



# JAGUAR JOURNAL <sup>TM</sup>

Official Magazine of the Jaguar Clubs of North America

November-December 2017

## **Electric Shock!** Watt About A Battery E-Type?

**An S-Type called Winston**  
**Holiday reads reviewed**  
**2017 Monterey week**



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# JAGUAR JOURNAL

WORLD'S OLDEST JAGUAR MAGAZINE  
VOLUME 63 NUMBER 6

**Jaguar Clubs of North America, Inc.**  
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**Subscriptions / Address Changes / Renewals:** The *Jaguar Journal* is published bimonthly by the Jaguar Clubs of North America, Inc. 500 Westover Drive, No. 8354, Sanford, NC 27330, 888-258-2524 (ISSN 0743-3913). Periodical postage (permit 019-169) is paid at Arvada, CO and additional mailing locations. Postmaster: send change of address to: *Jaguar Journal*, Cara Dillon, 500 Westover Drive, No. 8354, Sanford, NC 27330.

Members of JCNA affiliate clubs and members-at-large automatically receive *Jaguar Journal* as a benefit of membership. Annual dues are \$30 through affiliated clubs' dues or for Members-At-Large. US and Canadian subscriptions are \$30, foreign airmail subscriptions are \$40. US FUNDS ONLY. Contact Cara Dillon, 500 Westover Drive, No. 8354, Sanford, NC 27330. Learn more about JCNA and its 67 local affiliated clubs at 888-CLUBJAG (258-2524) or www.JCNA.com.

Produced by The Writers Bureau, MD.  
Design and print: Graphcom, PA.

Canadian Distribution: Canada Post International Publications Mail Product Sales Agreement No. 42452017.

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Deadlines: Publication is the first of January, March, May, July, September and November. Submit editorial material and advertising orders eight weeks in advance, ad material four weeks in advance. Write for schedule and rates.

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www.jcna.com

## NEWS & VIEWS

- 4 ..... **Blowin' Smoke** ..... Of bucket lists and Goodwood
- 6 ..... **News Shorts** ..... Two sad obits and some news
- 10 ... **President's Perspective** ..... Looking back and facing forward
- 11 ... **Canada Calling** ..... Freak weather has tongues wagging
- 12 ... **Continental Drift**..... Recruitment goes high-tech
- 13 ... **Region Report** ..... Les goes off on a Pebble tangent

## FEATURES

- 20 ... **Wonderful Winston** ..... A rather special S-Type surfaces
- 26 ... **E-Type Zero** ..... The electrification of an icon

## DRIVES & EVENTS

- 18 ... **A Newbie in California** ..... Neville Swales reports

## SHOW & SPORT

- 31 ... **D-Types At The Palace** ..... The 5 Ds and Henry the Eighth

## WORKSHOP & TECHNICAL

- 29 ... **Cam Guard** ..... NASA grade or Gatorade?

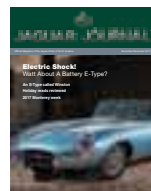
## CLUBS

- 33 ... **AGM San Antonio** ..... Preparations hotting up
- 35 ... **MemCom Report** ..... Multi-club events are a great idea
- 46 ... **Member Spotlight** ..... Caruolo's compendium

## MARKETPLACE

- 37 ... **Book Reviews**
- 39 ... **Trade Ads**
- 41 ... **Tales from the Trade**
- 42 ... **Small Ads & Advertiser Index**
- 44 ... **JCNA Information**
- 45 ... **Events Calendar**

## COVER PHOTO



**Photo:** The new electric E-Type concept ready to roll. Plus JLR will sell you the necessary kit to convert almost any stock XK-engined Jaguar.



## Blowin' Smoke

“Moving the goalposts”

Peter Crespin

I don't know whether the phrase 'bucket list' became popular before the eponymous movie, or afterwards. I think in strict chronology it must have come before Messrs. Nicholson and Freeman strutted their stuff, but either way, it's such a catchy term I guess a few of us have informal bucket or 'to do' lists that inform our decision-making in some respects. I don't have a true bucket list, but had always wanted to visit the Goodwood Revival. I attended the Goodwood Festival of Speed in the E-Type's 50th year (2011) but attending the Revival had just never worked out. This year I finally got there, thanks to a niece's wedding bringing me to the UK in September. Plus I had an E-Type to drive, loaned for a week by former *JJ* columnist Angus Moss. Thanks, Angus.

