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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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Judges JCNA Name: _____

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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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Glossary of Terms	Glossary 1
Index	Index 1
Score Sheets	Score Sheets 1
2019 Judges Team Assignments	Judges Team Assignment 1
Quick Field Reference Deduction Guide	Quick Reference 1
2019 Judge's Concours Rule Book Test	Judge's Test 1
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.~~

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)

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

- 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 Reith, CJ, 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

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 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.

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.

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:

- 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.

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 early 1969 US Export model E-Types, the sidelights **are not** fitted with bulbs; they are reflectors only.

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

6. **Brake Lights**

Verify the operation of the brake lights; 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. 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)

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. **No 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, 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-arc'd or replaced and cause the rear of the car to sit too high. (See Chapter VI. F. Item 14, Note d., page VI-9)

D. INTERIOR

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

The Interior Judge 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, it is still 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 pigots.

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.

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.

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	

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

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Score Sheets

JAGUAR CLUBS OF NORTH AMERICA, INC.

Official Concours d'Elegance Judging Score Sheet #1

ENTRY # _____
 DATE: _____
 HOST: _____

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

Entrant's Name: _____
 Street: _____
 Address: _____
 City, St, Zip: _____

Bold Boxes are for Score Keepers Use Only

Entrant or family member is present **Driven Division Jaguar Engine Verification (Y/N)**
 Fold on line below for insertion into window envelope

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)	Mand Initials	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

Entrant or family member is present

X:

PRIMARY JUDGING TEAM LEADER'S NAME

Entrant or family member is present

O.V. TEAM LEADER'S JCNA NUMBER

P.J. TEAM LEADER'S JCNA NUMBER

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

DHC SAL

OTS FHC

XJ6C/XJ12C

XJ-SC ↓

Min Max Max
Deduct Deduct Deduct

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

		DHC	SAL	OTS	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.

Min Max
Deduct Deduct

Chrome & Stainless

(Incl. Accessories, Tailpipes & Resonators)

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

Hood, Hood Env., Side Curtains, Tonneau

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

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

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

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

Tires

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

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

Headliner, Underside of Hood, Door Panels & Arm Rests

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

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

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

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

Tools, Tool Box/Pouch, Manual, Spare Cover

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

Spare Wheel & Tire

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

MISSING OR NON-AUTHENTIC ITEMS

(Champion and Driven Divisions Only)		Mand.
Item (identify and describe accurately)	Initials	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	.
				.

Sheet Metal

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

		Min Deduct	Max Deduct	
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	.
				.

Exhaust

(Manifolds & Downpipe Config.)

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

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

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

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

Engine Block, Head, Carbs or Fuel Injection

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

Condition & Cleanliness Deduction Locations

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

MISSING OR NON-AUTHENTIC ITEMS

(Champion Division Only)

Item (identify and describe accurately)	Initials	Mand. Deduct
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		.
Deducts for missing or non-authentic items must be initialed by the Entrant or Family member		.

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	Champion Division Classes
Team #1 Lead: _____		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)
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: _____	_____	
		Special Division Classes S1/PD: Factory-produced and prepared Competition Jaguars, Factory-sponsored Competition and Limited Production Jaguars, Production Jaguars <i>privately</i> 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 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 XJ6 VDP (1979-87); Series III V12 and VDP (1979-92) Note 1 D7/XJ: XJ6 (XJ40) Sedans (1987-94); XJ12 (XJ81) (1993-94); XJ6/12/R, (X300/X305) (1995-97) 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 Coupes and Conv. (1996-2006), XKR (1999-2006) D11/XK: XK Coupes and Conv. (2007-On) D12/J8: XJ8/R Sedans (X308) (1998-2003), XJ8/I Sedans (X350 Alloy) (2004-2009) D13/SX: S-TYPE Sedans (1999-2008), X-TYPE Sedans and Estate Wagons (2002–2008) D14/FJ: XF Sedans (2008-On), XJ Sedans (2010-On), XE (2016 – On) D15/F: F-TYPE (2013-On) D16/P: F-PACE (2016-On), E-PACE, I-PACE (2018-On)
Exterior Judge: _____	_____	
Interior Judge: _____	_____	
_____	_____	
Team #2 Lead: _____	_____	
Classes: _____	_____	
Exterior Judge: _____	_____	
Interior Judge: _____	_____	
_____	_____	
Team #3 Lead: _____	_____	
Classes: _____	_____	
Exterior Judge: _____	_____	
Interior Judge: _____	_____	
_____	_____	
Team #4 Lead: _____	_____	
Classes: _____	_____	
Exterior Judge: _____	_____	
Interior Judge: _____	_____	
_____	_____	
Team #5 Lead: _____	_____	
Classes: _____	_____	
Exterior Judge: _____	_____	
Interior Judge: _____	_____	

