

**ACJC**

**NATIONAL**

**RALLY**

**MANUAL**

**SEPTEMBER 2019**

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## CHAPTER 1 – INTRODUCTION

### 1.1 Australian Council of Jaguar Clubs (ACJC)

The ACJC was formed in 1984-85 to promote communication and co-operation between the following Clubs:

- Jaguar Drivers' Club of Australia
- Jaguar Drivers' Club of Canberra
- Jaguar Drivers' Club Hunter Region
- Jaguar Drivers' Club of Queensland
- Jaguar Drivers' Club of South Australia
- Jaguar Car Club of Tasmania,
- Jaguar Car Club of Victoria, and
- Jaguar Car Club of Western Australia.

The primary objectives of the ACJC are:

1. To be responsible for the rules and broad-scale management of the Annual Jaguar National Rally and the related Post Rally Tour.
2. To act as the focal point for the relationship between the affiliated Australian Clubs and Jaguar Australia (JA), thus providing a communication channel for matters of interest to all the affiliated Australian Clubs and to understand JA's position in regard to Dealer relations, Jaguar logos, trademarks and associated intellectual property, etc.
3. To provide a forum for the affiliated Australian Clubs to share ideas and information on common issues such as Constitutions, the National Rally, legal status, membership fees, Club structures, Club activities, etc.
4. To promote camaraderie between Jaguar enthusiasts.
5. Any other objectives deemed appropriate by The Council from time to time.

### 1.2 Jaguar National Rally

The Jaguar National Rally is held annually and hosted by ACJC member Clubs, with the exception of the Jaguar Drivers' Club Hunter Region and the Jaguar Drivers' Club of Canberra. It is traditionally held over the Easter period but timing may be varied if agreed by the ACJC. The National Rally

consists of a mix of social and competitive events which are aimed at showcasing the marque and providing a forum where like-minded enthusiasts can congregate and celebrate their passion.

The ACJC has overall responsibility for the Rally, including nominating the broad framework of events that must be conducted and determining the Concours, / display and Sporting event rules and scoring protocols. Conduct of the National Rally is franchised in turn to each of the participating Clubs (Annex 1A to this chapter).

Prior to receiving a mandate to conduct the Rally, the President of the Host Club and the Rally Director must sign an undertaking (Annex 1B to this chapter) to conduct it in accordance with the Policy and Rules contained in this Manual and to repay in full any loan that might be made by the ACJC to help finance the event.

### 1.3 Purpose of the Rally Manual

This Manual provides the Policy and Rules which govern the conduct of the Rally. The mandatory requirements are aimed at ensuring consistency of events, judging, categories of vehicles (where applicable) and awarding of trophies from one Rally to the next. In addition, the Manual provides guidelines and advice for Rally organisers based on the collective experiences of those who have been involved in running past events.

While this Manual attempts to cover all aspects of running the Rally, reference should be made to detailed reports prepared by previous Host Clubs. In addition, the views and advice of those members of your Club that regularly attend the National Rally should be sought. This ensures a contemporary view of the do's and don'ts, particularly in discretionary areas of the event.

**National Rally Report.** Each Host Club must issue a National Rally report to be tabled at the General Meeting of the ACJC which immediately follows the Rally. The report should include a brief synopsis of each event, broad details of the financial outcomes for the Rally, a list of all trophy winners, any lessons learnt that may assist other Host Clubs in the future and recommendations for future Rallies.

### 1.4 ACJC National Rally Manual Amendments

This Manual is an evolutionary document. It is reviewed regularly and updated as the need arises. Amendments to the Manual should be forwarded to the Secretary of the ACJC for tabling at the next Council meeting.

However, amendments to Concours rules will only apply at a National Rally if they have been agreed by the ACJC more than six months prior to the commencement of that National Rally.

In exceptional circumstances, this rule may be waived by the ACJC where it is considered that the amendment will not disadvantage competitors who have already commenced preparation of their cars based on the previous rules.

## Annexes to Chapter 1:

- 1A. National Rally Hosts
- 1B. National Rally Undertaking by the Host Club

**Annex 1A – Jaguar National Rally Host Clubs**

Year	Hosting Plan
2006	JDCA (Hunter Region)
2007	JDCSA
2008	JCCV.
2009	JCCT.
2010	JDCQ
2011	JDCC
2012	JCCWA
2013	JDCA (Sydney)
2014	JCCV
2015	JCCT.
2016	JDCQ
2017	JDCA
2018	JDCSA
2019	JCCV
2020	JCCWA
2021	JCCT
2022	JDCA
2023	JDCSA
2024	JDCQ
2025	JCCV
2026	JCCWA
2027	JCCT
2028	JDCA
2029	JDCSA
2030	JDCQ
2031	JCCT
2032	JCCWA



Annex 2B – Format for Club Acceptance letter

Jaguar Drivers' Club Canberra,  
PO Box 4400, KINGSTON. ACT. 2600  
(use relevant details)

To the Secretary  
Australian Council of Jaguar Clubs  
.....  
.....

Dear Sir/Madam,

JAGUAR NATIONAL RALLY

We refer to the subject event, and as the organising Club for 20xx hereby notify the Australian Council of Jaguar Clubs (ACJC) of our agreement to be bound by the Rules and Conditions as set out in the Jaguar National Rally Manual.

We note that our Club, to be eligible to conduct the Jaguar National Rally and be eligible for ACJC sponsorship, must conduct the event in accordance with predetermined and agreed terms and conditions.

In addition, we agree to arrange public liability insurance covering all events at the 20xx National Rally and to indemnify the ACJC against any claims arising from the conduct of the Rally.

We also agree to reimburse the ACJC any and all funds that may be advanced to us in the form of a loan. This will be done within one calendar month from the conclusion of the National Rally.

Yours Sincerely,

.....	.....	.....
Club President	Rally Director	Date

## CHAPTER 2 – ORGANISING A NATIONAL RALLY

### 2.1. Preliminaries

Understanding the mandatory and primary considerations of organising a National Rally should precede any detailed planning.

#### 2.1.1 Mandatory Provisions

There are three mandatory areas that are not to be varied by the Host Club.

These are:

- ☐ the Rules and Provisions in this Manual governing the conduct of the Concours / Display day and the Sporting event;
- ☐ the Rules in this Manual governing awarding of the perpetual trophies; and
- ☐ the sequencing of the Concours and Sporting events, i.e. the Concours must precede the Sporting event.

#### 2.1.2 Primary Considerations

Detailed planning by the Host Club should commence eighteen months to two years before the Rally is to be conducted.

Early consideration needs to be given to:

- the composition of the Rally Committee;
- approvals and grants by the ACJC;
- deciding the events to be conducted;
- appropriate venues and programme of events;
- developing a timetable;
- the desired financial result; and
- nominating the common closing date for Rally registration, Concours entry and Sporting event entry.

It should be noted that naming rights are available for individual events within the Rally but not for the overall event which shall be the ACJC National Rally.

## 2.2. The Rally Committee and Duties

Careful preparation and appointment of the right people is the key to a successful Rally. The time and commitment required to organise and manage a multi-level event attended by several hundred people from around Australia and overseas should not be underestimated.

The recommended structure and duties are outlined below.

### 2.2.1 Rally Director

The first and most important step is the appointment of a Rally Director who must:

1. possess management and organisational skills of a high order;
2. be conversant with the general format and content of a National Rally;
3. be able to devote a considerable amount of time and energy to the task over at least 18 months; and
4. have attended at least one National Rally.

The Rally Director has overall responsibility to the Host Club Committee for the running of the Rally. The Director must be able to recognise both the strengths and weaknesses of his team, and must be able to act quickly if any individual is not coping with the set tasks or meeting the necessary milestones in the timetable.

He/she is also responsible for preparing the Rally report (refer Chapter 1).

Early in the planning stages, the Rally Director must consider the following:

- The reporting structure and authority of the Rally Committee – as defined and accepted by the Club executive; and
- Provision of a detailed project schedule that identifies all the tasks of each committee position and the milestone dates leading up to the completion of each task.

### 2.2.2 Secretary

The Secretary is responsible for the administrative elements of the Rally, including the handling of all correspondence. It is strongly recommended that a database be developed to manage registrations and event attendance lists.

Duties include:

- collection, registration and attendance to all correspondence;
- registration forms and subsequent issue to Clubs and individuals;
- processing of all registration and entry forms, maintenance of records and liaison with the treasurer regarding finance matters;
- arranging public liability and other insurance for the duration of the Rally;
- determining the form of personal identification and venue entry requirements;

- taking and distributing the minutes of Committee meetings; and
- maintenance and updating of the database.

### 2.2.3 Financial Controller (Treasurer)

The Financial Controller is responsible for all financial aspects of the Rally including budgets, cash flow management, banking, payment of accounts, maintenance of financial records and preparation of a financial statement at the conclusion of the Rally.

Duties include:

1. establishing and maintaining a separate Rally bank account;
2. ensuring that direct payment, EFTPOS/credit card facilities are available;
3. co-ordinating the budgets for each portfolio and preparing an overall Rally budget and cash flow forecast;
4. maintenance of financial accounting system;
5. regular banking/processing of cash, cheques and EFTPOS/credit card slips;
6. maintaining correct security measures for personal financial data management;
7. regular comparisons of actual expenditure against the budget; and
8. identification and on-going scrutiny of areas of high financial risk such as Rally regalia.

### 2.2.4 Publicity and Promotions Director

Sponsorship, advertising as well as national and international publicity are all important aspects of the Publicity and Promotions Portfolio. A successful financial outcome may well depend on the level of sponsorship and advertising revenue that can be secured. While it is prudent to withhold the publicity campaign until the previous Rally has been completed, it is essential that potential sponsors and advertisers be canvassed as soon as the Rally Committee is formed.

Sponsors and advertisers involved with previous Rallies may be a good starting point, as are National companies that are in the general motoring trade. However, local businesses that may benefit in the short or longer term should also be carefully considered. There may also be sponsorship or advertising opportunities from members within the Host Club.

Duties of the Publicity and Promotions Director include:

- develop for consideration by the Committee, a range of unique Rally logos that will be used on written material and regalia Care must be taken not to infringe any trademarks of Jaguar Cars and approval should be sought in advance from the ACJC;
- develop a unique theme for the Rally;
- prepare a draft portfolio budget for consideration by the Financial Controller and the Committee;
- canvass widely for sponsorship and advertising support;

- arrange for packages of promotional material to be distributed at the Rally preceding that being organised;
- provide all Jaguar Clubs with promotional material soon after the previous Rally (consider a direct mail out to previous Rally attendees);
- design a unique Rally poster and consider publishing a Rally-oriented magazine which could be provided free to Rally participants but sold to spectators;
- prepare articles and seek publication in the motoring press, Club magazines, the national Jaguar Magazine, local and national press;
- seek television and web coverage of the Concours, Display and Sporting events;
- seek radio coverage through talk-back and motoring-related segments;
- advertise the Rally on Jaguar-related sites on the internet and through national and international specialist magazines;
- seek support from local government and tourist organisations;
- develop a range of suitable regalia which is unique to the Rally; and
- notify staffing requirements to the Staffing Director.

## 2.2.5 Concours / Display Director

Recognising that some Rallies will hold Concours and others will not, the responsibilities of the Director will include only the relevant items in this section.

The Concours / Display Director is responsible for identifying suitable venues and well-lit undercover wet-weather sites for Committee consideration and for co-ordinating all aspects of the event. The Director must also be conversant with the mandatory National Concours Rules detailed in later chapters of this Manual. Some early considerations must be booking of the selected venue(s), preparation of a draft budget, selection and training of judges and arranging suitable car preparation facilities for interstate entrants (including provision of cleaning facilities and equipment).

Other aspects that the Concours / Display Director must consider are:

- the route of any proposed Cavalcade or motorcade, including negotiations with police and local government authorities;
- the possibility/practicality of charging the general public for admission to the Concours site;
- preparation of a draft portfolio budget for consideration by the Financial Controller and the Rally Committee;
- the layout and entry points for the Concours / Display site and judging area;
- the order in which cars will be judged;
- equipment requirements, including arranging appropriate uniforms for the judges;
- appointing result teams and checkers, and arranging appropriate support equipment such as computers;

- appointment of a master of ceremonies and organising a suitable P/A system (including back-up);
- sales of spares and regalia, and seeking appropriate traders to offer their products or services on site for a fee (consider offering sponsors this opportunity for free);
- availability of public parking areas, toilets and catering facilities;
- notify staffing requirements to the Staffing Director;
- forwarding Concours entry forms to potential entrants; and
- provision of copies of their judging sheets to all Concours entrants as soon as practicable after the announcement of results at the Presentation Dinner.

### 2.2.6 Sporting Director

The Sporting Director is responsible for identifying suitable Sporting event locations for Committee consideration and for the overall co-ordination of the Sporting event. It is essential that the type of Sporting event and the location are selected as early as possible and booked due to the popularity of such venues. It is preferable that the event should, as a minimum, be a regularity run on a sanctioned race circuit. Alternatively, where this is not possible, a motorkhana or hill-climb may be substituted.

These events must be designed to produce winners based on regularity over at least two runs of a selected course. This allows all entrants an equal opportunity to win a trophy. Annex 3A to this chapter lists the model groupings to be used for trophy presentation purposes.

Where there are less than three cars in a class, they may be amalgamated into a suitable grouping at the discretion of the Host Club.

In addition, the Sporting Director must consider the following:

- preparation of a draft portfolio budget for consideration by the Financial Controller and the Rally Committee;
- CAMS permit and licensing requirements, and appropriately qualified officials;
- supplementary regulations;
- scrutineering personnel and facilities;
- timing equipment and personnel;
- ambulance/medical requirements;
- towing/recovery vehicles,
- equipment requirements, e.g. communications equipment including a P/A system, flags, fire extinguishers, witches hats, spare helmets;
- car numbering requirements;
- staffing requirements which need to be advised to the Staffing Director; and
- catering, toilet and parking facilities;
- complimentary activities on-site for Rally registrants who are not participants

## 2.2.7 Social Director

The Social Director position is possibly the most onerous because it can involve organising at least four events, i.e. evening events on the first three nights of the Rally and a farewell breakfast/brunch. To lighten the load some organisers appoint a separate person for each event.

The Rally Committee should consider early identification of the events to be conducted and the appointment of Assistant Directors to help with planning and organising each activity. Under this scenario, the Social Director would primarily be the events co-ordinator while retaining responsibility for:

- ☐ providing the Rally Committee with options for the various social events;
- ☐ preparation of a draft portfolio budget for consideration by the Financial Controller and the Rally Committee;
- ☐ ascertaining lead times for bookings;
- ☐ arranging food and drink catering;
- ☐ determining minimum and maximum booking requirements;
- ☐ arranging transport to and from venues;
- ☐ determining dress requirements;
- ☐ arranging guest speakers and Masters of Ceremony; and
- ☐ notifying individual event staffing requirements to the Staffing Director.

Each Assistant Director would be responsible for the detailed planning and management of their event. Primary considerations would be food and beverage menus, P/A requirements, decorations and table arrangements, place and menu cards, entertainment, child-minding, indoor car displays and guest parking.

## 2.2.8 Staffing Director

The organisation and management of staffing resources is one of the most important jobs on the Rally Committee.

Large numbers of volunteers will be required to act as:

- ☐ Receptionists
- ☐ traffic and people controllers
- ☐ money collectors
- ☐ scorers
- ☐ “meeters and greeters”
- ☐ regalia sales staff
- ☐ equipment movers
- ☐ ticket checkers

- ☐ scrutineers
- ☐ time-keepers
- ☐ grid marshals, etc.

It is imperative that the Staffing Director is a longer-standing Club member with an extensive knowledge of the membership and their individual capabilities. The Staffing Director may have little need to be involved in the initial planning of the Rally but will be indispensable once staffing requirements have been determined and the events are drawing closer.

Seeking out volunteers for the myriad of diverse tasks should be an ongoing search which commences as soon as the Staffing Director is appointed.



## 2.2.9 Trophy Coordinator (where applicable)

The perpetual trophies are maintained and stored in Victoria under the control of the JCCV. Keepsake trophies are provided by the host club for each Rally. The Trophy Coordinator has the responsibility for:

- movement of perpetual trophies to and from storage in Victoria
- selection and purchase of keepsake trophies
- coordination with the MC, Social Director, Rally Director and ACJC representative to ensure awards are correctly assigned prior to the presentation
- arrangement for photographs to be taken of each trophy winner at and after the presentation
- arrangement for the engraving of plates on each perpetual trophy to record the winner's name and Club, and to have the plates secured on the trophies prior to returning them to Victoria.
- Provision of the list of all trophy winners for inclusion on the Rally Report and subsequent recording in this Manual (see Chapter 3 and Annex 3B).

## Annex 2A – Checklists for Rally Committee Members

The listed items in this section are intended as a guide for all members involved in the preparation of a National Rally.

Initially, the committee as a group will need to work closely together with the general club membership to identify and nominate:-

- ☐ The structure and theme of the Rally
- ☐ The main venue(s) for accommodation, events, Concours / display
- ☐ Logo, advertising, sponsorship.

Individual responsibilities and reminders are contained below. It should be noted that these are not to be regarded as proscriptive. Some committees may combine tasks or create specialist tasks not contained in these lists – all as needed to fit the theme and structure of the Rally.

Rally Director

TO DO LIST	Date DUE	Date DONE
☐ Monitor adherence to budget and liaise with Financial Controller over any problems	Ongoing	
☐ Convene Committee meetings as required	Ongoing	
☐ Oversee Committee's responsibilities	Ongoing	
☐ Communicate with Sponsors & Sponsorship co-ordinator	Ongoing	
☐ Liaise with Friday Night Event Co-ordinator	Ongoing	
☐ Liaise with Logistics/Display Day Co-ordinator	Ongoing	
☐ Liaise re "Special Interest Cars"	Ongoing	
☐ Liaise with Concours Director	Ongoing	
☐ Liaise with Saturday Night Event Co-ordinator	Ongoing	
☐ Liaise with Sporting Event Co-ordinator	Ongoing	
☐ Liaise with Sunday Night Event Co-ordinator	Ongoing	
☐ Liaise with Monday Events Co-ordinator	Ongoing	
☐ Liaise with Post Rally Tour Hosts	Ongoing	
☐ Liaise with Regalia Co-ordinator	Ongoing	
☐ Interact with Web master	Ongoing	
☐ Invite Rally's Special Guest		
☐ In conjunction with event organisers, prepare event formats		
☐ In conjunction with event organisers, ascertain audio visual equipment requirements		
☐ Sign Off on content for function and events programmes		
☐ Purchase Rally Trophies		
☐ Prepare full Rally Report for ACJC	31st July	

TO DO LIST	Date DUE	Date DONE
<input type="checkbox"/> Maintain adherence to budget and advise Financial Controller/Rally Director of any problems	Ongoing	
<input type="checkbox"/> Select judges – mix of state and interstate judges		
<input type="checkbox"/> Review Concours judging sheets with Chief Concours Judge		
<input type="checkbox"/> Establish judges training program and dates with Chief Concours Judge		
<input type="checkbox"/> Review judges training session with Chief Concours Judge		
<input type="checkbox"/> Advise & invite state and interstate judges re training sessions		
<input type="checkbox"/> Co-ordinate judges training day		
<input type="checkbox"/> Send training notes to interstate judges unable to attend		
<input type="checkbox"/> Appoint scoring personnel for Concours Day		
<input type="checkbox"/> Appoint score checkers for Concours Day		
<input type="checkbox"/> Appoint person to display trophies at Concours Day		
<input type="checkbox"/> Get white judges' coats arranged (dry cleaned?)		
<input type="checkbox"/> Get clip boards, pens and calculators for each judge		
<input type="checkbox"/> Prepare judging sheets with Chief Concours Judge		
<input type="checkbox"/> Obtain judges' meal vouchers		
<input type="checkbox"/> Select judging order of vehicles with Chief Concours Judge		
<input type="checkbox"/> Liaise with Sporting Events co-ordinator re radio/headsets		
<input type="checkbox"/> Issue radio/headsets to relevant people		
<input type="checkbox"/> Supervise and co-ordinate judging – Concours d'Elegance & Concours d'Etat		
<input type="checkbox"/> Keep to timetables for all events, including judging		
<input type="checkbox"/> Co-ordinate events on Concours Day with event co-ordinator and MC		
<input type="checkbox"/> Return radio/headsets to Sporting Events co-ordinator		
<input type="checkbox"/> Prepare complete report to Rally Director	30th June	

Concours / Display Director

TO DO LIST	Date DUE	Date DONE
<input type="checkbox"/> Review Concours judging sheets with Concours Director		
<input type="checkbox"/> Establish judges training program and date with Concours Director		
<input type="checkbox"/> Review judges training session with Concours Director		
<input type="checkbox"/> Advise judges of procedures and protocol		
<input type="checkbox"/> Attend judges training meeting		
<input type="checkbox"/> Prepare judging sheets with Concours Director		
<input type="checkbox"/> Select judging order of vehicles with Concours Director		
<input type="checkbox"/> Supervise Concours Judging		
<input type="checkbox"/> Mediate if necessary		
<input type="checkbox"/> Check & sign all Concours Judging sheets		
<input type="checkbox"/> Give judging sheets to collators as soon as they are checked		
<input type="checkbox"/> Keep within time-frames	Ongoing	

Chief Concours Judge

## Sporting Events Co-Ordinator

TO DO LIST	Date DUE	Date DONE
<input type="checkbox"/> Maintain adherence to budget and advise Financial Controller/Rally Director of any problems	Ongoing	
<input type="checkbox"/> Draw up events program		
<input type="checkbox"/> Determine CAMS requirements		
<input type="checkbox"/> Write Supplementary Regulations		
<input type="checkbox"/> Obtain CAMS Permit		
<input type="checkbox"/> Produce event time sheets		
<input type="checkbox"/> Produce small timing slips for drivers		
<input type="checkbox"/> Confirm access procedures to circuit		
<input type="checkbox"/> Arrange timekeeping equipment		
<input type="checkbox"/> Appoint Clerk of Course		
<input type="checkbox"/> Appoint Jaguar course car		
<input type="checkbox"/> Appoint starter		
<input type="checkbox"/> Appoint check-in staff / CAMS Day Licence personnel		
<input type="checkbox"/> Appoint timekeepers		
<input type="checkbox"/> Appoint scrutineers		
<input type="checkbox"/> Appoint gate marshals and assistants		
<input type="checkbox"/> Appoint flag marshals		
<input type="checkbox"/> Appoint results collators		
<input type="checkbox"/> Collate entries as they are received from Administrative Assistant		
<input type="checkbox"/> Post Sub-Regs as required		
<input type="checkbox"/> Confirm ambulance booking		
<input type="checkbox"/> Confirm food outlet		
<input type="checkbox"/> Book radio/headsets		
<input type="checkbox"/> Liaise with Concours Director re radio/headsets for Concours Day		
<input type="checkbox"/> Receive from Concours Director radio/headsets after Concours Day		
<input type="checkbox"/> Recharge batteries for radio/headsets		
<input type="checkbox"/> Open circuit @ 0700		
<input type="checkbox"/> Check all safety equipment at circuit		
<input type="checkbox"/> Co-ordinate all events on day at circuit		
<input type="checkbox"/> Phone results to Rally Headquarters ASAP		
<input type="checkbox"/> Track to be closed by 1600 sharp!		
<input type="checkbox"/> Display race result sheets at Rally Headquarters		
<input type="checkbox"/> Prepare complete report to Rally Director	30th June	

TO DO LIST	Date DUE	Date DONE
☐ Maintain adherence to budget and advise Financial Controller/Rally Director of any problems	Ongoing	
☐ Draw up ground plan of display area		
☐ Draw up plan for cars to assemble at Cavalcade start		
☐ Plan vehicle group layout subsequent to finalisation of preparations		
☐ Select marshals for Concours Display Day and Cavalcade		
☐ Select assistants for setting up at Concours Display Day		
☐ Arrange for hire of tables, trestles, chairs as required		
☐ Send ground plan of display area to P/A system provider		
☐ Send ground plan of display area to all display organisations		
☐ Send ground plan of display area to tent hirer		
☐ Collect and clean all club banners		
☐ Organise plenty of Jaguar signs to show direction		
☐ Provide content for Display Day programme		
☐ Obtain vests for marshals		
☐ Signs for car models for Concours Display Day		
☐ Collect witches hats and all other necessary equipment for Concours Display Day		
☐ Liaise with Sporting Events co-ordinator re radio/headsets		
☐ Issue radio/headsets to relevant people		
☐ Erect Jaguar signs for directions		
☐ Erect Jaguar signs and flags around display area		
☐ Marshals at Cavalcade start @ 0730		
☐ Set up display of Concours Trophies by 0900		
☐ Co-ordinate all events on day at display area		
☐ Ensure all gear is collected and packed up		
☐ Clear display area by 1600		
☐ Return radio/headsets to Sporting Events co-ordinator		
☐ Prepare complete report to Rally Director	30th June	

**Equipment, Logistics & Display Day**

TO DO LIST	Date DUE	Date DONE
<input type="checkbox"/> Develop Potential Sponsor Contacts	Ongoing	
<input type="checkbox"/> Prepare Submissions as appropriate	Ongoing	
<input type="checkbox"/> Follow up submissions lodged	Ongoing	
<input type="checkbox"/> Approach potential smaller sponsors based on current magazine advertising	Ongoing	
<input type="checkbox"/> Liaise with Rally Director re sponsorship levels	Ongoing	
<input type="checkbox"/> Monitor all arrangements re contra for sponsors/advertisers	Ongoing	
<input type="checkbox"/> Determine with Rally Director advertising requirements in Rally printed material	Ongoing	
<input type="checkbox"/> Co-Ordinate with printers re advertising requirements in Rally printed material	Ongoing	
<input type="checkbox"/> Assist with registrations at Rally headquarters if required	Date	

**Sponsorship Co-Ordinator**

TO DO LIST	Date DUE	Date DONE
☐ Maintain adherence to budget and advise Financial Controller/Rally Director of any problems	Ongoing	
☐ Co-ordinate articles for Clubs and their magazines	Ongoing	
☐ Articles for Australian Jaguar Magazine	Ongoing	
☐ Provide promotional material to other Jaguar Clubs	Ongoing	
☐ Provide promotional material, publicity, editorials, advertising to all media outlets	Ongoing	
☐ Issue newsletter to all Club Editors	Ongoing	
☐ Liaise with Rally Director re photographer for all functions		
☐ Organise any advertising signs		
☐ Prepare posters		
☐ Distribute posters strategically at suitable venues		
☐ Arrange times and dates for media interviews etc.		
☐ Arrange printing of Rally Programme		
☐ Arrange printing of programmes for each event		
☐ Assist with registrations at Rally headquarters		

**Advertising & Promotions**



TO DO LIST	Date DUE	Date DONE
<input type="checkbox"/> Prepare and send out brochures and information to all pre-registrants	Ongoing	
<input type="checkbox"/> Receive all Registrations, Concours, Sporting, Post Rally Tour entries	Ongoing	
<input type="checkbox"/> Send acknowledgement to all Registrants	Ongoing	
<input type="checkbox"/> Pass on Registrations to registration co-ordinator and appropriate events co-ordinators	Ongoing	
<input type="checkbox"/> Pass on all monies and credit details to Financial Controller	Ongoing	
<input type="checkbox"/> Pass all regalia forms to Regalia Events Co-ordinator	Ongoing	
<input type="checkbox"/> Pass all Concours entry forms to Concours Director	Ongoing	
<input type="checkbox"/> Pass all Sporting entry forms to Sporting Events Co-ordinator	Ongoing	
<input type="checkbox"/> Pass all Post Rally Tour entries to Post Rally Tour Events Co-ordinator	Ongoing	
<input type="checkbox"/> Pass all accommodation registrations to accommodation venue	Ongoing	
<input type="checkbox"/> Pass all Registrations to Registrations Event Co-ordinator	Ongoing	
<input type="checkbox"/> Post further brochures, forms as required	Ongoing	
<input type="checkbox"/> Produce Reports from data-base as required re numbers for events	Ongoing	
<input type="checkbox"/> Updates to committee at meetings	Ongoing	
<input type="checkbox"/> Minute committee meetings as required	Ongoing	
<input type="checkbox"/> Process registrations as received into data-base	Ongoing	
<input type="checkbox"/> Assist with registrations at accommodation venue		
<input type="checkbox"/> Assist with administrative issues	Rally	
<input type="checkbox"/> Prepare statistics report to Rally Director	30th June	

**Administrative Assistant**

TO DO LIST	Date DUE	Date DONE
<input type="checkbox"/> Receive all registrations from Administrative Assistant	Ongoing	
<input type="checkbox"/> Manage data-base program and coordinate with all registrants	Ongoing	
<input type="checkbox"/> Produce Reports from data-base as required	Ongoing	
<input type="checkbox"/> Produce name cards / event indicators		

**Registrations Co-Ordinator**

TO DO LIST	Date DUE	Date DONE
<input type="checkbox"/> Maintain budget control and advise Rally Director of any difficulties	Ongoing	
<input type="checkbox"/> Maintain bank account for Rally	Ongoing	
<input type="checkbox"/> Maintain double entry financial accounts	Ongoing	
<input type="checkbox"/> Bank all incoming funds	Ongoing	
<input type="checkbox"/> Control credit card payments	Ongoing	
<input type="checkbox"/> Issue cheque payments ( 2 signatories ) as required	Ongoing	
<input type="checkbox"/> Assist with registrations at Rally headquarters		
<input type="checkbox"/> Prepare complete financial report to Rally Director	30th June	

TO DO LIST	Date DUE	Date DONE
<input type="checkbox"/> Maintain adherence to budget and advise Financial Controller/Rally Director of any problems	Ongoing	
<input type="checkbox"/> Collate regalia order numbers for each product		
<input type="checkbox"/> Liaise with Rally Director re any additions/deletions required to stock		
<input type="checkbox"/> Finalise stock quantities		
<input type="checkbox"/> Place orders		
<input type="checkbox"/> Arrange assistants for various selling points – Registration Day, Display Day, events etc.		
<input type="checkbox"/> Ensure product delivery is on time		
<input type="checkbox"/> Pack ordered regalia ready for Registration Day		
<input type="checkbox"/> Assist with registrations at Rally headquarters		
<input type="checkbox"/> Decorate area at Registration with Jaguar banners as appropriate		
<input type="checkbox"/> Provide Financial Controller with financial statement	31st May	

**Financial Controller**

TO DO LIST	Date	Date
<input type="checkbox"/> Maintain adherence to budget and advise Financial Controller/Rally Director of any problems	DUE Ongoing	DONE
<input type="checkbox"/> Raffle prizes if required		
<input type="checkbox"/> Lucky door prize		
<input type="checkbox"/> Organise decorations		
<input type="checkbox"/> Select helpers to decorate function rooms		
<input type="checkbox"/> Arrange for “meet & greet” people for function		
<input type="checkbox"/> Make provision for any babysitting requirements		
<input type="checkbox"/> Provide content for function programme		
<input type="checkbox"/> Get names for function from Administrative Assistant		
<input type="checkbox"/> Check numbers for catering function		
<input type="checkbox"/> Advise catering function numbers to caterers		
<input type="checkbox"/> Confirm entertainment if any		
<input type="checkbox"/> Coffee, tea, milk, sugar, urn, hot cross buns for registration by 10:00		
<input type="checkbox"/> Small Easter Eggs for both small and big kids (adults) for registration by 0:00		
<input type="checkbox"/> Decorate Function Room at Rally headquarters by 1500		
<input type="checkbox"/> Welcome guests to Rally		
<input type="checkbox"/> Table plans for people to put their names on for Saturday and Sunday night functions		
<input type="checkbox"/> Provide Financial Controller with financial statement	31st May	

**Regalia Co-Ordinator**

TO DO LIST	Date DUE	Date DONE
☐ Maintain adherence to budget and advise Financial Controller/Rally Director of any problems	Ongoing	
☐ Raffle prizes if required		
☐ Lucky door prize		
☐ Organise decorations		
☐ Select helpers to decorate function rooms		
☐ Arrange for “meet & greet” people for function		
☐ Provide for any babysitting requirements		
☐ Provide content for function programme		
☐ Get names for function from Administrative Assistant		
☐ Check numbers for catering function		
☐ Advise catering function numbers to caterers		
☐ Confirm entertainment		
☐ Arrange MC for evening		
☐ Follow up table layout plans for Presentation Night function for registrants to nominate seating		
☐ Decorate Venue		

<input type="checkbox"/> Provide table layout with names for tables		
<input type="checkbox"/> Provide Financial Controller with financial statement	31st May	
<b>TO DO LIST</b>	<b>Date DUE</b>	<b>Date DONE</b>
<input type="checkbox"/> Maintain adherence to budget and advise Financial Controller/Rally Director of any problems	Ongoing	
<input type="checkbox"/> Raffle prizes if required		
<input type="checkbox"/> Lucky door prize		
<input type="checkbox"/> Organise decorations		
<input type="checkbox"/> Select helpers to decorate function rooms		
<input type="checkbox"/> Arrange for “meet & greet” people for function		
<input type="checkbox"/> Provide for any babysitting requirements		
<input type="checkbox"/> Provide content for function programme		
<input type="checkbox"/> Get names for function from Administrative Assistant		
<input type="checkbox"/> Check numbers for catering function		
<input type="checkbox"/> Advise catering function numbers to caterers		
<input type="checkbox"/> Confirm entertainment		
<input type="checkbox"/> Arrange MC for evening		
<input type="checkbox"/> Decorate Venue		
<input type="checkbox"/> Organise for “Special Interest Cars” to be displayed		
<input type="checkbox"/> Provide table layout with names for tables		
<input type="checkbox"/> Provide Financial Controller with financial statement	31st May	

**Events Co-Ordinator – Welcome Night**

**Events Co-Ordinator – Saturday Night**

**Events Co-Ordinator – Sunday Night**

TO DO LIST	Date DUE	Date DONE
☐ Maintain adherence to budget and advise Financial Controller/Rally Director of any problems	Ongoing	
☐ Raffle prizes if required		
☐ Lucky car prize		
☐ Select helpers to marshal car movements		
☐ Liaise with Venue	Ongoing	
☐ Liaise with Charter Bus	Ongoing	
☐ Get names for events from Administrative Assistant		
☐ Check numbers for catering		
☐ Advise catering numbers to both groups of caterers		
☐ Decorate area with Jaguar banners as appropriate		
☐ Provide Financial Controller with financial statement	31st May	

**Events Co-Ordinator – Monday Brunch**

TO DO LIST	Date DUE	Date DONE
☐ Maintain adherence to budget and advise Financial Controller/Rally Director of any problems	Ongoing	
☐ Prepare final route, attractions, accommodation details		
☐ Prizes if required		
☐ Lucky car prize		
☐ Select helpers to marshal car movements at start		
☐ Liaise with attractions		
☐ Liaise with accommodation		
☐ Get names for event from Administrative Assistant		
☐ Check numbers for catering/accommodation/attraction entries		
☐ Advise numbers to respective providers		
☐ Decorate any area with Jaguar banners as appropriate		
☐ Provide Financial Controller with financial statement	31st May	

**Post Rally Tour Co-Ordinators**

- Whilst it is necessary for a Cavalcade to be held to the Concours site to ensure compliance by Concours entries with the Rules, it is also desirable that a motorcade be held en-route to the Concours site for other Rally participants. They are a great promotional activity and are popular with both public and participants but will usually require the co-operation of local government authorities and the police. However, if the route will not allow the motorcade to proceed uninterrupted, and in an unbroken line, then it should be abandoned. Where a motorcade is held, entrants in both divisions of the Concours must participate to be eligible for judging.
- Vehicles entered in either division of the Concours are not to be afforded any special publicity prior to judging. This includes advance publicity or promotional activity, preference in terms of display on the day, announcements at functions or introductions through the PA system.
- Any special interest vehicles which do not belong to a member of an affiliated Jaguar Club, or any person who is not a member of an affiliated Jaguar Club, is not eligible to compete in Concours or Sporting events.
- All trophies should be presented at the Rally Presentation Dinner on Sunday night.
- Promised assistance, services and costs should be confirmed in writing with sponsors, advertisers, hotels/motels, venue management, etc. Verbal agreements are easily forgotten and difficult to enforce
- Additional activities such as visits to tourist attractions, shopping trips, visits to theme parks etc. should be considered for family members of participants while the latter are involved in the Concours or Sporting events.
- A Post Rally tour of nearby attractions should be provided for interstate visitors. It is advisable that the organisation and leadership of the tour be allocated to a person(s) external to the core Rally Committee
- Consider inviting a special guest as an added attraction for the Rally. Significant personalities

with a Jaguar heritage or close connection to the marque are likely candidates. Sponsorship for such guests might be available from the ACJC.

- Ensure that every venue is carefully inspected before the event by key organisers and officials to familiarise themselves with the layout and surrounds.
- Registrants should be provided with as much information as possible about the Rally, its format, functions and rules well before the event. The information package should include brochures from the local tourism authorities and advice on accommodation.

## CHAPTER 3 – OTHER ORGANISATIONAL CONSIDERATIONS

### 3.1. Rally Headquarters and Accommodation

There is a need to provide a focal point and reception/registration centre for Rally entrants. Consequently, selection of a suitable Rally headquarters should occur early in the planning process. The most suitable headquarters have proven to be hotels or motels with separate function and/or reception areas. Suitable establishments should be approached with a view to obtaining reduced rates for bulk booking of rooms, holding at least one Rally function on-site and having the use of a reception area to welcome participants on the first day of the Rally.

Experience suggests that involvement in accommodation should end with endeavouring to obtain favourable rates for participants at the Rally headquarters and perhaps one or two other establishments of varying standards.

Handling bookings and arranging accommodation is an onerous, time-consuming task that is best left to those in the business viz. the chosen hotel(s).

### 3.2. Trophies

To be eligible for a trophy at the National Rally, participants must be a financial member of a Club affiliated with the ACJC and one of the registered owners or direct member of the family of the registered Owner.

The standard of trophies should be in keeping with the National status of the event. Consequently, a large proportion of the funds provided by Jaguar Australia through the ACJC should be directed to the purchase of trophies. Earlier in this chapter, it is suggested that the responsibility for trophies should be a task for the Secretary. However, due to the size of the task which involves collection of the perpetual trophies and ensuring they are presentable, deciding on the type of keepsake trophies, purchasing the trophies and arranging engraving, it may be preferable to allocate this task to another member with that responsibility. The Secretary could then be responsible for co-ordinating and managing the process.

Arrangements should be made to engrave all perpetual trophies as soon after the National Rally as possible. **This must be done** prior to returning the perpetual trophies to storage in Melbourne. Particular attention needs to be given to correctly naming the winners, recognising that the vehicle might have been entered in the joint names of a couple. However, prior to engraving, consideration should be given to displaying the trophies at the events as a means of adding interest and as a public relations exercise.

Collection of the perpetual trophies has been a difficult task in the past as they are likely to be



distributed throughout the country. Therefore a new procedure was implemented with the trophies being stored between Rallies with the JCCV on behalf of the ACJC. The ACJC will be responsible for the cleaning, repair and transport of the trophies to and from each Rally and will charge the Host Club of the National Rally a fee to cover such services (currently \$600 per Rally). A list of the perpetual trophies, their purpose and previous recipients are detailed in Annexures B and C to this chapter.

### **3.3. Rally Regalia**

Regalia provides a memento of the Rally for participants. Many regular Rally attendees have a jacket to which patches have been sewn and serious consideration should be given to the inclusion of such a patch. It can also be a source of revenue if Rally-specific items are sold during the event although unsold items at the conclusion of the Rally have very little value. Therefore, the products and numbers of each item purchased need to be carefully considered.

The experience of Clubs that have conducted recent Rallies should be sought as to the types of products that were popular and numbers sold. One method of adding some stability to sales is to encourage pre-ordering of regalia with registration. This will allow time to adjust orders and avoid a large over- or under- supply.

T-shirts, windcheaters and caps are always popular, whilst jackets and engraved drinking glasses could be offered in small numbers. Consideration should also be given to including the normal range of the Host Club's Regalia, including generic Jaguar items such as key rings, cups, umbrellas, etc.

### **3.4. Post Rally Tour**

The following are suggested guidelines when planning the Post Rally Tour:

- Using a Map plan the Post Rally Tour at home first. This way you can check distances, both daily and total, and whether there might be any attractions at or near towns that would therefore encourage you to stay there overnight;
- Time-frame recommended is from Monday lunch/early afternoon, following the finish of the National Rally, through to/including Saturday lunch. This allows many of the entrants to use Saturday afternoon and Sunday to return home;
- Try to finish the PRT in a location that makes it easy for entrants to commence the journey home;
- Distance travelled should be such as to encourage and accommodate the older model Jaguars;
- Aim for an average no more than 200km per day with a suggested daily maximum distance of 250km (it is a Tour not a marathon). In this way average driving each day is probably no more than 3 hours (absolute maximum any one day of 4 hours). Otherwise entrants are in their cars for long periods instead of looking and mixing;
- Suggested maximum PRT distance of 1,000km;
- Should be on tar-sealed roads;

- Accommodation should be no less than 3 star rating whilst remembering that the higher the rating the greater the cost;
- Consider that it might not be necessary to have morning and afternoon tea, and/or three courses at every dinner, thereby avoiding the weight challenge whilst also containing costs;
- When first organising accommodation, attractions and meals etc. obtain prices and contact names in writing. It will save a lot of problems later;
- Be conscious that deals are available for groups. Don't take the first offer;
- Strive to find places where it is possible to have all entrants in one accommodation place only;
- Supply an initial information sheet to entrants with contact phone number(s) so they can ring somebody in the event of a breakdown;
- Supply a list of all PRT entrants to each car including mobile numbers if feasible. This helps people to get to know each other and gives them options in the case of an emergency;
- Provide explicit instructions to entrants with maps if necessary/desirable together with pamphlets of attractions etc.;
- Final check of route should be done no earlier than one month before the PRT and preferably about a fortnight in advance. This maximises the chances of catching any variations on the route before you actually commence the PRT but also gives time to amend any instructions if necessary;
- At this time, confirmation of accommodation, attractions and meals to be provided, along with prices, should be undertaken;
- Total PRT cost should include all accommodation, admission costs to attractions and where possible all meals excluding alcohol (not everyone partakes). This enables people to have a fuller idea of total cost of the Tour. It also helps to keep the participants together rather than having them wander off to do their own thing. Having said that, it might sometimes be desirable to have free time on a day and let people get their own lunch, providing they are in a location where they can readily obtain food;
- Tour organisers should do a head-count at the end of each day to make sure all entrants have arrived safely;
- Encourage different seating groups at meals so cliques don't develop and the widest possible interaction can occur;
- Maybe include an observation test one day, perhaps early in the event. This can help develop the sense of oneness as participants "compete" in a friendly way with each other;
- A trivia night can be run to help entertain participants; and
- Give small free handouts at the start on some days.

Suggested Average Daily Budget per person (based on 2005 prices):

Accommodation	\$ 90
Breakfast	\$ 25
Lunch	\$ 35
Dinner	\$ 50
Entrance Fees etc.	\$ 45
Administration	\$ 50
Total per person per day	\$285

### **Annexes to Chapter 3**

#### **Annex 3A – Sporting Event Classes**

- A. Pre-War Saloons, SS90, SS100, Mark 4 and Mark 5.
- B. MK 7, MK8, MK9, MK10 and 420G.
- C. XK 120, XK140, XK150, C-Type & D-Types, XKSS and E-Type.
- D. MK 1, MK 2, 240, 340, S-Type and 420.
- E. Series 1, 2 and 3 XJ6 and XJ12.
- F. XJS.
- G. XJ40, X300, XJ8, XJR, XK8, XKR, S-Type (new), X-Type.
- H. Jaguar engined sports racers, specials and replicas.

Notes:

- 1. The above classes include Daimler equivalents.
- 2. No car is eligible for more than one class.
- 3. The class list is the minimum required.

If entries for a particular class are large, the Host Club may increase the number of classes.

#### **Annex 3B – Perpetual Trophies**

##### **Concours d’Elegance Trophies**

###### **Sir William Lyons Trophy**

Awarded to the outright winner of the Concours d’Elegance event at the National Rally.

###### **Lofty England Sporting Trophy**

Awarded to the highest-placed sports car in the Concours d’Elegance event at the National Rally. It is noted that XJS, XK8 and XKR cars are not eligible.

###### **Sir Nick Scheele Trophy**

Awarded to the highest-placed car in the Concours d’Elegance event at the National Rally which was built during the lifetime of Sir William Lyons.

**Jaguar Cars Aggregate Point-Score Trophy**

Awarded to the entrant with the best overall points scored, whilst using the same vehicle, in the Concours d'Elegance and Sporting events at the National Rally.

In the case of family entrants, only the results of the one nominated driver can be considered for the aggregate trophy.

The points score is to be calculated by adding points scored in the Concours d'Elegance to a nominal point-score for the Sporting event.

The Sporting event point-score is calculated by taking from the highest scoring car in the Concours d'Elegance one point for every 1/100th of a second difference between the two timed laps or groups of timed laps of the entrant.

**ACJC Encouragement Award  
(Richard Crawshay Memorial Trophy)**

Highest d'Elegance scoring car by a first time entrant in Concours.

**Concours d'Etat Trophies**

**ACJC Concours d'Etat Trophy**

Awarded to the outright winner of the Concours d'Etat

**ACJC Trophy**

Best car built during Sir William Lyons lifetime in Concours d'Etat.

**ACJC Trophy**

Best car built after Sir William Lyons lifetime in Concours d'Etat.

**Sporting Trophies**

**Tony Reilly (Memorial) Sporting Trophy**

Awarded to the outright winner of the Sporting event at the National Rally.

**Jaguar Car Club Tasmania Team Sporting Trophy**

Awarded to the Club with the lowest aggregate score for three road-registered Club cars in the Sporting event at the National Rally. In the event that there are no Clubs that enter three cars then the trophy shall not be awarded.

As an alternative, Host Clubs are strongly encouraged to run a separate interstate relay for this trophy. If it is decided that such an event will be run the relay is to be conducted as follows:

- ☒ An official from each Club nominates a team of three road-registered Jaguars from the Club and a runner to the Clerk of Course prior to completion of the regularity event.
  
- ☒ The three cars are to assemble in pit lane. The first car is to complete two laps from a standing start and park within an imaginary garage designated by witch's hats. A penalty of 5 seconds is to be imposed if the car contacts a witch's hat or fails to park completely within the garage. When the first car is completely stationary within the garage, the designated runner is to leave the specified point, run to the car and touch it, then run to the second car on the dummy grid and touch it. This is the signal for the second car to start.

- The second car and runner repeat the procedure which culminates in the third car entering the circuit. The third car also completes two laps but with a flying finish. The team with the lowest aggregate time is the winner.

#### **ACJC Concours d'Etat/Sporting Event Trophy**

Awarded to the entrant with the best overall points score, using the same vehicle, in the Concours d'Etat and the Sporting events at the National Rally. In the case of family entrants, only the results of the one nominated driver can be considered for the aggregate trophy.

The points score is to be calculated by adding points scored in the Concours d'Etat to a nominal point-score for the Sporting event.

The Sporting event point-score is calculated by taking from the highest-scoring car in the Concours d'Etat one point for every 1/100th of a second difference between the two timed laps or groups of timed laps.

#### **Ian Cummins Trophy**

Awarded to the Best Presented Car on Display at a National Rally but not entered into Concours d'Elegance or Concours d'Etat. Judging is to be made by a panel of one representative from each State/Club, preferably being the ACJC delegate if present.

The winner must be a current member of an ACJC- affiliated Club.

#### **Terry Kelly (Memorial) Age/Distance Trophy**

Awarded to a Rally participant whose vehicle was driven the entire distance to the Rally site from the home location. The winner shall be the participant with the highest score when the distance travelled in kilometres is multiplied by the age of the car.

The distance travelled is to be calculated by taking the shortest distance between the GPO of the city/town departure point where the participant resides and the Rally venue, using bitumen roads. The age of the vehicle is taken from the date of manufacture in years and months.

If there is a tie between vehicles driven from the same destination and built in the same month and year, the vehicle with the earliest chassis number is to be declared the winner.

### **Journalistic Awards Trophies**

#### **Andrew Whyte Jaguar Journalistic Award**

Awarded annually to a non-regular unpaid contributor, and who is a fully paid-up member of a Club affiliated with the ACJC, for the best story or photograph published in "The Jaguar Magazine" in the calendar year prior to the National Rally. The award is judged by the delegates of the Clubs to the ACJC.

#### **Jaguar World - Paul Skilleter Journalistic Award**

Awarded annually to a fully paid-up member of an affiliated Club for the best article or photograph published in the magazines of the Clubs affiliated with the ACJC in the calendar year prior to the National Rally.

The award is judged by the delegates of the Clubs to the ACJC. The award includes a one-year subscription to "Jaguar World" provided by Paul Skilleter or, in the event that is not possible, then it will be provided by the ACJC.

#### **Discontinued Trophies**

**Dawes Underwriting Trophy (discontinued 2004)**

This is an encouragement award which is made to a first time participant in a National Rally. The trophy is awarded for the best aggregate result in the Concours and Sporting events. If the criteria cannot be met, then the trophy may be awarded to a first time participant with the highest point score in the Concours d'Elegance. If there are no eligible participants, then the criteria should be applied to the Concours d'Etat.

**Coventry Jaguar Spares Trophy (discontinued 2007)**

Awarded to the most desirable car in the Concours d'Elegance event at the National Rally on the basis of a decision made by the Organising Committee.

**Ron Campbell (Memorial) Trophy (discontinued 2016)**

Awarded to the highest point-scoring SS car (saloon or sports car) or Classic Jaguar (Mark 4, 5, 7, 8, or 9, XK120, 140 or 150) in the National Concours d'Elegance

**Brysons Concours Team Trophy (discontinued 2016)**

Awarded to the Club achieving the highest total of points for the three best-scoring cars in the Concours d'Elegance event at the National Rally. In the event that there are no Clubs that enter three cars then the trophy shall not be awarded.

**T.B.A. (Refer to the Ian Cummins Trophy) (Discontinued 2016)**

Awarded to the Jaguar car judged to be the most desirable car as determined by the Rally Committee.

**ACJC Trophies (discontinued 2016)**

Six groupings were approved in August 2009, with split groupings (August 2010) for the chassis-based cars, for ACJC perpetual trophy awards. One trophy to be allocated to each:-

Chassis Based: SS, MK IV, MK V.

Chassis Based: Classic:            XK -, XK 120, XK14, XK150, C type and D type.

Chassis Based: Large Saloons:            MK VII, MK VIII, MK IX

Monocoque:            MK I, MKII, 240, 340, S Type, 420, 420G, MK X, and Daimler V8

E-Type:

Grand Tourers:            XJS, XK8, XKR, and current XK

Original XJ:            Series I, Series II, Series III, XJC, Daimler variants (including all V12)

Modern Saloons X-Type, S-Type, XJ40, X300, X350, X308, XE, XF, XJ.

## CHAPTER 4 – CONCOURS D’ELEGANCE RULES

### 4.1. Entry requirements

#### 4.1.1. Qualifications

1. There shall only be one ACJC-sanctioned National Concours d’Elegance per year.
2. Entrants must fill in, certify and submit the appropriate ‘Entry Form’ and the Proof of Car’s Identity form for Concours d’Elegance (refer Annexures A and B to this chapter).
3. One Car constitutes a Concours, with trophies presented as per scoring plateaux shown in Section C of this chapter.
4. A car is precluded from entry in the Concours d’Elegance and Concours d’Etat at the same event.

#### 4.1.2. Vehicle/Entrant Eligibility

1. Jaguar cars (including Daimler cars manufactured by Jaguar and sharing Jaguar components) are Concours eligible.
2. To be eligible for judging in either class, the vehicle must be owned by a financial member of an affiliated ACJC Club. Where the vehicle is owned by a corporate entity, business, trust or similar non-personal entity, proof of the fact that the entrant is the primary key holder must be included with the Entry Form.
3. Jaguar cars which have non-Jaguar engines installed are not eligible to compete. This should be checked before judging begins.
4. Jaguar-engined sports racers, specials or replicas of Jaguar cars not manufactured by Jaguar Cars are not acceptable for judging in ACJC Concours d’Elegance competition but may be eligible for Concours d’Etat.
5. The vehicle must be road or Club registered for Concours d’Elegance. There is no penalty for trailering however the entered vehicle must be driven in the Cavalcade to the judging point to be eligible for judging. The Cavalcade must travel from the Rally Headquarters, or nearby, to the judging point by a route of at least three kilometres in length.
6. Concours entered vehicles, both d’Elegance and d’Etat must be in the cavalcade. Where d’Etat vehicles are not road or Club registered – such as Sports racers which are suited only for closed track competition – such vehicles may be trailered in the cavalcade.
7. Cars must be entered by a current financial member of a Club affiliated with the ACJC.
8. A pre-requisite for entry, is to complete, certify and submit the “Proof of Car’s Identity” form (refer Annexure B to this chapter). This form requests the details of the car’s Serial Numbers and originality of the car’s Identification Plate, paint and trim colours. Owners are encouraged to provide documentation in support of any doubtful or questionable changes made, or accessories fitted or used on their cars.
9. When a closing time for entries has been published, latecomers should NOT be allowed to compete. The closing time should be at least a minimum of one (1) month prior to the date of the event.
10. The Owner, or a nominated representative of the Owner, MUST be present during judging and is responsible for showing the car and answering any questions which the judging team

may have.

11. Competing cars cannot leave the field before judging of Concours d'Elegance entries is complete. This will allow for re-judging if necessary.
12. Any entrant or entrant's representative who tries to influence judges by offering verbal or written information or by displaying materials which would discredit another entry will be DISQUALIFIED from the event.

## 4.2. Scoring Procedures

### 4.2.1. Areas to be judged:

Judging is in four Sections (refer to Annexure C to this chapter for the judging sheets).

- i. Exterior;
- ii. Boot, Wheels & Tyres;
- iii. Engine Compartment;
- iv. Interior;

which are judged for both "Cleanliness & Condition" and "Authenticity".  
The Underbody will not be judged.

**Note:** Mandatory penalties will be deducted as detailed in Section I prior to any vehicle judging.

### 4.2.2. Scoring

Scoring is by deductions and expressed as a percentage by the following formula:

$$\frac{(\text{Total deductions available [1290]} - \text{Points deducted})}{\text{Total deductions available [1290]}} \times 100$$

### 4.2.3. Judging/Scoring Protocols

Scoresheets submitted by the judges at an event as final and complete shall not be subject to any alteration, except in cases involving mathematical questions or ACJC Rules, and then only with the individual judge's permission except under Section E of this Chapter.

## 4.3. Trophies

Awards will be made for 1st, 2nd and 3rd outright and achieving the following levels:

- a. Gold Award 92.5% or more.
- b. Silver Award 82.5% to 92.4%.
- c. Bronze Award 70.0% to 82.4%.

Perpetual trophies will be awarded as defined in Annexure B to Chapter 2.



#### **4.4. Appointment and Role of the Authenticity Liaison Officer.**

- a. An Authenticity Liaison Officer (ALO) will be appointed by the ACJC in respect of the Concours d'Elegance to be held at each National Rally. Their role is solely in respect of authenticity matters. They will not be a person from the Club which is hosting the National Rally.
- b. The ALO is to initially be a mediator in the event there are differences of opinion between the entrant and the Authenticity Judge with respect to an entrant car.
- c. The Authenticity Judges(s) are to specify authenticity defects in an entrant's car in the comments column of the judging sheets.
- d. Following the authenticity judging, the Authenticity Judging Pages will be collected by the Chief Judge for presentation to the ALO. The ALO, accompanied by the Chief Judge, will discuss the points lost for authenticity with each entrant. At no time will the Authenticity Judge be involved.
- e. Where an entrant disputes the Authenticity Judge's scoring, the ALO is to liaise between the entrant and the Authenticity Judge(s) concerned (still being accompanied by the Chief Judge) until a suitable outcome is reached. At no time are the entrant and the Authenticity Judge(s) allowed to directly discuss the disputed score. The ALO must always act as the intermediary.
- f. Determination of correctness regarding authenticity is achieved through reference to facts, knowledge of others and /or reference books available at the time.
- g. In the event that mediation cannot occur, the ALO will be the sole adjudicator on how the matter is resolved.
- h. At no time may the Chief Judge appointed by the host Club also act as an Authenticity Judge.

#### **4.5. Presenting an Open or Drophead Coupe Vehicle for Judging**

Vehicles of open or drophead coupe configuration must have soft-tops erected when presenting the car for judging. No hardtops for these vehicles, whether factory optional or aftermarket, will be acceptable for judging.

#### **4.6. Protests and Procedures**

1. Only protests regarding procedural and administrative problems will be considered.
2. Each Concours Director shall formulate their own method for dealing with any protests which may arise.
3. Every effort should be made to settle a protest on the spot, on the day of the event, and prior to the Awards presentation.
4. In the event that it is not possible to resolve a protest satisfactorily at the local level, a Club or individual may appeal to the ACJC which will rule on the dispute in question. The ACJC has the final authority to rule on protests.
5. Any protests arising from an incident involving an ACJC-sanctioned Concours must be filed with both the organising Rally Committee and the ACJC within 45 days of the occurrence or they will not be considered.



#### 4.7. Rules Change

1. The Rules set out herein were amended at the 1999, 2000, 2005, 2008, 2009 and 2012 General Meetings of the ACJC.
2. Any proposed changes to the Rules must be submitted first to the ACJC (or its Concours Committee where constituted) for evaluation. Where appropriate, the Concours Committee will make its recommendations to the ACJC for submission to the Clubs and approval at the ACJC General Meeting.
3. New or revised Rules adopted by the ACJC at a General Meeting become effective in the calendar year following the year of their adoption. However, amendments to Concours Rules will only apply at a National Rally if they have been agreed by the ACJC more than six months prior to the commencement of that National Rally.

In exceptional circumstances, this Rule may be waived by the ACJC where it is considered that the amendment will not disadvantage competitors who have already commenced preparation of their cars based on the previous Rules.

4. Proposals for changes to Concours Rules, previously approved or defeated at an ACJC General Meeting, may not be reintroduced for at least one year.

#### 4.8. Penalties

As a matter of ACJC policy, certain penalties will be deducted in addition to any judge's deductions where significant transgressions from originality are determined as follows:

Identification Plate Incorrect: 100 pts

If a car's Identification Plate is not the 'factory original' plate, the car will be arbitrarily penalised one hundred points (100pts) from the judged score unless there is provided other acceptable proof of the car's identity prior to the car being judged, as follows:

the 'factory original' Identification Plate, not fitted to the car, but certified that all numbers exactly match the reproduction plate fitted, or all numbers match the components of the car where no Identification Plate is fitted;

the original Official Certification Letter/Document, from the Jaguar factory, England, with all numbers certified as (a) above; and

other proof acceptable, with all numbers certified as in a. above (note that this needs to be discussed with the Club's ACJC Delegate as other forms of proof will require considerable lead time for certification, and the onus is on the entrant to provide acceptable proof prior to the car being judged).

There is an official pro-forma that must be filled in regarding "Proof of Car's Identity" as per the Preamble to this chapter.

Modified Body Type	50 pts.
Upgraded Model Type	25 pts.
Engine Serial Number incorrect	5 pts.
Non-Jaguar engine	Exclusion.

Annexes to Chapter 4:

4A. Concours d'Elegance Entry Form

NAME			
ADDRESS			
PHONE CONTACT			
ACJC AFFILIATED CLUB			
MEMBERSHIP NUMBER			
CAR ENTERED		YEAR	
JAGUAR/DAIMLER TYPE MODEL		BODY TYPE	
REGISTRATION NUMBER		STATE	

4B. Proof of Car's Identity Form

4C. Judging Sheets

**Annex 4A – Concours D'Elegance Entry Form**

CONDITIONS OF ENTRY

It is strongly recommended that entrants familiarise themselves with the current edition of the ACJC **National Rally Manual**, as amended from time to time, **especially** Chapter 3 - Concours d'Elegance Rules, Chapter 5 - Judging Instructions and Chapter 6 - Judge's Guide.

1. A pre-requisite for your entry to be accepted is that the attached "Proof of Car's Identity" form must be completed, signed and certified as provided.
2. Following finalisation of the results of the Concours d'Elegance, a copy of your Judging Sheets will be forwarded to you, for your information and constructive feedback. However, in the spirit of providing this information, a prerequisite undertaking, given by your signature below, is that the results as distributed must be accepted as being **final**, and any feedback will be clearly understood to be unable to alter the results as finalised.
3. Entries must be returned to the Rally Director by .....otherwise your entry will not be accepted.

PHOTOGRAPH

Entrants are encouraged to enclose a photograph and brief details/history of their car for inclusion in the Rally (or if missing, on components)

CHASSIS/CAR NO	
ENGINE NO BODY NO	
GEARBOX/AUTO NO	

2. IS THE IDENTIFICATION PLATE:

The factory original?	YES		NO	
A reproduction?	YES		NO	
Missing?	YES		NO	
Don't know - need assistance	HELP			

DECLARATION FOR ENTRY

I hereby apply to enter the Jaguar National Rally Concours d'Elegance, and acknowledge that acceptance of my entry is conditional on having noted and agreed to the "Conditions of Entry" as listed above.

SIGNED.....

DATE.....

**Annex 4B – Proof of Car’s Identity**

EXTERIOR PAINT COLOUR	
INTERIOR TRIM COLOUR	
SOFT-TOP COLOUR	

1. WHAT NUMBERS ARE STAMPED ON YOUR CAR'S IDENTIFICATION PLATE?

If your car's Identification Plate is not the 'factory original' plate, your car will be arbitrarily penalised one hundred points from your judged score unless you can provide other acceptable proof of the car's identity prior to it being judged, as follow:

- A. The 'factory original' identification plate, not fitted to your car, but certified that all numbers exactly match the reproduction plate fitted, or all numbers match the components of your car where no Identification Plate is fitted.
- B. The original Official Certification Letter/Document, from the Jaguar factory, England, with all numbers certified as in A. above.
- C. Other proof acceptable, with all numbers certified as in (A) above. (Note: Discuss this very early with your ACJC Delegate, as other forms of proof will require considerable lead time for

certification, and the onus is on you to provide acceptable proof prior to your car being judged.

**NOTE:** If your advised colours and paint/trim/soft top combinations are not authentic for age/model of your car as listed in the Authentic Colours Listing in Chapter 6 of National Rally manual, you must provide acceptable proof/documentations, as per (B) or (C) above, that the advised colours are original for your particular car. Cars with non-authentic or non-proven original colours/combinations will be penalised in authenticity judging of relevant areas.

**CERTIFICATION**

The details provided in 1, 2 and 3 above are correct.

**SIGNED**..... **DATE**.....

**ENTRANT**

IF 'acceptable proof' is required under 2 above, your Club's ACJC Delegate must agree that it is sufficient and sign below.

Include details: .....  
.....

**SIGNED**..... **DATE**.....  
ACJC DELEGATE

**Annex 4C – Concours D'Elegance Judging Sheets**

Judging Sheets and Summary Sheet Adopted for 2013 National Rally.

The judging sheets illustrated below use generic instructions.

Specific judging instructions have been compiled for each model in the Jaguar range and these will be

3. WHAT COLOURS ARE YOUR CAR?



ACJC National Rally Concours d'Elegance

A1

Jaguar Entrant

Judging Group

Model	Year of Manufacture	Wheels

**1C. Cleanliness and Condition - Exterior**

Defects

Defects Tally

MAX

Total

**Operation of Lights & Indicators**

Ensure correct operation of Sidelights, Headlights, Driving Lights, Brake Lights, Indicators or Trafficators

Cleanliness include in Glass	0	
Condition	8	

**Body, Doors, Bonnet, etc**

Look at cleanliness (excluding paint) dents, ripples (excluding paint) poor repairs and fit, cracks, rust and poor or deteriorated rubber.

Cleanliness - excluding paint	75	
Condition	95	

**Paint Finish**

Look for cleanliness including dust, evidence of polish marks or swirls and water marks . For condition look for scratches, chips or peeling, fading or worn paint finish, orange peel, fisheye and overspray.

Cleanliness	85	
Condition	110	

**Glass**

Look at exterior and interior glass for condition but do not open doors or get in car. For condition look for discoloured finish, scratch or chipped, cracked or split.

Cleanliness	50	
Condition	65	

**Top, Side Curtains, Tonneau**

Look from exterior perspective only. For Cleanliness look for scratches, dents, ripples (excluding paint), evidence of polish marks or swirls. For condition look for scratches, chips or peeling, fading or worn paint finish, orange peel, fisheye and overspray.

Cleanliness	25	
Condition	17	

**Chrome - Includes Accessories**

Look for cleanliness, dents, ripples, pitting, rust, lifting or peeling, scratches, paint overspray or poor rubber component.

Cleanliness	75	
Condition	113	

ACJC National Rally Concours d'Elegance		A1	
Jaguar Entrant		Judging Group	
Model	Year of Manufacture	Wheels	
<b>3C. Cleanliness and Condition - Engine Compartment</b>			
		Defects Tally	MAX Total Defects
<b>Fuel System</b>			
Inspect all fuel lines and their connectors and fasteners, inlet manifold, carburetors.		Cleanliness	65
		Condition	90
<b>Electrical System</b>			
Inspect all wiring, connectors, clamps, battery box, alternator/generator, regulator, coil, plug leads, starter motor.		Cleanliness	65
		Condition	90
<b>Exhaust System</b>			
Inspect exhaust manifold, fittings and fixtures, and exhaust pipe.		Cleanliness	40
		Condition	90
<b>Cooling System/Heater/A/C</b>			
Inspect radiator, fan, cowling, heater boxes, air compressor, hoses and pipes, and fluid reservoirs.		Cleanliness	65
		Condition	90
<b>Engine Bay</b>			
Inspect sheet metal, firewall, under bonnet, hinges, latches, stays and struts. Include all engine bay sheet metal not visible when the bonnet is closed.		Cleanliness	85
		Condition	90
<b>Engine</b>			
Inspect Block, head, cam covers and fixtures.		Cleanliness	65
		Condition	90
<b>Brake and Clutch System</b>			
Inspect clutch and braking items including including reservoirs.		Cleanliness	65
		Condition	90
<b>Engine Bay Covers</b>			
Where applicable, inspect all components, PVC and plastic covers and all moulds that cover engine works.		Cleanliness	80
		Condition	280







Model	Year of Manufacture	Wheels

**1A. Authenticity - Exterior**

Defects Tally

MAX

Total Defects

**Body, Doors, Bonnet, etc**

11

Inspect all components for Authenticity, for missing items, and for non-factory accessories, body, boot, bonnet, doors, Sidelights Headlights, Driving Lights, Brake Lights, Indicators or Trafficators.

Tally

Comments

**Paint Finish**

2

Inspect all components for Authenticity, for missing Items, and for non-factory accessories, paint colour, colour or non-authentic two-tone, incorrect pin striping.

Tally

Comments

**Glass**

7

Inspect all components for Authenticity, for missing Items, and for non-factory accessories, glass type, tints, miss-matches.

Tally

Comments

**Top, Side Curtains, Tonneau and Half Tonneau**

3

Inspect top for Authenticity, for missing items, and for non-factory accessories

Tally

Comments


**Chromework**


25


Inspect all components for Authenticity, for missing Items, and for non-factory accessories, e.g. non-factory tow bar

Tally

Comments

	ACJC National Rally Concours d'Elegance	A1
Jaguar Entrant	Judging Group	
Model	Year of Manufacture	Wheels
2A. Authenticity - Boot, Wheels & Tyres		
Defects Tally		MAX Total Defects
Paint, Side Panels, Mats or Carpet	4	
Inspect all components for Authenticity, for missing items, and for non-factory accessories, boot paint, side panels, mats or carpets.	Tally	Comments
Tool Kit	4	
Inspect all components for Authenticity, for missing items, and for non-factory accessories., toolkit, manuals and paperwork. (Note that some models have the toolkit in the engine bay. If so, arrange to check them in the engine bay.)	Tally	Comments
Spare Tyre, Wheel and Cover	4	
Inspect all components for Authenticity, for missing items; and for non-factory accessories.	Tally	Comments
Wheels	7	
Inspect all components for Authenticity, for missing items, and for non-factory accessories, incorrect sizes, type, colour. Include under wheel arches/guards and splash panels.	Tally	Comments
Tyres	3	
Inspect all components for Authenticity, for missing items, and for non-factory accessories, incorrect sizes, type, colour.	Tally	Comments

 ACJC National Rally Concours d'Elegance		A1	
Jaguar Entrant		Judging Group	
Model	Year of Manufacture	Wheels	
<b>3A. Authenticity - Engine Compartment</b>			
		Defects Tally	MAX Total Defects
<b>Fuel System</b>		2	
Inspect all components for Authenticity, for missing items, and for non-factory accessories, fuel lines and their connectors and fasteners, inlet manifold, and carburetors. Stickers, Compliance plates, labels.		Tally	Comments
<b>Electrical System</b>		6	
Inspect all components for Authenticity, for missing items, and for non-factory accessories, wiring, connectors, clamps, battery box, alternator/generator, regulator, coil, plug leads, starter motor. Stickers, Compliance plates, labels.		Tally	Comments
<b>Exhaust System</b>		2	
Inspect all components for Authenticity, for missing items, and for non-factory accessories, exhaust manifold, fittings and fixtures, and exhaust pipe.		Tally	Comments
<b>Cooling System/Heater/A/C</b>		4	
Inspect all components for Authenticity, for missing items, and for non-factory accessories, radiator, fan, cowling, heater boxes, air compressor, hoses and pipes, and fluid reservoirs. Stickers, Compliance plates, labels.		Tally	Comments
<b>Engine Bay</b>		4	
Inspect all components for Authenticity, for missing items, and for non-factory accessories, sheet metal, firewall, under bonnet, hinges, latches, stays and struts. Stickers, Compliance plates, labels.		Tally	Comments
<b>Engine</b>		2	
Inspect all components for Authenticity, for missing items, and for non-factory accessories, Block, head, cam covers and fixtures. Stickers, Compliance plates, labels.		Tally	Comments
<b>Brake and Clutch System</b>		4	
Inspect all components for Authenticity, for missing items, and for non-factory accessories, clutch and braking items including including reservoirs. Stickers, Compliance plates, labels.		Tally	Comments
<b>Engine Bay Covers</b>		5	
Where applicable, inspect all components for Authenticity, for missing items, and for non-factory accessories, PVC and plastic covers and moulds that cover engine works. Stickers, Compliance plates, labels.		Tally	Comments

 <b>JAGUAR</b>	<b>ACJC National Rally Concours d'Elegance</b>	<b>A1</b>
<b>Jaguar Entrant</b>	<b>Judging Group</b>	
<b>Model</b>	<b>Year of Manufacture</b>	<b>Wheels</b>
<b>4A. Authenticity- Interior</b>		
<b>Defects Tally</b>		<b>MAX Total Defects</b>
<b>Door Jambs, Carpeting or Floor Coverings</b>	<b>3</b>	
Inspect all components for Authenticity, for missing items, and for non-factory accessories.	<b>Tally</b>	<b>Comments</b>
<b>Seats, Squabs and Belts</b>	<b>10</b>	
Inspect all components for Authenticity, for missing items, and for non-factory accessories.	<b>Tally</b>	<b>Comments</b>
<b>Dash, Steering Wheel &amp; Instruments</b>	<b>9</b>	
Inspect all components for Authenticity, for missing items, and for non-factory accessories.	<b>Tally</b>	<b>Comments</b>
<b>Console</b>	<b>12</b>	
Inspect all components for Authenticity, for missing items, and for non-factory accessories.	<b>Tally</b>	<b>Comments</b>
<b>Headliner, underside of Top</b>	<b>2</b>	
Inspect all components for Authenticity, for missing items, and for non-factory accessories.	<b>Tally</b>	<b>Comments</b>
<b>Door Panels and Arm Rests</b>	<b>9</b>	
Inspect all components for Authenticity, for missing items, and for non-factory accessories.	<b>Tally</b>	<b>Comments</b>



## CHAPTER 5 – CONCOURS d’ETAT RULES

### Qualifications.

1. There shall only be one ACJC-sanctioned National Concours d’Etat per annum.
2. A prerequisite of entry is to complete, certify and submit the approved 'Entry Form' (refer to Annexure A to this chapter).
3. One Car constitutes a Concours d’Etat, with trophies presented as per scoring plateaux shown in Section C.
4. A car is precluded from entry in the Concours d’Elegance and Concours d’Etat at the same event.

### 5.1 Conditions of Entry to Concours d’Etat

1. The entrant must be a member of an ACJC-affiliated Club.
2. The vehicle must be Jaguar-engined and must have been produced by Jaguar Cars Ltd (or its predecessor or successor in title). However, Jaguar-engined sports racers, specials and replicas are also eligible. Cars must be as the Manufacturer intended and as illustrated in the Handbook. Handbooks and toolkits will not be judged.
3. The vehicle must be road or Club registered. If for closed circuit track use only, the vehicle may be trailed in the cavalcade.
4. The vehicle must not have been awarded a Gold, Silver or Bronze award in either of the previous two National Concours d’Elegance and must not have been first outright in this event (Concours d’Etat) at the preceding year's National Rally.
5. The vehicle must have attended at least 3 Club runs or similar events (excluding general meetings but including track events) in the previous 12 months. Entrants must obtain confirmation from their Club Secretary of the car's attendance at such events.  
**Note:** This Rule may be varied at the discretion of the Concours Director and/or Chief Judge by application at the time of entry. This allows some leeway for country members and in the case of change of ownership, etc.
6. The car must be driven in the Cavalcade at the National Rally or, in the case of track certified vehicles, trailed.

### 5.2. Scoring Procedures

1. Areas to be Judged:
  - a. The car will be judged in a similar fashion to the Concours d’Elegance class, except that authenticity will not be reviewed. Only cleanliness and condition will be judged.
  - b. The Underbody will not be judged.
2. Judging is in four Sections (refer to Annexure B to this Chapter for the judging sheets):
  - a. Exterior;
  - b. Boot, Wheels & Tyres;
  - c. Engine Compartment;
  - d. Interior;

on "Cleanliness & Condition" but not "Authenticity".

**Scoring:**      Scoring is by deductions and expressed 'out of ten' by the following formula:

$$\frac{(\text{Total points available [921]} - \text{Points deducted})}{\text{Total points available [921]}} \times 10$$

### 5.3 Trophies

1. Awards will be made for 1st, 2nd and 3rd outright and for achieving the following levels:
  - a. Gold Award            9.25 or more
  - b. Silver Award           8.25 to 9.24
  - c. Bronze Award         7.0 to 8.24
  
2. ACJC perpetual trophies will be awarded for the Outright Winner and for the highest aggregate points gained from the Concours d'Etat and Sporting sections.

### 5.4. Rules Changes

1. The Rules set out in the above were amended at the 1999, 2000, 2005 and 2012 General Meetings of the ACJC
  
2. Any proposed changes to the Rules must be submitted first to the ACJC (or its Concours Committee where constituted) for evaluation. Where appropriate, the Concours Committee will make its recommendations to the ACJC for submission to the Clubs and approval at the ACJC General Meeting.

New or revised Rules adopted by the ACJC at a General Meeting become effective in the calendar year following the year of their adoption. However, amendments to Concours Rules will only apply at a National Rally if they have been agreed by the ACJC more than six months prior to the commencement of that National Rally.

In exceptional circumstances, this Rule may be waived by the ACJC where it is considered that the amendment will not disadvantage competitors who have already commenced preparation of their cars based on the previous Rules.

3. Proposals for changes to Concours Rules, previously approved or defeated at an ACJC General Meeting, may not be reintroduced for at least one year.

### Annexes to Chapter 5:

5A. Concours d'Etat Entry Form

5B. Judging Sheets

The judging sheets illustrated below use generic instructions.

Specific judging instructions have been compiled for each model in the Jaguar range and these will be



incorporated for judges on the day.

JAGUAR/DAIMLER TYPE MODEL		YEAR	
REGISTRATION NUMBER		BODY TYPE	
		STATE	

**Annex A - Concours d'Etat Entry Form**

NAME	
ADDRESS	
PHONE CONTACT	
ACJC AFFILIATED CLUB	
MEMBERSHIP NUMBER	

ENTRANT  
 CAR ENTERED  
 CONDITIONS OF ENTRY

It is strongly recommended that entrants familiarise themselves with the current edition of the ACJC National Rally Manual, as amended from time to time, **especially** Chapter 4 - Concours d'Etat Rules and Chapter 5 - Judging Instructions.

1. Following finalisation of the results of the Concours d'Etat, a copy of your Judging Sheets will be forwarded to you, for your information and constructive feedback. However, in the spirit of providing this information, a prerequisite undertaking, given by your signature below, is that the results as distributed must be accepted as being **final**, and any feedback will be clearly understood to be unable to alter the results as finalised.
2. Entries must be returned to the Rally Director by .....otherwise your entry will not be accepted.

**PHOTOGRAPH**

Entrants are encouraged to enclose a photograph and brief details/history of their car for inclusion in the Rally Programme.

**DECLARATION FOR ENTRY**

I hereby apply to enter the Jaguar National Rally Concours d'Etat, and acknowledge that acceptance of my entry is conditional on having noted and agreed to the "Conditions of Entry" as listed above.

SIGNED.....

DATE.....



Jaguar Entrant

Judging Group

Model	Year of Manufacture	Wheels

**2C. Cleanliness and Condition - Boot, Wheels & Tyres**

Defects Tally MAX Total Defects

**Paint, Panels, Mats, Carpet**

Exclude spare tyre, wheel and cover: For cleanliness look for dirt, dust, evidence of polish residue and swirls, stains etc. Ensure underside of bootlid is included in checks. Look for chips, scratches, poor paint, repairs or dents, pitting, rust or corrosion. With mats look for wear, holes or imperfections

Cleanliness	130	
Condition	140	

**Tool Kit**

Owner to remove manual, paperwork and toolkit from the boot for inspection. Check for cleanliness and stains. For condition, check for dents, rust, torn or faded manual, pouch or liner. Missing toolkit or manual is half of max defects for the missing item. (Note: some cars have toolkits in the engine bay. Check them in the engine bay rather than have them moved.)

Cleanliness	25	
Condition	85	

**Spare Tyre, Wheel and Cover**

Inspect all for cleanliness. Deduct for dirt, marks, stains, polish residue and watermarks.  
For condition check damage to wheels or spokes, pitted chrome or chipped paint, rust, cracked or crazed sidewalls and less than legal tread.

Cleanliness	40	
Condition	20	

**Wheels**


For cleanliness look for dirt, dust, stains, polish swirls and residue and watermarks. For condition look for damaged wheel or spoke, pitted chrome or chipped paint or rust. Include under wheel arches/guards and splash panels.

Cleanliness	100	
Condition	150	

**Tyres**

Check for cleanliness. Mark down for over zealous or unnaturally highlighted finish. For condition checked cracked or crazed sidewalls and less than legal tread.

Cleanliness	40	
Condition	13	

 <b>ACJC National Rally Concours d'Etat</b>		<b>A1</b>	
Jaguar Entrant		Judging Group	
Model	Year of Manufacture	Wheels	
<b>4C. Cleanliness and Condition - Interior</b>			
		Defects Tally	MAX Total Defects
<b>Door Jamb, Carpet or Floor Coverings</b>			
<p>Include jambs shut face hinges seals and sills. Check for cleanliness – dirt, grime, fluff, stains as defects; for condition also look for poor alignment and inconsistent gaps. In soft items look for cracks, tears, scratches, creases, colour mismatch between adjacent sections, discolouration, fit and finish of fasteners.</p>		<b>Cleanliness</b>	<b>60</b>
		RH Rear Carpet	
		<b>Condition</b>	<b>140</b>
		Fit:	
<b>Seats, Squabs and Belts</b>			
<p>Check for cleanliness – dirt, grime, fluff, stains as defects; for condition also look for poor alignment and inconsistent gaps. In soft items look for cracks, tears, scratches, creases, colour mismatch between adjacent sections, discolouration, fit and finish of fasteners. In hard items look for cracks, scratches, delaminating, colour mismatch, discolouration, fit and finish.</p>		<b>Cleanliness</b>	<b>140</b>
		Front Seats	
		<b>Condition</b>	<b>210</b>
		Rear Align	
<b>Dash, Steering Wheel &amp; Instruments</b>			
<p>Check for cleanliness – dirt, grime, fluff, stains as defects; for condition also look for poor alignment and inconsistent gaps. Look for cracks, scratches, delaminating, colour mismatch, discolouration, fit and finish</p>		<b>Cleanliness</b>	<b>100</b>
		<b>Condition</b>	<b>127</b>
<b>Console</b>			
<p>Check for cleanliness – dirt, grime, fluff, stains as defects; for condition also look for poor alignment and inconsistent gaps. Look for cracks, scratches, delaminating, colour mismatch, discolouration, fit and finish</p>		<b>Cleanliness</b>	<b>80</b>
		<b>Condition</b>	<b>147</b>
<b>Headliner, underside of Top</b>			
<p>Check for cleanliness – dirt, grime, fluff, stains as defects; for condition also look for poor alignment and inconsistent gaps. In soft items look for cracks, tears, scratches, creases, colour mismatch, discolouration, fit and finish. In hard items look for cracks, scratches, delaminating, colour mismatch, discolouration, fit and finish.</p>		<b>Cleanliness</b>	<b>60</b>
		<b>Condition</b>	<b>140</b>
<b>Door Panels and Arm Rests</b>			
<p>Check for cleanliness – dirt, grime, fluff, stains as defects; for condition also look for poor alignment and inconsistent gaps. In soft items look for cracks, tears, scratches, creases, colour mismatch discolouration fit and finish. In hard items look for cracks scratches, delaminating, colour mismatch, discolouration, fit and finish</p>		<b>Cleanliness</b>	<b>60</b>
		<b>Condition</b>	<b>90</b>

## **CHAPTER 6 – JUDGING INSTRUCTIONS**

### **6.1 Judging Requirements**

#### **6.1.1. Qualifications and prohibitions for Judges**

- a. To judge an ACJC National Event, an authenticity judge must be a financial member of a Club affiliated with the ACJC or be specifically approved by the Chairman of the ACJC.
- b. It is recommended that Clubs approach the knowledgeable members with, wherever possible, the necessary technical background to act as authenticity judges. Every effort should be made to supply them with as much information as possible on the various models, especially the older models. Co-operation between Clubs in providing one another with a judge or judges would be appreciated and is encouraged.
- c. Judges may not judge their own car or model group in which that car is competing; neither may they judge the car or model group in which the car of a spouse or other relative is competing. If a person, or member of a firm, has performed existing cosmetic restoration on a car, they may not judge the model group in which that car is competing.
- d. The Chief Judge shall not be permitted to enter a car, owned by either himself or his partner, in the competition.
- e. Judging teams must remain intact throughout the judging procedure. No substitution of judges is permitted once judging has begun. The only exceptions to this rule are those outlined in Clause 3 above and incapacitating illness of a participating judge.

#### **6.1.2. Field Protocols for Judges**

- a) It is the responsibility of the Chief Judge or Judging Team Captain to ascertain that the Owner or representative of the Owner is present before judging the car.
- b) Judges are forbidden to touch a car while judging it without the permission of the Owner or representative of the Owner.
- c) The exterior judge has the authority to require that the bonnet, doors, windows and boot shall be closed in order to properly evaluate fit and finish of bodywork.

## **6.2. Instructions and General Notes for Entrants**

### **6.2.1. Dealing with the Entrant**

When approaching a car for the first time the judge's first duty is to determine if the Owner or representative of the Owner is present and ready to present the car (refer to Chapter 3, Section A, Clause 8).

As a judge you should expect the Owner/representative to have the bonnet raised, top erected and the boot open, with tools (if appropriate to that model) and other necessary items on display.

The exterior judge should require the vehicle to be closed up before he begins work. (refer to Chapter 3, Section E, Clause 3).

Before you begin judging, it is essential that you examine the header of the score-sheet to determine that all information (particularly body style) given about the car is complete and correct.

You have a responsibility not only to the Rally Director and the Club hosting the Concours, but to the entrant as well, to judge each vehicle impartially and without bias. Judges should never compare one entry with another within hearing of any participant. This sort of conversation should be held privately and only between designated judges.

Do not encourage conversations with entrants during judging other than requesting that a door be opened or functional items be operated as necessary. Extraneous conversations slow judging; some participants will see conversation with the judge as an opportunity to "sell" the car or to excuse the appearance of an item. A vocal, persuasive and persistent Owner can be intimidating for any judge, and a judge should not have to put up with such behaviour during the judging process (refer to Chapter 3, Section A, Clause 10).

Documentation for a vehicle is the responsibility of the Owner and must be made available on request of the judge. A simple cardboard folder containing the documents pertaining to the authenticity of a portion of the car which the entrant feels a judge may question should be available at judging time. If the Owner/representative does not provide a satisfactory response, the judge is free to draw his own conclusions.

A judge cannot make an accurate judgement in the absence of accurate evidence. It would not be amiss for a judge to take the time to review a car with an entrant who is seriously concerned and interested in improving his car and knowledge of the marque. This sort of discussion should properly take place following completion of the day's judging. Avoid like the plague the entrant who is prepared to argue about deductions for defects.

This person is merely looking for justification for a vehicle which may, more than likely, be deficient in some areas. Remember that the interested entrant will want the benefit of your knowledge. The answer for one who is willing to argue with you is that your decision as a judge is FINAL. No judge should be subjected to any pressure as a result of his or her scoring.

### **6.2.2. The Judge and the Car**

Rules and guidelines for judging in ACJC-sanctioned National events have evolved over more than the last decade by conscientious trial and error. They are not perfect by any means, but the ACJC Rules have set the owners of Jaguar cars on a correct course towards seeking originality and authenticity.

Cars are judged stationary and on the ground. No underbody judging is carried out.

The competitiveness of cars being entered throughout the country in ACJC-sanctioned Concours d'Elegance has risen considerably. The judging teams face the difficult task of competently and quickly scoring exceptionally well-restored and prepared cars, originating over some eighty years, and which may be separated by less than a point in scores.

For this reason, it is important that all judges apply the accepted rules and standards to each car in the same way. Similarly, it is equally important that cars with the same defect, from different classes, appraised by different judges and judged in different areas of the National Rally, all suffer the same penalty.

The scoresheet is based on a negative system where the judge marks down each defect that he detects. There is no mathematical calculation to be done by the judge.

To assure the scorekeepers that a judge has not forgotten to evaluate a particular item, all blanks on the sheet should be filled. Place either an '0' or a dash '-' in any empty boxes where no defect is noted.

When there is some aspect of a restoration or an original vehicle that is unusual or difficult to imagine being true, it is incumbent upon the Owner to prove his claim beyond doubt.

It is the responsibility of the Owner to present an authentic restoration; it is the responsibility of the judges to recognise and confirm the vehicle's authenticity, and it is the responsibility of the Owner to furnish proof when the judge questions any point of authenticity.

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

The role of the judge should not be to prove the facts, but to judge the claim based on the evidence submitted. All individuals have their preference as to particular model or body style but a judge must not. All models and body styles are one as far as the judge is concerned. No favourites are to be entertained. At all times, remember that you are evaluating the car as it exists, not the Owner.

### **6.3. Miscellaneous Judging Aids**

1. If you know that you will be judging the exterior, interior or engine compartment sections, dress accordingly. Avoid large belt buckles or articles of clothing with metal trim or zippers. These items may damage paint or upholstery as you bend over to examine an item, or get into or out of cars. Pendants or other such jewellery, including rings, should be removed during judging.
2. Do your eating and drinking before judging. A show-quality black E-Type was once damaged by a mug when the judge who was holding it slipped on uneven ground and fell onto the car.
3. Judges should preferably supply their own equipment. Bring along a clipboard, pens and perhaps some scrap paper for making notes. Be on time for the show and any judges' meeting.
4. **KNOW YOUR RULE BOOK.**  
Be familiar with the Rules and Regulations set down in Chapters 3 and bring your own copies with you to the Concours.

5. The primary purpose of judging is to determine the outstanding vehicles in each class.
6. Be objective, i.e. Note defects for actual flaws found, irrespective of age, mileage or usage.
7. Above all, be consistent in noting defects from car to car.
8. Of two identically prepared cars, the most original and/or authentic specimen must win.
9. An entrant may often make some special effort of showmanship in displaying his vehicle, e.g. decanters and glasses of flowers in vases on the trays of the sedan models, horizontal alignment of the word 'Jaguar' on the hubcaps or perhaps positioning the brand name of the tyres identically on all four wheels. No judging attention should be paid to such efforts, although we may mentally applaud the owner's efforts on behalf of his/her car.
10. Individual judges should take particular care in how they apply the 60% non-original/authentic penalty (refer Chapter 6, sub-para A5c.) they should confer with their colleagues before doing so in a questionable situation. For example, an XK140 with vinyl upholstery should automatically receive the maximum non-authentic penalty in the sub-section of the judge's scoresheets dealing with seats, without the judge conferring with the rest of the judging team.

In another instance, scores in every E-Type class at an event were almost irretrievably ruined when a relatively inexperienced judge deducted the maximum from the interior score of every E-Type in the show that was lacking a toe board. A toe board is an upholstered flat footrest placed across the footwell for the comfort of short-legged passengers.

Toe boards were supplied only intermittently by the factory after 1962 on Series I E-Types following critic's comments that short passengers couldn't comfortably reach the floor. The boards were never supplied with any Series III cars.

The problem lies in the fact that Coventry was not consistent in supplying vehicles with toe boards when they left the factory, so that some cars received them and others did not. If this judge had taken a moment to confer with the other four members of the judging staff, it would have become clear that penalising all E-Types for an item which was supplied in an unpredictable manner on the Series I & II cars and not at all on the Series III was capricious in the extreme.

Most important was the blatant misinterpretation of the non-authentic penalty, which applies only to the use of non-authentic replacement parts or materials, and certainly should not have been applied when dealing with a missing item. The necessity of conferring with other judges before applying penalty points in a situation that is ambiguous at best cannot stress enough.

Painting a car properly and maintaining a lasting lustre requires a great deal of skill and time. The judge should look for runs, sags, orange peel, ripples in the bodywork, and deduct for these imperfections. Body panels should fit well, with the same gap at the top as at the bottom.

Sloppy waxing is easily spotted in the area of weather-stripping as wax will tend to remain along the edges of the rubber unless the entrant has taken the time to clean it out. Ideally, weather-stripping and rubber mouldings should be clean, uncracked and black.

Water spotting on chromework, or wax left behind is easy to spot.

If checking wire wheels, look through the spokes to see if the interior hub of the wheel has been cleaned. Spokes also tend to rust where they pass through the rim and the hub.

Leather items which have been properly maintained over the years should show a minimum amount of cracking and fading. Leather deteriorates most quickly in hot climates or when the car has been left unprotected in direct sunlight for long periods of time.

Many of the older models feature large amounts of woodwork which require a lot of time and effort to keep



in good condition. These finishes should be shiny. No marks or scratches should be evident, nor should there be peeling or separation of the laminated layers of wood.

Carpeting should be clean and have a strong authentic and unfaded colour. A good area to check for cleanliness is to examine edges near the seats and door sills.

## CHAPTER 7 – JUDGE'S GUIDE

### 7.1. Authenticity Requirements

#### 7.1.1. Definitions.

A part, component, finish, colour or material is considered to be authentic if it is genuine Jaguar for the particular year and model of the car being shown and as it was specified and intended by Jaguar to leave the factory.

Replacement parts, regardless of manufacturer, are acceptable only if they meet the exact specifications of the original item or material.

Authentic options are those listed in Jaguar parts books or official Jaguar sales literature. Only proof from those sources or from the Jaguar Cars Ltd factory is acceptable. Examples noted are:

- a) **Tow Bars.** Only factory supplied tow bars, optional original equipment or authentic replacement equipment will be accepted.
- b) **Mud Flaps.** Only factory supplied mudflaps, optional original equipment or authentic replacement equipment will be accepted.

#### 7.1.2. Specific Applications and Exceptions

- a) **Batteries.** Lucas and other batteries which were original equipment in Jaguar cars are considered expendable and may be replaced with a battery of any manufacturer so long as it is of a like voltage and configuration as the original. (refer to Section E, Clause 4(iii) of this chapter).
- b) **Window Glass.** Any window glass that meets the requirements of the original specifications on form, fit and function (colour) will be acceptable. There will be no penalty in judging authenticity for the presence of laminated screens. Registration and service stickers are allowable with no penalty.
- c) **Tyres.** Tyres are considered expendable and may be replaced only with comparable or superior equipment of original size and compatibility with the vehicle. (Refer to Annexure A of this Chapter).

The standard industry tyre sizes which are moulded into tyre side walls are acceptable proof of correct size, without further measurement.

There shall be no penalties for owner's preference of white or black wall or red stripe cosmetics. All five tyres installed on a vehicle presented for judging must be identical.

- d) **Fire Extinguishers.** There will be no penalty in judging authenticity for the presence of fire extinguishers.
- e) **Burglar Alarms and Immobilisers.** There will be no penalty in judging authenticity for the presence of burglar alarms or immobilisers.

- f) **Engines.** Engines changed under factory warranty will be acceptable, however warranty replacement must be substantiated.
- g) **Recall.** Components affected by official factory recall/modification programs will be acceptable as original fitment and/or specification.
- h) **Turn Indicators.** There will be no penalty in judging authenticity for the presence of turn indicators.
- i) **Seat Belts.** There will be no penalty in judging authenticity for the presence of seat belts.

Note: The only TWR modifications to be considered as authentic are the products jointly built by TWR and Jaguar Sport. These include the XJRS. The onus is upon the entrant to substantiate that the car was delivered with the Jaguar Sport options factory-fitted.

### 7.1.3. Authenticity Points Deductions

Mandatory deductions apply for wrong item or material for model and missing items.

Rules that apply are:

- a) The item is either right or wrong; deductions are per item. When an item is improperly missing, the deduction applies.
- b) Use only the exact deduction. If the item is not listed, assign deduction points comparable to a similar item found on the list.
- c) Points are total material points in each element of a section on the scoresheet (e.g. Carpeting element in the Interior Section). Maximum deduction is 60% of material points for an element. The cumulative total of non-authentic deductions in any section shall not exceed the Maximum Deduction for that section.
- d) Unless shown otherwise, the deductions are for all models and years.

## 7.2. Exterior

### 7.2.1. Body, Paint, Top, Tonneau, Boot Cover and Side Curtains

- i. **Body.** Inspect for originality of body panels. If replacement panels have been used, ascertain authenticity of materials (i.e. no fibreglass).

Consider materials (steel, aluminium, fibreglass), shapes (flares, air scoops), and exchange of parts between models for authenticity when judging. Sunroofs must be of the sliding metal type, factory installed or factory approved for installation. Look for excessive misalignment of doors, bonnet and boot lid.

Check for rot, dents, and determine if the body has been altered in any respect from the original design. Include condition of all rubber mouldings and mounts, gasketing and windscreen wiper blades.

- ii. NOTE. It should be noted that many early XK series cars came from the factory with a certain

amount of misalignment defects, particularly in the doors. However, excessive misalignment should be penalised.

- iii. Paint. Consider the overall appearance while inspecting for authenticity/originality of colour (refer Annexure C to this chapter). Include depth of finish, and look for nicks, stone chips, scratches, checking or crazing of the paint. Overspray on a repainted car may be noticeable on the chrome trim and rubber mouldings, or in the engine compartment due to improper masking. XJ6C & XJ12C, Daimler equivalents and certain vintage coupes had vinyl tops.

No penalty for type of paint. Colours must be reasonably close to production standards for year and model. Metallic colours or two-tone colour schemes must adhere to factory standards. Non-production colours must be proved to have been originally factory applied to the car.

- iv. Top, Tonneau/Boot Cover, Side Curtains.     Inspect for authenticity/originality of materials, appearance (especially cracks, peeling and tears) and cleanliness. Include in your evaluation, the fit of the item (refer Chapter 3, Section F).

### **7.2.2. Chromework, including Accessories**

Inspect for originality/authenticity of chromework. Common flaws are discolouration, pits, scratches and corrosion. If items have been rechromed, look for grind marks, major changes in colouration (i.e. nickel showing through) loss of definition through over-working in preparation.     Inspect accessories for originality as per factory or dealer installed optional equipment. At the same time, remember to inspect chrome resonators and tail pipes if appropriate for the model.

### **7.2.3. Wheels**

- i.     Correct size and type for model as available from factory required.     Ace discs and Rimblishers permitted if offered by factory. No bolt-on wire simulations.
- ii.     Painted Wheels. Inspect for originality/authenticity of the wheel, and condition of the paint. Consider the rim itself; is it dented or scratched? Include the condition of the spokes as well as any road grime in your evaluation. In the case of painted wire wheels, determine if the correct size and type of wheel is on the car.
- iii.     Chrome Wheels. Inspect for originality/authenticity of the wheel, including correct model and size for the car.  
Consider the condition of the spokes, and road grime.

### **7.2.4. Tyres**

- i.     Inspect for original/authentic tyres, or replacement with comparable or superior equipment of proper size and compatibility with the vehicle (refer Annexure A to this Chapter). Any brand acceptable but size but must be consistent with original in profile. Type must be consistent with availability for vintage of car.
- ii.     Look for abnormal wear, blemishes, chunking of tread, scuffing and presence of valve caps. Consider cleanliness and appearance. Take into consideration that most cars were available from the factory with either black or white wall tyres.

**7.2.5. Glass, including the Side Curtains and Window in a Soft Top**

- i. Any window glass that meets the requirements of the original specifications on form, fit or function (colour) will be acceptable.
- ii. Consider the clarity of the item; check for scratches, pits, discolouration or separation of the laminated layers which often happens in the corners of the windscreen. Inspect glassed-in headlamps of the kind found on the E-type series. Remember to look at the glass lenses of the Classic series headlamps, up to but not including the Mark V, or any XK120 with PF 770
- iii. Tribar lamps. In cars with sealed beam lamps, check and see if lamps are identical in make.
- iv. Perspex (plastic) used in OTS tops and side curtains are to be judged as glass.

### **7.3. Interior**

#### **7.3.1. Woodwork or Leather Cockpit Trim and Kick Panels**

- i. Woodwork. Inspect for originality/authenticity of replacement materials and design. Proper fastenings (i.e. screws and escutcheons, etc.) of the correct size should be fitted. Consider overall appearance, condition and cleanliness; in particular, look for scratches, chips, cracked varnish surfaces and separation of the laminated layers.
- ii. Leather (or Vinyl) Cockpit Trim and Kick Panels. Inspect for authenticity/originality of materials and design. Proper fastenings of the correct size should be fitted. Consider overall appearance, condition and cleanliness as well as scuff marks, colour fading, scratches.

#### **7.3.2. Hardware, Steering Wheel and Instruments**

- i. Inspect for originality/authenticity of items considered. Consider overall appearance and cleanliness. Check the condition of chromed items. Consider if the fascia (and console if appropriate) is of the correct configuration for the model (i.e. if painted, is it the proper colour?) and in good - excellent condition.
- ii. Instruments. Inspect for authenticity of instruments. Jaguar cars were supplied with Jaeger, Smiths and Lucas gauges. Is the instrumentation complete? Are there any items missing from the fascia, such as switches, cigar lighter, etc.?
- iii. Steering Wheel. Inspect for originality or authenticity of replacement items. Is the wheel correct for the model on which it is installed? If wood, look for separation of the laminated layers and cleanliness of the aluminium spokes. If of other material, look for chips or nicks and scratches.

#### **7.3.3. Headliner or Underside of the Top**

Inspect headliner for originality or authenticity of replacement materials, including proper colour and design. Fit of the headliner should be considered as well as cleanliness. On some models, padding and the headliner of the soft top should be considered (i.e. drophead coupes featured padded, lined soft tops).

#### **7.3.4. Seats and Squabs (Seat Backs) Leatherwork**

Inspect for originality or authenticity of replacement materials, including proper colour and design (i.e. proper number of pleats, or smooth seat if applicable). Look for tears, discolouration or fading, cracks and peeling. Consider seat backs as well.

Note. Lifting out the seat cushions in most E-Types is not possible, and for many other models it is not feasible because of the time required to remove the seat.

#### **7.3.5. Carpeting**

- i. Inspect for originality or authenticity of replacement materials, including proper colour, cut and fit. Look for cleanliness, wear and scuff marks on footpads. Be sure to look behind the seats.

- ii. If a judge should wish to examine under the seat cushions, it should be noted that the seats of XK series cars rest directly on the carpeting below, resulting in a superficial amount of wear on the carpet surface.

### **7.3.6. Door Panels and Armrests**

Inspect for originality or authenticity of replacement materials. Check the design, as well as condition and cleanliness. Proper fastenings of the correct size should be fitted. If appropriate, look down into the map cases on the doors, and when fitted, inspect the underside of the armrests.

## **7.4. Boot**

### **7.4.1. General**

- i. Inspect for originality or authenticity of replacement materials. Be sure areas relating to boot appointments, such as trim panels, carpeting or vinyl matting, spare tyre well and painted components (i.e. underside of boot lid, petrol tank, etc.) are correct.
- ii. Be aware that some models had fitted luggage as an option.

### **7.4.2. Spare Tyre, Including the Cover and Wheel**

- i. Inspect as in Clause 4 of Section B to this Chapter.
- ii. Wheel must be the correct type. In addition, ascertain that the spare tyre cover is of original or authentic material and of correct design for the car. The spare tyre should be correct type and, where appropriate, identical to the tyres mounted on the road wheels.

### **7.4.3. Tool Kit, Jack & Hammer, Owner's Manual**

- i. Inspect for completeness and condition of both tools and pouch/fitted toolbox. Check to see that the kit as well as the jack and hammer (or wheel brace) are properly mounted.
- ii. Jaguar tool kits varied greatly from model to model. A good way to have some idea of proper tools is to compare the kits of two similar cars of good quality. Often differences will be apparent. Judges should definitely confer among themselves before deducting points.
- iii. Some models were not supplied with tool kits as standard, although they were available as an option. If you are judging such a model that did not have tools as standard items, no deductions are to be made on the score sheet.
- iv. Owner's Manual. Inspect for originality or authenticity of any replacement item, and its envelope or container. Any other paperwork that was supplied with the car (such as the Warranty Certificate) may be displayed but factory shop manuals and spares catalogues, along with introductory, advertising brochures belong home on the shelf. No judging attention or bonus points are to be given for extra paperwork displayed.

## 7.5.Engine Compartment

Despite the difficulty of maintaining an engine compartment, cleanliness and condition of painted and other surfaces of the engine compartment of a car prepared for Concours should be excellent. NO EXCUSES.

Extra cooling fans or carburettors, headers, horns, or other non-factory available items for the model, are not authentic. Hoses and hose clamps must match original. Front suspension or shock absorber components are not judged in this section.

### 7.5.1. Bright Metal (Appearance and Cleanliness)

- i. Inspect chrome studs, chrome bolts, fuel lines, exhaust covers, oil and transmission dipsticks, valve covers, radiator and radiator overflow tank caps, hydraulic lines, air conditioning metal tubing and hose clamps. All of the above mentioned parts should be cleaned and shined. Remember that engines will vary in the amount of brightwork.
- ii. Be sure to watch for (and deduct points for) non-standard chroming or finishes of any sort that depart from the original character of the vehicle. Surfaces may not be replated other than as original, i.e. cadmium cannot be replaced with chrome.

### 7.5.2. Exhaust Manifolds and Pipes

- i. Inspect the porcelain for originality, blisters, crazing and rust.
- ii. Note in particular that all XK series cars and six cylinder E-Types had porcelainised exhaust manifolds. Cars from 1973 onwards, including V12 E-Types and the XJ Series 2 did not.
- iii. Plain or light coat of rust is authentic on down pipes or factory non-painted or non-porcelainised manifolds. Also, moderate discolouration on stainless steel downpipes is acceptable.

### 7.5.3. Sheet Metal (Firewall, Radiator Shell, etc)

- i. Inspect the general condition, cleanliness and originality of the metal and paint, or authenticity of replacement materials used.
- ii. Particular attention should be paid to the firewall, radiator shell, fans and fan shrouds, splash pans, air cleaner housings, battery tray and mudguard valances.

### 7.5.4. Wiring, Radiator Hoses and Batteries

- i. Wiring. Inspect for originality of materials, or authenticity of replacement parts, paying particular attention to spark plug wires, plug caps, connectors, braiding, wire ends, fasteners, relays and junction boxes. Condition and cleanliness of these components should be considered. Is any insulation cracked or peeling?
- ii. Radiator Hoses. Inspect for originality or authenticity of replacement parts (i.e. has the Owner merely replaced a worn hose with a Gates item or has the proper hose been put back on?). Hoses should be black and clean, with no cracks visible.



- iii.        Battery. Include the battery hold down. Consider cleanliness, and inspect for corrosion on the battery and the condition of the paint on the battery hold down.

Examples. XK series cars had black Lucas batteries. Watch for non-standard configurations, such as one 12V battery in an XK 120 instead of the proper pair of 6V originally supplied. Be sure the battery is installed in the correct place. Early XJ series cars had black Lucas batteries; later cars in the series were supplied with a black Lucas battery with prominent red and white accents.

### 7.5.5. Engine Block and Head

- i. Model/year dictates what factory-furnished engines were available. The car shall have a factory production furnished engine for the year and/or model. Carburettors and head type shall be as factory available for the model.
- ii. Inspect deep into the engine compartment, looking beyond the bright metal. Does the car have the correct engine block? Consider whether the block is painted the correct colour, or if it should be painted at all (i.e. Mk IV cars had bare metal blocks).
- iii. Inspect further for oil leaks, discoloured paint on the block and around the spark plug holes. Is the paint on the head the original or authentic (refer ANNEXURE URE B to this chapter for details). Check the condition and cleanliness of the transmission housing.
- iv. Look at the condition and cleanliness of engine accessory items such as the generator and starter. 3.8 E-Types had a dynamo (generator), not an alternator.

### Annexes to Chapter 7

- 7A. List of Original Equipment Tyre Sizes.
- 7B. XK Engine Block & Cylinder Head Colours.
- C. List of Authentic Colours

### Annex A to Chapter 7 – Original Equipment Tyre Sizes

Every consideration should be paid to selecting a replacement tyre with the same side aspect ratio as the OEM tyre. This ensures that the car will maintain the proper stance and appearance as designed. All information given here is directed to that end.

ACJC Rules provide that replacement tyres must be the same (or equivalent) size and type (bias/radial) as original or optional equipment on cars as shipped from the Jaguar factory. The size moulded into the tyre will be accepted as proof of currently exhibited size (example 6.40 x 15 or 185 x 15). Wall or stripe/or width is optional.

#### Notes

- \* 4.75 x 18 tyres deleted from manufacturers listings in Oct '89.
- \*\* 185 x 15 SP41 Radials did not have any side aspect ratio information moulded into the tyre. Use either a 70 or 78 aspect ratio. Goodrich & Michelin are sources.
- \*\*\* 6.70 x 16 available from Dunlop.
- \*\*\*\* During 1972 -1974 the tyre industry experienced near chaos as it changed industry standards and nomenclature. The original equipment Dunlop ER70 x 15VR used to be a '205' tyre. After the industry standards changed in the 1970s, the ER70 x 15VR became a '185' tyre, and later went out of production.

If you ask your tyre dealer to order an equivalent tyre to the OEM ER70 x VR15, his records will indicate

a post-revision specification of '185' which is the wrong size for these model Jaguars.     The correct equivalent equipment today is Dunlop 205/70 x VR15 SP Sport Super D7; Pirelli 205 x VR15 P5; Michelin 205/70 x VR 15 XWX.

## Annex B to Chapter 7 – XK Engine Block & Cylinder Head Colours

### ACJC POLICY

The information below on Cylinder Head colouring should be considered as a definitive listing which will be used for determining authenticity during Concours events. If a Concours entrant believes something different to be original then the onus of proof is theirs.

### SPORTS

MODEL	TYPE	HEAD TYPE	COLOUR	NOTES
XK120	all types except below	A	Aluminium	1
XK120	C-Type head	C	Aluminium	1, 7
XK140	all types except below	A	Aluminium	1
XK140 'MC'	C-Type head	C	Red	2, 7
XK150	3.4 litre, all types	B	Turquoise	3
XK150	3.8 litre, all types	B	Dark Blue	4
XK150 'S'	3.4 and 3.8 litre	Straight Port	Pumpkin	5, 9
E-Type	3.8 (1961)	Straight Port	Pumpkin	5, 9
E-Type	3.8 and 4.2 (1962-1967)	Straight Port	Gold	6, 10
E-Type	4.2 (1968-1971)	Straight Port	Aluminium	1, 10

### SMALL SALOONS

MODEL	TYPE	HEAD TYPE	COLOUR	NOTES
2.4 litre	all types	A	Aluminium	1, 8
3.4 litre	all types	B	Turquoise	3
Mark 2	2.4 and 3.4 litre	B	Turquoise	3
Mark 2	3.8 litre	B	Dark Blue	4
S-Type	3.4 litre	B	Turquoise	3
S-Type	3.8 litre	B	Dark Blue	4
240/340/420	all types	Straight Port	Aluminium	1

## LARGE SALOONS

MODEL	TYPE	HEAD TYPE	COLOUR	NOTES
Mark 7 and 7M	all types	A	Aluminium	1, 8
Mark 8	all types	B	Turquoise	3
Mark 9	all types	B	Dark Blue	4
Mark 10	3.8 and 4.2 litre	Straight Port	Gold	6
420 G	all types	Straight Port	Aluminium	1
XJ6	Series 1, 2 and 3	Straight Port	Aluminium	1

### NOTES

1. Aluminium. Natural unpainted colour of cast aluminium.
2. Red. Bright deep red.
3. Turquoise. Shade varies from 'duck-egg' green on early cars to later cars being more a 'light green'.
4. Dark Blue. Metallascent mid-dark blue.
5. Pumpkin. A deep pumpkin orange colour, despite references calling it gold.
6. Gold. Metallascent 'Old Gold', paint reference - 'old-gold - Bradite 2991'.
7. 'C-Type' heads originally fitted to XK120's and very early XK140's are not easily identified as such except by the suffix 'S' to the engine number stamping, and were left unpainted natural aluminium. They do not feature the cast 'C' identification of later heads.
8. 'C-Type' Heads were also very rarely optioned on Mark 7 and 2.4 litre cars, however, there is no definitive information available as to whether these were painted red or not.
9. XK150 'S' cars, both 3.4 and 3.8 litre, as well as very early (1961) E-Types are generally referred to as having 'gold' heads. They were in fact painted a deep 'pumpkin orange' colour, with 'old gold' colouring being used from 1962 for E-Types and for all Mark 10's.

Research suggests up to at least Engine #R2500 were pumpkin orange colour. It is not possible to exclude the possibility that some XK150 'S' or 1961 E-Types were originally painted 'old gold'.

10. The exact point where E-Types discontinued with 'gold' coloured heads has yet to be established, except that current research indicates early 1968 for non-USA specification cars, during the production of the Series 1-1/2 model.

Where cylinder heads are painted, the colour extends up to the cam-cover gasket joint in both the spark-plug valley and above the exhaust manifold, and also to the complete rear of the head.

## Annex C to Chapter 7 – List of Authentic Colours

List	Models/Age Covered	Issue/Date
B	SSI, SSII (1934)	Issue 1 (Sept '93)
C	SSI, SSII (1935-36)	Issue 1 (Sept '93)
D	SS Jaguar (1936 -37) (1938-40)	Issue 1 (Sept '93)
E	Jaguar 1 1/2, 2 1/2, 3 1/2 Litre	
F	Mark V	Issue 1 (Sept '93)
G	XK (XK120, XK140, XK150)	Issue 1 (Sept '93)
H	Competition	
I	Large Saloon (MK VII, MK VIII, MKIX)	Issue 1 (Sept '93)
J	Small Saloon (2.4, 3.4)	Issue 1 (Sept '93)
K	Mark 2 (Mark 2, 240/340)	Issue 1 (Sept '93)
L	I.R.S. Saloon (Mark X, S-Type, 420, 420G)	
M	E-Type (3.8, 4.2, S2, V12)	Issue 1 (Sept '93)
N	XJ 1968-78 S1, S2, XJC, XJS	
O	XJ 1979-86 S3, XJS	
P	XJ1987-93 XJ12, XJ40, XJS	

The listings that follow, detail the ACJC recognised range of authentic Standard Factory Exterior colours, Interior Trim colours, Soft Top colours, and Paint/Trim/Soft Top combinations.

ACJC policy requires a Jaguar entered into a Concours to be presented with either:-

- a) authentic colours and combinations for the age and model of Jaguar as listed; or
- b) original colours for the actual car entered (if different from these definitive listings, it must be substantiated by acceptable proof/documentation as per Concours entry form 'Proof of Car Identity' which allows for cars manufactured with 'special order' or 'non-standard' colours, if presented in their original colours).

### Notes

1. These listings have been prepared following considerable research of official factory documentation and sources, however, any submissions as to accuracy/completeness of these listings are welcome but should be accompanied with substantiating documentation.
2. It should be understood that this listing must be considered as definitive at the date of entering a particular Concours Event, therefore, you must comply with either a or b above in order not to be penalised, regardless of any subsequent or current unfinalised submissions to amend these listings.
3. Restorers/potential entrants should be aware that although these listings are currently limited to descriptive official factory/trim labels. With the obvious difficulties in identifying correct shades, it is intended in the future to augment these listings with actual chips and trim colour samples.

## LISTING OF STANDARD COLOURS/COMBINATIONS

### LIST A – SS1, SS11 (1932-33)

Body Colour	Coupe & Saloon	Open Four Seater	Leather Combinations
Ivory	(1)		Red, Green, Brown, Beige
Cream	(1)	**	Red (cs), Green, Brown (cs), Beige (cs)
Lavender grey	(1)	**	Red, Blue
New Birch Grey	(1)		Blue
Swallow Grey	(2)		Red, Blue
Black	*	**	Red (O), Green (O), Brown, Silver-Black (cs)
Olive Green		**	Green
Apple Green	(3)	**	Green
Dark Swallow Blue	(4)		Blue
Nile Blue	(2)	**	Blue
Crimson Lake	(1)	**	Red
Carnation Red	(5)	**	Red
Primrose	(2)		Brown, Beige
Buff	(6)	**	Brown, Beige (cs)
Beige	(7)	**	Red, Brown (O), Beige (cs)
Silver	(8)		Blue

No data

### LIST B - SS1, SS11 (1934)

#### Notes

1. Body colour or Black mudguards, head and trunk.
  2. Black mudguards, head and trunk.
  3. Olive Green or Black mudguards, head and trunk.
  4. Birch Grey head and trunk
  5. Lake, Carnation or Black mudguards; Lake or Black head and trunk; Carnation or Black wheels.
  6. Chocolate mudguards, head and trunk.
  7. Red or Beige wheels.
  8. Blue mudguards, head and trunk.
- (cs) Coupe and Saloon only.  
(o) Open Four Seater only.
- \* For Coupe and Saloon, wheels body colour with chromium plated edges, unless noted otherwise.  
\*\* For Open Four Seater, wheels leather colour with chromium plated edges.

LIST C - SS1, SS11 (1935-6)

Body Colour	Saloon	Open Four Seater	Airline	Drophead Coupe	Leather Combinations
Ivory	*	(6)	*	*	Red, Green, Brown (SAD), Beige (SD), Blue (A)
Cream	*	(6)	*	*	Red, Green, Brown (SAD), Beige (SD), Blue (A)
Lavender Grey	(6)	(6)	(6)		Red, Blue
Birch Grey	(6)	(6)	(6)		Red, Blue
Black	*	*	*	*	Red, Green, Brown, silver-black (SAD), Beige (D)
Olive Green	*	*	*	*	Green
Apple Green	(1)	*	*	*	Green
Dark Blue	(5)		*	*	Blue
Nile Blue	(2)	*	*	*	Blue
Crimson Lake	*	*	*	*	Crimson lake
Carnation Red	(3)	*	*	*	Red
Beige	(6)	*	*	*	Red, Brown (o), Beige (SA)
Silver	(4)		*		Light Blue

Notes

1. Olive Green or Black mudguards, head and trunk.
  2. Black mudguards, head and trunk.
  3. Lake, Carnation or Black mudguards; Lake or Black head and trunk; Carnation or Black wheels.
  4. Light Blue mudguards, head and trunk.
  5. Birch Grey head and trunk; Dark Blue or Grey wheels.
  6. Body colour or Red wheels.
- (S) Saloon only.  
(A) Airline only.  
(O) Open four-seater only.  
(D) Drophead Coupe only.
- \* Wheels always body colour unless noted otherwise.  
Airline wheels have chromium-plated edges.  
Drophead Coupe folding head colour Beige or Black.



LIST D - SS JAGUAR 1936-7 AND 1938-40

1936-37 SALOON, OPEN FOUR SEATER, SS100

Body Colour	Leather Combinations
Cream	Maroon (S), Red (O), Olive Green, Blue
Lavender Grey	Maroon (S), Red (O), Olive Green, Blue
Black	Maroon (S), Red (O), Olive Green, Brown, Silver & Pig Skin Grain Tan
Olive Green	Olive Green Suede
Green	Suede Green Dark
Blue	Blue
Maroon	Maroon (S), Red (O)

1938-40 SALOON, DROPHEAD COUPE, SS100

Body Colour		Leather Combinations
Ivory	(1)	red, suede green, beige
Lavender Grey	(2)	red, suede green, blue
Birch Grey	(3)	red, silver-black
Battleship Grey	(3)	red, silver-black
Black	(4)	red, olive green, brown, silver-black, pig skin grain tan
Olive Green	(2)	olive green, beige
Suede Green	(2)	suede green
Mountain Ash Green	(2)	suede green
Dark Blue	(2)	dark blue, beige
Maroon	(3)	maroon, beige
Honeysuckle	(1)	red, beige
Gunmetal	(3)	red, silver-black

Notes

1. Drophead Coupe folding head colour Dark Sand or Black.
  2. Drophead Coupe folding head colour French Grey or Black.
  3. Drophead Coupe folding head colour French Grey, Black or Gunmetal.
  4. Drophead Coupe folding head colour Dark Sand, French Grey or Black.
- (S) Saloon only.
- (O) Open Four-seater and SS100 only.

**LIST E - JAGUAR 1 1/2, 2 1/2 AND 3 1/2 LITRE**

**1945-49 SALOON AND DROPHEAD COUPE**

**LIST F - MARK 5**

**1948-51 SALOON AND DROPHEAD COUPE**

Body Colour		Leather Combinations
Ivory	(1)	Red, Pale Blue
Dove Grey	(2)	Tan, Biscuit
Lavender Grey	(3)	Red, Sued Green, Pale Blue
Birch Grey	(3)	Red, Grey, Pale Blue
Battleship Grey	(4)	Red, Grey, Biscuit (S)
Black	(5)	Red, Tan, Grey, Pig Skin Grain, Biscuit
Suede Green	(3)	Suede Green
Gunmetal	(4)	Red, Grey, Pale Blue
Pastel Green Metallic	(3)	Suede Green, Grey
Pastel Blue Metallic	(3)	Pale Blue, Grey (D)

**Notes**

1. Drophead Coupe folding hood colour Black, Dark Sand (Red leather) or French Grey (Pale Blue Leather).
  2. Drophead Coupe folding hood colour Dark Sand or Black.
  3. Drophead Coupe folding hood colour French Grey or Black.
  4. Drophead Coupe folding hood colour French Grey, Gunmetal or Black.
  5. Drophead Coupe folding hood colour Dark Sand, French Grey or Black (with grey leather, Gunmetal replaces Dark Sand).
- (S) Saloon only.
- (D) Drophead Coupe only.

LIST G - XK

XK120, XK140 AND XK150

Body Colour	(2)	(3)	Apr			Dec	Mar	Leather Combinations
	1949	1952	1953	1955	1956	1956	1959	
Old English White (1)	(4)	(5)	(5)	(5)	*	(7)	(7)	Red (9), Pale Blue (D, 10)
Dove Grey		*	*	*	*			Tan, Biscuit
Lavender Grey		*	*	*	*			Red, Suede Green, Pale Blue (O, D)
Birch Grey	(5)	(5)	(5)	(5)	*			Red (9), Grey (D, 11), Pale Blue (D), Blue (11)
Battleship Grey		(5)	(5)	(5)	*			Red (9), Grey (F, D), Biscuit (D)
Black	(4)	(5)	(5)	(5)		(7)	(7, 8)	Red (9), Tan (12), Grey (D, 13), Biscuit (D, 11)
British Racing Green		*	*	*	*	*	(8)	Tan, Suede Green
Suede Green	*	*	*	*	*			Suede Green
Red	(5)	(5)	(5)	(5)	*	*		Red (14)
Silver	(6)							Red
Pastel Green Metallic	*							Suede Green
Pastel Blue Metallic	(6)							?
Bronze	*							Biscuit And Tan Duo-Tone (O)
Pastel Green								Suede Green, Grey (D)
Pastel Blue		(6)	(6)	(6)				Light Blue (F, 15), Blue (16), Pale Blue (17)
Pearl Grey			*	*	*	(7)	(7)	Red, Blue (10), Grey
Mediterranean Blue			*					Blue, Grey
Pacific Blue			*	*	*			Blue, Grey
Maroon				*	*			Red, Biscuit
Arbor Green					*			Suede Green
Carmen Red					*	(7)	(7, 8)	Red
Mist Grey						(7)	(7)	Red, Dark Blue, Light Blue, Grey
Cornish Grey						(7)	(7)	Red, Dark Blue, Light Blue, Grey
Sherwood green						*	*	Suede Green, Tan
Indigo Blue						*	*	Dark Blue, Light Blue, Grey
Cotswold Blue						*	*	Dark Blue, Grey
Claret						*	*	Red, Maroon (18)
Imperial Maroon						(7)	(7)	Red, Maroon (18)

XK120, XK140 AND XK150

## Notes

1. Also referred to Cream in various publications.
  2. Paints still British Domolac 'Zofelac' Cellulose Enamel.
  3. Synthetic enamel paints introduced in 1952 from body # F5272 (OTS and # J2375 (FHC) onwards (plus some earlier cars).
  4. Also biscuit and pig skin, and biscuit and red duo-tone leather for OTS only.
  5. Also biscuit and red duo-tone leather for OTS only.
  6. Also light blue and dark blue duo-tone leather for OTS only.
  7. Black leather also available.
  8. Biscuit and beige leather also available.
  9. Not available for XK120 OTS.
  10. From Dec 1956 superseded by either dark blue or light blue.
  11. Also for XK140 FHC.
  12. Available for OTS from Jan 1957 only.
  13. Available for FHC from XK140 and for OTS from Jan 1957.
  14. Not available for XK120DHC and XK120 OTS.
  15. Also for XK140 DHC.
  16. For XK140 OTS only.
  17. For XK 120 DHC only.
  18. From Dec 1958.
- (O) Open Two-Seater only.
- (F) Fixed Head Coupe only.
- (D) Drophead Coupe only.

Duo-tone was the darker of the two colours used on the seat back surround, with the piping along the bottom of the facia a matching colour.

**LIST H - COMPETITION**

**LIST I - LARGE SALOONS**

Notes

**MKVII, MKVIII, MKIX**

1. Also referred to as 'Cream' in various publications. Pre-1952 colour likely to have been Ivory.

Body Colour	(2)	(3)	Apr		Dec	Dec	Leather Combinations
	1950	1952	1953	1955	1956	1958	
Old English White (1)			*		(7)	*	Red, Pale Blue (8)
Dove Grey			*				Tan, Biscuit
Lavender Grey			*				Red, Suede Green, Pale Blue
Birch Grey			*				Red, Grey, Pale Blue
Battleship Grey			*				Red, Grey, Biscuit
Black			*		(7)	*	Red, Tan, Grey, Biscuit (4)
British Racing Green			*		*	*	Tan, Suede Green
Suede Green			*				Suede Green
Gunmetal							
Pastel Green			*				Suede Green, Grey
Pastel Blue			*				Pale Blue
Pearl Grey			*		(7)	*	Red, Blue (8), Grey
Mediterranean Blue			*				Blue, Grey
Pacific Blue			*				Blue, Grey
Maroon							Red
Mist Grey					(7)	*	Red, Dark Blue, Light Blue, Grey
Cornish Grey					(7)	*	Red, Dark Blue, Light Blue, Grey
Sherwood Green					*	*	Suede Green, Tan
Indigo Blue					*	*	Dark Blue, Light Blue, Grey
Cotswold Blue					*	*	Dark Blue, Grey
Claret					*	*	Red, Maroon (6)
Imperial Maroon					(7)	*	Red (5), Maroon (6)
Carmen Red						*	Red
Two-Tone							
Cornish Grey/Mist					(5)	*	Red, Dark Blue, Light Blue, Grey
Indigo Blue/Cotswold Blue					(5)	*	Light Blue, Dark Blue, Grey
Claret/Imperial Maroon					(5)	*	Red (5), Grey, Maroon (6)
Black/Claret					(5)	*	Red, Tan, Grey
Black/Sherwood Green					(5)	*	Suede Green, Tan, Grey

2. Paints still British Domolac 'Zofelac' Cellulose enamel.
3. Synthetic enamel paints introduced in 1952 from body # L010744 onwards (plus some earlier).
4. Mark VII only.
5. Mark VIII only - two-tone.
6. Mark IX only.
7. Black leather also available.
8. From Dec 1956, superseded by either dark Blue or Light Blue. . Not confirmed.

**LIST J – SMALL SALOONS**

**2.4 AND 3.4 LITRE**

Notes

1. From Dec 1956, superseded by either Dark Blue or Light Blue.

Body Colour	Oct 1955	Apr 1956	Dec 1956	Jan 1958	Leather Combinations
Old English White (1)	*	*	*	*	Red, Pale Blue (1)
Dove Grey	*	*			Tan, Biscuit
Lavender Grey	*	*			Red, Suede Green, Pale Blue
Birch Grey	*	*			Red, Grey, Pale Blue
Battleship Grey	*	*			Red, Grey, Biscuit
Black	*	*	*	*	Red, Tan, Grey, Biscuit (2)
British Racing Green	*	*	*	*	Tan, Suede Green
Suede Green	*	*			Suede Green
Pastel Green	*	*			Suede Green, Grey
Pastel Blue	*	*			Blue, Grey
Pearl Grey		*	*	*	Red, Blue (1), Grey
Pacific Blue		*			Blue, Grey
Maroon		*			Red, Biscuit
Arbor Green		*			?
Carmen Red		*	*	*	Red
Mist Grey					Red, Dark Blue, Light Blue, Grey
Cornish Grey					Red, Dark Blue, Light Blue, Grey
Sherwood Green			*	*	Suede Green, Tan
Indigo Blue			*	*	Dark Blue, Light Blue, Grey
Cotswold Blue			*	*	Dark Blue, Grey
Claret			*	*	Red
Imperial Maroon			*	*	Red
Forest Green			*	*	Suede Green, Grey

2. No longer available by Dec 1956

LIST K - MARK 2

MARK 2, 240 AND 340

Body Colour	Oct 1959	Feb 1961	Oct 1962	Dec 1964	Apr 1966	Mar 1967	Sep 1967	Jul 1968	Leather Combinations
Old English White	*	*	*	*	*		*	*	Red, Tan (Red, Black)
Pearl Grey	*	*	*	*	*				Red, Grey, Light Blue, Dark Blue
Dove Grey	*	*	*	*	*				Red, Grey, Tan
Mist Grey	*	*	*	*	*				Red, Grey
Black	S	S	S	S	*	*		*	Red, Tan (Red, Beige, Dark Blue)
British Racing Green	*	*	*	*	*		*	*	Suede Green, Tan, Champagne (Green, Black, Beige Suede)
Sherwood Green	*	*	*	*	*	S			Green, Tan
Indigo Blue	*	*	*	*	*				Dark Blue, Light Blue, Grey
Cotswold Blue	*	*	*	*	*				Dark Blue, Grey
Imperial Maroon	*	*	*	*	*				Red
Carmen Red	*	*	*	*	*	*			Red, Black
White	S	S	S	S	S			*	(Red, Black)
Opalescent Silver Grey		*	*	*	*	*			Red, Grey, Tan
Opalescent Gunmetal		*	*	*	*				Red, Tan
Opalescent Dark Green		*	*	*	*	*			Suede Green, Tan, Champagne
Opalescent Blue		*	*	*	*				Red, Grey, Light Blue, Dark Blue
Opalescent Silver Blue		*	*	*	*	*			Red, Grey, Light Blue, Dark Blue
Opalescent Bronze		*	*	*	*				Red, Tan
Opalescent Golden			*	*	*	*			Red, Tan
Sand									
Warwick Grey				*	*	*	*	*	Red, Tan (Red, Black, Dark Blue)
Dark Blue				*	*	*	*	*	Grey, Dark Blue, Light Blue (Red, Black, Dark Blue)
Pale Primrose				*	*	*	*	*	Red, Tan, Black (Black)
Opalescent Maroon						*			Red, Tan, Champagne
Honey Beige						*			Red, Tan
Willow Green						*	*	*	Suede Green, Black, Champagne (Green, Black) (Red, Black, Beige) Red, Tan, Champagne
Signal Red							*		Red, Tan
Regency Red							*	*	(Red, Beige)
Ascot Fawn							*	*	(Red, Black)
Sable							*	*	(Red, Black, Beige) (Red, Black, Dark Blue)
Light Blue								*	(Red, Beige)

**MARK 2, 240 AND 340**

Notes

S denotes 'Special Order'.

240/340 colours shown in brackets; Ambla standard, leather optional.

**LIST L - I.R.S.**

**MARK 10, S-TYPE, 420, 420G**



LIST M - E-TYPE

SERIES 1 (3.8, 4.2), SERIES 2 (4.2) and SERIES 3 (V12)

ACJC NATIONAL RALLY MANUAL

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	Mar 1961	Jan 1963	Jan 1965	Sep 1967	Aug 1968	Jan 1970	Mar 1971	Oct 1972	
Lavender Blue								*	Biscuit, Dark Blue, French Blue
Body Colour									Wash Green, Orange, Tan
Fern Grey									Wash Green, Orange, Tan
Heather	*	*	*	*	*	(2)	*	*	Maroon, Antelope, Cerise
Old English White									Black, Red (3)
Green Sand	*	*							Tan, Olive, Cinnamon
Pearl Grey									Red, Dark Blue
Azure Blue	*	*						*	Dark Blue, Biscuit, Cinnamon
Mist Grey									Red
Turquoise								*	Tan, Terracotta, Cinnamon
Black	*	*	*	*	*	*	*	S	Red, Tan (Red, Beige, Dark Blue)
British Racing Green	*	*		*	*	(2)	*	*	Suede Green, Beige, Tan (6)(10)
Sherwood Green	*	*	*						Suede Green, Tan, Light Tan
Indigo Blue	*								Red, Light Blue
Cotswold Blue	*	*							Dark Blue
Claret	*								Beige
Imperial Maroon	*								Tan
Carmen Red	*	*	*	(1)					Black, (4)
Opalescent Silver Grey	*	*	*	*					Red, Grey, Light Blue, Dark Blue
Opalescent Gunmetal	*	*							Red, Beige, Light Blue, Dark Blue
Opalescent Dark Green	*	*	*						Suede Green, Beige, Tan, Light Tan
Opalescent Blue	*	*							Red, Dark Blue
Opalescent Silver Blue	*	*	*	*					Grey, Dark Blue
Opalescent Bronze		*							Red, Beige, Tan
Opalescent Golden Sand		*	*	*					Red, Light Tan
Pale Primrose		*	*	*	*	*	*	*	Black, Beige, (11)
Opalescent Maroon		*	*	*					Maroon, Beige
Warwick Grey			*	*	*	*	*		Red, Dark Blue, Light Tan, (5)
Dark Blue			*	*	*	*	*	*	Red, Grey, Light Blue, (9)
Honey Beige				*					Red, Suede Green, Tan, Light Tan
Willow Green				*	*	*	*		Suede Green, Grey, Beige, Light Tan, (5)
Regency Red					*	*	*	*	Grey, Beige, (8)
Dark Blue									Red, Grey, Light Blue, (9)
Honey Beige									Red, Suede Green, Tan, Light Tan
Willow Green									Suede Green, Grey, Beige, Light Tan, (5)
Regency Red									Grey, Beige, (8)
Signal Red					*		*		Red, Black, Beige, (7)
Sable					*	*	*	*	Beige, Grey, Cinnamon, (10)
Light Blue					*	*	*		Grey, Light Blue, Dark Blue
Ascot Fawn					*	*	*		Red, Beige, Cinnamon
Light Silver							*	S	Red, Black

## Notes

1. Carmen Red sometimes misspelt Carmine Red.
  2. New shades introduced Aug 1970, initially called 'Old English White (1971)' (old colour often referred to as 'Cream') and 'British Racing Green (1971)'.
  3. From Mar 1971, also Light Blue, Dark Blue. From Oct 1972, French Blue replaces Light Blue.
  4. In 1961, 1962 also Biscuit, Red; in 1967 also Red, Beige.
  5. From Aug 1968, Cinnamon replaces Light Tan.
  6. From Aug 1968, Cinnamon replaces Tan, Light Tan.
  7. From Oct 1972, Black, Biscuit, Dark Blue.
  8. From Oct 1972, Biscuit, Cinnamon, Russet Red.
  9. From Oct 1972, Red, French Blue, Russet Red.
  10. From Oct 1972, Biscuit, Moss Green, Cinnamon.
  11. From Oct 1972, Black, Biscuit, Red.
- (S) Denotes 'Special Order'.

**Soft-top.** Colour is Black for all series.

**Half-tonneau.** Colour is Black for all series, although 1961 cars can have contrasting piping colour matching trim colour.

**LIST N - XJ 1968-78**

**SERIES 1, SERIES 2, XJC AND XJS**  
**LIST O - XJ 1979-86**

**SERIES 3 AND XJS**

**LIST P - XJ 1987-93**

**SERIES 3 XJ12, XJ40 AND XJS**

Appendix to the Manual - Previous Recipients of Perpetual Trophies

**REFER TO SEPARATE DOCUMENT**