### WEBBED FEET AN ADVANTAGE

In one respect, my time at Goodwood was a washout, literally. With a classy sports jacket, new flat cap and slacks, I was correctly dressed for the event but completely incorrectly for the weather, which was very 'British', AKA wet. Spread over three days (with rumors of a fourth next year to ease crowding) I chose the first day, Friday, for my debut. Much of the time was spent running between vendor tents to stay dry. At least there were aluminum walkways over the worst pathways and the pits were somewhat covered by small flat roofs, meaning the shelters soon filled with people. Staying dry was a good reason to observe the exotic race machinery all around us, although space was tight and we had to give the owners/mechanics room to twirl their wrenches. Nevertheless, the mood stayed remarkably buoyant throughout, which probably boils down to Brits being used to rain and not allowing it to spoil a good day out.

Given that rain is an ever-present risk, one imagines Goodwood's ad agency



*As the rain fell harder, the smiles grew broader. Goodwood was wet!*

is trying to conjure up some catchy slogans connected with the weather, especially as Saturday and especially Sunday were also afflicted. However, if you decide to go, be assured that you'll have a great time regardless. Lots of people – especially the women – really go to town on their appearance and you feel you're walking on a film set from the 1930s and 1940s. Keep an eye on [www.goodwood.com](http://www.goodwood.com) for the Revival dates next year (Festival of Speed is 17-18 March 2018).

### SEEN AT ITS WORST, GOODWOOD IS STILL MESMERIZING.

I once rode 500 miles in poor weather to visit the Carolina club's Little Switzerland concours. By the time I left for the return trip after three days, I still had not seen anything beyond the hotel parking lot, due to constant low cloud and rain. Strangely enough, the experience just left me wanting to go again and soak in the event properly. Goodwood is the same – it's technically crossed off my bucket list, but I'm keen to go back to see the real deal and enjoy it even more. If you find yourself in the UK or Europe around the time of either Goodwood event, I recommend them highly if you like sports machinery being used as designed. For a more modern hill-climb theme and a mix of new/old machines, try the Festival, but for hot historic circuit competition as the oldies exchange paint at high speeds, it has to be the Revival. Just be sure to pack an umbrella.



*Dick's Lynx XKSS displayed at the dealer where he bought his F-TYPE.*

### IN HARMS WAY

A few years ago, when the F-TYPE Coupe was launched, I got a message from Gary Cunningham that he had interviewed an amazing character named Dick Harms, who in his old age had just become one of the first people to buy an F-TYPE fixed head. Oh, and by the way, he also had an XKSS... Then a year or so after that, as the entry list took shape for the last Western States, at Elkhart Lake in Wisconsin, it seemed Dick was going to bring the Lynx XKSS and run it on the track, if not in a full race. Once again, I was straining at the leash to meet this gentleman, but fate conspired against it. Maybe the IJF in North Georgia this year, I reasoned, but it was not to be. As you will read elsewhere, instead of writing up his life story, Gary had the bitter task of composing his obituary. Dick had a 'good innings' as they say in the UK. He lived life to the full and has left those who knew him with many happy memories. I am sad to have missed my chance. Dick's custom plate read 'FYNLRYD.' He was a spiritual man and it seems he was ready for it. RIP, Dick Harms. 🍷

*Peter*

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# News Shorts

## SAYER? SHURELY SHOME MISHTAKE?

Demountable steering wheels packed with electronics are compulsory fitment in Formula 1 and becoming more common in other classes of race cars. There are also several companies in the UK alone currently making removable steering wheels for E-Types and other valuable classics. These wheels are non-electronic and simply slide off the column at the press of a clip, making it harder for thieves to move the vehicle.

In future things will be different, if Jaguar's steering wheel concept gains traction. We already see a declining interest in actual car ownership, as opposed to occasional use, especially amongst city-dwelling millennials. We know future cars will in many cases be capable of driving themselves, and will probably be available through curbside pick-up/drop-off like rental bicycles in large cities. Rented bicycles are low-tech and once unclamped need merely 'point and pedal' input from the rider. With cars, hopping from one to another and achieving a seamless changeover could be a lot more tedious than merely pairing your smartphone with the car's infotainment system.

