

---

---

# JCNA Series 1 E-type Judge's Guide

Approved at the 45<sup>th</sup> Annual AGM March, 2003

By Bob Stevenson, Chief Judge – Jaguar Affiliates Group of Michigan

Judging Guides are an important part of JCNA's program to improve the quality and standardization of JCNA Concours judging and the Judges' knowledge of various Jaguar models. Judging Guides are intended to augment official Jaguar publications by supplying well-researched information not readily available or conveniently presented elsewhere. Following AGM approval, a Judging Guide becomes an official JCNA document. The Judging Guides, and other official Jaguar Cars publications, (see Rule Book Appendix C) may be used by Entrants and Judges alike to validate or challenge the authenticity or appropriateness of items, features, materials, patterns, colors, configurations or accessories found on the Jaguar automobiles covered. All Judging Guides are subject to editing and/or correction as additional verified information is acquired. This is the 7<sup>th</sup> revision – June, 2013



The following information is intended as a reference to help the **knowledgeable** E-Type judge determine what is correct on a given car. This guide follows the layout of the JCNA judging sheet as close as possible.

All serial numbers are arranged:

<b><u>LHD</u></b>	<b><u>RHD</u></b>
OTS	OTS
FHC	FHC

## REFERENCE SOURCE

(J30) - JAGUAR PARTS BOOK 3.8 - A.L.I. UPDATE

(J37) - JAGUAR PARTS BOOK 4.2

(SB) - JAGUAR SPARES OR SERVICE BULLETIN

(JCNA AGM 1994) - JCNA SEMINAR GIVEN AT CHARLOTTE, NC 3-94

(H) DR. TOM HADDOCK - "JAGUAR E-TYPE 6 CYLINDER RESTORATION & ORIGINALITY GUIDE"

(P) PHILLIP PORTER - "JAGUAR E-TYPE THE DEFINITIVE HISTORY"

While the following information is believed to be correct, neither JAGM, JCNA, myself, nor any of the parties quoted can be held responsible for any errors. The final responsibility of presenting a correct car for judging lies solely with the entrant.

JCNA reserves the right to modify, change, and update this guide as new information becomes available.

Bob Stevenson  
Chief Judge  
J.A.G. of Michigan

Bob Stevenson's 1964 FHC



At the 2002 Challenge Championship, Franklin TN

## Contents

### **Update Page**

### **Engine**

- Under Side of Bonnet, Linkage, Subframes, Etc.
- Firewall Area
- Radiator Area
- Block, Head, and Carburetors
- Exhaust
- Front of Engine
- Electrical, Generator / Alternator
- Battery Area

### **Boot**

### **Exterior**

### **Interior**

### **Most Common Problems**

### **Footnotes**

### **Final Thoughts**

## UPDATE PAGE

JCNA judging guides are all “works in progress”; as new documented or verifiable information becomes available it will be included in the guides. This page lists what was added, changed, clarified etc, and the area in the guide where this new information can be found.

<u>DATE</u>	<u>SECTION</u>	<u>UPDATE</u>	<u>DATE</u>	<u>SECTION</u>	<u>UPDATE</u>
5/21/03	Engine	Clutch & brake bottles	6/15/13	Interior	pockets under side windows FHC
5/28/03	Engine	Distributor	6/15/13	Engine	torsion bar shields
7/15/03	Engine	Heater inlet, cylinder head color	6/15/13	Engine	tool kit
7/15/03	Exterior	Outside bonnet locks	6/15/13	Exterior	welded louvers
1/22/04	Interior	Wheel arch and bulkhead covering	6/15/13	Interior	Hazard warning
3/20/05	Engine	First 500 cars slight change in wording	6/15/13	Engine	clutch & brake reservoirs
		Brakes - additional description	6/15/13	Engine	silver cylinder head
		Brake/clutch housing	6/15/13	Exterior	headlight rim
		4.2 vacuum line routing			
		Throttle linkage slight change			
		screws			
		Clutch and brake bottle mounting			
3/20/05	Exterior	Additional VIN # information			
		Headlight buckets color clarification			
		First 500 cars - license plate bracket			
3/20/05	Interior	Re-arrange dash, finisher panel and prop shaft			
		Cover changes - ash tray information added			
		Vanity mirror on FHC sun visor added			
		Carpet hold down tacks			
8/01/09	Engine	Carburetor tags and description of damper nuts			
		Correct misprint on distributor type early 3.8			
		Air filter mount and side bracket – color			
		2 <sup>nd</sup> style heater inlet			
		Clarification of brake bottle protective cover			
		Fuel line			
		Slight change in exhaust manifold area			
		Corrected footnote C			
		Brake and clutch cylinders			
8/01/09	Interior	Gearshift knob			
		Radio face plate			
		Corrected footnote C & added D			
		Strap on header rail			
		Speaker grills			
8/01/09	Exterior	Headlight covers - non North American cars			
		Top			
6/15/13	Engine	Cylinder head color clarification Pumpkin colored head # changed			
6/15/13	Engine	Radiator screen frame-color			

## ENGINE

### ENGINE NUMBERS 3.8 & 4.2

3.8 - R1001-R9999

RA1001 on after above numbers

4.2 - 7E1001 on

**FIRST 500 CARS** (outside bonnet lock): These cars were close to being hand built and some variations from this guide, besides those mentioned, have been observed. The most frequent being the finish on various parts in the engine compartment, such as a very light green finish on the fan blade, header tank mount, regulator mount and fuel filter mount.

**POLISHED PARTS** (Caution) Custom polished parts are of a much higher quality than anything Jaguar produced, and with this in mind, **DO NOT DEDUCT** for casting imperfections or lack of a "mirror finish" on cam covers, front cylinder head, top of intake manifold (4.2 only), water manifold and balance pipe (3.8 only), thermostat housing, breather housing & carburetor dashpots.

### UNDER SIDE OF BONNET, LINKAGE, SUBFRAMES, ETC.

#### BONNET

Gloss body color, cadmium plated bonnet linkage, safety catch & locks

#### FRONT SUB FRAME-BONNET PIVOT POINT

Changed from stud on sub frame to which bonnet hinge mounted to a bolt through the hinge into a threaded section of the sub frame from:

876458	850239
885385	860139
(SB P.47)	

#### LINKAGE SPRINGS

Black

#### HEATER INLET

Black Fiberglass - black or body color oval washers.