- 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 windshield 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	YES (double)	Above The Swage	

MODEL YEAR	MODEL	PIN STRIPES	NOTE	REFERENCE
	DAIMLER DOUBLE SIX	Chrome swage molding,	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	

2019 Judge's Concours Rule Book Test

Released March 23, 2019

Name: _____ JCNA Number: _____

Date: _____ Your Club: _____

Chief Judge Administering Test: _____

This is an open-book test based on the 2019 Edition of the JCNA Rule Book. It is intended to familiarize Judges and prospective Judges to important portions of the Rule Book content. Page references for the answers are provided.

Mark the correct answer or answers for each question.

Note: Individual club Chief Judges are responsible for administering the tests, keeping the records and updating the Judge Rosters on their club's JCNA website. To update your club's Judges' List, go to **JCNA.com**, click on **Club List**, Click on **your club's name, log-in**. When you see the **Main services** page, click on **Judge List** at the top of the right column. Click on **Edit** to update information for each individual and/or **ADD JUDGE** to add a new judge to the club roster.

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

Ch. I, A1, Page I-1

2. Which statement is **true** for Preservation Class Entries?
 - a) Preservation Class is for unrestored or near original Entries over 20 years old
 - b) They must be presented with a JHT or JDHT Certificate.
 - c) Deductions made for restored or reconditioned items shall not exceed the total Non-Authentic points allowed for the category.
 - d) Non-Authentic items will be treated as in other Champion Division Classes.

Ch. II, C1, C2, C3a, C3c, Page II-5

3. May a deduction be made for a new authentic starter motor on a Preservation Class Entry?
 - a) Yes
 - b) No, Deductions should not be made for judged engine-driven and electric motor-driven components that have been replaced with authentic items.

Ch. II, C3d, Page II-5

4. Driven Division Entries are allowed certain authenticity exceptions without penalty, including?
- a) Tires
 - b) Alloy Wheels
 - c) Contemporary radios, tape, or CD players installed in the original radio mounting space, utilizing the original speaker locations and external housings.
 - d) Aftermarket window tinting allowing the interior of the vehicle to be clearly visible when looking in from approximately one foot away.

Ch. II, Sec. 3A1, Sec. 3A3, Page II-6 and Sec. 3A4, Sec. 3A5, Page II-7

5. What is the deduction for a Special Division Privately Prepared Jaguar **with documented race history or a Racing Log Book** if a fire extinguisher is found to be missing?
- a) 0.1
 - b) 0.4
 - c) 1.0
 - d) Cars qualifying for Entry, under the Note 2a. requirements, will have 4.0 points deducted if a fire extinguisher is found to be missing.