### A STEERING WHEEL SMARTER THAN YOU?

To anticipate this need, Jaguar are prototyping an enhanced digital steering wheel that incorporates a store of car-related personal preferences and usage data that simply transfers to the next vehicle when you fit it as your transferable steering wheel. JLR name the concept wheel 'Sayer' after Malcolm Sayer, Jaguar's famed aerodynamicist. Malcolm S. was responsible for Jaguar's sleek curvy shapes, whereas the steering wheel is a clunky rhomboid parallelogram gizmo, so it's moot whether Sayer would approve, but

heritage references are big business these days. However, apart from the odd choices of name and shape, Jaguar know that many of the high-level functions required for driving are ideal work for a system of Artificial Intelligence (AI). Achieving compatibility with each driver's personal driving habits will require extensive owner-specific and transferable data (probably to accommodate more than one driver, like memory seat settings do today).

Experts are figuring out how much of the work can be automated and/or controlled by AI. JLR's initial foray into this potentially-unsettling technology doesn't look very comfortable to hold or turn, but the idea would be that it should carry all your driving and mapping data, plus communication data, entertainment preferences and vehicle information (probably for the entire JLR range in case you decide to, say, switch to, say, a dealer-provided F-PACE for a week's camping with 4WD). Turning or manipulating the 'wheel' would probably not be required in an autonomous vehicle, so the gizmo would function more as the overall 'brains' of your mobility requirements and would make getting from A to B far less dependent on driver input. In the 'internet of things,' the AI would act as a personal assistant and would be able to connect you to an online service where you'd be able to get a car as and when you need one and 'ownership' would resemble membership of a high-end rental club rather than having a garage full of infrequently-used task-specific cars. Even more 'personal' would be if you had somewhere to be by a specific time, for example; you'd just have to let the wheel know and it would figure out when a car needs to arrive and call one for you, or tell your cellphone to remind you when

you need to hop in your own car and get going.

Of course, some of us are dinosaurs who actually enjoy planning routes and being able to drive safely 'by hand.' For others, even the presence of a third pedal and stick shift is more than many drivers can use correctly or tolerate, and is increasingly becoming a great 'anti-theft' feature by making the car less desirable to illicit buyers as well as thieves. The wheel will apparently be a significant feature on an upcoming Jaguar concept car called Future-Type but whether or not it'll ever actually go into production remains to be seen. More detail here: <http://www.techradar.com/news/jaguars-steering-wheel-of-the-future-uses-AI-and-isnt-shaped-like-an-actual-wheel>.



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## OBITUARIES

## DICK HARMS



Richard E. "Dick" Harms, age 88, of Clarkston, Michigan, passed away September 2, 2017. Those of us who knew Dick, traveled with Dick, shared Dick's world and love for Jaguar have truly lost someone special. Dick's enthusiasm and energy were contagious; his spirit and absolute joy in Jaguar were unparalleled. We have lost not only a friend and long-time Jaguar Affiliates Group of Michigan member, but someone who became 'family' to very many of us. It is hard to imagine a meeting or an event, without those sparkling blue eyes blessing us with their shine.

Dick retired from GM Truck & Bus after 39 years of service, each spent driving a Jaguar to work at GM! His son Kurt and his cars were his life. He volunteered for Lighthouse; collected and built model cars and planes and Star Wars memorabilia. He was a WWII history buff, but most importantly, Dick was a selfless, giving and generous person, devoted to his son and his faith. Loving stepfather of Dave (Laura) McNeil and Sheri McNeil; dear brother of Don (Barbara) Harms, and the late Jack and Herb Harms; stepgrandfather of three. He is also survived by the mother of his sons, Stephanie Stanley.

Dick's love affair with Jaguars started in May of 1952 when he noticed a new XK120 coupe parked outside a local dealership in Pontiac, Michigan.

It was Kensington Bronze in color with a biscuit interior and became a very important part of Dick's life. He lost his job, gained a wife, and entered his first auto race (in Janesville, Wisconsin), all because of that first Jaguar automobile! He later bought an XK140MC coupe which he raced at a dozen or more big tracks in Northern USA and Canada, meeting the likes of Mario Andretti, Briggs Cunningham, Mike Hawthorn and Stirling Moss, et al. He had some very colorful stories to tell about each of them, but had the kindest words reserved for Mike Hawthorn (a "true gentleman") and Roger Penske (a "gracious winner").

After a couple of E-Types and an XJ-S, Dick bought an LR/Realm XKSS replica which, together with his 2014 F-TYPE coupe bought in his mid-eighties and a recent X-Type winter run-around, were his last Jaguars. He was quite a guy.

Gary Cunningham, Jaguar Affiliates Group of Michigan.

## JERRY MOUTON



On September 11, a leading light in the E-Type world was extinguished, when Jerry Mouton of Palo Alto, California, died in his sleep. The previous day he had driven long distance via his son James' place to the start of an E-Type tour – the latest version of the annual 'Oil Leak' tours he helped organize for E-Type owners in the western states

and beyond. Jerry, aged 71, was born in Louisiana of Acadian/Cajun descent and was the eldest of 15 children. He graduated from Rice University in Houston and worked 30 years for IBM as a software engineer. He then went to StrataCom, which was acquired by Cisco, and finally retired around 2000. Known to countless Jaguar enthusiasts via his contributions to the Jag-Lovers forum, he was also meticulous in building an amazing photo archive of his 1964 3.8L Fixed Head Coupe, bought in 1974 when Jerry was in his twenties and before he and wife Kate bought their first house. The car was universally known as 'MIK' in reference to the registration tag lettering.

He was an excellent driver and punched above his weight in SCCA autocross and JCNA slaloms around the Bay Area, with both MIK and his Porsche. Jerry liked few things more than touring in his E-Type and was a master at silent, smooth, gear changes up and down the ratios of the supposedly-awkward Moss gearbox. Always happy to hand over the controls to his passenger for a spell, he was also generous with his time and insights on Jaguar forums, where many were glad to receive his wise advice, politely offered. He is already sadly missed and was an example of gracious and entertaining company in person, as well as a willing host for visiting out-of-town enthusiasts. Jerry is survived by his wife Kate and two sons Alex and James. Donations from friends soon comfortably exceeded the cost of a large floral display, with the surplus being collected for an award to the Coventry Foundation in his memory ([www.coventryfoundation.org](http://www.coventryfoundation.org)). For more information and to donate, contact Ray Livingston at [jagboy2013@gmail.com](mailto:jagboy2013@gmail.com). Make checks out to Ray Livingston (no 'e') at PayPal to [jagboy@pacbell.net](mailto:jagboy@pacbell.net) is another route

Les Hamilton, Jaguar Associate Group. 📧



BEAUTY IN THE EYE OF MANY BEHOLDERS

OK meets UK

By Dick Russ

This summer, from July 1 to August 15, the Oklahoma History Center in Oklahoma City mounted a public exhibition of historic automobiles. Naturally, once word got around, it was a big draw for the area's car lovers in general and Anglophiles in particular.

Titled *The Art of Speed: Oklahomans and Fast Cars*, the museum's broad focus was historic automobiles but with the further aim of showing only very special cars cars that had significant impact on Americans before and after World War II. Of special interest in the exhibit were several different British models by Jaguar, Healey, etc.

According to the museum director, one of the cars that drew a great deal of attention was the 1970 Jaguar E-Type

roadster belonging to local clubman and former Great Race entrant, Dick Russ. One of the patrons at the museum was allegedly overheard saying, "It's hard to believe a car 47 years old could be so beautiful and classy." It's safe to say he wasn't an Englishman then...

We've all seen dozens of E-Types, but

putting them into public exhibitions, or on show in museums (not to the exclusion of regular use, of course) gets them in front of new audiences. Hopefully, some E-Type stardust will turn a few younger folk into future Jaguar enthusiasts and eventual club members. Keep your eyes open for similar or suitable events in your city. 🇬🇧



*Not the best indoor lighting but the E-Type still impresses.*

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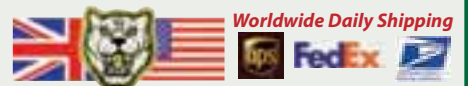
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## President's Perspective

"I am continually amazed at the number of car-related events available to club members."

Jack Humphrey

Another year is almost over! The older I get, the faster time seems to go. So many projects: getting the E-Type running again, restoration of my 1954 Mk VIIM, never mind the cars I still want to own. Where to start?

### IT HAS BEEN A GREAT YEAR FOR MOST OF US!

I hope everyone was able to enjoy numerous club activities throughout the year. It is amazing how many car-related events are available to club members. Some JCNA-related and others not, varying from picnics to drives to charity shows and more. Regardless of the event, the overall theme is always enthusiasts sharing a common interest in their vehicles.

But it has not been a good year for everyone. Hurricanes Harvey and Irma affected hundreds of thousands along the Gulf Coast, including JCNA members in Texas and Florida.

Fortunately, I've received no reports of loss of life or injuries by our members and, hopefully, a future issue will relate how members survived these tragic events. For now, please keep everyone in your thoughts and prayers.

### WHERE WE ARE

JCNA is finishing the year in great shape. Membership remains steady at around 5,300, our various programs are running well and committees are developing new initiatives based on club and membership feedback.

Our three-year-old "new website" is past the infant stage now, with a more modern look and easier to use.

Our relationship with JLR remains strong. A great benefit is the "Private Offer Program" where JCNA members receive cash incentives for leasing or purchasing

certain JLR models. See the website page for current details.

### JAGUAR LAND ROVER IS DOING EXTREMELY WELL

Jaguar Land Rover also had a great year, with worldwide retail sales through August up 7.7% YTD, driven by strong sales of the F-PACE and the Range Rover Vela and Evoque.

JLR also continues to invest more than £4 billion annually in updating the model range, expanding manufacturing capabilities, launching the new compact E-Pace SUV and developing the all-electric I-PACE.

### LOOKING AHEAD TO 2018

Your September–October issue of the Jaguar Journal contained the regional director ballot. Please complete and return it as directed; your participation in the election is vitally important.

Clubs also need to hold their leadership elections and prepare the annual membership renewal.

It is also not too soon to start thinking about our next Annual General Meeting, which is being hosted by the San Antonio Jaguar Club in March 2018.

Proposals and rule changes must be submitted no later than 45 days before the event to JCNA Secretary Bob Matejek using the form on the website. This lead time is necessary so each issue and proposal can be staffed by the appropriate committees and the Board of Directors.

2018 also marks the 60<sup>th</sup> anniversary of JCNA. As part of our celebrations for this great achievement, we are commissioning a cased badge and lapel pin set and a commemorative poster that will be available for purchase by members. Additional

information will be posted on the website soon.

### IN CLOSING

I thank the members who responded to my previous column, which included comments from 1957 by George Evdokimov, founder of the Jaguar Owners Association. Rest assured that I don't consider any members to be deadwood! The purpose of my remarks was to get folks to consider their level of participation in our organization. At least for a few, I believe I achieved that objective.



*The perfect present for offspring newly-qualified to drive: A slow but fun little British sportscar.*

Again, we *still* need clubs to volunteer to host the 2019 and 2020 AGMs and IJFs! Both events are critical to the core functions of JCNA. Please let your Regional Directors know if your club is willing to be a host.

Lastly, as the holiday season approaches, I hope each of you will find time to enjoy your families and friends and to reflect on your accomplishments and goals for next year. I also ask you to recognize the hard workers in your local clubs. And I thank each one of you for all that you have contributed to JCNA in 2017.

Happy Holidays,

*Jack*

# Canada Calling

## Meteorological mix-up

By Malcolm Baster

I wish to make a major pronouncement: climate change is real! And you can quote me on that to the EPA's Scott Pruitt. As everyone around here knows, it always rains at the All British Field Meet in the Van Dusen Gardens in Vancouver. In fact I am sure that conversations similar to this take place in area houses every spring: "We should plant our veggies today, dear. It's the British car show at Van Dusen tomorrow, and our garden could use the rain." "Good idea, let's do it." But this year the sun shone warmly from a clear blue sky. Most unusual. The polar ice caps will be next.

Furthermore the Father's Day British Car Picnic here at Beacon Hill Park in Victoria has a tradition of sun and warmth, no doubt provoking conversations like: "It's the British car show in Beacon Hill Park tomorrow, dear. Let's pack a picnic and head for the beach." "Good idea, don't forget the sunscreen." But this year it was cold, with drizzle and rain from low clouds. Taken individually, these meteorological oddities might only arouse mild suspicion, but taken together they are obviously incontrovertible evidence of something major occurring in the atmosphere.

Jaguars Mark 1 and 2 were the featured models at the Van Dusen ABFM this year, and I am pleased to report that our Jaguar Car Club of Victoria's Gregory Andrachuk and Minh Ha finished first and second respectively in that class. Club members from all three of our southwestern British Columbia JCNA clubs did well in their various classes, including Regional Director Carole Borgens' first place in the XJS Class.

The members of our two Ontario JCNA clubs would probably like some global warming as the icy fingers of the northern winter once more strangle outdoor club activities. But this summer saw a goodly number of fun events with no repeat of a wet and dreary spring, with participants clutching hot

coffee while huddled for warmth under washroom hand dryers. The sun shone warm and bright on the Ottawa Jaguar Club's annual JCNA Concours and Family Day at the re-created 1920s Cumberland Village Museum. Over 30 cars were on the field including three from a neighbouring JCNA club, the Ontario Jaguar Owners Association of Toronto. They clearly came to compete as they took home three first place class prizes and the Best in Show trophy.

Blue skies and a warm sun also graced the grounds of Allan and Carol Lingelbach's country home near Wellesley, Ontario, for the 50<sup>th</sup> consecutive annual Concours of the Ontario Jaguar Owners Association. A reception on Saturday evening prepared the way for the main event on Sunday. Fifty-seven Jaguars spanning most of those 50 years were assembled on the lawn, and were joined by 1930 "Launch Model" Swallow Sidecar attached to a same-vintage BSA 'Sloper' motorcycle (about which Allan wrote in a previous *Jaguar Journal*). Jaguar Canada showed a new F-PACE and a 575 HP F-TYPE SVR. Those present enjoyed exquisite Jaguars, contests, award presentations and a sumptuous lunch.

On the same weekend was our Jaguar Car Club of Victoria's 'Jaguars on the Island.' Interestingly, this year's event showed an increase in the number of participants at the social events, which always include food, and a small decrease in the number of Jaguars on the display field. I wonder if this marks a trend towards eating and away from showing? And the eating was good this year. We moved our reception, banquet and post-Prowl brunch to new locations: two golf courses and Victoria's historic Union Club, which proved most satisfactory. Among the Jaguars on the field at Windsor Park was a replica of the E-Type hearse featured in the movie "Harold and Maude," intriguingly placed adjacent to the tent of our club's charity, the

Victoria Hospice Society. The weekend finished with a slalom at the nearby Western Speedway.

The last of our Canadian JCNA-sanctioned events is the annual Heritage Classic Weekend put on jointly by the Canadian XK Jaguar Register and the Canadian Classic MG Club of Vancouver, this year celebrating its 48<sup>th</sup> iteration. This is always a first-class "do," as proven by the fact that several Victoria club cars left behind the centre of Canadian civilization to attend. There were 94 Jaguars, MGs and other British cars on the field at the Saturday Field Meet and JCNA Concours, held at the spectacular Waterfront Park in North Vancouver. The featured Jaguar models this year were the XK150 (60<sup>th</sup> anniversary) and the XK8/XKR (20<sup>th</sup> anniversary). Jaguar Land Rover Richmond, the Heritage Presenting Sponsor, brought five new Jaguars, F-PACE, XE, XF, F-TYPE and XJ, to the centre of the show field. There was also a display of motorcycles from the British Motorcycle Owners Club of British Columbia. 🏍️



*British motorcycles mix well with classic cars – especially Triumphs made almost next door to Jaguar.*



# Continental Drift

The game of life

By Tim Crespin

There is no doubt that the world of employment is in flux, driven not only by the ever-changing economic landscape, but also by the erosion of many traditional industries and the rise of their replacements. This has presented both challenges and opportunities to employers and employees alike, with one of the most difficult of these challenges seemingly how to get the best out of the so-called millennial generation. A millennial is defined as someone who has reached early adulthood during the early part of the 21st century, and so is unlikely to remember a time before the internet, cellphones and a US-led presence in Afghanistan. They have been described as the most entitled and self-absorbed generation in the history of humankind, and yet, like it or not, they also represent the future of the planet.

## GAMING TO WIN

In an attempt to make progress, employers have had to apply some lateral thinking when coming up with ways not only to attract and engage with the next generation of future CEOs, but also how to identify the brightest and best in a way that speaks to them. One example of this in practice is Nissan teaming up with Sony PlayStation with their GT Academy, an open competition running since 2008. It starts with video gamers at home in front of their computer screens trying to set the fastest lap times in order to qualify for the next round, and culminates with suitable candidates being selected to drive in real life for one of Nissan's racing teams.

## JAGUAR'S VERSION

Nissan are not the only company to employ this tactic. Jaguar are set to follow suit, announcing that they intend to employ an extra 5,000 staff in the next 12 months using a similarly technological approach to recruitment. Although traditional entrants will be considered, Jaguar is asking potential employees to download an app

containing a series of puzzles intended to identify candidates with the requisite engineering skills and technical savvy that Jaguar are looking to bring on board. Upon downloading the app to their cellphone or tablet, applicants will be invited to explore a virtual garage belonging to the band Gorillaz (who coincidentally happen to be a genuine 'virtual band' themselves), before assembling a Jaguar sports car. Once that stage is successfully completed, then they will be confronted with a series of code-breaking puzzles.

But what is the thinking behind this type of recruitment, if what the candidates are being asked to do are effectively aptitude tests that could have been undertaken using pen and paper? Firstly, by getting the candidates to engage with the process through their smartphone or tablet, Jaguar are working with applicants through a medium with which they are eminently familiar and comfortable. Secondly, the nature of the app and task are far more likely to suit the typically short attention span of millennials, something which has become an increasing challenge. Finally, having the ability to find, download and then navigate through the app to the challenges, will immediately demonstrate at least a basic (by today's standards) level of technical awareness that would be required for the roles within Jaguar.



A near complete virtual vehicle in the virtual garage game.

## THE ENGINE GAME

The British government recently put the internal combustion engine (ICE) on notice as being no longer permissible in new cars as the sole power unit, after 2040. Technically, the ban will affect only fossil-fuel engines (diesel/petrol), not ICEs altogether. Fuel cell cars – if the infrastructure ever grows outside the Western States to support them – use internal combustion but burn clean hydrogen in their ICEs. I haven't seen the details, but at most, fossil-fuel engines might be permissible to power on-board generators for extending the range of hybrid cars beyond the capacity of batteries alone. As the graphic shows, the UK output of vehicle engines (all makers) is steadily climbing, with a majority going for export. Naturally, with the major new Ingenium engine plant fully on-stream, a good number of these engines are Jaguar-made. Rumour has it a doubling of capacity is being planned! 🍷

## HEALTHY UK ENGINE OUTPUT – WITH JAGUAR CONTRIBUTING A GOOD SHARE.

	Jul-16	Jul-17	% change	YTD-16	YTD-17	% change
<b>Total</b>	172,353	192,963	12.0%	1,532,560	1,601,994	4.5%
<b>Home</b>	74,695	93,767	25.5%	667,761	701,923	5.1%
<b>Export</b>	97,658	99,196	1.6%	864,799	900,071	4.1%
<b>% export</b>	56.7%	51.4%		56.4%	56.2%	

# West Coast Regional Report – Sorta...

All eyes on Monterey

Photos and story by Les Hamilton



*Do you think, if I save and save my allowance...? A future Jaguar owner admires Bill Brooks' spectacular 1967 3.8S at Carmel by the Sea.*

The Southwest Region's summer has been busy with various club concours, drives and rallies. Doubtless your region has, too. As this is supposed to be a region report I could recite a list of clubs and club events except that Editor Crespin encourages us to think creatively and as luck would have it, the timing for this JCNA Southwest region report coincided with our famous cluster of non-JCNA events – the Monterey car week. Focusing on these events is legitimate, as many Monterey regulars are JCNA folks and therefore are *Jaguar Journal* readers from the Northwest and Southwest regions and beyond. The culmination of the festivities was, as ever, the Pebble Beach concours, which had added Jaguar significance this year due to the participation of Kim McCullough, VP of Marketing, Jaguar

Land Rover North America. Karen and racer husband Mitch brought their 1954 XK120 over from their New Jersey home collection (which we hope to feature soon in *Jaguar Journal*). Some of the many events during the week were the Tour d'Elegance on Thursday, the Jaguar Corral at the Rolex MotorSport Reunion on Saturday and the Concours d'Elegance on Sunday.

## SHOW CARS IN ACTION

The Tour d'Elegance provides an opportunity to see the concours entries driven enthusiastically on normal roads, which immediately means no immobile trailer queens take part. This year, instead of viewing the start from the Pebble Beach Equestrian Center, we opted to 'rough it' at a winery in the Del Monte Forest. It was exciting to experience



*Shades of the Mille Miglia as Kim McCullough and Mitch take their XK120 on the Tour d'Elegance.*





*The Jaguar Sutton racer at Laguna Seca.*

the vehicles roaring along narrow and winding forest roads and I hope Kim McCullough and Mitch saw us wave.

Over at Laguna Seca, the Jaguar corral at the Rolex MotorSport Reunion was available all four days of racing with the largest attendance on Saturday. JCNA members and other Jaguar owners parked in the sold-out corral while attending the races, including members from local clubs, JOC LA, Reno and Arizona. Doug McDougal, who drove his S2 E-Type from Alberta, Canada, and



*A Project 8 XE in the Jaguar pit.*

Neville Swales from the UK, also used the corral. An interesting car visiting the corral was a 1954 Sutton Jaguar racer which started life as an XK120, was twice wrecked, re-bodied by Jack Sutton and raced in the Pebble Beach Classics.

The race attendees were treated to spirited racing between XKs, C, D and E-Types and Jaguar-powered specials. Between races a visit to the Jaguar Land Rover 'pits' found six current Jaguars and an I-TYPE, Jaguar/Panasonic's entry in Formula E racing. The Project 8 XEs sported an attention-grabbing paint job and attracted a lot of interest.

