

---

# JCNA Series 2 E-Type Judges' Guide

For Cars Imported to the North American Market

Accepted at the 46<sup>th</sup> Annual AGM March 11-14, 2004

On the Queen Mary in Long Beach Harbor, California

Updated December, 2004 updates in blue

Updated December, 2005 updates in green

Updated April, 2006 updates in orange

By Stew Cleave, Chief Judge - Jaguar Owners Club of Oregon

Copyrighted 2005 JCNA, copy privileges extended to JCNA members carrying a current membership card.

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.

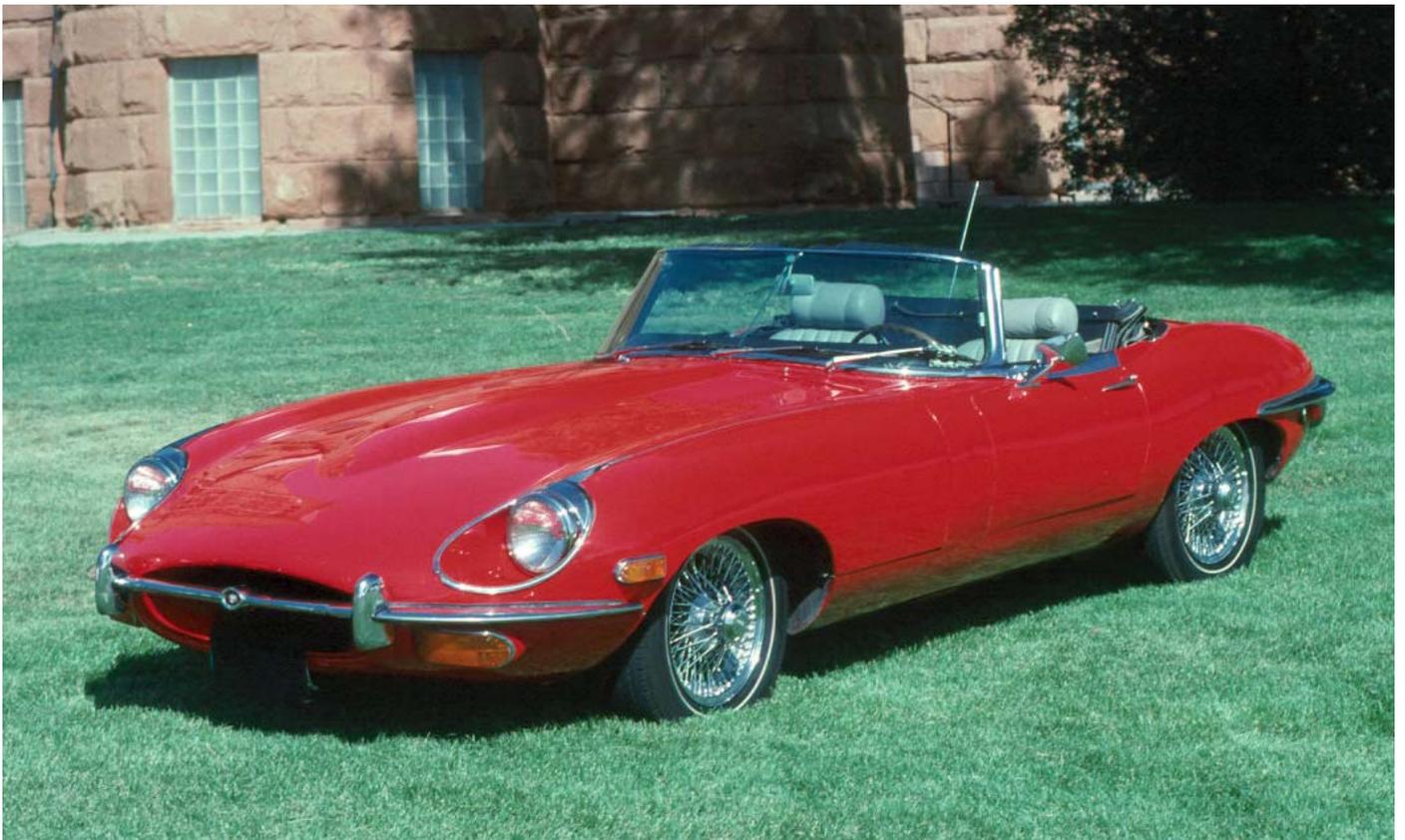


Photo from *Jaguar, The Classic Marque*, by Steve Kennedy, used by permission

---

## Series 2 E-Type Judges Guide

**1st Update: December, 2004 updates in blue**  
**2nd Update: December, 2005 updates in green**  
**3rd Update: April, 2006 updates in orange**

[Comments always welcome - see last page](#)

The following information is intended as a reference to help the knowledgeable Series 2 E-Type judge determine what is correct on a given car. This guide follows the layout of the JCNA score sheet as close as possible. Series 2 Chassis Numbers:

<u>LHD</u>		<u>RHD</u>	
OTS	1R 7001 - 2R14853	OTS	1R 1001 - 1R1775
FHC	1R25001 - 2R28785	FHC	1R20001 - 1R21070
2+2	1R40001 - 1R44286	2+2	1R35001 - 1R36040

*From Jaguar, the Classic Marque by Steve Kennedy, Pages 157 & 158*

### REFERENCES:

- (A) DR. TOM HADDOCK - "JAGUAR E-TYPE 6 CYLINDER RESTORATION & ORIGINALITY GUIDE" AND "JAGUAR E-TYPE 6 & 12 CYLINDER RESTORATION GUIDE" (PAGE # IN PARENTHESIS)
- (B) PHILLIP PORTER - "ORIGINAL JAGUAR E-TYPE"
- (C) JAGUAR CARS LIMITED - SPARE PARTS CATALOGUE for JAGUAR E-TYPE SERIES 2 (IPL 5/2)
- (D) LUCAS / GIRLING EQUIPMENT AND SERVICE PARTS CCE906/68
- (E) LUCAS / GIRLING EQUIPMENT AND SERVICE PARTS CCE906/69
- (F) LUCAS / GIRLING EQUIPMENT CONFIRMED SPECIFICATIONS & SERVICE PARTS LSS/025/71
- (G) JCNA - "JAGUAR E-TYPE SERIES 2", 39<sup>TH</sup> AGM, SAN ANTONIO, TEXAS, MARCH 21-23, 1997
- (H) PHILLIP PORTER - "JAGUAR E-TYPE THE DEFINITIVE HISTORY"
- (I) JAGUAR DAIMLER HERITAGE TRUST COMPACT DISC (CD) IPL - NO DATE
- (J) LUCAS / GIRLING EQUIPMENT CONFIRMED SPECIFICATIONS & SERVICE PARTS CCE906/70

NOTE: **IPL** stands for "Interim Parts List"

NOTE: When starting this guide I was unaware of Dr. Haddock's second and most recent book, which includes the 12 cylinder Series 3 models. Instead of relettering all the references, I simply placed parenthesis around the referenced page numbers from Dr. Haddock's second work.

**BIBLIOGRAPHY:** Found on last page

### **SERIES 2 E - TYPES STUDIED BY THE AUTHOR DURING THE WRITING OF THIS GUIDE:**

See the following page for an explanation of the variations cited below.

- 1R40107BW 2+2 Built 10/08/68 a/c - vertical (Variation 1) owned by author since 1987 (Heritage Certificate)
- 1R40979BW 2+2 a/c - vertical (Variation 2) (Kornahrens)
- 1R43104BW 2+2 Build Plate 11/69 p/s, a/c - horizontal (Variation 3)
- 1R26036 FHC (Variation 2) (Stearns)
- 1R9646 OTS (Variation 2) (Bruce & Kerri Harding)

While the following information is believed correct, JCNA, the parties quoted, or myself cannot be held responsible for errors. The final responsibility of presenting a correct car for judging lies solely with the entrant. The right to modify, change, and update this guide as new information becomes available is reserved.

IPL 5/2 infers that Variation 1 exists in OTS form, but initially some doubted its existence. Bob Stevenson has confirmed the existence of Variation 1 in OTS form, having judged one during past years and then having seen it again since my request for information. Others have sent me pictures of their OTS's in this form. Cliff Burk currently owns 1R8124 with engine 7R1927-9 as confirmed by a Heritage Certificate.

Stew Cleave - Chief Judge - Jaguar Owners Club of Oregon (JOCO)

Updated April, 2006

Series 2 E-Type Judge's Guide - 1

## ENGINE

### VARIATIONS 1, 2 & 3:

There are 3 major variations found in Series 2 E- types, all found within the engine compartment and all dealing with federal emission regulations. Variation 1 was a hold over from the Series 1-1/2. The common parts that changed on each variation were the cam covers and IPL 5/2 [reference C, page 10](#), lists 2 variations as follows:

C.28890 Cover, Inlet Camshaft	Up to Engine Nos. / 7R2082 and 7R35462	Variation 1 - beveled at rear
C.28889 Cover, Exhaust Camshaft	Up to Engine Nos. / 7R2082 and 7R35462	Variation 1 - beveled at rear
C.30820 Cover, Inlet Camshaft	From Engine Nos. / 7R2083 and 7R35463	Variation 2 - not beveled
C.30825 Cover, Exhaust Camshaft	From Engine Nos. / 7R2083 and 7R35463	Variation 2 - not beveled

Incredibly, IPL 5/2 is silent on the cam covers (and other parts) for Variation 3. Fortunately, [reference G](#) lists the following cam covers for Variation 3:

C.32960 Cover, Inlet Camshaft	From Engine Nos. / 7R8768 and 7R38895	Variation 3 - beveled at center
C.32961 Cover, Exhaust Camshaft	From Engine Nos. / 7R8768 and 7R38895	Variation 3 - beveled at center

Reference G also lists the following dates of change:

Variation 2: 10/31/68  
Variation 3: 11/11/69

The 3 variations can be quickly identified as follows:

Variation 1: The mixture travels (crossovers) over the rear of the engine by means of a polished cast aluminum duct connected to a polished aluminum heat transfer device mounted to the rear exhaust manifold that is unique to this variation.

Variation 2: No crossovers.

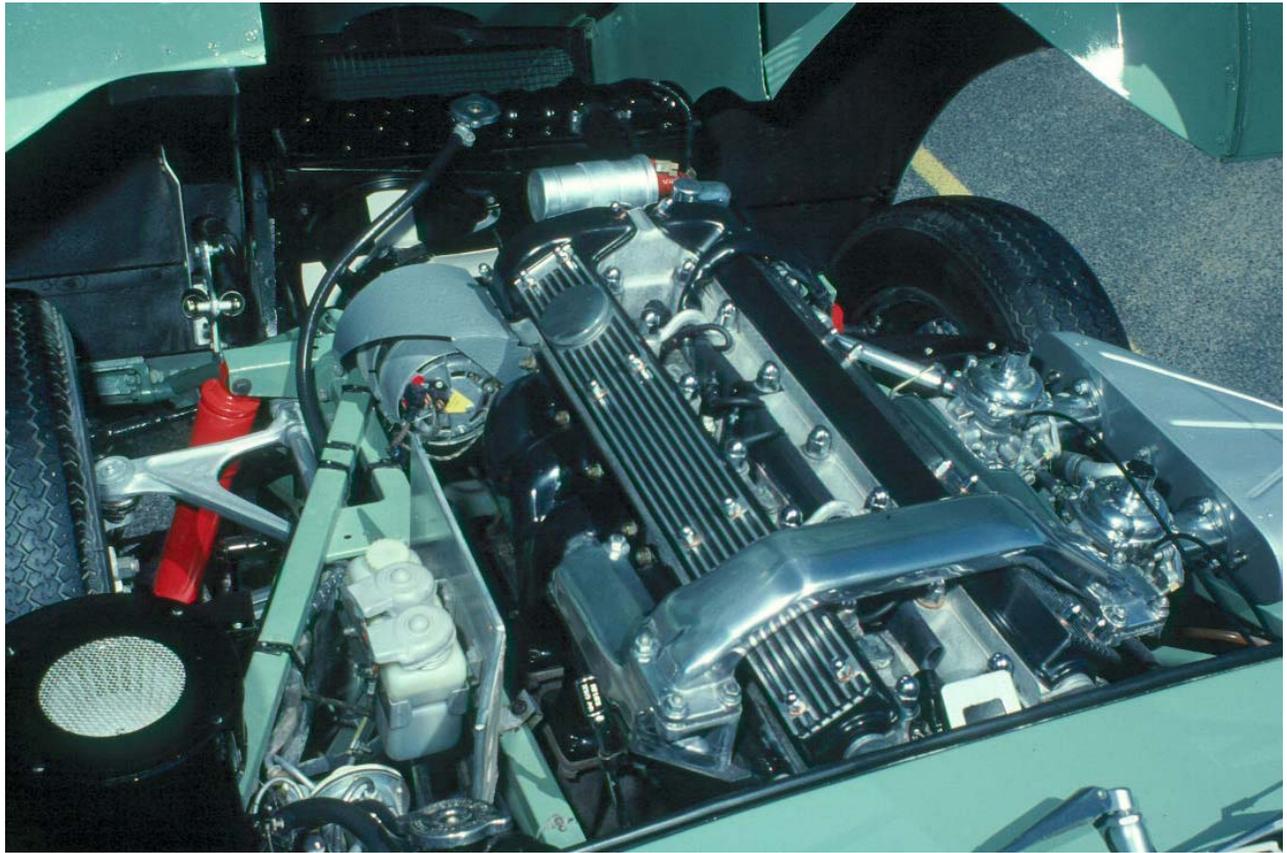
Variation 3: Heated air travels (crossovers) over the center of the engine by means of a black painted sheet metal duct, connected to a stainless steel shroud mounted over the exhaust manifolds designed to direct heated air into the sheet metal duct. [See references A, pages 194 \(188\)](#)