Ch. II, Sec. 4B, Note 2c, Page II-9

6. For a Class S2/Mod (Modified) if **any judged item, originally found on a production vehicle, has been removed or is missing**, then:

- a) There is no deduction for missing items, even if the hole where it was fitted is still visible.
- b) That item must have either been replaced by a non-authentic item, or have had all mountings and traces of its original installation, removed.
- c) The entrant can determine if he wants a deduction or not

Ch. II, Sec. 4B, Note 3b, 6th paragraph Page II-10

7. It is acceptable for clubs to deviate from the established JCNA rules as long as the deviations are applied uniformly throughout their concours.
- a) True
 - b) False, Clubs and individual Judges are prohibited from lowering the standards set forth in these rules.

Ch. III A2, Page III-1, & Ch. V, A1, 5th paragraph, Page V-1

8. When a JCNA Judging Guide or JCNA Seminar Technical Bulletin* has been approved by the AGM, its use is?

- a) Mandatory
- b) Optional

Ch. III, A3, Page III-1

9. A person belongs to their home club NE00 and nearby club SE00. If that person becomes a Certified Judge for club NE00, they will **automatically** be listed as a Certified Judge on club SE00's Judge Roster?

- a) Yes, no further approval is required.
- b) No, the member's Judge Certification must be subsequently confirmed/accepted by the Chief Judge of club SE00 in order to be listed as a Certified Judge on club SE00's Judge Roster.

Ch. III, D2f, second paragraph, Page III-5

10. 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:
- a) that Judge can appoint someone to take his/her place
 - b) 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.
 - c) that Judge may still judge at that event.

Ch. III, D4b, Page III-5

11. With the exception of the separate OV team, how many Certified Judges are required for each Champion Division Judging Team?
- a) Only one Certified Judge is required on any team.
 - b) All Judges for Champion, Driven and Special Divisions must hold current JCNA judging certifications.
 - c) The number of Certified Judges per team is up to the Chief Judge.

Ch. III, F1a, Page III-7

12. Wherever possible, teams should be primarily organized according to:
- a) their age
 - b) the members' shared model/class expertise
 - c) the cars the Judges like best

Ch. III, F1b, Page III-7

13. What is the responsibility of the Judging Team Leader?
- a) Introduce the team to the Entrant
 - b) Promptly scan all team score sheets as the judging of each Entry is completed
 - c) Deliver the finished score sheets to the Chief Judge or Scrutineers in a timely manner

Ch. III, F3a, F3b, Page III-8

14. The prescribed 15 minute judging time limit for the Judging Team includes?
- a) The actual time spent EXAMINING THE CAR and recording its discrepancies.
 - b) Performance of the OV checks.
 - c) The time to explain authenticity discrepancies with the Entrant and obtain his or her initials as acknowledgment of each.

Ch. III, F4, Page III-8

15. Can a Judge change the component they judge from one vehicle to the next within the class the team is judging?
- a) Yes, if they realize they have judged the car in the past
 - b) No substitution of Judges is permitted once judging of a specific class has begun.
 - c) Yes, only if the Judging Team Leader assists in that judging area.
 - d) Yes, if someone has more experience with a specific model year.

Ch. III, F6, Page III-9

16. When a separate OV team is used, if any light(s) or horn(s) are suspected of being non-authentic, the Operation Verification team leader **must**?
- Help the entrant replace it within the 15 minute time frame.
 - Make an appropriate note in the corresponding Operation Verification non-authenticity section, without indicating any point deductions.
 - Make the non-authentic deduction on the appropriate score sheet.

Ch. III. G1b1, Page III-9

17. Which of the following are considered "no exception" requirements when using separate OV teams?
- After the Operation Verification team leader makes appropriate notes in the corresponding Operation Verification non-authenticity section, the primary Judging Team will re-examine the suspect system(s) and, if warranted, make the mandatory non-authenticity point deductions.
 - 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.
 - Separate OV teams have no restrictions as compared to standard judging teams.

Ch. III, G1b2, G1b3, Page III-9

18. During Operation Verification (OV) an Entry is found to have an inoperative light or a system of lights. The Entrant is allowed?
- A total of 15 minutes to correct any malfunctions found during the operation verification
 - To seek assistance from a member of the Judging or OV Team to fix the problem, while judging of the class is still in progress
 - 15 minutes to drive the car to and from the nearest service station to purchase a new bulb or component

Ch. III., G2, Page III-10

19. The rules allow Judges some flexibility in assigning deductions. For an area that is just slightly dirty, it is acceptable for the Judge to deduct only 0.05 points, rather than the minimum deduction 0.1 as required on the score sheet.
- True. Condition evaluation is somewhat subjective and the Judge may assign a smaller deduction than listed.
 - False. The Judge may not deduct less than the minimum required deduction, e.g. deducting 0.05 when the minimum is 0.1.

Ch. III, J12, Page III-13

20. When judging cleanliness and condition, how should the Judge indicate the locations and nature of any discrepancies?
- Make notes on the back of the score sheet
 - Review them with the Entrant while discussing non-authentic discrepancies
 - Write a note in the margin of the score sheet
 - Using the "C&C Deduction Locations" box, list the score sheet line numbers and briefly describe each of the major C&C discrepancies and their locations.

Ch. III, J13, Page III-13

21. The following actions by the Judge are permitted during the judging process:
- Kneel to inspect judged items.
 - Opening and closing doors, boot lid, bonnet and windows in order to conduct a proper inspection.
 - Gently rubbing a mark on the paint finish to see if it's just dirt or a paint blemish.
 - Leaning inside the Entry, supporting oneself on the seat cushions, while inspecting interior components.

Ch. III, M2, Page III-15

22. A Judge observes what is believed to be an obvious non-authentic item. The Entrant advises that in his past 5 Concours, no Judge has ever identified that item as non-authentic. The Entrant does not have documentation to validate the authenticity of the item but objects to it being listed as a discrepancy. The Judge should:
- Defer to the Entrant and not list a deduction.
 - Advise the Entrant that authentic options are listed in official Jaguar publications or official Jaguar sales literature.
 - Advise the Entrant that if he/she chooses not to initial the deduction, the Chief Judge will be informed immediately.
 - Advise the Entrant that the listed discrepancy must be acknowledged but that their initials do not indicate agreement.

Ch. III, N2 Page III-16, N7b, N7c Page III-17

23. How is legal ownership of a vehicle verified?
- 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.
 - The Judge should just take the word of the Entrant.

Ch. IV, A1, 2nd paragraph, Page IV-1

24. The ultimate goal of JCNA Concours judging is to?
- Maximize Concours participation
 - Minimize complaints and protests
 - Make the event as much fun as possible
 - Complete all judging within the times shown on the judging schedule
 - Achieve a level of judging standardization and model expertise such that any given Entry, judged by any JCNA affiliate in North America, would receive an identical score.

Ch V, A1, second paragraph, Page V-1

25. Authenticity is 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

Ch. V, A3a, Page V-1

26. A single item/component, judged to have more than one non-authentic issue, such as both wrong configuration and finish:
- should be given multiple deductions
 - the lowest possible deduction
 - 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

Ch. V, A3a, Note, Page V-1

27. When original parts fail and “as-original” replacement parts are not available?
- “Almost correct”, “safer than original” and/or items presented as “the best that can currently be obtained” should not be penalized
 - 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.
 - Cars that still have the correct original part may be given “bonus points”

Ch. V, A3b, Page V-2

28. Which of the following ARE judged during operational verification?
- Parking, Tail, Side, License Plate Lights and LED Running Lights
 - Verify the operation of the brake lights
 - Verify the function of the back-up lamp(s)
 - Verify the operation of the turn signals

Ch. V, B5, B6, B7, & B8, Page V-4

29. In Driven Division, which area(s) of the car can be covered in “Clear Bras” without a deduction?
- Entries are allowed protective clear bras in frontal areas, forward of the front door (“A”) posts.
 - The front sides of the outside rear-view mirrors
 - Rocker panels and the lower fender areas behind the rear wheels.

Ch. V, C2b1, Page V-5

30. Exterior rear view mirrors must be:
- factory installed or factory optional equipment
 - sourced through an official Jaguar/SS/Swallow parts supplier, or
 - be of a style/configuration appropriate to the vintage of the model
 - all mounting hardware and fasteners must be consistent with the vintage and Jaguar standards.

Ch. V, C3c, Page V-6

31. Which of the following is true?
- 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.

Ch. V, C7b, Page V-8

32. Which of the following is true?
- a) **For 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.
 - b) **For 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.

Ch. V, C9c, Page V-9 & Ch. VI, F, Exterior, Note n, Page VI-12

33. How are valve stem caps for models between 1955 and 1962 treated?
- a) Only metal valve stem caps are authentic
 - b) Only black plastic valve stem caps are authentic
 - c) Slotted metal valve stem caps with the valve stem core removal extension are authentic
 - d) 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.

Ch. V, C9d, Page V-10

34. All models delivered to North America were provided with a prepared bumper location and/or specific devices necessary for mounting a front license plate. If the model was originally delivered with a separate front license mounting device, that device must be displayed for judging either on or off the car.

- a) True
- b) False

Ch. V, C10, Page V-10

35. Which of the following are **correct** regarding license plate frames in Champion Division?

- a) Those advertising current or past Jaguar dealers, JCNA or affiliates are allowed
- b) Frames of any material are allowed
- c) Judging criteria are identical in Champion and Driven Divisions
- d) Only politically correct frames are allowed

Ch. V, C11, Page V-10

36. Which statements are **correct** regarding overmats, footwell rugs and/or aftermarket floor mats?

- a) Factory-fitted overmats shall be presented for judging outside the Entry
- b) Non-authentic mats are not judged but they must be removed
- c) If non-authentic mats are not removed or, if factory-fitted mats are missing, they shall be assigned non-authentic deductions.

Ch. V, D5b, Page V-11

37. If the Owner’s Manual is in a pouch and the Judge asks to examine it more closely, or to reference its content for any reason, only the Entrant should handle it.

- a) True
- b) False

Ch. V, E2e, Page V-14

38. Triangular SU carburetor float bowl tags are required on all XK150 and other HD carburetor equipped Jaguars.

- a) True
- b) False

Ch. V, F3b, Note, Page V-16

39. When judging a 1967 E Type, the exhaust manifolds, that should have a shiny black porcelain coating, have portions of that coating intact but are mostly otherwise rusty. Can you take both an authenticity deduction, and a condition/cleanliness deduction?

- a) Yes
- b) No, the coating is authentic, only a condition deduction may be taken

Ch. V, F3c, Page V-16

40. Which of the following statements **correctly** relates to the Jaguar Cars Ltd. Engine compartment vehicle data plate?

- a) It's exclusive to each Entry
- b) It lists the original Chassis, Body, Engine, and Gear Box serial numbers
- c) Judges should not assess condition deductions for the original data plate provided it retains its original shape and all the stamped numbers are legible

Ch. V, F6, Page V-18

41. When examining a 1962 Series I 3.8l E Type in Champion Division that has white wall tires with a thin stripe. You record this as non-authentic. The entrant produces the following documents to prove authenticity:

- 1) a period photo of an E Type taken at the 1961 New York car show that shows wide white wall tires on an early E Type
- 2) a Jaguar brochure showing Series I 4.2L E Types with thin stripe white wall tires
- 3) an official parts catalogue for a 3.8L Series I E-Type that shows for tires : “ Tyre for road wheels(6.40”x 15” Dunlop RS 5)”

Has the Entrant succeeded in establishing authenticity?

- a) Yes
- b) No

Ch. VI, A4, Page VI-1, Ch. VI, F, Note n, Page VI-12, Appendix C, Page 1

42. Engine compartment aluminum components and fittings, whose original sand-cast-like coarse finish, has been removed through polishing, or other processes, shall be assigned a non-authentic deduction.

- a) True
- b) False

Ch. VI, B4, Page VI-4 and Glossary, Page 5

For questions 43 through 50, unless otherwise stated, assume Champion Division, how many points do you deduct for the following items? (See Ch. VI, Judges' Guide for Scoring Non-Authenticity and Score Sheet #1 Operation Verification.)

43. Four wrong diameter tires and four wrong diameter wheels should receive:
- a) A deduction greater than 28 because all are non-authentic
 - b) 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
 - c) 28 points total deduction

Ch. VI, Table F, lines 48 and 61, Page VI-8, F, Note n4, Page VI-13

44. What is the deduction for a Champion Division Entry whose spare wheel is determined to be the wrong size or type; in consultation with the Exterior Judge it is confirmed to match the exterior wheels; it should be given a deduction of: ____ points.
- a) 2 point
 - b) 4 points
 - c) 6 points

Ch. VI, Table H, Line 18, Page VI-16

45. What is the deduction for a Champion Division Entry whose tool kit is missing three tools?
- a) 1 point each, 3 points total
 - b) 2 points each
 - c) 4 points each

Ch. VI, Table H, Line 23, Page VI-16

46. A 1964 E-Type Champion Division Entry has the wrong cam covers and a wrong voltage regulator. Deduct: _____ each for the cam covers x 2 = _____ + _____ for the wrong regulator, for a total of _____.
- a) 1 point times 2 cam covers = 2 points + 5.0 points for the regulator = 7 points
 - b) 4 points times 2 cam covers = 8 points + 4.0 points = 12 points
 - c) 2 points times 2 cam covers = 4 points + 4.0 points = 8 points

Ch. VI, Line 14, Page VI-17 and Line 71, VI-19

47. What is the deduction for a standard XK150 (not an "S" model) that has an engine with a gold cylinder head. ____ points.
- a) 1 point
 - b) 2 points
 - c) 4 points

Ch. VI, I Line 20, Page VI-17 and the Cylinder Head Color Table on Page VI-20

48. What is the mandatory deduction for non-authentic exhaust manifolds on an XK engine?
- a) 1 point each
 - b) 2 points each
 - c) 4 points each for a total of 8 points as XK engines have two exhaust manifolds

Ch. VI, Table I, Line 28, Page VI-17

49. An engine compartment has 15 wrong hose clamps. What is the deduction per clamp? ____ points; the maximum deduction for wrong hose clamps is _____ points.
- a) 1 point each, maximum of 10 points
 - b) 2 points each, maximum of 20 points
 - c) 4 points each, maximum of 30 points

Ch. VI, I, Line 41, Page VI-18

50. In Champion Division, a non-authentic oversized extra-core radiator should receive a deduction of ____ points? 8 points

Ch. VI, I, Line 53, Page VI-18

Notes:

2019 Judge's Rule Book Test Answer Sheet

Released March 23, 2019

Note: Individual club Chief Judges are responsible for administering the tests, keeping the records and updating the Judge Rosters on their club's JCNA website. To update your club's Judges' List, go to **JCNA.com**, click on **Club List**, Click on **your club's name**, **log-in**. When you see the **Main services** page, click on **Judge List** at the top of the right column. Click on **Edit** to update information for each individual and/or **ADD JUDGE** to add a new judge to the club roster.

(A passing grade requires answering at least 45 of the 50 questions correctly.)

Name: _____ **Date:** _____

Region: _____ **Club Number:** _____ **JCNA Number:** _____

Your Club' Name: _____

Chief Judge Administering Test: _____

Chief Judge's JCNA Number: _____

- | | |
|-----------|-----------|
| 1. _____ | 26. _____ |
| 2. _____ | 27. _____ |
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| 25. _____ | 50. _____ |

SCORE:

Notes: