings or speed ratings equal to or superior to the original (see Appendix B)**.**
4. 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, not 28 points. (2019 AGM)

o. Top, Side Curtains, Tonneau & Boot Cover: No hardtops, either factory optional or aftermarket, except as fitted to the XJS Cabriolet, are acceptable for judging.

p. Pin Beading: Pin beading is the narrow, chrome plated, half-round trim found on early (MK and XK) convertibles, and drop heads. It is called pin beading because, when properly attached, hidden pins on its backside hold it in place. Screws, or other visible substitute fasteners, used to hold pin beading in place, are non-authentic.

q. Wheels: Wheels must be the correct factory size, type, finish, and style for the model. Ace Discs & Rimbellishers are permitted if they were offered by the factory for the specific model. Bolt-on wire wheels are non-authentic. Wire wheels should have the same number of spokes as the original. **Chrome plated wheels, not offered as a Jaguar factory option, must be scored as non-authentic in Champion Division**.

r. Window Glass:

1. **Champion Division**: Any window glass that meets the requirements of the original specifications for form, fit, function, and factory tint is acceptable. Triplex or other brand and safety markings are NOT judged.
2. **Driven Division**: Shiny or mirrored tinting, graphics or logos in the tinting, tinted film on the front windscreen or excessively dark tinting shall receive deductions as non-authentic. The tint should allow the interior of the vehicle to be clearly visible when looking in from approximately one foot away.

s. Driven Division: Protective clear bras/coverings found in other than the frontal area of the exterior shall be assessed a minimum of 2.0 points each and a maximum of 10.0 points.

t. Champion Division: Protective clear bras/coverings shall be assessed a collective minimum 10.0 points deduction. Clear bras/coverings, which together cover more than 50% of the painted body area, shall be assessed the maximum 20.0 points deduction.

FACTORY APPLIED AND/OR AUTHORIZED PIN/BODY STRIPES
(Subject to Change with Documentation)

MODEL YEAR	MODEL	PIN STRIPES	NOTE	REFERENCE
	MK VII, VIII, IX	NO		
	2.4, 3.4, MK2, S-TYPE	NO		
	420, 240, 340	NO		
	MK10, 420G	NO		
	XJ6/12 SERIES 1	NO		
	XJ6/12 SERIES 2	YES (single)	Above the swage line	Factory brochures.
	DAIMLER DOUBLE SIX	NO		
	XJ6C/12C	YES	Above the swage line	Factory brochures
1976 - 1986	XJS	NO		
1979 - 1982	SERIES 3 V12 (Canada)	YES (single, double)	Above the swage line	RTC9886CE Parts Book
	SERIES 3 DAIMLER DOUBLE SIX	YES (double) Chrome swage molding,	Above the swage line Colors: copper, gold	
1983 - 1985	SERIES 3 V12 (Canada)	YES (single, double)	Above the swage line	RTC9886CE Parts Book
	SERIES 3 DAIMLER DOUBLE SIX	YES (single, double) Chrome swage molding,	Above the swage line Colors: gold leaf, oyster, gunmetal	
1986 - 1987	SERIES 3 V12 (Canada)	YES (single, double)	Above the swage line	RTC9886CE Parts Book
	SERIES 3 DAIMLER DOUBLE SIX	YES (single, double) Chrome swage molding,	Above the swage line Colors: gold leaf, oyster, gunmetal	
1988 - 1990	SERIES 3 Vanden Plas V12 (Canada)	YES (single, double)	Above the swage line	RTC9898CA Parts Book
	SERIES 3 DAIMLER DOUBLE SIX	YES (single, double) Chrome swage molding,	Above the swage line Colors: gold leaf, oyster, gunmetal, black, dark red, gold/copper	
1991 - 1992	SERIES 3 Vanden Plas V12 (Canada)	YES (double)	Above the swage line	Parts Technical Info, Vol J8, Num. J8, Sept. 1990
	SERIES 3 DAIMLER DOUBLE SIX	YES (double) Chrome swage molding,	Above The Swage Coachline Colors: Gold, Silver, Dark Blue	
1983 - 1987	XJ6 SERIES 3, From VIN #398412 -	YES (double)	Above the swage line	Factory brochures
	VDP	YES (double)	Above the swage line Gold/Copper tone	
			Series III coachline colors: Oyster, Gold, Gold Leaf, Copper, Gunmetal	
1987	XJ6/XJ40	YES (double)		
	XJ6/XJ40 SOVEREIGN	YES (double)		Unconfirmed, see note
	XJ6/XJ40 VDP	YES (double)	Two-tone	
	XJ6/XJ40 DAIMLER	YES (single)		Unconfirmed, see note
1988	XJ6/XJ40	NO		Unconfirmed, see note
	XJ6/XJ40 SOVEREIGN & VDP	YES (double)	Two-tone	
	XJS V12 & XJ-SC	**YES (double)**		**Jaguar Cars V12 brochure**
1989	XJ6/XJ40	NO		Unconfirmed, see note
	XJ6/XJ40 SOVEREIGN & VDP	NO	Chrome swage molding	Unconfirmed, see note
1990	XJ6/XJ40 & SOVEREIGN	NO		
	XJ6/XJ40 VDP	NO	Chrome swage molding	
	XJ6/XJ40 VDP MAJESTIC	NO	Body color swage molding	
1991	XJ6/XJ40 & SOVEREIGN	NO		
	XJ6/XJ40 VDP	NO	Chrome swage molding	
1992	XJ6/XJ40 & SOVEREIGN	NO		
	XJ6/XJ40 MAJESTIC	NO	Chrome swage molding & side finisher	
	XJ6/XJ40 VDP	NO	Chrome swage molding	
1993	XJ6/XJ40 & VDP	NO		
	XJ6/XJ40 DAIMLER	NO	Chrome swage molding	

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

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

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

G. INTERIOR
Maximum deduction 200 points

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTE
1. Alarm System	4.0 ea		c
2. Arm Rests	3.0 ea		
3. Ash Trays	1.0 ea		
4. Batteries (XK 120 Champion Division only)	3.0 ea	6.0	a
5. Battery Compartment Cover (XK 120)	2.0 ea		OTS only
6. Battery Individual (bakelite) Covers (XK 120)	2.0 ea		a
7. Battery (metal) Securing Straps (XK 120)	1.0 ea		
8. Carpet Binding	1.0 ea Section	6.0	
9. Carpet Inserts/Heel Pads	1.0 ea		
10. Carpet Section (Including Factory Floor Mats)	2.0 ea	14.0	
11. Carpet, Whole Set	14.0		
12. Consoles - A/C, Light, Radio, Computer	2.0 ea		b
13. Dash Plaques (Allowed in Driven Division)	0.5 ea		
14. Dash/Instrument Panel	6.0		
15. Door Panels	4.0 ea		
16. Door Sill Plates	3.0 ea	10.0	
17. Electronic Devices	3.0 ea		c
18. Handles, Door, Window and Grab	2.0 ea	8.0	
19. Headliner (Saloons and DHC's)	10.0		
20. Head Rests	2.0 ea		
21. Hinge Panel	4.0 ea		
22. Horn Ring/Horn Button	3.0 ea		
23. Instruments	2.0 ea	8.0	d
24. Knobs and Switches	1.0 ea	6.0	e
25. Levers, Shift and Brake	2.0 ea		
26. Non-Factory Accessories	2.0 ea		f
27. Piping, Binding & Trim	2.0 ea		
28. Radio, Tape or CD Player	3.0		g
29. Rear View Mirror	2.0		
30. Seat Belts	4.0 ea Set		h
31. Seat Belt Retractors	2.0 ea		
32. Seat Covers not removed	5.0 ea	10.0	i
33. Seat Frames	4.0 ea Seat		
34. Seats & Seat Backs (Squabs)	5.0 ea	10.0	
35. Shut Panel	4.0 ea		
36. Speaker Grilles	2.0 ea		g
37. Speakers	4.0 ea		g
38. Steering Wheel (Wrong or wrapped)	6.0		j
39. Top (convertible) Bow Covering	2.0 ea		
40. Top Bows, Hoodsticks	4.0 ea		
41. Top (convertible) Underside	6.0		
42. Under-Dash & Kick Panels	2.0 ea Section		

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration	Max. Deduct.	NOTE
43. Vinyl & Leather Trim (not seats or doors)	2.0 ea Section		
44. Visors	2.0 ea		
45. Window Seals	2.0 ea		
46. Woodwork (other than Dash)	2.0 ea Section	10.0	

Notes:

a. **Batteries:** XK120 batteries are located behind the seats and will be judged in **Champion Division only**. FHC's and DHC's have a hinged panel, which the Entrant should unfasten and tip forward for the batteries to be inspected. The separate battery cover on the XK 120 OTSs should be unfastened and either tipped forward or removed for battery inspection. The Bakelite battery covers should **not** be removed. Lucas and other original equipment batteries may be replaced with batteries made by any manufacturer provided they are of like voltage and appearance, and their terminals are in the same positions as on the original. Replacement batteries do not have to be identical to the original in size but they must fit in the location originally intended. "Fluted or cylindrical sided" (Gates-Optima type) batteries are considered non-authentic.

b. **Consoles:** Include individual panels for switches, radios, ashtrays, air conditioning, A/C outlets, overhead lighting, navigation, trip computers, etc.

c. **Electronic Telephones:** Alarm Systems and Radar Detectors: No deduction for neatly installed telephones, alarm systems or their accessories authorized by the factory, Jaguar Cars Inc. or Jaguar Canada Inc. Radar detectors were offered by all dealers on XJS for a period and were also installed by Jaguar Cars Ltd.; they were contained in a special case and stowed in the void above the steering column nacelle. All other radar detectors, NOT provided by either Jaguar Cars Ltd. or Jaguar Cars Inc., will be considered non-authentic.

d. **Instruments:** Instruments added to those originally supplied are non-authentic.

e. **Knobs and Switches:** Include those on the dash and elsewhere for the control of mirrors, seats, A/C, lights and windows, plus gear shift knobs. Extra switches mounted on the face of the dash or instrument panel are non-authentic.

f. **Non- Factory Accessories:** Items such as after-market compasses, clocks, medallions, stuffed animals and similar mementos or charms will receive a non-authentic deduction.

g. **Radios, CD or Tape Players and Speakers:**
   1. **Champion Division**: No deduction for neatly installed radios of correct vintage, using original or authentic mountings and original speaker housings and grilles.
   2. **Driven Division:** Entries are allowed contemporary radios, tape, or CD players installed in the original radio mounting space, utilizing the original speaker locations and external housings and grilles, without deduction.

h. **Seat Belts**: Seat belts are considered safety equipment and may be added/installed in those models that were not originally equipped with them. The type of installation and equipment should be in keeping with the vintage of the Jaguar. Replacement, non-standard hardware, belts or retractors will be judged as non-authentic.

i. **Seat Covers**: Accessory seat covers, such as sheepskin, must be removed allowing the Judge to examine the seat upholstery.

j. **Steering Wheels:** Steering wheels with non-original wrapping are considered non-authentic. Wrapping may be removed before judging. Original type steering wheels whose dimensions are other than as supplied at time of production are considered non-authentic.

H. BOOT (CHAMPION DIVISION)
Maximum deduction 100 points

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration.	Max. Deduct	NOTE
1. Battery	6.0		**a**
2. Battery Cover	2.0		
3. Carpet or Mat	6.0		
4. Floor Boards	3.0 ea Section		
5. Fuel Filler Pipe Cover	4.0		
6. Jack	6.0		
7. Jack Handle	4.0		
8. Jack Pouch	2.0		
9. Lid Support	2.0		
10. Lid Latches	2.0 ea		
11. Owner's Manual	4.0		
12. Paint Finish	4.0		
13. Retaining and Access Straps	2.0 ea		
14. Side and Lid Panels	2.0 ea	6.0	
15. Spare Tire	2.0		**b**
16. Spare Tire Cover	4.0		
17. Spare Tire Hold Down	2.0		
18. Spare Wheel	6.0		**c**
19. Strap Securing Tools/Tool Roll to Body	1.0		**d**
20. Tire Pump	4.0		
21. Tire Pump Hose	2.0		
22. Tool Roll or Box	4.0		**d**
23. Tools	1.0 ea	10.0	**d**
24. Tool Kit Brake Bleeder Hose Tin	1.0		
25. Tool Kit Spare Spark Plug	1.0 ea		**e**

Notes:

a. **Batteries:** Lucas and other original equipment batteries may be replaced with batteries made by any manufacturer provided they are of like voltage and appearance, and their terminals are in the same positions as on the original. Replacement batteries do not have to be identical to the original in size but they must fit in the location originally intended. "Fluted or cylindrical sided" (Gates-Optima type) batteries are considered non-authentic.

b. **Spare Tire** (Champion Division Only): The spare tire must match the road wheel tires' size, sidewall and tread pattern. Certain recent model Jaguars are equipped with low profile, space-saving spare tires and wheels. Where present (in Champion and Special Division) they should only be inspected for cleanliness and condition. When more detailed information becomes available, it will appear in Appendix B.

c. **Spare Wheel**: (Champion Division only) The spare wheel must be the correct type and match the road wheels (see "**b. Spare Tire",** above).

d. **Tool Kit:** The tool kit is optional for US models produced after 1968; however, if the Entrant displays a tool kit, it may be judged.

e. **Tool Kit Spark Plug:** The spare spark plug, provided as part of certain tool kits, should be identical to the original (brand and type).

I. ENGINE COMPARTMENT (Champion Division Only)

Maximum deduction 200 points

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration.	Max. Deduct	NOTE
1. Air Cleaner Canister	4.0		
2. Air Cleaner Duct/Horn	4.0		
3. Air Conditioning Compressor, Condenser & Drier	4.0 ea	12.0	
4. Battery (If 2 batteries, 3.0 ea)	6.0		**a**
5. Battery Box or Covers	2.0 ea		
6. Battery Cable Ends	1.0 ea		
7. Battery Hold Down (Includes Fasteners)	2.0 ea		
8. Bonnet Hinges	4.0 ea		
9. Bonnet Latches	2.0 ea		
10. Bonnet Stay/Support	2.0		
11. Bonnet Underside, Finish & Insulation	4.0		
12. Brake & Clutch Reservoirs	2.0 ea		
13. Brake and Clutch Master Cylinders	4.0 ea		
14. Cam Covers	4.0 ea		
15. Carburetors	5.0 ea	15.0	**b**
16. Carburetor I.D. Tags	0.5 ea		
17. Coil	2.0		
18. Cooling and Radiator System (Items 19 to 25)			
19. Radiator-Expansion Tank	4.0		
20. Radiator-Extra Radiator Fan(s)	4.0 ea		**b**
21. Radiator	8.0		
22. Radiator-Fan (Includes Motor)	4.0 ea		
23. Radiator-Fan Clutch	2.0		
24. Radiator-Fan Shroud (including flaps)	4.0		
25. Radiator and Recovery System Caps	1.0 ea		
26. Cylinder Head	10.0		**c**
27. Cylinder Head Color	**2.0**		**c**
28. Data Plates & Decals	0.5 ea	4.0	
29. Distributor	4.0		
30. Emission Control Components	4.0 ea		
31. Engine	20.0		
32. Engine Block	10.0		
33. Engine Cover	8.0		
34. Engine Mounts	2.0 ea		
35. Exhaust Manifolds	4.0 ea		**d**
36. Exhaust Down Pipes	4.0		
37. Ex. Manifold Stud Length Uniformity	0.5 ea		
38. Firewall	4.0		
39. Fuel Filter, Filter Bowl	2.0 ea		
40. Fuel Injectors	1.0 ea		

ITEM	Missing or wrong style, plating, finish, model, color, shape, size, type, material or configuration.	Max. Deduct	NOTE
41. Fuel Piping/Fuel Rail	2.0 ea		
42. Fuse Boxes/Holders	2.0 ea		
43. Generator/Alternator	4.0		
44. Heat Shields	2.0 ea		
45. Heater Box	4.0		
46. Heater Valve	2.0		
47. Horns	2.0 ea		**b**
48. Hose Clamps	1.0 ea	10.0	**e**
49. Hoses	2.0 ea	10.0	**f**
50. Ignition Wire, Coil & Distributor Connectors	1.0 ea		**g**
51. Ignition Wire Holders & Separators	1.0 ea		
52. Ignition Wire Loom/Conduit	2.0		
53. Ignition Wires	1.0 ea		
54. Ignition Wire Boots	0.5 ea	10.0	
55. Ignition Wire Spark Plug Connectors	1.0 ea		
56. Intake Manifold	6.0		
57. Intake Manifold Stud Length Uniformity	0.5 ea		
58. Oil Filter Housing	3.0		**c**
59. Power Steering Pump & Reservoir	4.0 ea		
60. Relays	2.0 ea	8.0	
61. Rubber Covers, Caps & Bellows	2.0 ea	8.0	
62. Side & Splash Panels	4.0 ea		
63. Solenoids	2.0 ea		
64. Spark Plugs	1.0 ea		**h**
65. Starter	4.0		
66. Steering Column, Rack & Flexible Joints	4.0 ea		
67. Subframe or Frame	4.0 ea Side		
68. Throttle Linkage & Cables	2.0 ea Section		
69. Tubing, Misc. Metal	1.0 ea		
70. Valve/Camshaft Covers	4.0 ea		
71. Voltage Regulator/Control	4.0		
72. Water Manifolds	6.0		
73. Windshield Washer	4.0		
74. Windshield Washer Reservoir	2.0		
75. Windshield Washer Pump	2.0		
76. Windshield Wiper Motor	6.0		
77. Wire Terminals	1.0 ea	10.0	
78. Wiring Harness	10.0		
79. Wiring Harness Covering	5.0		
80. Wiring, Other	1.0 ea	10.0	

Notes:

a. **Batteries:** See Ch5 D10, Page V-11. XK120 batteries are located behind the seats and will be judged in Champion Division only. FHC's and DHC's have a hinged panel, which the Entrant should unfasten and tip forward for the batteries to be inspected. The separate battery cover on the XK 120 OTS's should be unfastened and either tipped forward or removed for battery inspection. The Bakelite battery covers should not be removed.

b. **Add-on Items and Accessories:** Extra cooling fans, carburetors, headers, horns, or other items that were not factory-available for the model are non-authentic.

c. **Engine Block, Head & Carburetors or Fuel Injectors:** Only those items that were factory available for the model are allowed.

d. **Exhaust Manifolds:** See applicable Judging Guides and **JCNA Seminar Technical Bulletins** for proper manifold coating. The British terms "black enameled or vitreous enamel" are the equivalent of the North American term "porcelain". MKV exhaust manifolds were NOT porcelain coated. All XK 120, XK 140 and XK 150 and Series 1 E-Type exhaust manifolds were porcelain coated**.**

e. **Hose Clamps:** Hose clamps must match the original including the material, the finish, the configuration of the adjustable band, and the shape and style of the adjusting screw head. All pre-1975 hose clamps should have round head, straight-slot adjusting screws; their adjusting bands should be grooved, not perforated. (Hex-headed clamp adjusting screws did not appear until approximately 1975. Brand name is not judged. Clamp bands must be the appropriate length (size) for the application; clamps with MORE than approximately one inch of the band showing beyond the adjusting screw will receive a non-authentic deduction.

f. **Hoses:** Hoses must be the same size and shape as the original. Hoses reinforced with Kevlar or other synthetic materials are acceptable. Where applicable, the original stockinette covering is not required.

g. **Aftermarket Ignition:** No deduction for aftermarket electronic ignition systems using all stock components and showing only a "black box" mounted unobtrusively.

h. **Spark Plugs**: There is no deduction for the make or type of spark plugs; however, all installed spark plugs, which are normally visible, must match.

Cylinder Head Color Table

Model/Engine Size	Documented Color	Acceptable Observed Variation
XK 120; C-Type; D-Type	Natural Aluminum	(No colors listed)
XK 140	Natural Aluminum	(No colors listed)
XK 140 - C-Type Head	Red[1]	
XK 150 - 3.4L & 3.8L	Light Blue[2]	Light Blue-Green
XK 150S - 3.4L & 3.8L	Gold[2]	Old Gold - Pumpkin
MK I - 2.4L	Silver[2]	Natural Aluminum
MK I - 2.4L Stage 3 tuning & 3.4L	Light Blue[2]	Light Blue-Green
MK 2 - 2.4L & 3.4L	Light Blue[1]	Light Blue-Green
MK 2 - 3.8L	Dark Blue[1]	Dark Metallic Blue
S-type - 3.4L	Light Blue[3]	Light Blue-Green
S-type - 3.8L	Dark Blue[3]	Dark Metallic Blue
MK VII; MK VIIM	Natural Aluminum	(No colors listed)
MK VIIM - C-Type Head	Red	
MK VIII	Light Blue[2]	Light Blue-Green
MK IX - 3.8L	Dark Blue[2]	Dark Metallic Blue
MK 10 - 3.8L & 4.2L	Gold[3]	
420; 420G - On	Natural Aluminum	(No colors listed)
Series 1 E-type - 3.8L to ~ R2512	Pumpkin[4]	Old Gold - Pumpkin
Series 1 E-type - 3.8L from ~R2512	Gold[4]	
Series 1 E-type - 4.2L thru ~ 1966 and possibly early 1967 (See Note)	Gold[4]	
Series 1 E-type, later 1967 and On	Natural Aluminum	(No colors listed)

1. Applicable Service Manuals
2. Service Bulletins #271, #272, B.1 & B.5
3. Service Manual Supplements
4. JCNA Series 1 E-type Judge's Guide

Note: The highest E-type engine number observed to date is 7E10192-9 but there may be higher.

Notes: