
JCNA Series 1 E-type Judge's Guide

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

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

All serial numbers are arranged:

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

REFERENCE SOURCE

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

(J37) - JAGUAR PARTS BOOK 4.2

(SB) - JAGUAR SPARES OR SERVICE BULLETIN

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

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

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

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

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

Bob Stevenson
CHIEF JUDGE
J.A.G. of Michigan

Bob Stevenson's 1964 FHC



At the 2002 Challenge Championship, Franklin TN

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UPDATE PAGE

These judging guides are all 'a work in progress', and as new documented or verifiable information becomes available it will be included in the guides. This page will list what was added, changed, clarified etc, and the area in the guide where to find this new information.

<u>DATE</u>	<u>SECTION</u>	<u>UPDATE</u>
5/21/03	Engine Area	Clutch & brake bottles
5/28/03	Engine Area	Distributor
7/15/03	Engine Area Exterior	Heater inlet, cylinder head color Outside bonnet locks
1/22/04	Interior	Wheel arch and bulkhead covering
3/20/05	Engine	First 500 cars slight change in wording Brakes - additional description Brake/clutch housing 4.2 vacuum line routing Throttle linkage slight change Clutch and brake bottle mounting
3/20/05	Exterior	Additional VIN # information Headlight buckets color clarification First 500 cars - license plate bracket
3/20/05	Interior	Re-arrange dash, finisher panel and prop shaft Cover changes - dash information trays added Vanity mirror on FHC sun visor added Carpet hold down tacks

ENGINE

ENGINE NUMBERS 3.8 & 4.2

3.8 - R1001-R9999

RA1001 on after above numbers

4.2 - 7E1001 on

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

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

UNDER SIDE OF BONNET, LINKAGE, SUBFRAMES, ETC.

BONNET

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

FRONT SUB FRAME-BONNET PIVOT POINT

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

876458	850239
885385	860139
(SB P.47)	

LINKAGE SPRINGS

Black

RADIATOR SCREEN

Frame - light gray - with black felt "filler" at top (J30-Pg.235)

Screen - cadmium plated (J37-Pg.212)

HEATER INLET

Black Fiberglass - black or body color oval washers.

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

SUBFRAMES

Gloss body color

BONNET SUPPORT

Gloss body color

SUBFRAME BOLTS

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

SPLASH PANS

Black with black brackets

INNER FENDERS

Black

RUBBER SEALS

Retainer by black plates with pop rivets. R.H. side goes around complete inner fender

WHEEL WELLS AND SUSPENSION NOT JUDGED PER JCNA RULEBOOK

FIREWALL AREA

FIREWALL

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

STEERING SHAFT HOUSING

Cast aluminum - Not polished

BRAKE/CLUTCH HOUSING AND CYLINDERS

Cast aluminum - Not polished

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

Changed to a common housing at:

1E11734	1E1413
1E32010	1E21000
(SB K.95)	

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

STEERING SHAFT

Black

STEERING RACK

Black with aluminum housing

RACK BELLOWS

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

BRAKES

3.8 - Bellows type booster - twin master cylinders

4.2 - Remote servo - cadmium-plated booster

BRAKE AND CLUTCH BOTTLES

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

3.8 - (See Haddock Pg.119 –120)

1st style - Black plastic lid on round plastic bottle with vertical spades

2nd style - Black plastic & metal lid on round plastic bottle with horizontal spades

3rd style Metal & plastic lids on rectangular plastic bottles at:

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

4th style same as above with gray rubber cover at:

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

4.2 - Same as style 3 (J37-Pg.116 & 120)

Note: No electrical connection or gray rubber covers on clutch bottle - plastic cap only on clutch bottle

HOSES FROM BOTTLES

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

VACUUM HOSE

Cloth braided - herringbone pattern

VACUUM TANK

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

VACUUM LINE ROUTING

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

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

4.2 - changed to pipe in bulkhead at:

1E11741	1E1413
1E32010	1E21000
(SB K.95)	

CADMIUM PLATED PARTS ON BULKHEAD

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

WINDSHIELD WASHER

Glass bottle, black bracket until:

1E10753	1E1164
1E30824	1E20370

"Lucas Screen Jet" sticker on bracket with 2-black rubber sleeves on bracket to protect bottle

Plastic bottle, black mount, white elastic strap after above numbers (J37-Pg.286) (J37-Pg.288)

WINDSHIELD WASHER MOTOR

Changed from 2SJ to 5SJ at above numbers

HEATER BOX

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

Screen - Silver

Fan Motor - White nylon - Black

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

RADIATOR AREA

RADIATOR

3.8 - Aluminum - black except center section - corrugated sides

4.2 - Brass-flat top - scalloped sides-black

FAN SHROUD

Silver fiberglass

HEADER TANK BRACES

Gray with green tint

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

HEADER TANK

3.8 and 4.2 - hammertone silver on hammertone silver mount

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

879044	850657
888241	861091
(J30-Pg.148)	

HOSE FROM HEADER TANK INLET TO ENGINE

Changed from convoluted with 3 rings to formed hose at:

879044	850657
888241	861091
(J30-Pg.150)	

PRESSURE CAP

3.8 - 4 lbs. To 9 lbs. at above numbers (J30-Pg.148)

4.2 - 7 lbs. (J37-Pg.132)

HOSE CLAMPS

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

BLOCK, HEAD AND CARBURETORS

ENGINE NUMBERS

3.8 & 4.2 - above oil filter housing

Oil filter canister - black changed to green hammertone - no #'s when changed

BLOCK COLOR

Black

CYLINDER HEAD COLOR

Pumpkin colored through at LEAST engine # R-2512 (see footnote C)

Note: This is the highest observed # at this time. Color then changed to gold through late 1967 and then changed to natural aluminum. The **LOWEST** confirmed aluminum head at this time is engine #7E11938-9 and the highest confirmed gold head is #7E10192-9 (H-Pg. 100 and personal survey).

CYLINDER HEAD NUTS AND WASHERS

Chrome dome nuts, chrome D washers, **EXCEPT** at front of head, at lifting brackets if so equipped and sparkplug conduit which are chrome/cadmium round washers (J30-Pg.16 & J37-P14).

LIFTING BRACKETS

2 fitted at RA7324 (SB A.146)

CAM COVERS

Polished aluminum, chrome dome nuts, and copper washers

INTAKE MANIFOLD

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

4.2 - 1 piece polished manifold

CARBURETORS

3 SU HD8 - 3 sheet metal tags under overflow bolt that read: ACU946 F, C, and R. Damper nut changed from cadmium plated hex to round plastic. No #'s available when changed.

FUEL RAIL

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

FUEL FILTER

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

Mount - gray, black or cad plated

LINKAGE

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

LINKAGE FINISH

Cadmium plated

FILTER HOUSING PLENUM

3.8 - ungrooved - (many "64's" have 4.2 type plenums).

4.2 - 3 grooves - both have hammertone silver finish

FILTER CANISTER

Black on 3.8's & early 4.2's then changed to a hammertone silver finish (no #'s available when change occurred)

BASE (TO CARBS)

Hammertone silver

EXHAUST SYSTEM

MANIFOLDS

Porcelain - brass nuts - studs to down pipes

DOWNPIPES

Steel - light rust permissible per JCNA rulebook

Heat shield for down pipes from:

1E 12965	1E 1545
1E 32888	1E 21335
(SB M.39)	

RESONATORS

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

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

FRONT OF ENGINE

BREATHER COVER

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

BREATHER PIPE

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

875386	850092
885021	860005
(J30-Pg.20&21)	(J30-Pg.18)

FAN BELT & PULLEYS

3.8 single groove R1001-R5249 (J30-P13)

3.8 double grooves at R5250 (J30-P13)

4.2 double grooves

JOCKEY PULLEY ASSEMBLY

Added at R1845 on (J30-Pg.30)

ELECTRICAL, GENERATOR, ALTERNATOR, ETC

CHARGING SYSTEM

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

875385	850091
885020	860004
(J30-Pg.276)	

3.8 - Lucas generator A-C42 after above numbers
All with black housing - aluminum end frames

CONTROL BOX (regulator)

Lucas RB 310 Aluminum cover until:

875385	850091
885020	860004

Lucas RB 340 after above numbers (J30-Pg. 279-280)
Mounted on cadmium plated bracket

CHARGING SYSTEM

4.2 - Lucas alternator D 11AC (J37-Pg.250)
Heat shield fitted at 7E6333 (J37-Pg.250)
Hammertone gray finish

CONTROL BOX (regulator)

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

DISTRIBUTOR

3.8 - Lucas DM82 6A from:

R1001 to R9999
RA1001 to RA1381
(J30-Pg.278)

3.8 - Lucas B - (22D) 6 RA 1382 on (J30-Pg.278)
4.2 - Lucas A - (22D) 6 (J37-Pg.251)

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

Vacuum advance line changed from threaded nut on each end to nut on one end and neoprene elbow at distributor connection at RA 1382 (J30-Pg.279 & J37 Pg.252)

SPARK PLUG CABLE

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

ORGANIZING

3.8 - PVC sleeve over front of cylinder head with rectangular clip bolted to upper chain case at R3855 (J30-Pg.24)
4.2 - Same as above (J37-Pg.20) - spark plug conduit along center of head (J30-Pg.24) (J37-Pg.20)

SPARK PLUG CAPS

- 1 - Cap with circular "Champion" lettering on top and a dot in center
- 2 - Cap with "Champion" in an oval on the top
- 3 - The familiar "Bow Tie" Champion caps (H-Pg.112-113)

#1 is on the earliest cars, 2 & 3 used on later 3.8 & 4.2 cars

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

3.8 & 4.2 - Rubber cap on wire over spark plug caps (J30-Pg.24) (J37-Pg.19)

COIL

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

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

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

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

COIL BRACKET

Cadmium plated

STARTER MOTOR

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

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

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

Both starter motors are black with aluminum end frames

WIPER MOTOR

3.8 - "D" shaped housing (J30-Pg.297) Dark gray hammertone - aluminum end plate

4.2 - Same as above (J37-Pg.267)

FAN MOTOR

3.8 - "D" shaped housing (J30-Pg.297) same finish as above

4.2 - Same as above (J37-Pg.266)

FAN BLADE

Single blade - silver finish

WIRING

All wiring is loomed-black cloth with light blue tracer

LUCAR CONNECTORS

Clear

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

BATTERY AREA

BATTERY

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

HOLD DOWN CLAMP

Black - retained by 2 "J" bolts, spring washers, and wing nuts - rubber pads under ends of hold down clamp
Plastic tray under battery (J30-Pg, 299 & J37-Pg.269)

BATTERY CABLE ENDS

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

BOOT AREA

Note: On FHC's the boot judge only judges the spare tire area!

SIDE PANELS

Beige - OTS only

MAT

Beige - OTS only

FRONT PANEL

Beige - OTS only

HINGES

Body color OTS & FHC

Note: OTS boot hinges came in three different styles, no #'s when changes took place (See HADDOCK Pg's. 76-78)

SPARE TIRE & WHEEL

Per JCNA rulebook

SPARE TIRE RETAINER

Black "L" shaped handle with black plate

EXPOSED BODY PANELS

Gloss body color

GAS TANK

Black

LOCK ASSEMBLY & CATCH

Cadmium plated

OWNERS MANUAL

All-in vinyl pouch with lubrication chart

TOOLS 3.8 & 4.2

TOOL ROLL (ALL)

Cloth (J30-Pg.274 & J37-Pg.290)

Note: Photos show pre-production cars with MK11 type of toolboxes but J30 lists only tool roll!

Adjustable spanner

Pliers

Tire pressure gage

Screwdriver (for points)

Feeler gauge

Extractor (valve core)

Screwdriver - straight until:

878937	850648
888139	861071
(J30-Pg.274 & J37-Pg.290)	

Screwdriver combination - straight & Phillips after above #'s

Box spanner for head nuts and plugs

Box spanner 7/16x1/2 SAE

Box spanner 9/16x5/8 SAE

Box spanner 3/4x7/8 SAE

Tommy bars, one long, one short for box spanner's

Open-end spanner 3/4x7/8 A.F.

Open-end spanner 9/16x5/8 A.F.

Open-end spanner 1/2x7/16 A.F.

Open-end spanner 11/32x3/8 A.F.

Grease gun (Tecalemit GC3020)

Valve timing gauge

Bleeder tube in round container

Hammer Copper & Rawhide

Fan Belt 3.8 only

Hand brake wrench to:

Jack with separate handle - Shelly - screw type - gray - until:

877518	850548
886246	860660
(J30 Pg. 274)	

Jack with integral handle - cantilever-gray after above #'s

Cloth container jack bag after above #'s

EXTERIOR

STARTING NUMBERS

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

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

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

BONNET ALL

Small mouth & recessed motif bar

OUTSIDE BONNET LOCKS

External through:

875385	850091
885020	860004
(J30-Pg. 171) (J30-Pg. 228)	

HEADLIGHTS

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

Glass covers deleted at:

Build records:

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

Spares Bulletin (P198 - Canada & USA only):

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

Except these Canada / USA LHD cars:

OTS: 1E 14534, 14536, 14537, 14540-14544, 14559-14561, 14590-14592, 14595,14643, 14655, 14656

FHC: 1E34114-34117, 34130, 34139, 34212

2+2: 1E77019, 77026-77029, 77048, 77059 (JCNA AGM 1994)

HEADLIGHT RIM FIXING

3.8 - Slotted screws Part # BD19013/3 & BD 22780/4 (J30 - Pg 177)

3.8 - Changed to posi-drive (Phillips) Part #BD26675/4 at:

881261	850843
890251	861557
(SB P.115)	

4.2 - Posi-drive (Phillips) Part # BD26675/4 (J37 Pg. 160)

HEADLIGHT BUCKET COLORS

Earliest cars - body color (Porter - Pg.185)

All other covered light cars - the color varies from light to medium silver/gray with a slight metallic finish

Open light cars - body color

All covered light cars had a rubber seal around front part of bucket (J30-Pg.177 & J37-Pg.160)

PARKING LIGHT LENS

3.8 All USA cars white/white (J30-Pg.290-91)

4.2 All USA cars white/white (J37-Pg.262)

Lucas Catalog CCE906/68 Pg. 9 & 21

BRAKE LIGHT LENS

3.8 All USA cars red/red (J30 - Pg. 292-93)

4.2 All USA cars red/red (J37 - Pg. 263-64)

Lucas Catalog CCE906/68 Pg. 9 & 22

PARKING & BRAKE LENS SCREWS

Slotted

WELDED LOUVERS

Earlier cars, at least through 876052 (H-Pg.69)

FRONT LICENSE PLATE BRACKET

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

GLASS

Clear or light tint -heated hatch window (option) on FHC's in either clear or "Sundym" (tinted) all (J30 Pg.321 J37 Pg. 294)

WINDSHIELD TRIM

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

RUBBER TRIM

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

MARKINGS

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

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

TIRES

3.8 - 640x15 Dunlop RS5 Bias Ply

4.2 - 640x15 Dunlop RS5 Bias Ply

Note: Dunlop SP41R became an option in the US at:

1E11715	1E1408
1E32009	1E20972
(SB M15)	

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

TOP

Canvas through the early 1967 model year - non-zip rear window - no numbers available when or if change to vinyl occurred - chrome strip at lower back retains 4 chrome clips for top cover - clips may not be present on earliest cars (H-Pg.47) - slotted screws retaining chrome trim at bottom of top

TOP COLORS

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

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

CHROME WHEELS

Curly hub changed to straight hub at:

1E15487	1E1814
1E34339	1E21518
(SB M.20)	

PAINTED WHEELS

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

1E15753	1E1853
1E34458	1E21579
(SB M.20)	

KNOCK OFFS

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

ACCESSORIES

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

Although Jaguar offered wing mirrors, Pt#C16114 & C19909) as an option, period after market mirrors have been traditionally accepted

RADIO ANTENNA

Must be from period - no standard on mounting position

INTERIOR

DASH TOP

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

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

INSTRUMENT PANEL

The 3.8 cars had three variations:

1st - Aluminum covered with a dot pattern

2nd - Aluminum covered with a crosshatch pattern at:

878302	850610
887132	860913
(J30-Pg. 188 & 281)	

3rd - Black vinyl covered at:

879803	850752
888984	861230
(SB P.95)	

4.2 - Same as above

FRONT FINISHER PANEL (RADIO)

The 3.8 cars had four variations:

1st - Aluminum with dot pattern - vinyl covered sides - interior color

2nd - Same as above with cross hatch pattern at:

878302	850610
887132	860913
(J30-Pg. 188 & 281)	

3rd - Changed from aluminum to interior colored vinyl at:

879803	850752
889030	861254
(SB P.97)	

4th - Same as 4.2 with interior color vinyl front with black-formed sides-Rectangular ashtray at:

880615	850786
889504	861384
(SB P.105)	

4.2 - Same as above

ASH TRAY

3.8 cars had three variations:

1st - Chrome plated oval ashtray with chrome plated oval surround

2nd - Chrome plated oval ash tray with chrome plated oval surround with wings at top at:

879292	850696
888513	861150
(SB P.82)	

3rd - Rectangular ash tray-chrome knob & surround at:

880615	850786
889504	861384
(J37 Pg. 168 & 220)	

4.2 - Same as above

PROP SHAFT COVER

3.8 -

1st - Aluminum top with dot pattern - vinyl covered sides match interior color

2nd - Aluminum top with cross hatch pattern - vinyl covered sides match interior color at:

878302	850610
887132	860913
(J30-Pg. 188 & 261)	

3rd - Aluminum changed to leather and vinyl with cubby box and armrest - interior color at:

879761	850737
888859	861216
(SB P.91)	

4.2 - same as above

SHIFT BOOT

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

4.2 - Leather changed to rubber at:

1E10360	1E1061
1E30350	1E20103
(J37 Pg. 170 & 222)	

4.2 - Rubber changed to ambla at:

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

SUN VISORS

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

Note: Vanity mirror added on passenger side at:

1E31788	1E20939
(SB P.157)	

OTS - added at:

1E12688	1E 1490
(SB P.178)	

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

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

HINGE & LOCK COVERS

3.8 FHC - Moquette covered added at:

888659	861179
(SB P.87)	

4.2 FHC - Changed to vinyl at:

1E30402	1E20117
(J37 PG. 237)	

WHEEL ARCH COVERING

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

POCKETS UNDER SIDE WINDOW

Deleted at above numbers (J37 Pg.232)

TRUNK MAT

4.2 - Changed from 1 peace to trimmed panels at above numbers (J37 Pg.239 & 240)

3.8 - FHC changed from 2 pc to 1 pc at:

888257	861093
(J30 Pg.263)	

WHEEL ARCH COVERING:

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

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

FHC - See above

BULKHEAD - BEHIND SEAT

3.8 - OTS Moquette at:

877356	850527
(J30 Pg. 203)	

3.8 - FHC Moquette - but not listed in J30

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

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

BOOT PROP

FHC - 4.2 changed from 1 peace to hinged at:

1E31413	1E20852
(J37-Pg. 236)	

TOP FRAME

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

Header covering - "bowdrill" cloth - light tan - header covered in one piece (H Pg.155)

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

Light tan cloth wrapping on top frame

Color of exposed top frame - light gray

2 light gray leather straps on header to hold top when down. Fitted to a chrome bezel and a "lift the dot" stud (J30 Pg.211) (J37 Pg.185)

Note: Series 2 frames, header with 2 bows, will fit series 1 cars

HEADLINER

FHC - Gray or Beige

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

MIRRORS

3.8 & 4.2 OTS - smooth back - mounted on chrome-plated rod (Part # C.17757) (J30-Pg.298 & J37-Pg.268)

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

DOOR PANELS

Vinyl - lower chrome piece is common to both OTS & FHC (Part # BD20503) (J30 Pg. 197 & 250) (J37 Pg. 178 & 228)

3.8 - Chrome beading on upper front edge added at:

880840	850809
889787	861446
(SB P.109 2nd issue)	

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

ARM RESTS

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

3.8 - Added at:

879496	850724
888698	861189
(SB P. 89 & SB P.93)	

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

4.2 - All (J37 Pg. 178 & 228)

STEERING WHEEL

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

INSTRUMENTS

Smiths - **EXCEPT** ammeter, which is LUCAS

ACCELERATOR PEDAL

Bare metal - cadmium plated

RADIO

Per JCNA rulebook

SPEAKERS GRILLS

Should remain as supplied with car

3.8 - Chrome ring around silver metal mesh grill - vinyl covered

4.2 - Silver mesh grill set into black-formed panel - vinyl covered

Note: Many "64's" have the 4.2 speaker grill set up

SEATS

3.8 - leather-bucket shaped - Moquette back

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

4.2 - Leather with 6 pleats - Moquette or Vinyl on back - no # when changed Moquette at least through 1E33453 (September 13, 1966)

Seat adjuster handle - exposed end:

3.8 - cadmium plated

4.2 - small rubber sleeve

CARPET

Plush-vinyl insert sewed into center

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

CARPET HOLD DOWN STUDS

3.8 - 2 plastic studs front 2 at back at:

880412	850772
889347	861325
(SB P.100)	

4.2 - 2 plastic studs front 2 back (J37 Pg 187 & 242)

HEEL WELLS

Added at:

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

SB P.51 (2nd issue) lists the following #'s:

876582	850358
885504	860176
(SB P.51)	

Note: The difference in LHD OTS - this probably correct

Most Common Problems on Series 1 E-types:

Engine Compartment - starting at the front

Bonnet linkage - wrong finish - all
Felt over radiator screen missing - all
Wrong color on screen - all
Finish on fan & wiper motors - all
Hose clamps - all
Sub-frame bolts make - all
Wrong radiator - 3.8
Wrong header tank - 3.8
Wrong header tank hose -3.8
Rubber boots on distributor high tension leads - 3.8's - missing or not called for on earlier cars
Rubber boots missing on plug cables at spark plug caps - all
Wrong coil - marked + & - instead of CB & SW - all
Coil - rubber boot on high-tension lead on 3.8 - lack of on 4.2
Wrong spark plug caps - all
Blanking plates on bulkhead painted - all
Battery lead end - wrong - all
Lack of spring washer under battery hold down clamps - all

Exterior

Wrong screws in headlight cover trim - all
License plate bracket missing - all
Turn signal lens wrong color - all

Interior

Radio & speakers wrong - all
Gearshift knob - all
Shot tube missing on top of OTS – all

FOOTNOTES

Footnote A:

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

Footnote B:

J30-Pgs.178-179 & 234 & J37-Pgs. 160-161 & 211-212 list a tilting front license plate assembly for countries where required, and a rubber plug (BD.20989) to plug the redundant hole in the lower panel when the bracket assembly was not necessary. Mounting the bracket assembly required drilling two holes in the bonnet. Neither J30 nor J37 lists a plug for these holes in countries where a front license plate was not required. Based on the above and other historical information it has been concluded that **ALL** cars were delivered to the USA with the **COMPLETE BRACKET** and **TILTING** assembly to be dealer installed.

USA delivered cars must be presented for judging as follows:

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

Footnote C

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

FINAL THOUGHTS

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

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

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

Component colors presented a problem as there are VERY few unmolested cars available for inspection. I have relied on two highly respected Jaguar only restorers, who have been in the business for over 20 years each, plus my own research, for help in this area. Because the newest of these cars are now 35 years old and time and weather effects color. I have not gone into the exact shades of color on components. JCNA has always specified "reasonably close" on exterior color so I would assume these would also hold true on engine components.

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

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

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

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

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

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

This is the current version of the guide as approved at the 2003 AGM. Please send comments to Bob Stevenson by email at bobanddarl@comcast.net

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