### POLISHED PARTS:

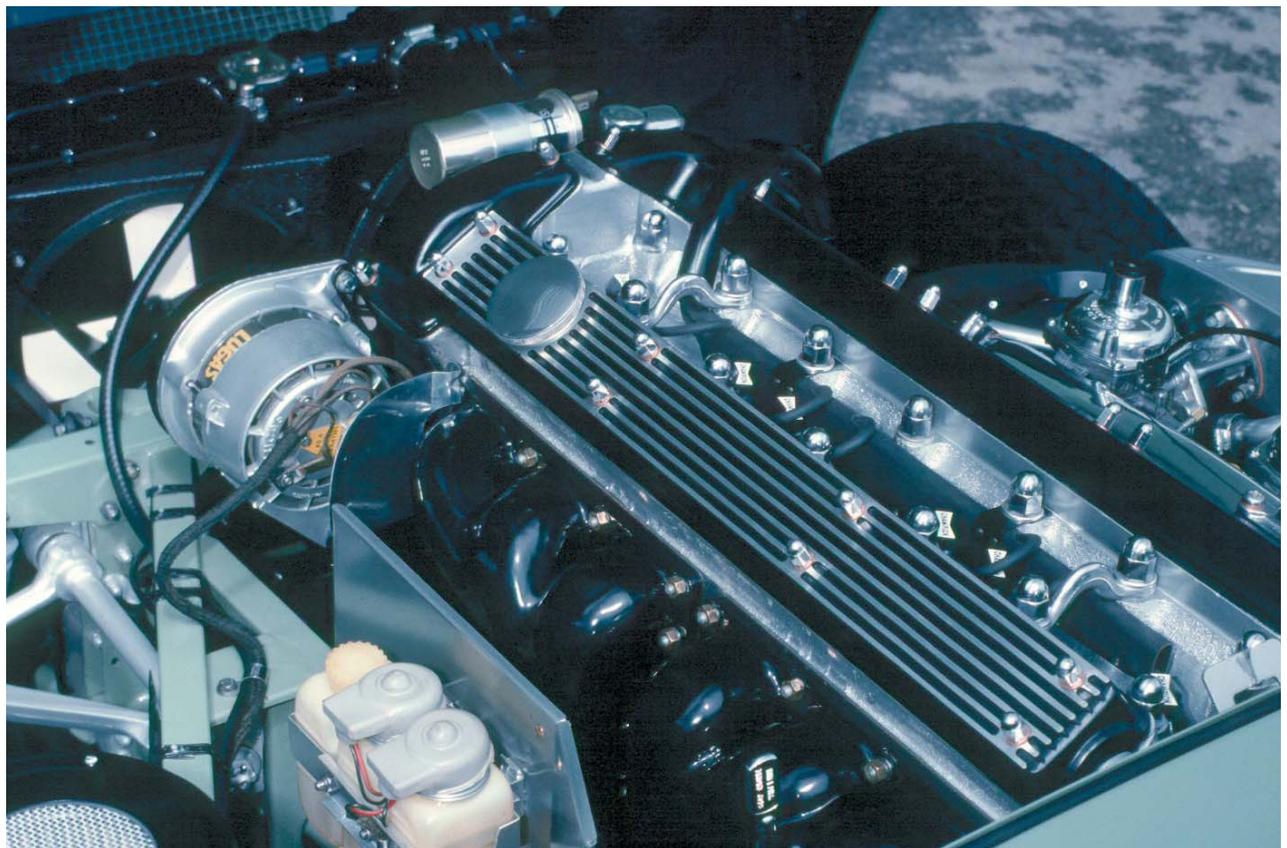
Custom polished parts are of a much higher quality than anything Jaguar produced, and with this in mind, DO NOT DEDUCT for casting imperfections (they look like pitting) or lack of a "mirror finish" on the mixture crossover (Variation 1), intake manifold, water manifold, thermostat housing, breather housing, etc.

### RESTORING PLATED PARTS:

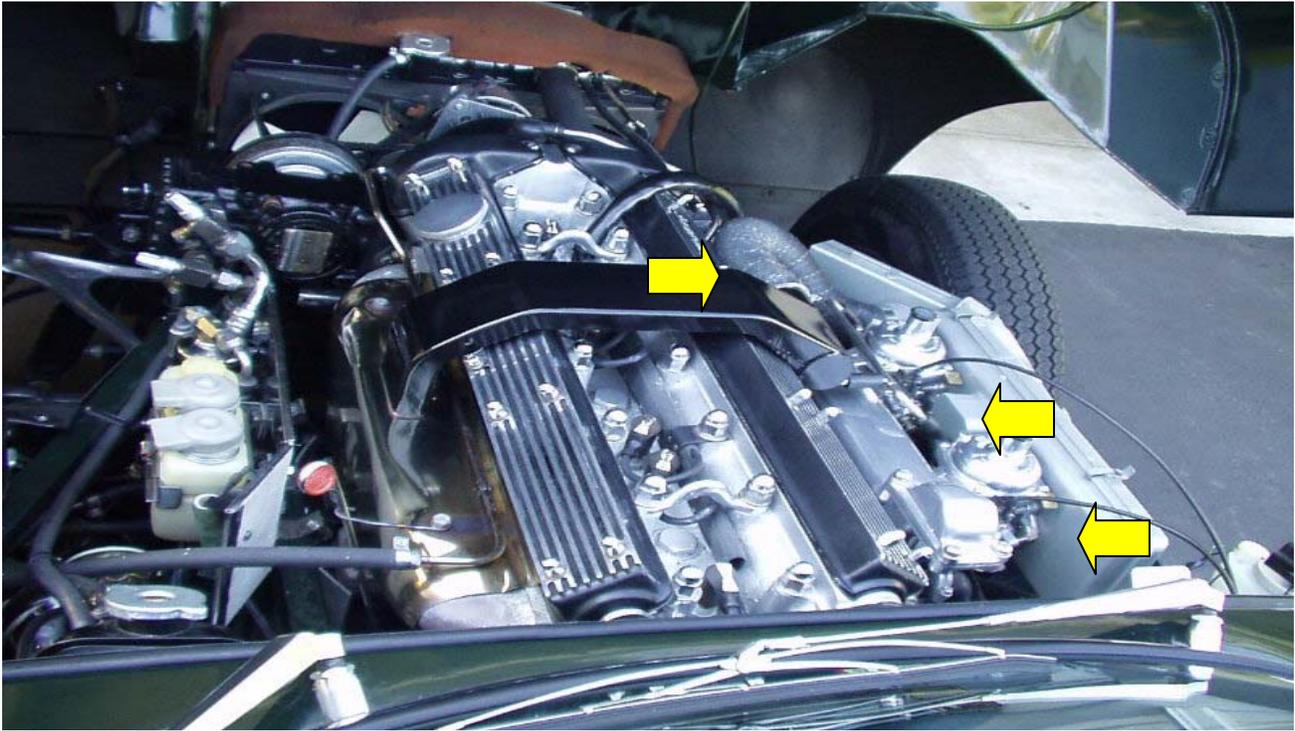
Cadmium, a heavy metal, is no longer widely used for plating due to EPA regulations. Zinc plating has widely replaced cadmium plating and distinguishing the difference between the two (zinc has a bluish tint) is beyond the ability of most JCNA judges. Also, when zinc is not available locally, chrome plating bead blasted parts will produce results that are close to cadmium plating. Recently, spray paints (rattle cans) have become available that simulate plating (at a much reduced cost), and many items have been observed to have been painted rather than plated. JCNA judges should train themselves to distinguish between faux plating (painting) and plating, and take the appropriate deduction. Wrong is wrong, but there are misdemeanors (zinc in lieu of cadmium) and felonies (paint in lieu of plating). Many variation 3 plated parts have been reported to have traces of a gold tint, this is a yellow chromate conversion coating over the cadmium plating, a process that came into vogue in the early 70's to prevent white oxidation. Some earlier plated parts may have received this treatment. The coating does not last, disappears with time, and is easily polished off with little effort. It is not a bright finish.



**Engine Variation 1** photo from *Jaguar, The Classic Marque* by Steve Kennedy, used by permission



**Engine Variation 2** photo from *Jaguar, The Classic Marque* by Steve Kennedy, used by permission



**Engine Variation 3** photo of Alan Thompson's 2003 JCNA D3 Champion, by Alan Thompson

Note: The black paper covered corrugated flexible aluminum air duct also came in bare aluminum per Richard Liggitt, who reports purchasing a replacement years ago that, to his surprise, came that way. However, the Rule Book says, "Replacement parts, regardless of manufacture, are acceptable only if they meet the exact specifications of the original item or material." Note the brass ID tags under the rear outside carburetor dashpot screw heads - these are non-authentic on Series 2 E-types, the ID numbers were stamped on the bottom flange of each carburetor.

### **UNDER SIDE OF BONNET, BALANCE LINKS, SUBFRAMES, ETC.**

#### *WHEEL WELLS AND SUSPENSION NOT JUDGED PER JCNA RULEBOOK*

#### **BONNET:**

Gloss body color with silver cadmium plated balance links, safety catch & latches.

Note: Balance links were eliminated about June 1969 and replaced with an operating strut (gas filled) part No. BD.36893 (reference C, page B18) from chassis Nos. 1R1188, 1R9570, 1R20270, 1R26387, 1R35353, 1R42118 and also chassis No. 40940. Strut is mounted on left side of picture frame with semi gloss black "U" bracket (some original owners report semi gloss black others cadmium - further confirmation requested to determine if early cars came one way and later cars came another). Cylinder extends forward and attaches to bonnet bulkhead. This attachment point is present on some cars with balance links - no deduction. Cadmium plated safety catch mounted in center except 2+2s, where it is offset to right. See references A, pages 158 (154) for pictures - reference B, page 74 for date of change

#### **BOLTS: ALL**

Predominantly "GKN" early, or "FCF" later, plated silver cadmium - an occasional odd size or function will result in a bolt made by "BEES", "CRANES", "ROS", or "ROT" - Original owners of two unrestored cars report plated bolts connecting subframe to fire wall and picture frame - no original owners have reported painted bolts at these locations to date. Yellow chromate conversion coatings have been reported on variation 3 cars by Denis Donohue. Original owners of late Variation 3 cars report painted bonnet lock brackets (BD.19905/6) (except rubber buffer) and firewall mounted locating brackets (BD.19917) including bolts.

Updated April, 2006

Series 2 E-Type Judge's Guide - 4

#### DEBRIS SCREEN, FRAME, AND HARDWARE:

Plasti-kote® Light Machine Gray - secured to bonnet with silver cadmium plated Phillips head screws with oval (some observed to be round) washers - has felt strip at top - almost always missing

#### BALANCE LINK & SPRINGS:

Cadmium plated - springs gloss black, retained by brass washers and steel cotter pins.

#### FRONT SUBFRAME (Bonnet Pivot / Radiator Sub Frame):

Gloss body color

#### HEATER BOX INLET: (request for further confirmation deleted)

Black crinkle paint with foam rubber gasket - secured to bonnet with cadmium plated oval washers and “GKN” bolts – except round washer on upper left hand corner. Denis Donohue and Richard Liggitt report the bolts and washers painted **crinkle** black on variation 3 cars.

#### DECALS:

Emissions decal on right side of under bonnet (opposite side of heater box inlet) reads VEHICLE EMISSIONS....” each decal references the model year **See references A, pages 171 (166) for picture**

#### SUB FRAMES:

Gloss body color

#### BONNET PIVOTS: (December 2005) (item is in the wheel well and therefore not judged)

Cast aluminum per Chuck Diamond. Art Maggio reports body color **(further confirmation requested from original owners)**.

#### SUB FRAME BOLTS:

Plated silver cadmium “GKN” with silver cadmium plated nylock nuts

#### DUCT OR DEFLECTOR SHEILD: (Between radiator and front sub frame) (Part No. C.18282)

Semi gloss black

#### MUD SHIELDS:

Semi gloss black - Right: Part No. BD.20664, Left: Part No. BD.28723 - often undercoated on wheel side - each piece attaches to the body which, of course, is painted body color - rubber seals listed below attach to these

#### MUD SHEILD SEALING RUBBER: (earlier reports of black pop rivets have been unconfirmed)

Retained by metal strips painted **semi** gloss black secured with pop rivets. R.H. side rubber is continuous. L.H. side metal strips are discontinuous - rubber is continuous. Seals on L.H. bonnet wheel well are on wheel side.

### **FIREWALL AREA**

#### FIREWALL:

Gloss body color

#### STEERING SHAFT HOUSING:

Cast aluminum - not polished

#### BRAKE/CLUTCH PEDAL HOUSING:

Cast aluminum - not polished

Brake master cylinders have natural cast iron finish with a metal band on brake cylinder indicating date, etc. - reaction valve at the front of the brake master cylinder is cadmium plated with a white plastic front. Clutch master cylinders have natural aluminum finish with reddish or orange plastic band indicating date, etc.

#### EXPANSION TANK:

Painted semi-gloss black

#### EXPANSION TANK PRESSURE CAP:

7 lbs. - 13lbs. with a/c [See reference C, page 95](#)

#### STEERING SHAFT:

Painted semi-gloss black - telescopic type with nylon shear pins

#### STEERING RACK:

Black rack tube with cast aluminum pinion housing

#### RACK BELLOWS:

Retained to rack and tie rods with clips (1 - C.2905/4 & 2 - C.2905/2) except tie wire (C.15211) used at pinion housing [See reference C, page 90](#)

#### BRAKE BOOSTER:

Cadmium plated - gold tint indicates a latter replacement part per George Camp. Denis Donohue, who has rebuilt a number of these units, reports yellow cadmium on the interior of all cars he has inspected and states the yellow (conversion coating) wears off the exterior with time.

#### BRAKE AND CLUTCH BOTTLES:

Zinc (galvanized) plated shield mounted to sub frame holding asbestos insulation on manifold side. White plastic bottles mounted to shield with cadmium-plated bracket. Brake bottles have gray rubber caps cantilevered over wires. Electrical connection concealed beneath cap. No wires on clutch bottle [See references A, pages 184 \(178\) for picture.](#)

Note: Brushed aluminum after market shields have been observed and are incorrect

Note: Air conditioned cars have pastel green ceramic resistor on semi-gloss black bracket with black oxide clips and semi gloss black dryer and bracket mounted to shield.

Note: Variation 3 - The dryer is sometimes mounted on the RH side where the air filter canister would have been on Variations 1 & 2 [See references A, pages 183 \(177\) for picture](#) The heat shield is a thin (weak) single silver coated formed asbestos panel like the lower heat shield described later.

Note: Cars equipped with power steering have a semi-gloss black PSF reservoir mounted to the shield; if also equipped with air conditioning the pastel green ceramic resistor is mounted on top of the left sub frame [See references A, pages 186 \(181\) for picture](#)

Note: Decal centered above heater box reads, "Warning brake system is filled with Girling Crimson Brake Fluid" - [See references A, pages 168 \(164\) for picture](#)

#### HOSES FROM BOTTLES:

Black with yellow stripe one side, brown strip opposite side - secured with clamps other than Cheney - clamp is shown near check valve on the Fuel Tee picture on page 12 of this guide in the lower left. Later clamps have chromate conversion coating according to Denis Donohue.

#### VACUUM HOSE: (Updated December 2005)

[Black rubber](#) with braided herringbone pattern - secured at each end with special clamps as described above

[Updated April, 2006](#)

## VACUUM TANK:

Semi-gloss black

## VACUUM LINE ROUTING: (earlier reports of black pop rivets have been unconfirmed)

From vacuum tank to RH firewall by hose to black connector pipe secured to firewall with “D” shaped washers painted semi gloss black with pop rivets - the pipe runs behind firewall to LH where it penetrates the firewall again (secured again by a “D” shaped washer with pop rivets) and is connected to a hose that runs to the brake cylinder.

## CADMIUM PLATED PARTS ON FIREWALL:

Throttle linkage and mounts, bonnet locks & guides, 3 rectangular closure plates for RHD penetrations.

Note: The heater valve mounting block is aluminum - the heater valve body is pot metal

Note: George Camp reports that if a car was ordered, the 3 rectangular closure plates were painted gloss body color, as the specification of the car (i.e. LHD and color) were known

## WINDSHIELD WASHER BOTTLE: (earlier reports of black elastic have been unconfirmed)

Translucent white plastic bottle (like plastic milk bottles) with beige rubber covered canvas strap secured to bracket painted semi-gloss black. Bottle has large gray plastic screw-off cap (to access impeller and shaft) with motor mounted in center and small translucent plastic filler cap with retaining ring located off center - Lucas Model 5SJ, Part No. 54071451 & 54071625 - difference in nozzles See reference E, page 30 References D and F list only Part No. 54071451

Note: IPL 5/2 lists two windscreen washer assemblies on page C19:

C.25438 – OTS & FHC – mounted on firewall

C.31049 – 2+2 – mounted behind air filter canister

## WINDSHIELD WASHER MOTOR:

Black Bakelite (fades to brown) cover mounted on top of the larger plastic washer bottle cap

## HEATER BOX:

Gloss black with pop riveted tag reading "CAUTION NEGATIVE EARTH...." Tag discontinued in late '69 per Chuck Diamond - Cliff Burk reports that 60-80 % gloss is the consensus and has seen 90-100%, gloss - many may consider 90-100% to be over restored, but currently there is no penalty for over restored.

## HEATER HOSE ROUTING:

Similar to vacuum hose routing above, using 2 concealed pipes behind the firewall and the semi gloss black “D” shaped washers secured by pop rivets, but using Cheney Hose Clamps.

## HEATER BOX SCREEN:

Cadmium plated

## HEATER FAN:

White plastic (nylon or polyethylene) with straight tapered blades – yellows with age

## HEATER FAN MOTOR:

Black with “Smiths” decal and small green resistor pop riveted to bottom of heater box to provide two speeds

## HEATER HOSES:

Black with raised white rubber stripe

Updated April, 2006

## RADIATOR AREA

### RADIATOR:

Semi-gloss black with tan polyurethane pad on top - pad Part No. BD.31996 [See reference C, page 94](#)

Note: Pads are a service item to be replaced periodically per letter from George Camp. Gray pads have been observed and are wrong

### FAN SHROUD:

Crinkle black

### FAN MOTORS:

Rectangular bodies painted gray hammer tone - end frames unfinished pot metal (Hammerite® Gray #9764)

### FAN MOTOR PLASTIC SHEILDS: (almost always missing)

Black plastic (textured on top smooth on bottom) mounted above motor to protect electrical connection. *Part No. C28144 (LH) and C28193 (RH) per Jaguar Advance Information for 1968 Jaguar 4.2 'E' Interim Parts List dated March, 1968 with amendment sheets (11 total) signed by A.H. Payne, Manager - Spares Division, Jaguar Cars LTD., Page 33 (electrical section).* [Via e-mail from George Camp](#)



Right Hand Fan Motor Plastic Shield

(December 2005) In the book, *Jaguar E-type Gold Portfolio 1961-1971*, compiled by R. M. Clarke, and published by Brooklands Books, there are several photos of the shields with the narrow side pointing up; see pages 137, 153, & 156. As these photos are of relatively new and unmolested cars, IMHO, these photos have settled this issue; narrow side should be installed up

### FAN BLADES:

Plastic - white.

### WATER HOSE CLAMPS:

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

## **BLOCK, HEAD, AND CARBURETORS**

### ENGINE NUMBERS:

Above oil filter housing - changed July 16, 1969 to engine flange for transmission bell housing on left side of engine adjacent dip oil stick from Engine Nos. 7R6306 & 7R38106 [See reference G, page 12](#)

### BLOCK COLOR:

Black

### CYLINDER HEAD COLOR:

Natural aluminum

### CYLINDER HEAD NUTS AND WASHERS:

Chrome acorn nuts, with two types of round cadmium washers - thin with bevel & thick without on same head,

Note: Denis Donohue reports chromate conversion coating on the thin washers (used for the lifting brackets and spark plug wire tubes) on variation 3 cars

### LIFTING BRACKETS:

Forged aluminum inverted "U" shape - slightly polished

### OIL FILTER ELEMENT CANISTER:

Light green hammer tone, (Mid Green #41175 is very close but slightly darker according to Chuck Diamond) some report blue-green hammertone, which is no longer available. George Camp primes then paints blue and then sprays with green hammertone until it looks right. Chuck Diamond reports his is green hammer tone.



OIL FILTER CANISTER courtesy Daniel Thompson

Note: [Reference C, page 7](#) lists two (2) "Oil Canister Assemblies" each with a different canister, Part No. 7984 up to Engines Nos. 7R2297 & 7R33582 and Part No.12249 thereafter. Is this why two colors have been reported?

### CAM COVERS:

Black with brushed aluminum ribbing, chrome elongated acorn nuts and copper washers. Decal on front inner left side, Variation 3 only (because of cam change) per George Camp letter, reads "TAPPET CLEARANCE..."

Note: Front secured with Phillips head screws about May 1969 - [See references A, pages 188 \(183\)](#)

Note: Variation 1 - beveled to allow clearance for polished aluminum mixture crossover duct.  
Variation 2 - no bevels or crossover. From engine Nos. 7R2083 and 7R35463 - [See reference C, page 10](#) - set screw Part No. UCS 025/6H changed at this time - conflicts with reference A above  
Variation 3 - beveled to allow clearance for black sheet metal air duct crossover

#### OIL FILLER CAP:

Polished aluminum - no “Jaguar”

DIP STICK: (Variations 1 & 2 use a semi gloss black bent plate bracket - Variation 3 uses a bent wire bracket)

Early - chrome plated with rectangular handle reads, “STOP ENGINE WAIT.....”

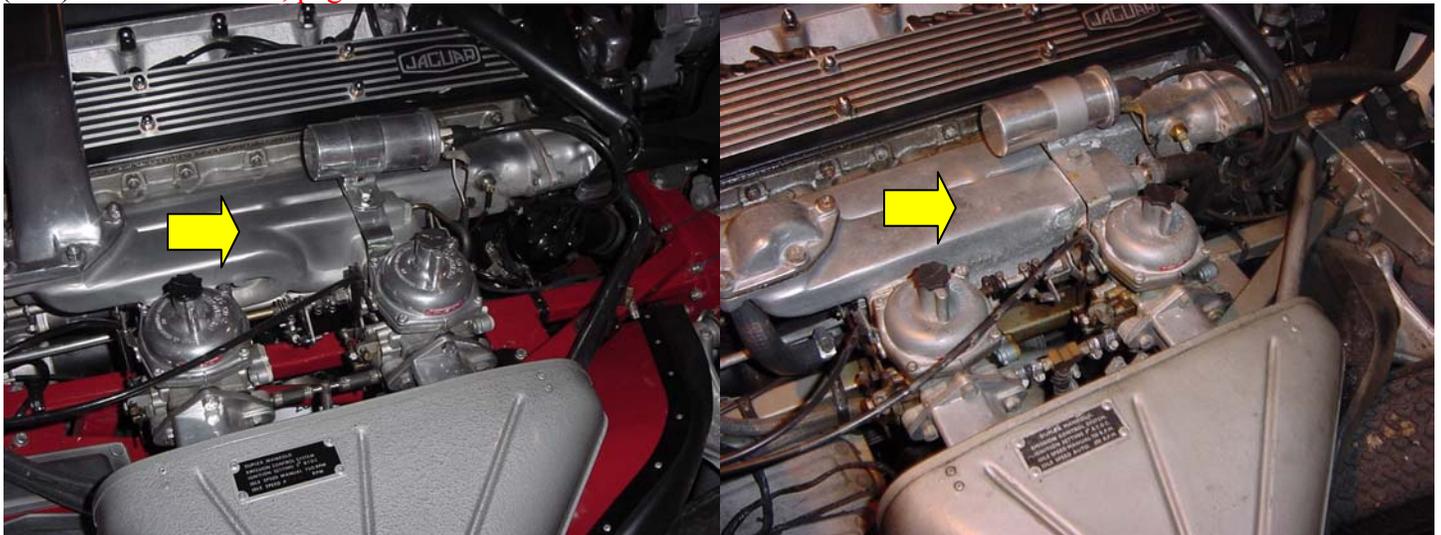
Later - chrome plated with circular handle with red plastic insert reads, “STOP ENGINE WAIT.....”

[See references A, pages 192 \(186\) for pictures of both](#)

Note: Reference G only acknowledges the later type; I’ve seen too many S2’s with the early type to accept Reference G. I believe IPL 5/2 is unclear on the issue - Part No. C30112 is referred to as a “Dipstick Assembly, for oil pump”. Furthering my research - Owners Manual E154/1 shows Early on pages 43, 53, 55, & 58 - Plates 3884, 3883, 3872, & 3882. Owners Manual E154/2 shows Later on pages 43, 53, 55, & 58 - Plates 3884A, 3883A, 3872A, & and 3882A. Therefore, all Variation 1’s and early Variation 2’s should have the Early Dipsticks – later Variations 2’s and all Variation 3’s should have the Later Dipstick.

#### INTAKE MANIFOLD:

Cast aluminum - Part No. C.28695 changed to C.30376 from Engine Nos. 7R1838 (OTS & FHC) and 7R35330 (2+2) [See reference C, page 11](#)



C.28695

C.30376

The difference in the intake manifolds is apparent in the manifold width behind the coil bracket. The “T” fuel connection between carbs is wrong on both pictures! Note the Mud Shield with wrong gloss body color, [but correct unpainted](#) pop rivets on left picture!

#### CARBURETTORS:

2 - Zenith Stromberg 175 CD2SE’s Part Nos. C.28817 & C.28818 changed from Engine Nos. 7R1838 (OTS & FHC) and 7R35330 (2+2) to Part Nos. C.30338 and C.30339 [See reference C, page 20 & 21](#) – all with a bifurcated choke cable secured to left side of each carb with black oxide clip. Each has decal “FOR EMISSION CONTROL SYSTEMS....” Front left dash pot screws are longer with a perpendicular hole at the bottom to accommodate the woven wire from the lead anti-tamper seal, Part No. 11553 ([per reference C, page 19](#)), with a “Z” for Zenith, impressed in the center. Page QY.s.14 of the Service Manual calls for a “new wire

and seal” to be fitted to the dashpot at the completion of the 24,000 mile service. ID numbers were stamped on the bottom flange of the carburetor

Engine Variation	Position	Jaguar Part No.	I.D. No. on Flange	Position	Jaguar Part No.	I.D. No. on Flange	Carb Type	Year
1:	Left (rear)	<b>C.28818</b>	<b>3165R (rear)</b>	Right (front)	<b>C.28817</b>	<b>3165F (front)</b>	175CD2SE	68-69 <sup>1</sup>
2:	Left (rear)	<b>C.30339</b>	<b>3207R (rear)</b>	Right (front)	<b>C.30338</b>	<b>3207F (front)</b>	175CD2SE	69-70 <sup>2</sup>
?	Left (rear)	C.XXXX	3234R (rear)	Right (front)	C.XXXX	3234F (front)	175CD2SE	69-70 <sup>3</sup>
3:	Left (rear)	<b>C.32974</b>	<b>3305R (rear)</b>	Right (front)	<b>C.32973</b>	<b>3305F (front)</b>	175CD2SE	69-71 <sup>4</sup>
?	Left (rear)	C.XXXX	3484R (rear)	Right (front)	C.XXXX	3484F (front)	175CD2SE	71-72 <sup>5</sup>
?	Left (rear)	C.XXXX	3553R (rear)	Right (front)	C.XXXX	3553F (front)	175CD2SE	1972 <sup>6</sup>
?	Left (rear)	C.43563	3737L (left)	Right (front)	C.43533	3737R (right)	175CDSET	1975 <sup>7</sup>

NOTES: Acceptable I.D. numbers are listed above in bold, the others, discussed below, remain listed to aid future researchers.

- 1 **3165** - Listed in *Tuning Stromberg Carburetors* by Martyn B. Watkins, Speedsport Motorbooks, 1973, but Manufacturer’s Part No. is listed as C.28816 for R & F. I believe this is a typo as this part number is not found in any IPL, but C.28818 and C.28817 are listed in the 1968 and 1969 IPLs. Listed in the current SNG Barrett Catalogue for the years 68-69 and on the Burlen Fuel Systems web site, [www.burlen.co.uk](http://www.burlen.co.uk), sans front bypass valve, for model years 68-69. Listed in *Stromberg Carburetors - Serving Function Testing* by Interauto Book Company Ltd., 1973, for model years 67-68. The front carburetor should have a bypass valve connected to intake manifold C.28695 by a small black vacuum hose, the rear, a blanking plate. **All references agree.**
- 2 **3207** - Listed in *Tuning Stromberg Carburetors* by Martyn B. Watkins, Speedsport Motorbooks, 1973, the Manufacturer’s Part No. is listed as C.30339 for R & C.30338 for F, as per all IPL’s. Listed in the current SNG Barrett Catalogue for the years 69-70 and on the Burlen Fuel Systems web site for model years 69 & 70. Listed in *Stromberg Carburetors - Serving Function Testing* By Interauto Book Company Ltd., 1973, for model years 69 & 70. Both carburetors should have a bypass valve that is not connected by any vacuum hose to intake manifold C.30376. **Gosh, all references agree on this number too.**
- 3 3234 - Listed in *Tuning Stromberg Carburetors* by Martyn B. Watkins, Speedsport Motorbooks, 1973, for the XJ6. Listed on the Burlen Fuel Systems web site for the XJ6. Listed in *Stromberg Carburetors - Serving Function Testing* by Interauto Book Company Ltd. for the 69-70 E-Type. **This information is suspect due to the conflicting listings.**
- 4 **3305** - Listed in the current SNG Barrett Catalogue for the years 69-70 and on the Burlen Fuel Systems web site, albeit without a temperature compensator, which each had. Listed in *Stromberg Carburetors - Serving Function Testing* by Interauto Book Company Ltd., 1973, for model years 69-70. Both carburetors should have a bypass valve that is not connected by any vacuum hose to intake manifold C.30376. These carburetors should each have a large hose on the temperature compensator/bypass valve side connected to the breather cover at the front of the engine. [Jaguar carburetor part number from IMPARTS Bulletin 5, dated August 1971, per e-mail from Richard Liggitt.](#) **Again, all references agree on this number.**
- 5 3484 - Only listed in *Stromberg Carburetors - Serving Function Testing* By Interauto Book Company Ltd., 1973, for the 71-72 model year - **there was no 1972 Series 2 model year so this data is suspect.** Not listed by Burlen Fuel Systems.
- 6 3553 - Only listed in *Stromberg Carburetors - Serving Function Testing* By Interauto Book Company Ltd., 1973, for the 1972 model year - **there was no 1972 Series 2 model year so this data is suspect.** Not listed by Burlen Fuel Systems.

7 3737 - This information is listed the web page for Burlen Fuel Systems who lists this carburettor as having the water activated automatic choke for model year 1975 - is this a typo, or could this have been an after market item? I've never seen a water activated choke (as used on rubber bumpered MG's) on a Series 2 E-Type. Listed in [Edition 2](#) of SNG Barrett's catalogue but as fitted to '70-71 E-Types. **Data is suspect.**

#### LINKAGE:

From firewall mounted cadmium-plated bracket with plastic bushing, forward. 2-piece linkage attached to underside of intake manifold. Connected to carburetors with adjustable linkage consisting of hex connector with locking nut each side. Linkage is adjustable to assure full throttle.

#### LINKAGE FINISH:

Cadmium plated

#### FUEL FILTER: ([reference to gauze filter \(flat screen\) deleted](#))

AC cast aluminum - glass bowl - [per Service Bulletin C.32 dated January 1968, filter element is renewable - porous ceramic. See references A, pages 169 \(164\) Copy of SB C.32 courtesy of George Camp.](#)

**GROUND STRAP:** (December 2005) (prompted by a question from Art Maggio, forwarded to George Camp) Subframe to Firewall - not present on all cars - came with Phillips Radio; perhaps dealer installed! Cadmium plated over flat copper braided wire strap - ends dipped in lead to prevent unraveling prior to cad plating - George Camp's email reply follows:

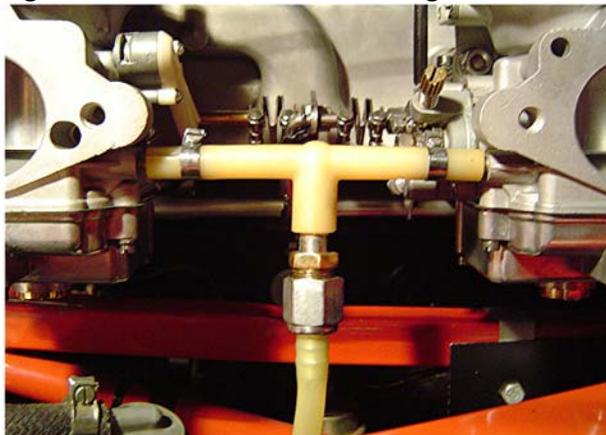
*"...the strap is not in the IPLs but in a bulletin from Phillips to Jaguar. There were problems with the way an E was constructed that caused radio interference. In [Phillips Bulletin EN 8869](#) there are detailed instructions for fitting the Phillips radio. In the section labeled F Suppression, the first item is 1. Mount the 6-inch long braided strap between the right hand engine bearer and the car body. This is the strap."* The Bulletin also mentions capacitors mounted in various places to further suppress radio interference. Thanks to Art and George

#### FUEL HOSE:

From filter to tee - translucent (when empty) white plastic (polyethylene) - gas color can be seen inside hose when full.

#### "T" FUEL CONNECTION BETWEEN CARBURETTORS: (almost always missing)

Molded nylon (probably polyethylene) "T" with a metal pipe embedded in the bottom (Part No. C.28915) with a flare nut and collar (Part No. C.11576) and olive (Part No. C.11575) for connecting the fuel line from the filter. There are 2 clips. [See reference C, page 22](#) (some parts houses list C.36893 which was used on the XJ6's) [Description and part numbers via e-mail from George Camp confirmed by reference C, page 22](#) - heat in hot water to soften before inserting over carb inlets - thanks George.



Fuel "T"

#### AIR FILTER PLENUM:

Variation 1 & 2 - Triangular shaped fiberglass painted silver hammertone with 3 grooves and pop riveted tag reading "Duplex Manifold ....." See references A, pages 169 (165) for decal picture

#### PLENUM BASE:

Variation 1 & 2 - Painted silver hammertone with 2 cadmium plated wing nuts of unique design (large wings and rough finish, not to be confused with common American made wing nuts). Flanged fitting secured to plenum base and breather pipe secured to fitting with rubber hose and 2 hose clamps.

#### AIR FILTER CANISTER:

Variation 1 & 2 - Painted silver hammertone - secured to black painted bracket with 2 cadmium plated bolts.

Variation 3 - No filter canister

#### BREATHER PIPE: (from plenum base to breather housing at front of engine)

Variation 1 & 2 - Cadmium plated - attached at each end with short black rubber hoses with two hose clamps per hose.

Variation 3 - small breather pipes on both sides of engine. Pipe leaves the left side of the aluminum breather housing and travels on left side of engine over the stainless steel shroud mounted over the exhaust manifolds where it bends 90 degrees, transitions to a rubber hose, and travels down into area behind the battery to the emissions canister where it connects by means of a short rubber hose. Breather pipe on right side of engine leaves the rubber cap on top of the breather housing runs down over the intake manifold, bends 90 degrees twice, tees off to rear carburetor, bends 90 degrees again to front carburetor - connection to carburetors is through a short rubber hose.

#### AIR FILTER HOUSING: (prior mention of silver hammertone deleted)

Variation 3 - Rectangular shaped metal painted silver per Denis Donohue and others, with sticker reading "Duplex Manifold ....." and sticker reading "For lubrication ....." See references A, pages 169 (165) & 170 (189) for picture

Note: The flexible duct from the black sheet metal crossover to the air cleaner were corrugated aluminum covered with brownish - black paper. The paper covered duct is available from Volkswagen (used on Beetles) and is sold in 1 meter lengths according to Chuck Diamond - secured with large non Cheney style hose clamps as used on the brake fluid and vacuum hose lines.

### EXHAUST SYSTEM

#### MANIFOLDS: (the English use the words "vitreous enamel" (sometimes dropping "vitreous") for the American word porcelain)

Variation 1: Porcelain with brass nuts and steel washers to head studs - top end of studs to down pipes porcelain - rear manifold is special shape unique to this model with flat top to accept aluminum transfer piece that connects to aluminum mixture cross over

Variation 2: Porcelain with brass nuts and steel washers to head - top end of studs to down pipes porcelain

Variation 3: Cast iron - manifolds covered with polished (not mirror finish) stainless steel shroud that accepts black air cross over duct. Some cars believed original (early Variation 3's?) observed with porcelain manifolds.

#### DOWNPIPES:

Steel - light rust permissible per JCNA rulebook.

## LOWER HEAT SHIELD:

Silver coated formed asbestos attached to sub frame with cadmium-plated brackets directly below upper heat shield that carries the brake fluid bottles.

## RESONATORS:

Two with integral chrome plated tail pipes splayed to terminate on each side of the license plate - ends cut to be perpendicular to ground [See references A, pages 212 \(205\) for picture](#)

## FRONT OF ENGINE

### BREATHER COVER:

Polished aluminum with chrome elongated acorn nuts and cadmium plated lock washers

Note: Variation 3 is painted black with an emission tube protruding from the aluminum body to the charcoal canister on the left hand side of the engine and another from a rubber cap on top of the cover to the carburetors on the right hand side of the engine.

### BELTS & PULLEYS:

Single groove

AC JOCKEY PULLEY (when fitted) (do not confuse with the jockey pulley on lower right front of engine):

Variation 1 - large - mounted on right side of AC/Alternator bracket

Variations 2 & 3 - smaller - mounted on left side of AC/Alternator bracket [See references A, pages 183 \(178\) for picture](#)

AIR CONDITIONING COMPRESSOR (when fitted): [\(request for date of change deleted\)](#)

Painted black and mounted on the left front of the engine by means of an elaborate mount (painted black) that also supports the alternator. Has a metal Tecumseh® I.D. plate riveted to case.

Note: On early cars (Variation 1 & 2) the compressor is mounted vertically (piston travel). Great care must be taken to assure proper clearance with the bonnet. On later cars (sometime during Variation 2 production) the compressor is mounted horizontally [See references A, pages 183 \(178\) for picture and pages 157 \(154\) for picture of bonnet change to accommodate horizontal AC mounting](#) See Note under Alternator below for comments on the mounting bracket.

Note: Per e-mail from Richard Liggitt, TSB 1-A-17 indicates that the composite alternator/air conditioning compressor/ power steering bracket was fitted from Chassis Nos. OTSs 1R1184, 1R9457, FHCs 1R20231, 1R26320, 2+2s 1R35333, 1E42013. Richard states that this was the only bracket that would accommodate the horizontal compressor and therefore correlates with the bonnet change. [See reference G, page 12](#), that also cites TSB 1A17, and places the date of change at May 14, 1969.

## ELECTRICAL, ALTERNATOR, ETC

ALTERNATOR: [\(request for further confirmation deleted\)](#)

Lucas 11 AC with front entry cables

Lucas 11 AC from January 1969 with side entry cables [See reference B, page 73](#)

Note: When air conditioning is fitted the alternator is mounted in reverse at the front of the engine by means of a composite bracket that accommodates the alternator and AC compressor; the AC compressor is mounted where the alternator would have been.

Note: When air conditioning is fitted the alternator did not need and did not get a heat shield. The alternator for AC equipped models has a yellow triangular tag stating the unit was 60 amp. The unit runs in reverse and the black painted fan is stamped in yellow ink "AC". [Per letter from George Camp](#).

See references D, E, & F for more information on alternators - beyond the scope of this guide

#### ALTERNATOR HEAT SHEILD:

Aluminum attached to front exhaust manifold - early Variation 1 cars had no heat shield - [See references A, pages 200 \(195\) & 201 \(195\) for picture, 201 \(194\) for text](#) - This is contradicted by Owners Manual E.154/3, Page 45, Figure 50, Plate 3883B which shows the heat shield deleted - earlier manuals show the heat shield - later manuals don't. See Owner's Manuals on page 19 of this guide

Note: Variation 3 had a different type of shield even though the exhaust manifolds where shrouded.

#### DISTRIBUTOR:

Lucas 22D6 Lucas Part No. 41207A - [See reference D&E, pages 9 & 8 respectively](#) - with plastic nuts securing wires and no vacuum advance - [See reference C, page C3](#) Later (Variation 3) changed to Lucas Part No. 41322B (standard transmission) and 41323B (automatic transmission) each with differing vacuum retard units - [See reference F, page 4](#)

#### SPARK PLUG WIRE:

7mm - [See references A, pages 198 \(193\) for picture](#)

#### WIRE ORGANIZING:

Wire pass through a semi gloss black rectangular clip with rubber insert bolted to front of thermostat housing then through a PVC sleeve over front intake cam cover. [See references A, pages 198 \(193\)](#) The wires travel through a fiber tube on the RH side of the head well attached at two points by the chromed elongated acorn nuts by means of painted black clips that are pop riveted to the fiber tube. Elongated holes are provided for each wire except the last (firewall side) wire, which exits the end of the fiber tube.

#### SPARK PLUG CAPS:

Champion "Bow Tie", Part No. C.27494 w/ rubber sleeves, Part No. C.27856 - [See reference C, page 12](#)

#### COIL:

Lucas HA12 - Lucas Part No. 45169B [See reference D, page 9&13](#) - aluminum finish - sticker on coil - plastic nut for high-tension wire & low-tension terminals marked + & - Later changed to Lucas Part No. 45208A with no sticker and rubber sleeve in lieu of plastic nut [See reference E, page 13](#) and again changed to LUCAS 16C6 (maybe 11C6 - conflict in reference) - Lucas Part No. 54041166 [See reference F, pages 4&9](#)

Note: Coil mounted on front of head for Variations 1 & 2. Coil located on right front sub frame (picture frame) for Variation 3. Coil located on intake manifold of variation 1 and 2 cars equipped with AC [See references A, pages 197 \(191\) for picture](#)

Note: Ceramic ballast resistor mounted to left side of coil bracket on Variation 3

#### COIL BRACKET (SADDLE):

Cadmium-plated with provision for mounting ballast resistor parallel with coil on Variation 3

#### STARTER MOTOR:

Lucas M45G - Lucas Part No. 26252A (early cars) and 26252B (later cars) difference in solenoids and terminals [See reference E, page 15](#) Motor painted black with aluminum end frames

Updated April, 2006

Series 2 E-Type Judge's Guide - 15

#### WIPER MOTOR:

Lucas 15W - Lucas Part No. 75698 A & B (OTS & FHC) 75700 A & B (2+2) [See reference E, pages 8, 26, & 27 and reference F pages 5, 22, & 23](#) Round housing painted gray hammer tone (Hammerite® #9764) mounted to firewall. End frame unfinished pot metal - difference in part numbers deals with internal gear assemblies - no discernable catalogue difference between A & B designations.

#### WIRING:

All wiring is loomed-black cloth with green tracer except AC harness is PVC - Chuck Diamond reports a green tracer except alternator which is green and gold crossing over each other in a crisscross XXXXX pattern. Minor branches are wrapped in PVC tape.

#### WIRE FIXING:

Black plastic strapping with holes for nylon push through studs [See references A, pages 185 \(181\) for picture](#)

### **BATTERY AREA**

#### BATTERY:

Single 12 volt (voltage and configuration per JCNA rulebook) - terminals on outside make removal easier although all pictures in reference B show terminals on engine side - which is the known original configuration.

#### HOLD DOWN:

Painted black - retained by 2 cadmium plated J bolts, [double coil spring](#) washers, [Part No. FG.204/X per reference C, page C15](#), and English style wing nuts - rubber pads on bolt sides - bakelite tray under battery with drain tube discharging below splash pan. [See reference B, page 73 for picture, but disregard the red helmet on the positive terminal](#)

#### BATTERY CABLE AND ENDS:

Bare negative cable covered with yellow flash reading, "NEGATIVE EARTH". Positive cable insulated with black vinyl. "Helmet" type ends retained by a slotted screw [See references A, pages 118 \(117\) for picture](#)

#### CONTROL UNIT:

Lucas 4TR - Lucas Part No. 37423 D&E [See references D, E, & F, pages 9, 8, & 4 respectively](#) mounted on cadmium plated bracket.

#### CHARCOAL CANNISTER:

Variation 3 only - found behind battery area Painted gray hammertone (Hammerite® Gray #9764)

#### ALTERNATOR WARNING LIGHT CONTROL UNIT: (not to be confused with flasher relay per William Dunn)

Lucas 3AW - with green decal, mounted to left sub frame at firewall connection under the Heater Box.

RELAYS: (Horn) (Alternator/Ignition) (Air Conditioning – when fitted)

Lucas - mounted on inside of the wheel well – Some alternator relay's had label "ALTERNATOR" in white letters on read background with white border – per picture from William Dunn via E-mail. The AC relay (when fitted) would be under the alternator relay which is under the horn relay.



COMMISSION PLATE & MADE IN ENGLAND PLATE:

Aluminum and semi gloss black mounted horizontally with pop rivets. "Made in England" plate - brass and semi gloss black mounted horizontally with pop rivets. Early California cars had a separate date plate. The plates were mounted on the left side below the Control Unit. (~~right side mounting confirmation request deleted - see MY '68 E-type Judges' Guide~~) (December 2005)

## BOOT AREA

### FHC's and 2+2s

#### SOUND DEADENING:

Black Hardura - 1/2" thick - stuck on inside face of rear number plate and front vertical panel of boot (front and rear of spare wheel well) [See reference H, page 407 for interesting discussion - although I've never seen Hardura stuck to the underside of the boot boards as mentioned](#)



Sound deadening on rear vertical face of wheel well

NOTE: On FHC's and 2+2's the boot judge only judges the spare tire compartment [after the Entrant has removed the compartment's cover](#); the area behind the seats [including the top face of the tire compartments cover](#) is considered part of the interior [and is therefore judged by the interior judge](#).

### OTS

INTERIOR BOOT LID:  
Painted gloss body color

HINGES:  
Painted gloss body color

BOOT PROP:  
Spring loaded

BOOT FRONT & SIDE PANELS:  
Front - Beige Hardura; Sides - Beige hardboard in leather pattern

MAT:  
Beige Hardura with black snaps in each corner

BODY PLUGS:  
Black plastic to plug 3 holes in boot deck - seen under mat when removed to access spare in wheel well - also used to plug holes in spare wheel well - all models [Per e-mail with pictures from Cliff Burk](#)

ALL:

LOCK ASSEMBLY & CATCH:

Cadmium-plated

SPARE TIRE & WHEEL:

Per JCNA rulebook

SPARE TIRE RETAINER:

Black L shaped handle with black plate

EXPOSED BODY PANELS:

Gloss body color

GAS TANK:

Gloss black with thin black Hardura cover

TOOLS & TOOL ROLLS:

Tools & tool rolls were an option beginning in 1969 therefore they are not judged on any Series II Jaguar unless displayed per JCNA Concours d'Elegance Rules, Chapter V, Section D.2.c. The tool rolls have a leather strap and buckle and are made of thin Hardura.

JACK & POUCH:

Gray screw type with separate gray ratcheting handle all in Hardura pouch. [Reference C, page C20](#) lists 2 jacks:

OTS & FHC: C.20661

2+2: C.25183 - The 2+2 had centering pegs that the jack slipped around

Note: George Camp reports a third type - with loop at the top and long handle for '70 and '71 models.

HUB NUT TOOL (for wire wheels):

Cast bronze

MALLET (for Hub Nut Tool):

Lead head with wood handle, unlike Series 1 with rawhide and copper head set in cast iron.

OWNERS MANUAL & POUCH (pouch almost always missing):

Tan simulated leather (brown also possessed by author) vinyl pouch with clear vinyl cover with embossed “Jaguar Wings” line up with those on manual [See references A, pages 175 \(170\) for picture](#) There are 5 variations - Publications E.154/1, E.154/2, E.154/3, E.154/4, & E.154/5. The significant differences follow:

<u>Publication</u>	<u>Significant Differences</u>
E.154/1: Author’s	Base
E.154/2: Author’s	Page 8, Adds a half page of instructions on the combined Ignition/Starter Switch/Steering Column Lock, starting with, “ <i>If your car is fitted with a combination...</i> ” Page 43, Figure 47, Plate 3384A shows later circular dipstick with insert and unshrouded exhaust manifolds Page 53, Figure 61, Plate 3383A shows later circular dipstick with insert and unshrouded exhaust manifolds Page 55, Figure 64, Plate 3372A the Variation 1 heat transfer assembly is deleted from the illustration Page 58, Figure 68, Plate 3382A shows later circular dipstick with insert and unshrouded exhaust manifolds
E.154/3: Author’s	All the above plus the following: Page 45, Figure 50, Plate 3003B the alternator heat shield is deleted from the illustration and the text discusses separate water pump and alternator belt adjustment procedures Page 53, Figure 51, Plate 3883B shows the drain plug rather than the drain tap Page 57, Section <i>Changing the Gearbox Oil</i> adds to text “...left hand side ( <i>early cars</i> ) right hand side later cars...” Page 58, Figure 68, Plate 3882B again shows the drain plug rather than the drain tap
E.54/4: Art Maggio’s	All the above plus the following: Page vi, A box with an explanation of the Federal Safety Standard Certification Plate is added to the lower left Page 2, <i>Electric Clock</i> Section adds ( <i>Early Cars</i> ) to the heading Page 3, Added Section <i>Electric Clock (Later Cars)</i> Page 8, <i>Ignition/Starter Switch</i> adds ( <i>Early Cars</i> ) to the heading Page 9, Added Section <i>Ignition/Starter Switch (Later Cars) (Not USA and Canada)</i> and Figure 15, Plate 3891A is added, increasing subsequent figure numbers by 1 Page 10, Section <i>Key Alarm (USA and Canada)</i> is added - additions to pages 9 & 10 add one page to the manual until page 34, which is now blank, for a net gain of two pages Page 71, Added Sections <i>Brake System - Overhaul</i> and <i>Brake Pipes - Checking</i> Page 40, Added 24,000 mile brake fluid flush service and 48,000 mile brake overhaul
E.154/5: Bob Stevenson’s	All the above plus the following: Page 2, Figure 4, Plate 3850B shows trim around center light switches Page 9, Deletes ( <i>Not USA and Canada</i> ) from <i>Ignition/Starter Switch (Later Cars)</i> heading.

Note: The differences in the manuals are included for interest only. Inclusion **does not** imply judges should examine the manuals to determine if the correct one is present for a given entry. Doing so would hold these entries to a standard not required by other JCNA Concours Classes. The vinyl pouches are fragile and should not be opened unnecessarily.

Thanks to Art Maggio and Bob Stevenson for loaning me their manuals.

Updated April, 2006

Series 2 E-Type Judge’s Guide - 20

## **EXTERIOR**

### **BONNET ALL:**

Large mouth & recessed motif bar with oval motif [See references A, pages 139 \(137\) for picture](#)

### **HEADLIGHT EYEBROW:**

Chrome plated long at top as opposed to S1.5 which is shorter [See references A, pages 135 \(134\) for picture](#)

### **HEADLIGHT RIM AND FIXING:**

Chrome plated with concealed fixing by pop riveted buttons except small overlapping chrome plated clip at lower front secured by Phillips head screw - set in rubber trim that continues way up under the eyebrow to the curve to the horizontal [See references A, pages 135 \(134\) for picture](#)

### **HEADLIGHT BUCKETS:**

Gloss body color - chrome plated have been reported and are wrong

### **FRONT TURN SIGNAL/RUNNING LIGHT LENS:**

All North American cars - amber retained by chrome plated Phillips head screws

### **FRONT LICENSE PLATE ASSEMBLY: [Taken from Bob Stevenson's Series 1 Judging Guide](#)**

Note: The JAGUAR PARTS BOOK 4.2 lists 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. The parts book doesn't list a plug for these holes in countries where a front license plate wasn't 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, or;

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. Recently some states/provinces have no longer issued front license plates; a "JAGUAR", Club Plate, or similar would be appropriate if the assembly has been fitted.

**STOP TAIL, FLASHER AND REFLEX LAMPS:** Part No C.30881/12286 RH C.30882/12321 LH [reference C](#)  
All USA cars - red with two vertical reflectors (later cars had one) retained by chrome plated Phillips head screws [See reference E, page 8, 20, & 21](#), Lucas Lens # 54579880 LH & 54579870 RH Since writing the foregoing, I've obtained a copy of "[Lucas Girling - Confirmed Specifications and Service Parts CCE906/70 \(for 1970\) \(reference J\)](#)". Page 16 shows illustrations of two types of Stop Tail, Flasher and Reflex Lamps – Nos. 807 (double vertical reflector - Lucas Lens # 54579880 LH & 54579870 RH) and 871 (single vertical reflector - Lucas Lens # & 54581586 LH 54581613 RH). Page 17 describes these with subassembly parts listed and page 5 specifies 871 as "later". So the late 1970 models (sold as 1971 models - all with the 2R prefix) are correct with the single reflector. The change may have been earlier as [reference I, page C14](#), lists Part No C.33182 w/ lens 12659 RH & C.33183 w/ lens 12660 LH from chassis Nos. [1R11974, 1R.27481, 1R.43341, 1R.12251, 1R.27597, & 1R.43461](#) for cars exported to Canada, Greece, Portugal, and U.S.A. (these chassis numbers seem to be all LHD Chassis Nos. - [explanation requested for the use of 6 numbers rather than the usual 3](#)) [Richard Liggitt owns 1R11998, without the single reflector, and suspects the first three numbers may have been "also"](#).

Updated April, 2006

Series 2 E-Type Judge's Guide - 21

TAILLIGHT FINISHERS: (between rear of light and body)  
Chrome plated with plastic trim between finisher and body

**SIDE MARKER LAMPS:**

Lucas 824 - all USA cars – front amber – rear red [See reference E, page 8 & 19](#)

Note: Early cars had non-operational lamps - no bulb holder or hole in body for wires - they were essentially reflectors [See reference E, page 19 for picture of sidelight without bulb holder](#)

Note: All the lenses are severely tapered (wedge shaped looking down) so the reflector is parallel with the centerline of the car (as the body curves in) and have weep holes on the bottom - MGB or XJ6 lenses are often seen as replacements, are not tapered, and are wrong. Without writing a page on this subject, a close study of references E, F, & J taken as a whole, after sorting the labeling errors in the first two references, proves that all the lenses had the sever taper - the inside faces of these lenses have part numbers that match those shown in the last reference cited.

Note: [Reference I, page C13 and 13A lists the changes and I have tabulated them below:](#)

	<u><b>PART NUMBERS (for assembly)</b></u>			
	<u>R.H. Front</u>	<u>L.H. Front</u>	<u>R.H. Rear</u>	<u>L.H. Rear</u>
Early (without bulb holder)	C.30883	C.30884	C.31308	C.31309
Late (with bulb holder)*	C.32573	C.32572	C.32575	C.32574

\*From Chassis Nos.

**LHD:**

OTS 1R. 11052  
FHC 1R. 27051  
2+2 1R. 42850

**RHD:**

OTS 1R. 1393 Petrol Box Assembly  
FHC 1R. 20486 and L & R Hand Fascia  
2+2 1R. 35643 Panel Assemblies also  
changed at these numbers

**REAR LICENSE PLATE BRACKET:**

Painted black secured by pop rivets

**FUEL TANK SUMP:**

Semi-gloss black with cadmium plated plug.

**GLASS:**

Clear or "Sundym" (light bluish tint) George Camp tells me its green - see footnote about my color problem.

Note: Hatch glass may be heated (optional) on coupes and 2+2s in either clear or tinted.

Note: Early heated glass wires are thin (almost invisible), tightly spaced, and vertical. Some heated glass wires are thicker, widely spaced, and horizontal. I disagree with [references A, pages 181 \(177\)](#) that states "late Series 1-1/2 and Series 2 cars had the thick widely spaced, horizontal wires as I've observed too many early Series 2 cars including my own with the thinner vertical wires and only one with thick horizontal wires which was a known replacement. Denis Donohue reports late Coupes 1R27475 and 2R28419 with the thin vertical wires. NO DEDUCT, AS GLASS IS AN EXPENDABLE PER JCNA RULE BOOK.

Note: The windshield should have a growler sticker on the lower left hand side with engine break in instructions printed on the inside face [See references A, pages 163 \(160\) for picture](#)

#### WINDSHIELD TRIM:

OTS: Chrome

FHC & 2+2: Chrome - FHC & 2+2 are different and will not interchange

#### WIPERS:

Frosted escutcheon, nut, arm, and blade with rubber gasket between escutcheon and body [See references A, pages 136 \(135\)](#)

Note: OTS & FHC have two frosted [\(confirmation requested\)](#) washers with arms pointing to center of the car - nozzles toward windscreen - 2+2's have single chrome plated [\(has anyone every seen frosted?\)](#) fitting mounted on the rear center of the bonnet with two arms angled back away from center, each with a nozzle angled toward the windscreen.

#### CHASSIS SERIAL NUMBER:

Aluminum painted black to form clear rectangle for numbers - mounted on left pillar viewed through windshield [See references A, pages 163 \(160\)](#)

#### BUMPERS:

Chrome plated with overriders - plastic trim between overriders and bumpers.

#### BUMPER RUBBER TRIM:

Rubber trim between bumpers & body returns around ends for a short distance (3" +/-)

#### MARKINGS:

E Type Jaguar 4.2 on boot lid. [See reference A, page 140 \(137\) for picture](#)

Note: Leaping cat emblem used on some late Variation 3 cars on rear of bonnet wings - cat faces forward [See references A, pages 140 \(137\) for picture.](#)

Note: Chrome trim around front air intake (mouth) used on some late Variation 3 cars [See references A, pages 140 \(138\) for picture](#)

Note: The above models should have a 2R chassis prefix and were made before November 1970 for certification for sale in the U.S. in 1971 [See reference G, page 7 & 44](#)

#### MIRRORS:

Fitted to drivers side front door - chrome plated, curved stem, break away design with white plastic protector at base [See references A, pages 177 \(172\) for picture](#)

#### TIRES:

185HR15

Note: The original tires were 185VR15 SP Sport's. In the nineties, tire specifications changed - the specification for an H rated tire became the specification for a V rated tires, i.e. what was V rated became H rated – the tires didn't change the rating changed.

Note: The JCNA rulebook states "tires are considered expendable and may only be replaced with a comparable or superior equipment of ORIGINAL SIZE and compatibility with the vehicle." 185HR15s are the only tires that meet this rule. Dunlop 185HR15 SP Sports are still available from vintage tire houses.

## HOOD:

Vinyl with non-zip plastic window - chrome strip retained by slotted chrome screws at rear deck retains 4 chrome clips two on each corner for top cover [See references A, pages 156 \(153\) for picture](#)

## WIRE WHEELS:

72 spoke chrome with chrome hubs and rims. Hub is referred to as the improved “easy clean” design and was forged. George Camp claims the redesign was for radial tires. [See references A, pages 210 \(203\) for picture](#)

Note: “Pressed Steel” wheels were available as an extra cost option and had the checkered flag E-Type emblem as the center motif. [See references A, pages 209 \(201\) for picture and reference C, page C21](#)

Note: [Reference C, page 72](#) lists wire wheels painted stove aluminum as standard and notes Chrome Plated “Supplied to Special Order Only”. John Walker reports chrome available as an option per his '69 sales brochure - I've never seen painted.

## KNOCK OFFS:

Chrome plated earless with three (3) lobes - marked “Jaguar” in center, indented, with black paint in indents - arrow showing direction to tighten and “near side” and “far side” on perimeter without black paint. [See references A, pages 210 \(203\) for picture](#)

## ACCESSORIES: [See Current Rule Book](#)

### Badge Bars:

Front and rear AMCO bars have traditionally been accepted under JCNA Rule Book Pg. 14 [See references A, pages 140 \(138\) & 212 \(205\) for pictures](#)

### Wing Mirrors:

Although Jaguar offered wing mirrors as an option, period after market mirrors have been traditionally accepted. [See references A, pages 141 \(138\) for picture, reference C, page C15 for part numbers](#)

### Radio Antenna:

Must be from period - no standard on mounting position unless ordered from the factory with a radio per letter from George Camp:

1969 - right front cowl

1970 on - right rear fender - [some retractable via electric motor](#)

### Luggage Racks:

[Manufactured by AMCO - dealer or owner installed, not an official factory/dealer option.](#)

## INTERIOR:

### DASH TOP:

OTS & FHC: Single piece black vinyl with painted black demister slots secured by black Phillips head screws  
2+2: As above except two-piece

### INSTRUMENT PANELS:

Black vinyl

Note: The warning light for the optional heated hatch glass will be present if heated glass is fitted, otherwise the hole will be plugged [See references A, pages 183 \(176\) for picture](#)

CHOKE OPERATING PLATE: (early variation 1 cars did not have choke operating plates, later ones did)  
Nonilluminated - Part No. BD32487, aluminum with black background and white lettering, [secured by round headed hammer drive screws, Part No. BD.33017/1](#) - installed from 1R7748, 1R25431, & 1R40434 [See reference C, page C9 and references A, pages 142 \(139-140\) for picture](#)

Illuminated - Part No. C.32589 From LH Chassis Nos. 1R.11052, 1R.27051 & 1R.42850 [See references A, pages 142 \(139 -140\) for picture](#). Richard Liggitt reports Part No. C.32589 with metal bezels (later changed to C.34915 with rubber bezels for Series 3s) by e-mail with pictures of original package with part number visible.

HEATER OPERATING PLATE: (these were present on early variation 1 cars)

Nonilluminated - Part No. BD.33112, aluminum with black background and white lettering, [secured by round headed hammer drive pins, Part No. BD.33017/1](#) [See Reference C, page B37 and references A, pages 142 \(140\) for picture](#)

Illuminated - Part No. C.32588, From LH Chassis Nos. 1R.11052, 1R.27051 & 1R.42850 [See references A, pages 142 \(140\) for picture](#). Richard Liggitt reports Part No. C.32588 with metal bezels (later changed to C.34914 with rubber bezels for Series 3s) by e-mail with pictures of original package with part number visible.

Note: [Reference F](#) lists this item on page 4 and 20 as Lucas Part No. 38757E, Model WL15 - the choke operating plate above is not listed, but is identical except for the face decal. L & R hand fascia panel assemblies were changed per IPL5/2 at LH Chassis Nos. 1R.11052, 1R.27051 & 1R.42850, these panels would have required the addition of a hole to accommodate the illuminated plates. **THEREFORE THESE CHASSIS NUMBERS ARE TAKEN AS THE POINT OF CHANGE TO THE ILLUMINATED CHOKE AND HEATER OPERATION PLATES**

### INSTRUMENTS:

Smiths including the clock that rarely works unless altered [See reference B, page 71 for picture](#) *Entrants have long guessed their judging time and set their clocks accordingly - we should continue this great JCNA tradition.*

Note: Clock powered by low voltage battery secured to rear of clock, changed about October, 1969 from chassis numbers 1R10537, 1R26835, & 1R 42677 to operate on 12-volt car battery - this clock is the same clock with the low voltage battery removed and a voltage regulator added [by letter from George Camp](#) [See references A, pages 142 \(139\) for text](#). George Camp's letter reports these clocks can be made to work by cleaning internal contacts.

Note: Several speedometers used depending on rear axel ratio - available in mph for North American models and kph for those countries using the metric system

## SWITCHES:

Rocker type

Note: The switch for the optional heated hatch glass is fitted to all cars; heated hatch glass or otherwise. The hole for indicator light, present with heated glass, would be plugged when the option was not fitted.

## SWITCH HOUSING:

Flat on early cars - later cars had plastic buttresses, Part No. C.28616 on each side of center headlight and parking light switches [See references A, pages 144 \(141-142\) for pictures and page 144 \(142\) for text](#)

## AIR CONDITIONING FASCIA: (when fitted)

Ignition key is located on left side of A/C fascia with A/C controls next to it - five black plastic vents adjustable up and down and left to right - fascia is extremely thin fiberglass painted black crinkle with black round head Phillips head screws.

Note: George Camp reports by letter that the radio, when fitted, is mounted to brackets secured to the AC unit, then, the radio console is fitted around the radio.



Note: The above Variation 1 2+2 has chrome plated adjustable vents on left and right side – three center vents are black plastic - go figure! Maybe this is why we're called judges. Chrome vents were standard on some Series 1-1/2's according to letter from George Camp. Did Nigel have some left over the day this went down the line or did someone replace these with S1.5 vents? The history of the car is lost.

Note: Ignition key/steering lock is on steering column on variation 3 cars even when fitted with A/C.

## CENTER CONSOLE:

Vinyl sides with removal leather center piece with vinyl piping between center and sides

## SHIFT LEVER, KNOB & BOOT: ([statement regarding aftermarket knobs deleted](#))

Chrome plated lever with solid black round ball with 4-speed pattern engraved and in-filled in white. [Bakelite automatic knob, Part Number C.28744 per IPL5/2, is shaped like an inverted pear \(rather than a ball\)](#). Black vinyl boot with small chrome ring at lever (Denis Donohue confirms black vinyl regardless of interior color) [See references A, pages 149 \(146\) for picture](#)

Note: Automatic shift as pictured above with illuminated plastic position indicator secured to vinyl covered housing with two slotted screws - two-piece stiff horsehair closure at lever protrusion

#### ASH TRAY:

Chrome base with crinkle black top - hinged at rear - with chrome leaper. Art Maggio reports a crinkle black base on his one owner Variation 3 and has sent a picture via e-mail as proof - thanks Art. Denis Donohue reports all variation 3 ash trays he has observed have crinkle black bases – thanks Denis. All variation 3 cars that I've recently observed have crinkle black bases.

#### HANDBRAKE LEVER:

Chrome – 2+2 levers slightly different than OTS & FHC [See references A, pages 150 \(147\) for picture](#) changed on 2+2s only from chassis 1R43823 to a longer handle angled upwards [See references A, pages 151 \(148\) for text](#)

#### CENTER ARM REST: (HATCH)

Padded leather cover hinged at rear – cigar lighter faces forward on 2+2' with automatic transmission and AC. The cigar lighter is on the radio console on others.

#### SUN VISORS:

- OTS - Part No. BD.33021 - Vinyl outer arms changed from chassis 1R10523 [reference C, page B19](#)
- FHC - Part No. BD.21368 - Cloth to match headliner
- 2+2 - Part No. BD.33538 - Cloth to match headliner

#### HINGE & LOCK COVERS: (FHC & 2+2s)

Metal covered in thin seamless vinyl (perhaps heat shrunk) to match interior color with plastic chrome finisher on top and chrome plated finishers on sides secured with chrome plated slotted screws set in countersunk finish washers. [See references A, pages 153 \(149\) for picture](#) Plastic reproductions available - take appropriate deduction.

#### FHC & 2+2:

#### AREA BEHIND SEATS:

Vinyl to match interior color except bulkhead directly behind seats on FHC is moquette

#### LUGGAGE RAILS:

Stainless steel with rubber inserts having three ridges. 2 sets - 5 rows - horizontal & vertical rails on fold forward squab assembly of 2+2s

#### HATCH PROP:

Chrome plated single pivot point [See references A, pages 153 \(149\) for picture](#)

#### HATCH OPENING:

Black rubber seal and colored vinyl trim - vinyl trim only produced in black, beige, green, and maroon (red) although Denis Donohue reports cinnamon with cinnamon interior

#### HATCH:

Gloss body color with vinyl panels - exposed wires for heated rear window (when fitted) on bottom left and right side below window run through small rubber grommets - wires exposed again and [secured to hinge arm with black vinyl strapping with nylon buttons](#) - 2 tapered rubber cushions about an inch square secured to hatch strike side with recessed chrome plated slotted screws in center of each cushion - latch strike cadmium plated

#### HEADLINER:

Cloth - grey, beige, fawn, or green only on cars with green exterior

Updated April, 2006

## OTS:

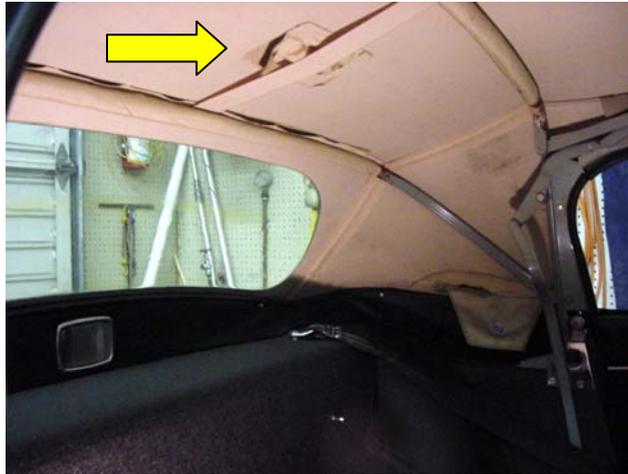
### AREA BEHIND SEATS:

Bulkhead - Hardura to match interior

Wheel arches - vinyl to match interior

### HOOD, FRAME & FITTINGS:

Black vinyl hood on metal frame painted grey with 2 bows (as opposed to 3 bows on Series 1 OTS's). Tan interior with black vinyl header - lead filled damping sack (arrow) between the rear bows to prevent "drumming" - clasps thicker than on Series 1s - tie down straps have been reported in black and biscuit See references A, pages 155-156 (152-153) (confirmation request deleted - December 2005)



Note: Series 1 frames, header with 3 bows, will fit series 2 cars per Bob Stevenson

Note: Cliff Burk has a heritage certificate that states his hood was originally fawn; fawn over sable with cinnamon interior. William Dunn has a heritage certificate that states his hood was fawn; fawn over sable with beige interior and Dave Kirkman has a heritage certificate that also lists his car's (1R7779) hood as fawn (other documented colors requested).

## ALL:

### MIRRORS: (Updated December 2005)

Gray plastic (Part No. C.33151) with brushed aluminum stem secured to boss (Part No. BD 32397) glued to windscreen - manufacturer's name "WINGARD" and Made in England" on top windscreen screen side of plastic. See reference B, page 68, 69, & 71 for pictures, reference C, page C15 for part number

### Note:

Reports of Series 3 OTS mirrors (Part No. C.33369) on late Series 2 OTSs have been researched and, Reference A, Page (144) notwithstanding, I have concluded that these are not authentic, as I have seen too many 2R prefixed models (documented as the last of the Series 2 model run) with the correct grey plastic style mirror glued to the windscreen. If large numbers of these Series 3 mirrors had been observed on the 2R prefixed models, there would be cause to accept these Series 3 OTS mirrors on Series 2 OTSs as correct. To date, I have found no listing of the Series 3 mirrors in any of the Official Jaguar Series 2 Publications. These Series 3 mirrors, when found on a Series 2, should receive a non-authentic deduction; the burden of proof of authenticity, using Official Jaguar Publications, remains the Entrant's responsibility. Judges should be aware of easily interchanged parts between models.

## DOOR PANELS:

Vinyl - 2 panels with chrome strip between upper and lower panels - lower secured by chrome strip at panel separation and another chrome strip along front angled section - latch handles located in plastic recess - lower chrome strip extends from strike side to plastic recess then another chrome finisher follows the curve of the plastic recess, then another strip extends forward to the hinge side [See references A, pages 152 \(148\) for picture](#)

OTS and FHC - plungers to operate the courtesy light strike chrome plates mounted on door

2+2's - plungers are mounted parallel with the car's long axis and do not have strike plates

## BUILD DATE PLATE: (all cars with 1970 build dates)

Black with white lettering, "MANUFACTURED BY JAGUAR CARS LTD." With space for stamping month and year followed by, "THIS VEHICLE CONFORMS..... DATE OF MANUFACTURE." Followed by space for stamping chassis number. Located on driver's side "B" post.

## ARMRESTS:

Molded vinyl to match interior color - not covered in vinyl.

Note: Early cars did not have armrests - [see references A, pages 151 \(148-149\) for text, see references A pages 152 \(148\) for picture, see reference C, page B31 for part numbers. Per reference C, armrests were fitted from chassis Nos. 1R.1326, 1R.10335, 1R.20391, 1R.26756, 1R.35547, and 1R.42583 except not fitted to 1R.42586; Nigel must have lost that pair that day.](#)

## STEERING WHEEL:

16" with three brushed aluminum spokes with 5 holes each supporting wood rim. Gloss black trim ring surrounds nonfunctional clear plastic horn push with Growler motif that is non functional - horn operated by pushing in on turn signal stalk [See reference B, page 71 for picture](#)

Note: Polished aluminum spokes per Series 1s are wrong on Series 2s

## ACCELERATOR PEDAL:

Cadmium plated - no rubber pad

## RADIO: **Caution - See Latest Edition of Rule Book for rules in Driven Division**

Should be of the period - i.e. have knobs & push buttons (8 tracks would be considered after market - not allowed)

## RADIO CONSOLE: Variations dealing with automatic transmission and air conditioning

With AC - Black crinkle painted metal formed around radio - speakers mounted on sides with silver expanded metal covers - chrome plated dome nut with chrome washer on lower rear sides [See references A, pages 149 \(146\) for picture](#)

Without AC - Black formed vinyl with silver expanded metal covers set into black formed vinyl [See reference B, page 71 for picture](#)

With Automatic Transmission - Shift lever and indicator positioned way behind console so there's no need for a cutout in the base of the console to accommodate the lever. Tunnel is wider.

Note: The cigar lighter is mounted on the radio console, except for 2+2s with automatic transmissions where it is mounted on the center arm rest facing forward

SEATS: (in English a seat (cushion) is for your butt, a squab is for your back - squabs have fronts and backs)  
Leather with 6 pleats and head rest - vinyl on sides and squab back - 6 pleats and head rest center changed to perforated leather in May 1969 from chassis 1R8869, 1R26005, 1R41502 See references A, pages 154 (150) for picture, reference B, page 74 for date, reference C, page B25 for chassis Nos.

Seat adjuster handle - exposed end has small vinyl cap

Squab tilt mechanism - painted black with black vinyl cap - mechanism covered by thin molded black plastic cover at left and right sides - black metal bar continuous behind seat supposedly for foot operation by rear passengers in 2+2s; *but the rear passengers weren't supposed to grow feet.*

#### SEAT BELTS:

Kangol - Black webbing with four rows in herring bone pattern. Three point fixed type changed to retractable type for later cars. Hardware chrome plated with black textured plastic latch with leaping Jaguar sticker applied to smooth center recess See references A, pages 178 (173) for picture.

Note: George Camp reports having a set with "British Leyland" stickers in the center recess and says they're very rare.

#### CARPET:

Flocked, with large sewn in vinyl inserts on driver's and passenger's side. Many cars have been observed with Wilton Wool, which is WRONG. Vinyl insert on driver's side tunnel was added on Series 3 E-Types - wrong on Series 2s. The insert for the driver's heel behind the accelerator pedal in the picture below has been reported by two original owners, but reported absent by two others. Further confirmation is requested.



Photo of front carpet set for OTS and FHC showing vinyl inserts by Chuck Diamond

(December 2005)

Note: 2+2 front carpet sets have smaller rectangular vinyl inserts without the driver's heel insert rather than the elongated vinyl inserts shown above (confirmation requested)

## CARPET HOLD DOWN STUDS:

OTS & FHC - 4 plastic studs per side, 2 front - 2 rear on tunnel side

2+2 - 8 plastic studs per side, 4 front - 4 rear on tunnel side (two rear hidden under seat)

## TOE BOARD:

Black Hardura faced ½” thick plywood with vinyl edging - back unfinished plywood - the board wedges into place to reduce passenger legroom and came with some Series 1 and 2 E-types.

Note: Toe Boards were supplied intermittently per ‘84 and ‘91 Rule Books **per e-mail and attached scan of page 21 of the ‘91 Rule Book from Bob Stevenson**. Therefore, no deduction should be taken, and like tools; if a toe board is shown, deduct for defects.

Note: Cliff Burk recalls that when he bought his ‘70 OTS new in December of ‘70 that, “the toe board was advertised as a hidden storage location suitable for a small purse or camera.” Cliff can’t imagine Jaguar trying to reduce legroom. Cliff also reports he has seen these in colored Hardura to match the interior.

## **COMMON MISSING OR NON AUTHENTIC ITEMS**

\* indicates not currently made - if this guide somehow encourages the remanufacture of these items, I will be a very happy fellow.

### Engine Compartment:

Carburettor Anti Tamper Seals\*

Fuel Tee - Some NOS Still Available

Rain Shields\* on Fan Motors - Now available thanks to Graham Stevenson at SNG Barratt☺

Felt on Top of Stone Guard - see the classified section of the JCNA website☺

Emission Decal on Right Side of Bonnet

Rubber Boots on spark plug wires from distributor\* and to spark plug caps

American Bolts

Hose Clamps - Water (Cheney)\* - Vacuum and Brake Fluid (Non Cheney)\*

[American style wing nuts rather than English style wing nuts on battery hold down J bolts](#)

[Double coil spring washers under wing nuts on battery hold down J bolts](#)

[Wrong screws on battery terminal helmets](#)

### Interior & Boot:

Carpet - Wilton Wool Instead of the Correct Flocked Carpet\*

Owners Manual and Vinyl Pouch\*

½” Thick Hardura\* Sound Deadening (boot)

S1 Mallet Instead of Correct S2 Mallet

### Exterior:

License Plate Holder and Tilt Mechanism\*

Side Marker Lenses from XJ6 or MGB

Lens Screws

Wrong Tail/Brake Light Lenses (late variation 3 on earlier variation 1 or 2)

## **FINAL THOUGHTS:**

### **LACK OF A COMPLETE OFFICIAL SERIES 2 PARTS BOOK:**

The Series 2 cars were first manufactured in August of 1968. The Spare Parts Catalogue for Jaguar E-Type Series 2 (IPL 5/2) was published (and became readily available to the public) in 1975, more than four years after the last car was built. Changes, incredibly even those dealing with the three major emissions variations, are not fully covered - the entrant has no way of proving authenticity from "Official Jaguar Publications", as the JCNA Concours Rule Book specifies, unless he has access to Bulletins and Interim Parts Lists (IPLs) distributed to dealers, which were not readily available to the public. George Camp has an extensive collection of these IPLs and graciously loaned me those pertinent to the Series 2. I am forever grateful. The JCNA Publication resulting from the seminar presented at the 1997 AGM provided some of the information missing from the IPLs. This JCNA publication contains references to many Jaguar Service Bulletins. I have relied heavily on Dr. Thomas Haddock's books, "Jaguar E-Type Six-Cylinder Restoration & Originality Guide" and "Jaguar E-Type 6 & 12 Cylinder Restoration Guide" for a lot of the information contained herein. At the 2002 Portland ABFM, I was able to purchase 3 Lucas Girling Catalogues for Jaguar-Daimler for the years 1968, 69 and 71, and subsequently (almost a year later) a copy of the 1970 catalog became available, all hold a wealth of information, perhaps too much for the intended purpose of this guide. Other publications, which I have in my library, are by English Authors whose knowledge of "home market" cars is as outstanding as their knowledge of export cars, especially those conforming to US emission regulations, is lacking. **THIS GUIDE IS FOR SERIES 2 'E' TYPES EXPORTED TO NORTH AMERICA.**

### **Author's note on IPL 5/2 issued June 1975:**

In December of 2002, I spent a whole Saturday checking IPL 5/2 line for line (except non North American Cars) against IPL 1969 'E' Type Advanced Information which George Camp so graciously let me borrow. I noted the differences between the two publications in my copy of IPL 5/2; the publications are essentially 99% the same. There are few significant differences, especially on judged items. Many differences are obvious typos. What a boring Saturday!

### **Author's note on Jaguar Daimler Heritage Trust Compact Disc (CD) IPL - No Date:**

The IPL contained within the CD contains some information that other IPL's lack, the information is presented in the same format as the earlier IPL's but items have been juggled around. Part numbers and Engine/Chassis change numbers on certain Variation 3 engine components remain unlisted.

### **FORMATTING:**

Per JCRC guidelines this Judge's Guide follows the format first produced by Bob Stevenson, therefore the guide follows the judging sheets in most cases, and where not practical to do so, I've grouped components together that are in the same area. As Bob Stevenson stated in his Series 1 Judges Guide, "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 within a 15-minute time limit."

### **COMPONENT COLORS:**

As Bob Stevenson stated in his Series I Judges Guide, "Component colors presented a problem as there are VERY few unmolested cars available for inspection. Because the newest of these cars are now 32 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." Likewise, I have not gone into exact shades of component colors, and besides I'm color challenged needing black and white backgrounds to get it even close - wiring's a real challenge. As a service to fellow enthusiasts, and with the help of George Camp and Rick Hille I've listed available Hammerite® and Plasti-kote® colors when these products are known to closely match the original color.

## COMMENTS:

Comments are always welcome by e-mail. Several items remain questionable; **further confirmation has been requested where highlighted.** If you have HARD evidence of when these changes took place PLEASE contact me.

## PEOPLE:

I would like to thank all the people who have shared their cars and knowledge with me, especially the late Art Kornahrens, of JOCO who graciously let me observe his very original '69 2+2 over the years. George Camp, who, besides loaning me his IPLs, researched many items using his vast paper collection. George constantly questioned some of my conclusions, and forced me to conduct further research - you'd think he was a college professor - and then I found out that he once taught at West Point! Also helping were Al Zorich, of Zorich Restorations in Salem, Oregon, also of JOCO, Chuck Diamond, of JAG Michigan, who is the original owner of his FHC, Art Maggio, of the Florida Jaguar Club, who is the original Owner of his '70 OTS, Cliff Burk of JAGIN, Denis Donohue of JAG of NJ, Bill Dunn of the Inland Empire Jaguar Club, and others who I've lost track of over the 16 years that I've been involved with the Marque. I'd also like to thank Cole Watson, of the Southern Arizona Jaguar Club, who first interested (and taught) me in JCNA Judging. I'd especially like to thank Bob Stevenson, of JAG Michigan, who produced the first Judge's Guide in this series for providing the format, moral support, and information he is credited with in this guide. Formatting was half the battle, thanks Bob.

## BIBLIOGRAPHY:

Jaguar Publication J .37" Spare Parts Catalog for Jaguar 4.2 'E' Type' Grand Touring Models, December 1965  
Jaguar Publication J .38 Jaguar 4.2 'E' Type'2+2" Spare Parts Catalog, November 1965  
Jaguar Publication IPL 1968 Jaguar 4.2 'E' Type L.H. Drive and Jaguar 4.2 'E' Type L.H. Drive 2+2 L.H. Drive (with amendment sheets No 2 attached, consisting of 11 pages), from George Camp's Collection \*  
Jaguar Publication IPL 1969 'E' Type Advanced Information, from George Camp's Collection  
Jaguar Publication E 146 Emissions 1968, from George Camp's Collection  
Jaguar Publication E 123E/2 Emissions 70-71, from George Camp's Collection  
Jaguar Publications E.154/1, E.154/2, E.154/3, E.154/4, and E.154/5 (the Owner's Manuals)  
The Complete Official Jaguar "E" second revised edition, by Robert Bentley, © 1970, 1974  
\* This publication lists all the AC parts

***About the author*** – Stew Cleave is the Chief Judge for the Jaguar Owners Club of Oregon and was a member of the Southern Arizona Jaguar Club prior to moving to Oregon. He has considerable experience in restoring his own Series 2 E-Type 2+2, taking twelve years to complete (while moving three times), and judging at JCNA Sanctioned Concours while in Arizona and throughout the NW Region. He is the NW representative for the JCNA Concours Rule Book Committee (JCRC).

Please send comments to Stew Cleave by e-mail at [cleavefamily@comcast.net](mailto:cleavefamily@comcast.net)