

CR-17 - 2017 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 |
| 2017 Rule Book Update Synopsis | Replace in its entirety | 8 |
| Table of Contents | Replace in its entirety | 10 |
| Chapter I, | I-1 & I-2 | 2 |
| Chapter III | III-1 & III-2, III-3 & III-4, III-5 & III-6, III-7 & III-8, III-9 & III-10, III-11 & III-12, III-13 & III-14 | 14 |
| Chapter V | V-5 & V-6, V-7 & V-8, V-9 & V-10, V-11 & V-12, V-13 & V-14 | 10 |
| Chapter VI | VI-7 & VI-8, VI-13 & VI-14 | 4 |
| Score Sheets | Replace in their entirety | 4 |
| Quick Reference | Replace in their entirety | 10 |
| Judges Test | Replace in their entirety | 10 |
| Total Pages to be replaced | | 74 |

Chapter 1, page I-2

3. Obtaining a Sanction

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

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

Sanction will be granted on requested date subject to:

- a. **Priority of request (2017 AGM)**
- b. No same-weekend conflict within the JCNA Region or within 200 miles of other JCNA Concours meets.

Chapter 3, page III-2

2. Chief Judge Qualifications

Old text

The ideal Chief Judge will have extensive experience as a concours judge, as a JCNA concours exhibitor and/or as an amateur or professional Jaguar restorer. Lesser experience is acceptable; however, all candidates must have obvious leadership, administrative and management abilities. The Chief Judge need not be an expert in multiple car classes but he or she must know the rules and must be familiar with the judging expertise available within the host club and among the Entrants who have indicated a willingness to assist.

New Text

2. Chief Judge Qualifications

a. The ideal Chief Judge will have extensive experience as a concours judge, as a JCNA concours exhibitor and/or as an amateur or professional Jaguar restorer. Lesser experience is acceptable; however, all candidates must have obvious leadership, administrative and management abilities. The Chief Judge need not be an expert in multiple car classes but he or she:

- must be currently certified as a JCNA Judge,
- must have served as a Certified Judge at a minimum of two JCNA sanctioned Concours,
- must be prepared to fulfill the responsibilities of Chief Judge, Chapter III C.3, page III-2 (2017 AGM)

b. Having met the prerequisites above, once appointed, a Chief Judge will automatically maintain his or her Judge certification provided, each year thereafter, he or she actually serves as a Chief Judge and yearly fulfills his/her responsibilities under Chapter III, C. 3.c., page III-3. When, for whatever reason, a person ceases to be the Chief Judge, his or her Judge certification will expire three years thereafter, in accordance with Chapter III, D., 4d, page III-6 (2017 AGM)

Note: As in 3.n. below, the club Chief Judge should keep track of how many concours each Judge has participated in but there will no longer be any implied requirement that a certain number of “judged concours” are necessary to maintain one’s Certification. (2017 AGM)

- f. Becoming very familiar with the published JCNA rules, ~~and~~ protocols and the current JCNA model Judging Guides and Seminar Bulletins. (2017 AGM)
- g. Receiving and disseminating to club Judges all JCNA correspondence relating to Concours judging and scoring.
- h. Verifying the certification status and class expertise of JCNA Judges available from within the host club and from among the Entrants who have indicated a willingness to assist; thereafter, being **Being** responsible for all Concours Judging team assignments. ~~Knowing which club members are the most knowledgeable in each class.~~ (2017 AGM)
- i. Overseeing score sheet Scrutineers and validating final scores and standings.

Chapter 3, Section D.4a., page III-5

4. Maintenance of Judging Currency

- a. Once certified, Judges are expected to ~~Judge at a minimum of 2 JCNA sanctioned concours every three years.~~ avail themselves to help with judging whenever needed. (2017 AGM)

Revised for text clarification

Chapter 3, page III-9

G. OPERATION VERIFICATION

2. Courtesy Repair Time

If any light or horn malfunctions ~~occur~~ are detected during the Operation Verification, the Entrant will be allowed a total of 15 minutes to correct them. ~~any malfunctions.~~ (2017 AGM) 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.**

Chapter 3, page III-12

J. THE JUDGE, THE SCORE SHEET AND SCORING

13. Noting the Location of Cleanliness and Condition Deductions

Each component judging sheet has a C&C Deduction Locations box section 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. (2017 AGM)

Chapter 5, page V-5

2. Paint Finish

b. Clear Bras (Beginning in 2017)

~~1. For the **Driven Division**: Entries are allowed protective clear bras, in any exterior location, applied forward from of the front edge of the front doors, without a non-authentic deduction. However, where present, clear bras, and the surfaces they cover, will be judged to the same for cleanliness and condition standard as the paint finish. The finish, hardware and/or surfaces beneath the bras may be judged for authenticity. are judged for cleanliness and condition only. (2017 AGM)~~

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. (2017 AGM)

~~For Champion Division, protective clear bras are non-authentic.~~

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. (2017 AGM)

Chapter 6F, page VI-7

| | | | |
|--|----------|------|----------|
| 15a. Clear Bras (Champion Div. Only, See ChV-5, C2b2) Protective clear bras/coverings, Driv. Div, in other than frontal area. (See ChV-5, C.2. b1) | 2.0 each | 10.0 | s |
| 15b. Protective clear bras/coverings, Champ. Div. , (See ChV-5, C.2. b2) | 10.0 | 20.0 | t |

s. **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.** (2017 AGM)

t. **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.** (2017 AGM)

Note: Also updated in the Quick Reference Guide

Chapter 5, page V-7

F. JUDGING METHOD AND TEAMS

3. Judging Team Leaders

Team leaders shall be assigned to all teams by the Chief Judge. The team leader **shall should (2017 AGM)**:

- a. Introduce him or herself and any team members

Chapter 5, page V-13 & V-14

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 **may 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. (2017 AGM)

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, (2017 AGM)** 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.

Score Sheets

Various font sizes and alignments were made to the score sheets. NO point deduction changes were made.

OV Score Sheet # 1, Font Corrections

Score Sheet # 1, move “**Driven Division...**” further to the right so the choice of which box to check is not confused with the “**Entrant or family member...**” box.

| | |
|--|--|
| City, St, Zip: _____ | Bold Boxes are for Score Keepers Use Only |
| Entrant or family member is present <input type="checkbox"/> | Driven Division Jaguar Engine Verification (Y/N) <input type="checkbox"/> |
| Fold on line below for insertion into window envelope | |

| | |
|--|--|
| City, St, Zip: _____ | Bold Boxes are for Score Ke |
| Entrant or family member is present <input type="checkbox"/> | Driven Division Jaguar Engine Verification (Y/N) <input type="checkbox"/> |
| Fold on line below for insertion into window envelope | |

OV Score Sheet # 1, Text Alignment Corrections (2017 AGM)

| | | | | |
|---|------------------|--|-----------------|-------------------|
| 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 | | O.V. NON-AUTHENTICITY ITEMS | | |
| System | Max. Ded. | Item (Identify and describe accurately) | Initials | Mand. Ded. |
| Horns | 6 | | | |

Red text better aligned

| | | | | |
|---|------------------|--|-----------------|-------------------|
| 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 | | O.V. NON-AUTHENTICITY ITEMS | | |
| System | Max. Ded. | Item (Identify and describe accurately) | Initials | Mand. Ded. |
| Horns | 6 | | | |
| Headlights (high and low beam) | 10 | | | |
| Driving Lights | 6 | | | |

Exterior Score Sheet # 2, Text aligned (2017 AGM)

| | | | | | |
|--|----------------|------------|--------|--------|---|
| EXTERIOR | | DHC | SAL | | |
| | | OTS | FHC | | |
| | | XJ6C/XJ12C | | | |
| | | XJ-SC | | | |
| | | Min | Max | Max | |
| Body, Doors, Bonnet, | | Deduct | Deduct | Deduct | |
| Boot Lid, Painted Bumpers & Grilles | | | | | |
| 1 | Dented/rippled | 0.2 | 6 | 8 | . |
| 2 | Poor repair | 0.2 | 6 | 8 | . |

Exterior Score Sheet # 2, Text moved down one row (2017 AGM)

| | | | | | |
|---|----------------|--------|--------|--|---|
| | | Min | Max | | |
| | | Deduct | Deduct | | |
| Chrome & Stainless | | | | | |
| (Incl. Accessories, Tailpipes & Resonators) | | | | | |
| 18 | Dented/rippled | 0.1 | 6 | | . |
| 19 | Pitted/rusted | 0.1 | 6 | | . |

Bold the word Leather to match the rest of the words. (2017 AGM)

| | | | | | |
|---|------------------------|--------|--------|--|---|
| INTERIOR | | Min | Max | | |
| Woodwork, Vinyl & Leather (except seats) | | 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 | | . |

Interior Score Sheet # 3, Letter “o” in “only” changed to “Only” (2017 AGM)

| | | | | | |
|--|------------------------|-----|---|--|--|
| Hardware, Steering Wheel, & Instruments | | | | | |
| (XK 120 Batt. - Champ. & Spec. Divs. only) | | | | | |
| 19 | Scratched/cracked | 0.1 | 9 | | |
| 20 | Corroded/pitted/rusted | 0.2 | 9 | | |

Interior Score Sheet # 3

“**Paint, Side Panels, Mats**” in different font size than “**Carpet, Battery**” (2017 AGM)

“Min”, “Max” not aligned with “Deduct” text below them. Font size and “Min”, “Max” alignment corrected

| | | | | | |
|---|---------------------------|--------|--------|--|---|
| BOOT (Champion & Special Divisions Only) | | | | | |
| Paint, Side Panels, Mats, | | Min | Max | | |
| Carpet, Battery | | Deduct | Deduct | | |
| 28 | Scratched/chipped/etc. | 0.1 | 7 | | . |
| 29 | Poor finish/repair/dented | 0.2 | 7 | | . |
| 30 | Faded/worn/hole | 0.3 | 7 | | . |
| 31 | Corroded/pitted/rusted | 0.2 | 7 | | . |

Interior Score Sheet # 3

Tool Section of Score Sheet capitalization for “box” changed to “Box” (2017 AGM)

| 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 | . |
| | | | | . |

| 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 | . |
| | | | | . |

Engine Score Sheet

Engine score sheet, capitalize “etc.” changed to “Etc”. Font size also reduced to match rest of score sheet. (2017 AGM)

| ENGINE COMPARTMENT (Champion and Bright Metal | | | | |
|--|-----------|--------|--------|---|
| | | Min | Max | |
| (Cam Covers, Carb Domes, etc.) | | Deduct | Deduct | |
| 1 | Scratched | 0.1 | 10 | . |
| 2 | Pitted | 0.1 | 10 | . |
| | | | | . |

| ENGINE COMPARTMENT (Champion and Bright Metal | | | | |
|--|-----------|--------|--------|---|
| | | Min | Max | |
| (Cam Covers, Carb Domes, Etc.) | | Deduct | Deduct | |
| 1 | Scratched | 0.1 | 10 | . |
| 2 | Pitted | 0.1 | 10 | . |
| | | | | . |

Align “Deduct” with columns below them. (2017 AGM)

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

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

Engine, Sheet Metal section

Capitalize “etc.” changed to “Etc”. (2017 AGM)

| Sheet Metal | | | | |
|--|-------------------|-----|----|---|
| (Firewall, Radiator, Subframes, Bonnet, Underside, etc.) | | | | |
| 6 | Scratched/chipped | 0.1 | 10 | . |
| 7 | Dented | 0.1 | 10 | . |
| 8 | Rusted | 0.2 | 10 | . |
| 9 | Poor Paint | 0.2 | 10 | . |
| 10 | Cleanliness | 0.1 | 20 | . |
| | | | | . |

| Sheet Metal | | | | |
|--|-------------------|-----|----|---|
| (Firewall, Radiator, Subframes, Bonnet, Underside, Etc.) | | | | |
| 6 | Scratched/chipped | 0.1 | 10 | . |
| 7 | Dented | 0.1 | 10 | . |
| 8 | Rusted | 0.2 | 10 | . |
| 9 | Poor Paint | 0.2 | 10 | . |
| 10 | Cleanliness | 0.1 | 20 | . |
| | | | | . |

Engine Score Sheet, Electrical

Switch the “,” and “.” From Elec., To Elec., (2017 AGM)

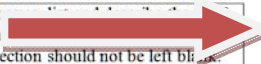
| Elec., Hoses, A/C, Emission, P/S (Gen., Alt., Relays/Reg, Wiring, Battery, Tubing, Clamps) | | | | |
|--|-------------------------|-----|----|---|
| 20 | Frayed/cracked | 0.2 | 6 | . |
| 21 | Discolored | 0.2 | 6 | . |
| 22 | Scratched/pitted/dented | 0.1 | 6 | . |
| 23 | Corroded/rusted | 0.1 | 7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

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

Engine Score Sheet # 4, Added Line to Large Space (2017 AGM)

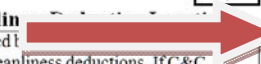
| Engine Block, Head, Carbs or Fuel Injection | | | | | MISSING OR NON-AUTHENTIC ITEMS | | |
|--|--------------------------|-----|----|---|--|----------|--------------|
| 11 | Scratched | 0.1 | 10 | . | (Champion Division Only) | | |
| 12 | Corroded/rusted | 0.1 | 9 | . | Item (identify and describe accurately) | Initials | Mand. Deduct |
| 13 | Faded paint (head/block) | 0.3 | 6 | . | | | . |
| 14 | Cleanliness | 0.1 | 25 | . | | | . |
| . | | | | | | | . |
| . | | | | | | | . |
| . | | | | | | | . |
| . | | | | | | | . |
| . | | | | | | | . |
| . | | | | | | | . |
| . | | | | | | | . |

Condition & Cleanliness Deduction Locations
Referencing the numbered 1 or more condition and cleanliness deductions. If C&C Deductions are made, this section should not be left blank.



| Engine Block, Head, Carbs or Fuel Injection | | | | | MISSING OR NON-AUTHENTIC ITEMS | | |
|--|--------------------------|-----|----|---|--|----------|--------------|
| 11 | Scratched | 0.1 | 10 | . | (Champion Division Only) | | |
| 12 | Corroded/rusted | 0.1 | 9 | . | Item (identify and describe accurately) | Initials | Mand. Deduct |
| 13 | Faded paint (head/block) | 0.3 | 6 | . | | | . |
| 14 | Cleanliness | 0.1 | 25 | . | | | . |
| . | | | | | | | . |
| . | | | | | | | . |
| . | | | | | | | . |
| . | | | | | | | . |
| . | | | | | | | . |
| . | | | | | | | . |

Condition & Cleanliness Deduction Locations
Referencing the numbered 1 or more condition and cleanliness deductions. If C&C Deductions are made, this section should not be left blank.



Quick Reference Guide:
Various font size corrections

Exterior: Addition of Notes s & t

s. 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. (2017 AGM)

t. 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. (2017 AGM)