**Note:** Body color on the heater inlet was common on the first cars

2<sup>nd</sup> type - much smaller "snail style" with "crackle finish" from:

1E 12580	1E 1479
1E 32632	1E 21228
(SB P.173)	

Except the following cars:

LHD OTS 1E.12617 to 1E.12622, 1E.12625, 1E.12626, 1E.12628, 1E.12629, 1E.12635,  
1E.12636, 1E.12638 to 1E.12640, 1E.12648, 1E.12678

RHD OTS 1E.1483

LHD FHC 1E.32647, 1E.32654, 1E.32655, 1E.32657, 1E.32658, 1E.32611 to 1E.32633,  
1E.32677, 1E.32682

#### SUBFRAMES

Gloss body color

## **BONNET SUPPORT**

Gloss body color

## **SUBFRAME BOLTS**

Bees, GKN, RO, Cranes, Richards, or Ruby Owen - black oxide or cadmium on late 4.2. Cadmium (see footnote A) plated nylock nuts

## **SPLASH PANS**

Black with black brackets

## **INNER FENDERS**

Black

## **RUBBER SEALS**

Retained by black metal strips with pop rivets - R.H. side goes around complete inner fender

TORSION BAR SHIELDS Black aluminum – retained by 3 black brackets per side at 1E11547 1E31779  
1E1387 1E20937  
ALSO 1E31721  
(SB P.156)

*WHEEL WELLS AND SUSPENSION NOT JUDGED PER JCNA RULEBOOK*

## **FIREWALL AREA**

### **FIREWALL**

Gloss body color - plate behind washer bottle 3.8 & early 4.2 - black

### **STEERING SHAFT HOUSING**

Cast aluminum - not polished

### **BRAKE/CLUTCH HOUSING AND CYLINDERS**

Cast aluminum - not polished

**Note:** 3.8 and early 4.2 had brake cylinders/cylinder mounted on gray/green bracket that was bolted to the clutch housing (J30 – Pg. 121 & J37 – Pg. 108)

Changed to a common housing from:

<b>1E11734</b>	<b>1E1413</b>
<b>1E32010</b>	<b>1E21000</b>
<b>(SB K.95)</b>	

Clutch & brake cylinders have a natural cast iron finish with a metal or rubber band on brake cylinder (date etc). Most clutch cylinders used a plastic band instead of metal.

### **STEERING SHAFT**

Black

### **STEERING RACK**

Black with aluminum housing

## RACK BELLOWS

Retained to rack with hose clamp on right side, tie wire on left (J30 – Pg. 141 & J37 – Pg. 125)

## BRAKES

3.8 - Bellows type booster

4.2 - Remote servo - cadmium-plated booster

## BRAKE AND CLUTCH BOTTLES

Mounted in a cadmium-plated bracket that is bolted to a plated insulated heat shield that is supported by cadmium-plated brackets to the upper frame rail

3.8 - (See Haddock Pgs. 119 –120)

1<sup>st</sup> style - Black plastic lid on round plastic bottle with vertical spades

2<sup>nd</sup> style - Black plastic & metal lid on round plastic bottle with horizontal spades –changed to white plastic & metal lid engine number change point unknown

3<sup>rd</sup> style Metal & white plastic lids on rectangular plastic bottles from

4<sup>th</sup> style same as above with gray rubber cover from - Both style 3 & 4 have fluid level embossed on all four sides

877557	850556
886283	860678
(J30 Pg.128 &134)	

880760	850807
889697	861427
(SB L.30)&(SB K.70)	

4.2 - Same as style 4 (J37 – Pgs.116 & 120)

**Note:** Jaguar Parts Catalog J30A.L.1 update P134 mentions a protective cover Part # C.21890 with the third style. This part number is not in Jaguar's master parts list while part number C.23267, is listed in J37 for the rubber cap. Service bulletin L.30 & Spares bulletin K.70 both introduce the rubber cover as part number C.23627 at the above 4<sup>th</sup> style.

**Note:** CLUTCH BOTTLE No electrical connection or gray rubber covers on clutch bottle – black metal cap on round bottles white plastic cap only rectangular bottles Fluid level embossed on front side only

## HOSES FROM BOTTLES

Black with yellow or brown stripe retained by clamp with nut and bolt

## VACUUM HOSE

Cloth braided - herringbone pattern

## VACUUM TANK

Black - some have been observed that were marked "Trico Reservac" (Sports Car Graphic 9-62).

## VACUUM LINE ROUTING

3.8 - Hose retained with 3-clips, rear engine mount, left subframe at bulkhead and side of master cylinder (J30 – Pg. 116)

Early 4.2 - Pipe retained with 2-clips on bulkhead (J37 – Pg.106)

4.2 - Changed to pipe in bulkhead from:

<b>1E11741</b>	<b>1E1413</b>
<b>1E32010</b>	<b>1E21000</b>
<b>(SB K.95)</b>	

### **CADMIUM PLATED PARTS ON BULKHEAD**

Throttle linkage, bonnet locks, and guides, 3-rectangular plates, and heater valve mount - some bonnet guides and bolts were body color.

### **WINDSHIELD WASHER**

Glass bottle, black bracket up to:

<b>1E10753</b>	<b>1E1164</b>
<b>1E30824</b>	<b>1E20370</b>

"Lucas Screen Jet" sticker on bracket with 2-black rubber sleeves on bracket to protect bottle  
 Plastic bottle, black mount, white elastic strap from above numbers (J37 – Pg. 286) (J37 – Pg. 288)

### **WINDSHIELD WASHER MOTOR**

Changed from 2SJ to 5SJ at above numbers

### **HEATER BOX**

Black (4.2 only - tag on top reads "caution negative earth etc.")

Screen - Silver

Fan - White nylon

Motor - Black

Heater Hoses - Black with molded white stripe (note all cars may not be so equipped)

### **RADIATOR AREA**

#### **RADIATOR**

3.8 - Aluminum - black except center section - corrugated sides

4.2 - Brass - flat top - scalloped sides - black

#### **RADIATOR SCREEN**

Frame - light gray/slight green tint - with black felt "filler" at top (J30 – Pg. 235)

Screen - cadmium plated (J37 – Pg. 212)

#### **FAN SHROUD**

Silver fiberglass

#### **HEADER TANK BRACES**

Gray with green tint

**Note:** Enough 4.2's have been observed with a hammertone silver finish that it can't be proved that some cars weren't delivered this way.

#### **HEADER TANK**

3.8 and 4.2 - hammertone silver on hammertone silver mount

3.8 - header tank water inlet in front corner changed to side/front from:

<b>879044</b>	<b>850657</b>
<b>888241</b>	<b>861091</b>
<b>(J30-Pg.148)</b>	

**HOSE FROM HEADER TANK INLET TO ENGINE**

Changed from convoluted with 3 rings to formed hose from:

<b>879044</b>	<b>850657</b>
<b>888241</b>	<b>861091</b>
<b>(J30-Pg.150)</b>	

**PRESSURE CAP**

3.8 - 4 lbs. to 9 lbs. from above numbers (J30 – Pg. 148)

4.2 - 7 lbs. (J37 – Pg.132)

**HOSE CLAMPS**

Cheney & Regent - round screw - band slots not cut through - cadmium-plated

**BLOCK, HEAD AND CARBURETORS**

**ENGINE NUMBERS**

3.8 & 4.2 - above oil filter housing

**OIL FILTER CANISTER**

Black - changed to green hammertone - engine number change point unknown

**BLOCK COLOR**

Black

**CYLINDER HEAD COLOR**

Pumpkin colored through at LEAST engine number R-2518-9 (see footnote C)

Gold colored to silver- At this point in time ,6-2013, we cannot state positively whether any E-Type titled as a 1967 had a gold painted head.

**CYLINDER HEAD NUTS AND WASHERS**

Chrome dome nuts, chrome D washers, **EXCEPT** at front of head, at lifting brackets (if so equipped) and sparkplug conduit which are chrome/cadmium round washers (J30 – Pg. 16 & J37 – Pg. 14)

**LIFTING BRACKETS**

2 fitted at RA7324 (SB A.146)

**CAM COVERS**

Polished aluminum, chrome dome nuts, and copper washers

**INTAKE MANIFOLD**

3.8 - 3-separate manifolds with polished air balance pipe & water manifold

4.2 - 1-piece polished manifold

**CARBURETORS**

3-SU HD8s - 3-sheet metal tags under overflow bolt that read: AUC946 F, C, and R. These tags changed to read AUD112 sometime between engine # RA3577 & RA4269. It's very possible that this change took place at RA4116 as mentioned in SB B.24, but at this time, 7/09, we are not certain.

Damper nut changed from cadmium plated brass hex to round, black, scalloped plastic - engine number change points unknown



**FUEL RAIL**

Cadmium plated - no brass showing - banjo bolt - same finish

**FUEL LINE**

Clear nylon type material, not reinforced with cords, that rapidly turns a light yellow

**FUEL FILTER**

AC - die cast aluminum - glass bowl (J30 – Pg. 38 & J37 – Pg. 32)

Mount - gray, black, or cad plated

**LINKAGE**

3-piece linkage (3.8) changed to 2-piece and air balance pipe bosses changed from 3 to 2 & throttle arms changed from clamped on to an integral part of the shaft from R2934 (J30 – Pg. 45)

**LINKAGE FINISH**

Cadmium plated

**FILTER HOUSING PLENUM**

3.8 - ungrooved - many '64s have 4.2 type plenums

4.2 - 3-grooves - both have hammertone silver finish

**FILTER CANISTER**

Black on 3.8s & early 4.2s then changed to a hammertone silver finish - engine number change point unknown

**FILTER MOUNT & SIDE BRACKET**

Both black

**BASE (TO CARBS)**

Hammertone silver

**EXHAUST SYSTEM****MANIFOLDS**

Porcelain - brass nuts on heads studs - studs with steel nuts to down pipes

**DOWNPIPES**

Steel - light rust permissible per JCNA rulebook

Heat Shields for down pipes from:

**RESONATORS**

3.8 - two long body - short pipe - chrome plated (J30 – Pg. 155)

4.2 - two short body - long pipe - chrome plated (J37 – Pg. 139)

<b>1E 12965</b>	<b>1E 1545</b>
<b>1E 32888</b>	<b>1E 21335</b>
<b>(SB M.39)</b>	

## FRONT OF ENGINE

### BREATHER COVER

Polished aluminum with chrome dome nuts and lock washers - **NO** copper flat washers (J30 – Pg. 20 & J37 – Pg. 18)

### BREATHER PIPE

Flexible pipe to left splash shield changed to cadmium-plated pipe with hose connectors to air filter base from:

<b>875386</b>	<b>850092</b>
<b>885021</b>	<b>860005</b>
<b>(J30-Pg.20&amp;21)</b>	<b>(J30-Pg.18)</b>

### FAN BELT & PULLEYS

3.8 single groove R1001-R5249 (J30 – Pg. 13)

3.8 double grooves at R5250 (J30 – Pg. 13)

4.2 double grooves

### JOCKEY PULLEY ASSEMBLY

Added at R1845 on (J30 – Pg. 30)

## ELECTRICAL, GENERATOR, ALTERNATOR, ETC

### CHARGING SYSTEM

3.8 - Lucas generator A-C45 PUS/6 up to:

<b>875385</b>	<b>850091</b>
<b>885020</b>	<b>860004</b>
<b>(J30-Pg.276)</b>	

3.8 - Lucas generator A-C42 after above numbers

All with black housing - aluminum end frames

### CONTROL BOX (regulator)

Lucas RB 310 Aluminum cover up to:

<b>875385</b>	<b>850091</b>
<b>885020</b>	<b>860004</b>

Lucas RB 340 after above numbers (J30 – Pgs. 279-280)

Mounted on cadmium plated bracket

### CHARGING SYSTEM

4.2 - Lucas alternator D 11AC (J37 – Pg. 250)

Heat shield fitted at 7E6333 (J37 – Pg. 250) - hammertone gray finish

### CONTROL BOX (regulator)

Lucas 4TR (J37-Pg. 252) Watch for reproductions - mounted on cadmium-plated bracket

## DISTRIBUTOR

3.8 - Lucas DMBZ 6A from:

<b>R1001 to R9999</b>
<b>RA1001 to RA1381</b>
<b>(J30-Pg.278)</b>

3.8 - Lucas B - (22D) 6 RA 1382 on (J30 – Pg. 278)

4.2 - Lucas A - (22D) 6 (J37– Pg. 251)

Rubber caps on distributor high-tension wires for both 3.8 & 4.2 after RA1382 (J30 – Pg. 278 & J37 – Pg. 251)

Vacuum advance line changed from threaded nut on each end to nut on one end and neoprene elbow at distributor connection at RA1382 (J30 – Pg. 279 & J37 – Pg. 252)

## SPARK PLUG CABLE

3.8 - 5 spacers (6 hole), 2 thin, 3 thick, clip around thick spacer mounted to cam cover stud until R3854 (J30 – Pg. 24)

## ORGANIZING

3.8 - PVC sleeve over front of cylinder head with rectangular clip with rubber grommet bolted to upper chain case at R3855 (J30 – Pg. 24)

4.2 - Same as above (J37 – Pg. 20) - spark plug conduit along center of head (J30 – Pg. 24) (J37 – Pg. 20)

## SPARK PLUG CAPS

1<sup>st</sup> style - Cap with circular "Champion" lettering on top and a dot in center

2<sup>nd</sup> style - Cap with "Champion" in an oval on the top

3<sup>rd</sup> style - The familiar "Bow Tie" Champion cars (H – Pgs. 112 - 113)

1st style is on the earliest cars, 2nd & 3rd used on later 3.8 & 4.2 cars

**Note:** Beware of small current manufactured Champion caps or XJ6 type caps

All have rubber boot on wire over spark plug caps (J30 – Pg. 24) (J37 – Pg. 19)

## COIL

All - Lucas HA-12 - Lucas - silver finish - sticker on coil

**Note:** low-tension terminals marked CB & SW (J30 – Pg. 277 & J37 – Pg. 251)

**Note:** Although Jaguar repair manuals list the coils for 4.2 as a being marked + & - this was **NOT** the case in actual practice! We have traced coils with CB & SW with dates through October 1967. **NO** coils marked + & - have been observed with dates within the Series 1 production years!

**Note:** 3.8 **DID NOT** have rubber boot on high-tension coil wire, 4.2 **HAD** rubber boot on high-tension coil wire (J30 – Pg. 277 & J37 – Pg. 251)

## COIL BRACKET

Cadmium plated

## **STARTER MOTOR**

3.8 - Lucas A-M 45G Bendix type drive-remote solenoid (J30 – Pg. 277)

Cadmium-plated solenoid mounted on cadmium-plated bracket under heater box on round sub-frame tube

4.2 - Lucas J-M 45G pre-engaged-solenoid on top (J37 – Pg. 250)

Both starter motors are black with aluminum end frames

## **WIPER MOTOR**

3.8 - “D” shaped housing (J30 – Pg. 297) - dark gray hammertone with aluminum end plate

4.2 - Same as above (J37 – Pg. 267)

## **FAN MOTOR**

3.8 - “D” shaped housing (J30 – Pg. 297) same finish as above

4.2 - Same as above (J37 – Pg. 266)

## **FAN BLADE**

Single blade - silver finish

## **WIRING**

All wiring is loomed-black cloth with light blue tracer

## **LUCAR CONNECTORS**

Clear

**Note:** Black appears to be the predominate color on the early cars; 875009, 875130 & 875395 were black, while 875648 & 875717 were a mixture of black and clear

## **BATTERY AREA**

### **BATTERY**

One 12 volt (like voltage and configuration as original per JCNA rulebook)

### **HOLD DOWN CLAMP**

Black - retained by 2-“J” bolts, spring washers, and wing nuts - rubber pads under ends of hold down clamp

Plastic tray under battery (J30 – Pg. 299 & J37 – Pg. 269)

### **BATTERY CABLE ENDS**

"Helmet type" retained by a screw (J30 – Pg. 300 & J37 – Pg. 269)

## **BOOT AREA**

### **SIDE PANELS**

Beige - OTS only

### **MAT**

Beige - OTS only

### **FRONT PANEL**

Beige - OTS only

## **HINGES**

Body color OTS & FHC

**Note:** OTS boot hinges came in three different styles, chassis number point of change unknown (See HADDOCK Pgs. 76 -78)

## **SPARE TIRE & WHEEL**

Per JCNA rulebook

## **SPARE TIRE RETAINER**

Black "L" shaped handle with black plate

## **EXPOSED BODY PANELS**

Gloss body color

## **GAS TANK**

Black

## **LOCK ASSEMBLY & CATCH**

Cadmium plated

## **OWNERS MANUAL**

All-in vinyl pouch with lubrication chart

## **TOOLS 3.8 & 4.2**

## **TOOL ROLL (ALL)**

Cloth (J30 – Pg. 274 & J37 – Pg. 290)

**Note:** Photos show pre-production cars with MK II type toolboxes, but J30 lists only tool roll!

Adjustable spanner

Pliers

Tire pressure gage

Screwdriver (for points)

Feeler gauge

Extractor (valve core)

<b>877518</b>	<b>850548</b>
<b>886246</b>	<b>860660</b>
<b>(J30 – Pg. 274)</b>	

Screwdriver - straight up to:

<b>878937</b>	<b>850648</b>
<b>888139</b>	<b>861071</b>
<b>(J30-Pg.274 &amp; J37-Pg.290)</b>	

Screwdriver combination - straight & Phillips after above numbers

Box spanner for head nuts and plugs

Box spanner 7/16x1/2 SAE

Box spanner 9/16x5/8 SAE

Box spanner 3/4x7/8 SAE

Tommy bars, one long, one short for box spanner's  
 Open-end spanner 3/4x7/8 A.F.  
 Open-end spanner 9/16x5/8 A.F.  
 Open-end spanner 1/2x7/16 A.F.  
 Open-end spanner 11/32x3/8 A.F.  
 Grease gun (Tecalemit GC3020)  
 Valve timing gauge  
 Bleeder tube in round container  
 Hammer Copper & Rawhide  
 Fan Belt 3.8 only  
 Hand brake wrench to:

875332 850090 See foot note E  
 885015 860004  
 (SB K.36)  
 877518 850548  
 886246 860660  
 (J30 P.274)

Jack with separate handle - Shelly - screw type - gray - up to:

(J30 P.274 & J37 P.290)

Jack with integral handle - cantilever - gray after above numbers  
 Cloth container jack bag after above numbers

## EXTERIOR

### STARTING NUMBERS

3.8 **LHD** **RHD**  
 OTS 875001 850001  
 FHC 885001 860001

4.2 **LHD** **RHD**  
 OTS 1E10001 1E1001  
 FHC 1E30001 1E20001

**Note:** JDHT reports that, as many as several hundred of the first 4.2 cars did not have the "1E" prefix in front of the number.

### BONNET ALL

Small mouth & recessed motif bar

### OUTSIDE BONNET LOCKS

External up to:

<b>875385</b>	<b>850091</b>
<b>885020</b>	<b>860004</b>
<b>(J30-Pg. 171) (J30-Pg. 228)</b>	

### HEADLIGHTS

**Note:** There is a discrepancy between build records and Service Bulletins as to when the covered headlights were deleted. Both are quoted.

### Glass covers deleted at:

#### Build records:

LHD OTS: 1E 14535  
 LHD FHC: 1E 34120

### Spares Bulletin (P198 - Canada & USA only):

LHD OTS: 1E 14532  
LHD FHC: 1E 1E34113  
LHD 2+2: 1E 77010

**Except these Canada / USA LHD cars:**

OTS: 1E 14534, 14536, 14537, 14540-14544, 14559-14561, 14590-14592, 14595,14643, 14655, 14656  
FHC: 1E34114-34117, 34130, 34139, 34212  
2+2: 1E77019, 77026-77029, 77048, 77059 (JCNA AGM 1994)

**NON CANADA/USA CARS (SB P198)&(SB Q.143)**

1E.15889      1E.1864      1E.77645  
1E.34550      1E.21584      1E.50975

**HEADLIGHT RIM FIXING**

3.8 - Slotted screws Part No. BD 19013/3 & BD 22780/4 (J30 – Pg. 177)  
3.8 - Changed to Phillips Part No. BD 26675/4 from:

<b>881261</b>	<b>850843</b>
<b>890251</b>	<b>861557</b>
<b>(SB P.115)</b>	

4.2 -Phillips Part No. BD 26675/4 (J37 – Pg. 160)

**HEADLIGHT BUCKET COLORS**

Earliest cars - body color (Porter – Pg.185)  
All other covered headlight cars - the color varies from light to medium silver/gray with a slight metallic finish  
Open headlight cars - body color  
All covered headlight cars had a rubber seal around the front of the bucket (J30 – Pg. 177 & J37 – Pg. 160)

**PARKING LIGHT LENS**

3.8 All USA cars white/white (J30 – Pgs. 290-91)  
4.2 All USA cars white/white (J37 – Pg. 262)  
Lucas Catalog CCE906/68 – Pgs. 9 & 21

**BRAKE LIGHT LENS**

3.8 All USA cars red/red (J30 – Pgs. 292-93)  
4.2 All USA cars red/red (J37 – Pg. 263-64)  
Lucas Catalog CCE906/68 – Pgs. 9 & 22

**PARKING & BRAKE LENS SCREWS**

Slotted

**WELDED LOUVERS**

Earlier cars, at least through 876160 personal survey as of 3-2013

**FRONT LICENSE PLATE BRACKET**

J30 – Pg. 178 & J37 – Pg. 211 list the bracket and tilting assembly to be fitted where required, USA required front plates in many states, and implies that all cars to these countries were so equipped. From Dr. Haddock's and my own research we know that this was not the case and many, if not most, of the outside lock cars had no provisions for this assembly. (See footnote B)

## GLASS

Clear or light tinted ("Sundym") hatch window on FHCs either heated (option) or unheated (J30 – Pg. 321 & J37 – Pg. 294)

## WINDSHIELD TRIM

OTS wide trim at bottom with clip to side finisher changed to narrow trim with no clip at 875310 850088 (J30 – Pg. 184 & H – Pg. 48)

## RUBBER TRIM

Rubber trim between bumpers & body wraps around ends for a short distance

## MARKINGS

3.8 - Jaguar on boot lid (J30 – Pg. 259)

4.2 - E Type Jaguar 4.2 on boot lid or hatch (J37 – Pgs. 179 & 234)

## TIRES

3.8 - 640x15 Dunlop RS5 Bias Ply

4.2 - 640x15 Dunlop RS5 Bias Ply

**Note:** Dunlop SP41R became an option in the US from:

<b>1E11715</b>	<b>1E1408</b>
<b>1E32009</b>	<b>1E20972</b>
<b>(SB M15)</b>	

Because Jaguar Service Bulletin M.23 7-68 recommends only Dunlop SP41VR as a replacement tire for ALL E-Types, the delegates at the 1997 AGM voted that **ONLY** 640x15 or 185x15 size tires be considered authentic for Series One E-Types. Both of the above are 185x15 tires, have **NO PROFILE MARKING**, and were speed rated H, in the case of the SP41R. Several years ago the Dunlop SP41VR was down rated to an H rating to meet a change in the tire rating standards. This tire information is courtesy of Vintage Tyre in the UK. 185x15 tires must have a speed rating of at least H under the "equal or superior equipment" clause in the current rulebook.

## TOP

Canvas possible through the early 1967 model year - at this point in time there are no numbers available when the change to vinyl occurred. As a point of information, on 1E15336, still in possession of the original owner and with its original top, the material is vinyl - non-zip rear window - chrome strip at lower back retains 4-chrome clips for top cover - clips may not be present on earliest cars (H – Pg. 47) - slotted screws retaining chrome trim at bottom of top

## TOP COLORS

**Canvas** - Black, blue, fawn, French grey, gunmetal, sand (Memo from Jaguar Cars Inc. 11-64) courtesy of Karen Miller Jaguar Archives USA. This **MAY** or **MAY NOT** cover earlier cars or ALL later cars with a canvas top.

**Vinyl** - Black, Grey, fawn, dark blue - (Booklet - Hood material patterns for E-Type Two-seater Jaguar Cars LTD Coventry, England June, 1967 - courtesy of Mike Cook Jaguar Archives USA) This **MAY** or **MAY NOT** cover earlier cars with a vinyl top

## CHROME WHEELS

Curly hub changed to straight hub from:

<b>1E15487</b>	<b>1E1814</b>
<b>1E34339</b>	<b>1E21518</b>
<b>(SB M.20)</b>	



## **PAINTED WHEELS**

Curly hub changed to straight hub from:  
(Silver Gray)

<b>1E15753</b>	<b>1E1853</b>
<b>1E34458</b>	<b>1E21579</b>
<b>(SB M.20)</b>	

## **KNOCK OFFS**

Chrome two-ear (except for cars to Germany or Switzerland) (J30 – Pg. 90 & J37 – Pg. 83)

## **ACCESSORIES**

Front AMCO bars have traditionally been accepted under JCNA Rulebook – Pg. 14 (e) i.e. badge bars

**Note:** Although Jaguar offered wing mirrors (Part No. C 16114 & C 19909) as an option, period after market mirrors have been traditionally accepted

## **RADIO ANTENNA**

Must be from period - no standard on mounting position

## **INTERIOR**

### **DASH TOP**

Vinyl covered - as many as 1000 of the first cars had thinner dash tops (H – Pg. 56)

**Note:** The pattern change from dot to cross hatch on the dash, finisher panel, and prop shaft cover occurred at the same time on all pieces

### **HAZARD WARNING DEVICE**

Mounted under dash left of steering wheel from 1E.12025, 1E.32194  
1<sup>st</sup> version- open back

2<sup>nd</sup> version-cover on back from 1E.13805, 1E.33689, 1E.76922

### **INSTRUMENT PANEL**

3.8 - three variations:

1<sup>st</sup> - Aluminum covered with a dot pattern

2<sup>nd</sup> - Aluminum covered with a crosshatch pattern from:

<b>878302</b>	<b>850610</b>
<b>887132</b>	<b>860913</b>
<b>(J30-Pg. 188 &amp; 281)</b>	

3<sup>rd</sup> - Black vinyl covered from:

<b>879803</b>	<b>850752</b>
<b>888984</b>	<b>861230</b>
<b>(SB P.95)</b>	

4.2 - Same as 3<sup>rd</sup> variation above

### **FRONT FINISHER PANEL (RADIO)**

3.8 - four variations:

1<sup>st</sup> - Aluminum with dot pattern - vinyl covered sides - interior color

2<sup>nd</sup> - Same as above with cross hatch pattern from:

<b>878302</b>	<b>850610</b>
<b>887132</b>	<b>860913</b>
<b>(J30-Pg. 188 &amp; 281)</b>	

3<sup>rd</sup> - Changed from aluminum to interior colored leather from:

<b>879803</b>	<b>850752</b>
<b>889030</b>	<b>861254</b>
<b>(SB P.97)</b>	

4<sup>th</sup> - Same above with black-formed sides - rectangular ashtray from:

<b>880615</b>	<b>850786</b>
<b>889504</b>	<b>861384</b>
<b>(SB P.105)</b>	

4.2 - Same as 4<sup>th</sup> variation above

**Note:** At this point in time, 2009, we are not certain if the leather covering continued through out the entire S1 production.

### **ASH TRAY**

3.8 cars had three variations:

1<sup>st</sup> - Chrome plated oval ashtray with chrome plated oval surround

2<sup>nd</sup> - Chrome plated oval ash tray with chrome plated oval surround with wings at top from:

<b>879292</b>	<b>850696</b>
<b>888513</b>	<b>861150</b>
<b>(SB P.82)</b>	

3<sup>rd</sup> - Rectangular ash tray-chrome knob & surround from:

<b>880615</b>	<b>850786</b>
<b>889504</b>	<b>861384</b>
<b>(J37 Pg. 168 &amp; 220)</b>	

4.2 - Same as 3<sup>rd</sup> variation above

### **PROP SHAFT COVER**

3.8 - three variations:

1<sup>st</sup> - Aluminum top with dot pattern - vinyl covered sides match interior color

2<sup>nd</sup> - Aluminum top with cross hatch pattern - vinyl covered sides match interior color from:

<b>878302</b>	<b>850610</b>
<b>887132</b>	<b>860913</b>
<b>(J30-Pg. 188 &amp; 261)</b>	

3<sup>rd</sup> - Aluminum changed to leather and vinyl with cubby box and armrest - interior color from:

<b>879761</b>	<b>850737</b>
<b>888859</b>	<b>861216</b>
<b>(SB P.91)</b>	

4.2 - same as 3<sup>rd</sup> variation above

### **SHIFT BOOT**

3.8 - Leather secured with chrome trim and chrome rivets (J30 – Pgs. 189 & 240)

4.2 - Leather changed to rubber from:

<b>1E10360</b>	<b>1E1061</b>
<b>1E30350</b>	<b>1E20103</b>

(J37 Pg. 170 & 222)
---------------------

4.2 - Rubber changed to Ambla from:

1E13589	1E1686
1E33549	1E21442
(SB P.184)	

### GEARSHIFT KNOB

3.8 - Pear shaped black plastic with shift pattern: R 1 3  
2 4

4.2 - Round black plastic with shift pattern: 1 3  
R 2 4

### SUN VISORS

FHC - ALL (J30 – Pg. 240 & J37 – Pg. 217)

**Note:** Vanity mirror added on passenger side from:

1E31788	1E20939
(SB P.157)	

OTS - added from:

1E12688	1E 1490
(SB P.178)	

**Note:** The next four items changed at the same time on 4.2 FHC:

**Except on:** 1E 30404, 30406, 30410, 30412, 30415, 30422, 30423, 30432, 30437, 20118, and 20125 (SB – P.145)

### HINGE & LOCK COVERS

3.8 FHC - Moquette covered from:

888659	861179
(SB P.87)	

4.2 FHC - Changed to vinyl from:

1E30402	1E20117
(J37 PG. 237)	

### WHEEL ARCH COVERING

Changed from Moquette to Vinyl from above numbers (J37 – Pg. 244)

### POCKETS UNDER SIDE WINDOW

Flocked-Light tan/fawn colored -Deleted from above numbers (J37 – Pg. 232)

### TRUNK MAT

4.2 – FHC Changed from 1-piece to trimmed panels from above numbers (J37 – Pgs. 239 & 240)

3.8 - FHC Changed from 2-piece to 1-piece from:

888257	861093
(J30 Pg.263)	

### WHEEL ARCH COVERING:

3.8 - OTS & FHC - Moquette (J30 – Pgs. 203 & 267)

4.2 - OTS Moquette (J37 – Pg. 189) (See Footnote D)

FHC - See above

## **BULKHEAD - BEHIND SEAT**

3.8 - OTS Moquette from:

<b>877356</b>	<b>850527</b>
<b>(J30 Pg. 203)</b>	

3.8 - FHC Moquette - but not listed in J30

4.2 - OTS Moquette (J37 – Pg. 189) (See Footnote D)

4.2 - FHC Moquette (J37 – Pg. 244) (See Footnote D)

## **BOOT PROP**

FHC - 4.2 changed from 1-piece

<b>1E31413</b>	<b>1E20852</b>
<b>(J37-Pg. 236)</b>	

## **TOP FRAME**

3.8 & 4.2 - header with 3-bows (J30 – Pg. 217) (J37 – Pg. 194)

Header covering - “Bowdrill” cloth - light tan - header covered in 1-piece (H – Pg. 155)

A lead filled damping tube is sewed or glued into top to prevent "drumming"

Light tan cloth wrapping on top frame

Color of exposed top frame - light gray

2-light gray or gray/green (the latter being most common) leather straps on header to hold top when down fitted to a chrome bezel and a "lift the dot" stud (J30 – Pg. 211) (J37 – Pg. 185)

**Note:** Series 2 frames (header with 2-bows) will fit series 1 E-types

## **HEADLINER**

FHC - Gray or beige

**Note:** Green only on cars with green exterior (H – Pg. 63)

## **MIRRORS**

3.8 & 4.2 OTS - smooth back - mounted on chrome-plated rod (Part No. C.17757) (J30 – Pg. 298 & J37 – Pg. 268)

3.8 & 4.2 FHC - cross hatch back - chrome-plated mount to header

## **DOOR PANELS**

Vinyl - lower chrome piece is common to both OTS & FHC (Part No. BD20503) (J30 – Pgs. 197 & 250) (J37 – Pgs. 178 & 228)

3.8 - Chrome beading on upper front edge added from:

<b>880840</b>	<b>850809</b>
<b>889787</b>	<b>861446</b>
<b>(SB P.109 2nd issue)</b>	

4.2 - Chrome beading fitted on all cars (J37 – Pgs.177 & 227-228)

## **ARM RESTS**

3.8 - Gray plastic bottom with matching interior covered padded top - chrome beading separates two parts

3.8 - Added from:

<b>879496</b>	<b>850724</b>
<b>888698</b>	<b>861189</b>
<b>(SB P. 89 &amp; SB P.93)</b>	

**Except:** 879497, 879499, 879504, 879505, 879508, 879509, 879531, 879543, 879545, 879546, 879553, 879556, 879562, 850725, and 850727

4.2 - All (J37 – Pgs. 178 & 228)

**STEERING WHEEL**

16" polished aluminum - wood rim no rivets showing - on earliest cars the aluminum was exposed in the rim  
Chrome trim ring next to horn push (H – Pg. 145)

**INSTRUMENTS**

Smiths - **EXCEPT** Lucas ammeter

**ACCELERATOR PEDAL**

Bare metal - cadmium plated

**RADIO**

Per JCNA rulebook

**SPEAKER GRILLS** (should remain as supplied with car)

3.8 -

1<sup>st</sup> style Chrome ring around silver metal mesh grill - vinyl covered

2<sup>nd</sup> style - Silver mesh grill set into black vinyl covered formed panel from:

<b>880615</b>	<b>850786</b>
<b>889504</b>	<b>861384</b>
<b>(SB P.105)</b>	

4.2 - same as 2<sup>nd</sup> style above

**SEATS**

3.8 - leather-bucket shaped - Moquette back

**Note:** Different shaped seats were used in the OTS & FHC. FHC Seats are rather flat at the top while OTS seats are pointier (H – Pg. 64) (J30 – Pgs. 189 & 244)

4.2 - Leather with 6 pleats - Moquette or vinyl on back - change point chassis number unknown - Moquette at least through 1E33453 (September 13, 1966)

Seat adjuster handle - exposed end:

3.8 - cadmium plated

4.2 - small rubber sleeve

**CARPET**

Plush - vinyl insert sewn into center

Transmission cover - same with 1/4 circle padded vinyl insert by accelerator pedal

**CARPET HOLD DOWN STUDS**

3.8 - 2-plastic studs at front, 2 at back at:

<b>880412</b>	<b>850772</b>
<b>889347</b>	<b>861325</b>
<b>(SB P.100)</b>	

4.2 - 2-plastic studs at front, 2 at back (J37 – Pgs. 187 & 242)

**WHEEL WELLS**

Added from:

876382	850358
885504	860176
(J30 Pg. 165 & 222)	

SB P.51 (2nd issue) lists the following numbers:

876582	850358
885504	860176
(SB P.51)	

**Note:** The difference in LHD OTS (highlighted) - this probably correct

### **Most Common Problems on Series 1 E-types:**

#### **Engine Compartment - starting at the front**

Bonnet linkage - wrong finish - all

Felt over radiator screen missing - all

Wrong color on screen - all

Finish on fan & wiper motors - all

Hose clamps - all

Sub-frame bolts make - all

Wrong radiator - 3.8

Wrong header tank - 3.8

Wrong header tank hose -3.8

Rubber boots on distributor high tension leads - 3.8's - missing or not called for on earlier cars

Rubber boots missing on plug cables at spark plug caps - all

Wrong coil - marked + & - instead of CB & SW - all

Coil - rubber boot on high-tension lead on 3.8 - lack of on 4.2

Wrong spark plug caps - all

Blanking plates on bulkhead painted - all

Battery lead end - wrong - all

Lack of spring washer under battery hold down clamps - all

#### **Exterior**

Wrong screws in headlight cover trim - all

License plate bracket missing - all

Turn signal lens wrong color - all

#### **Interior**

Radio & speakers wrong - all

Gearshift knob - all

Shot tube missing on top of OTS – all

### **FOOTNOTES**

#### **Footnote A:**

Although the original Jaguar production line photos such as Porter pages 163, 167, 249, 379 all show unpainted subframe bolts, from surviving original cars we know that some were painted.

#### **Footnote B:**

J30 – Pgs. 178-179 & 234 and J37 – Pgs. 160-161 & 211-212 list a tilting front license plate assembly for countries where required, and a rubber plug (BD.20989) to plug the redundant hole in the lower panel when the

bracket assembly was not necessary. Mounting the bracket assembly required drilling two holes in the bonnet. Neither J30 nor J37 lists a plug for these holes in countries where a front license plate was not required. Based on the above and other historical information it has been concluded that **ALL** cars were delivered to the USA with the **COMPLETE BRACKET** and **TILTING** assembly to be dealer installed.

**USA delivered cars must be presented for judging as follows:**

With complete bracket assembly including tilt rod installed and functional.

With rubber plug installed in lower hole, without holes in bonnet for bracket pivot but with complete bracket assembly, tilt rod and all installation hardware presented, uninstalled, as delivered with the car.

**Footnote C**

We know that the earliest E-Types had a pumpkin colored cylinder head but there are no records available of when the color was changed to gold. From Dr. Haddock's research we know that all cylinders heads at least through engine number R-2447-9 were pumpkin colored. This is the highest number confirmed pumpkin colored head at this date, March, 2002, although it is possible the pumpkin color heads ran as much as 50 numbers higher. Since the above was written we have traced the pumpkin colored heads to R-2518-9.

**Footnote D**

At some point the seat backs OTS & FHC, rear bulkhead OTS & FHC and wheel arch covers on the OTS were changed from Moquette to a vinyl type material and at this point in time no VIN numbers are available.

**Footnote E**

When Jaguar went to the self adjusting handbrake they neglected to remove the handbrake adjusting tool from the parts catalogue. As this tool became redundant at the listed numbers JCNA does not require it to be part of the tool kit for Concours judging.

**FINAL THOUGHTS**

The above information concerning changes in components, with several exceptions, is taken from "Official Jaguar Publications" as the JCNA Concours Rule Book specifies. The problem is that the J30 A.L.1. Parts Book was published in June 1963 and the J37 parts book in November of 1965. For changes after these dates on 3.8 and 4.2 cars we must rely on service/spares bulletins, which are not readily available in this country. To complicate matters, if a changed part would interchange with the old a new part number was not issued. If a new part number was issued, no description of the change is listed in the parts book.

Phillip Porter's excellent book, "*Jaguar E-Type The Definitive History*", has a wealth of changes listed by engine or VIN numbers, but unfortunately no sources are given. I was able to contact Mr. Porter and asked him if these numbers were from service/spares bulletins and he said many were but he was so busy that he would be unable to be of any help at this time.

In several cases when we know that a change took place but cannot track it through J30 or J37, I have gone to Dr. Thomas Haddock's book, "*Jaguar E-Type Six-Cylinder Restoration & Originality Guide*" for assistance. Dr. Haddock has been tracking E-Types for over 25 years and has talked to the owners and taken pictures of numerous ORIGINAL cars. As an example, we know that the earliest E-Types had a pumpkin colored cylinder head but there are no records available of when the color was changed to gold. From Dr Haddock's research we know that all cylinders heads at least through engine number R-2447-9 were pumpkin colored. This is the highest number confirmed pumpkin colored head at this date, March, 2002, although it is possible the pumpkin color heads ran as much as 50 numbers higher. Note: As of 5-2013 the pumpkin colored head was tracked as far as R-2518-9

Component colors presented a problem as there are VERY few unmolested cars available for inspection. I have relied on two highly respected Jaguar only restorers, who have been in the business for over 20-years each, plus my own research, for help in this area. Because the newest of these cars are now 35-years old and time and

weather effects color. I have not gone into the exact shades of color on components. JCNA has always specified "reasonably close" on exterior color so I would assume these would also hold true on engine components.

"AS INTENDED TO LEAVE THE FACTORY" is the basic rule concerning authenticity. If the great majority, 97-98%, of the cars were configured the SAME way, then I would think it would be safe to say, "this was the way they were intended to leave the factory"! Ever since I've been judging these cars, I've had entrants say, "how do you know they didn't run out of ???, and use whatever was handy"? And the reply would be, "that's possible, but it's up to you to prove it".

This is the first attempt at a guide in a format that a judge could carry for reference during the 15 minutes he/she is allotted for judging. In an attempt to be "user friendly", this guide follows the judging sheets in most cases, where not practical to do so, I have grouped components that are in the same area together. Because of the multitude of changes, especially in the engine area, if the judge is not TOTALLY familiar with these cars, I'm afraid nothing we can develop will be of much help with a 15-minute time limit. I would hope that this attempt will give other concerned individuals the ambition to develop judging guides for the many other classes of cars. Obviously, once the supply of original cars has "dried up" the job will become much harder!

Your comments, suggestions, disagreements, etc., are always welcome but to keep from jamming up the web site, I would prefer to be contacted directly by e-mail. Several areas are not yet settled.

I should mention that I've been using an earlier version of this guide for the past 10 years to judge at 25-35 Concours, and found it to be very useful.

I would like to thank the following people whose input is reflected in this guide, Charlie Morgan, Gregg Weldy, Garry Allen, Pat Walsh, Dennis Clack, Matt Nold, Alan Weidie, Patrick McLoad, Mike Mueller, Gary Kakuska, Robert Reid, Stew Cleave, Ian Furness, Karen Miller, Mike Cook, Kurt Rappold, Tom Haddock and last but certainly not least, Reggie Ray, George Camp, James Caro and Jim Kakuska!

***About the author*** - Bob Stevenson is the Head Judge for the Jaguar Affiliate Group of Michigan and has considerable experience in judging at JCNA sanctioned Concours.

This is the 6<sup>th</sup> revised version of the guide after the 2003 AGM approval. Please send comments to Bob Stevenson by email at [bobanddarl@comcast.net](mailto:bobanddarl@comcast.net)

This guide is copyrighted 2003 JCNA, copy privileges are extended to JCNA members carrying a current membership card.