### FIELD OF DREAMS

After the heat and excitement of the Saturday racing, the misty early morning of the Pebble Beach Dawn Patrol was a contrast. I was able to access the 18th fairway at 5:30 a.m. to watch the vehicles arriving and being placed in position. After a quick search of the field to locate the Post-War Preservation class, Kim McCullough and Mitch arrived in their 1954 XK120 Open Two Seater.

Accompanying them and keeping a watchful eye on the XK120 was Kim's mechanic, Graham Long. Graham related how the XK120 had garnered praise in the Laguna Seca paddock for its state of preservation and originality. Graham and I hoped that the judges were equally enthusiastic. The class also had entries of Aston Martin and Maserati models which looked as if this was their first trip from the showroom and would be tough competition.



*The 1934 SS1 Drop Head Coupe attracts attention.*



A tour of the field found some other interesting Jaguars interspersed between the Ferraris, Rolls-Royce, Packards, etc. An impeccable 1934 SS1 Drop Head Coupe was brought to the show by Carla and Marcia Baxter from Pennsylvania. This car is just one of six cars of this model known to have survived, and with its original running gear.



*The recently-restored Graber 1938 SS100 3.5 Liter Coupe.*

A second SS vehicle present was a 1938 SS100 3.5 Liter Coupe bodied by Swiss coachbuilder Hermann Graber. The car was entered by Richard Mahoney of St. Louis. A multi-year restoration has produced a spectacular example.

Following the XK120 theme, a 1954 XK120 SE Pininfarina Coupe was shown in the Post-War Closed class. This exotic car was entered by Classic Motor Cars Ltd of Bridgnorth, England. The car was shown in 1955 Turin Motor Show before being sold to Max Hoffman in NY. This was the only XK120 re-bodied by Pininfarina. The result is spectacular but, in my view, loses the elegant simplicity of the original design.

In the Post-War Open class was the 1952 XK120 Barris Roadster entered by Joseph Cantor, Joseph Cantor III and Michael Pavlak of Illinois. The XK120 was the first of several XK120s owned by Clark Gable, who had the car customized by Sam Barris. The current owners had the car restored in 2014 and it served as a fascinating comparison to Kim McCullough's XK120.

Jaguar also featured in the "California Specials Raced at Pebble Beach" class, by way of the Parkinson Jaguar Special brought by Terry Buffum of Oregon. This car started life as an XK120, raced in the Pebble Beach Road Races through

the forest and wrecked, then was rebuilt in its current form and raced again. An excellent salute to the racing heritage of Jaguar in the 1950s.

After surveying the field, I headed back to the Post-War Preservation class to watch the judging of Kim's XK120. The judges were very thorough and spent every minute of the allotted time probing the car and asking questions. By this time the sun had arrived along with the mass of attendees and the field became very crowded with all manner of people and costumes accompanied by the occasional celebrity.

After browsing the other vehicles on the field we watched the introduction of the honorary judges, who represented the 'who's who' of the automotive industry. Jaguar was represented by Ian Callum and Kim McCullough. Sadly, one of my favorites, Sir Stirling Moss, was absent.

Faced with a three-hour drive (crawl) home in my E-Type OTS on a hot afternoon, I escaped the crush and made my way back to 17 Mile Drive which had



*Italian flair in the 1954 XK120 SE Pininfarina Coupe.*



*Smooth as silk – the 1952 XK120 Barris Roadster.*

been made into an expensive parking lot. I regret not staying around to observe the results of the judging and seeing Kim McCullough's XK120 take second in the Post-War Open Preservation Class. This was a brilliant accomplishment for a first-

time entry at Pebble Beach, especially given the standard of the other cars competing in this class. Anyone who says it helps secure future Jaguar sponsorship should wash their mouth out with 20W-50. Although Jaguar had a smaller than

usual contingent on the field, the SS1, SS100 and XK120s showed extremely well and demonstrated the Jaguar pedigree.

Definitely not of Jaguar pedigree, but special in its own way, was the custom DiDia coupe once owned by Bobby Darin. Whichever angle you approached it from, the 1960 DiDia 150 was a clever (some might say, "Never!") demonstration of the customizer's art. It certainly looked good for a 57-year old. 🍷



*Not dressed for racing, the Parkinson Jaguar Special returns from the ramp.*

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# Pebble Beach Car Week – A Newbie’s View

Stop waiting, start planning

*By Neville Swales, photographs by Karon Ward*

The Goodwood Revival, the Tokyo Motor Show, the Paris Motor Show, Amelia Island and Villa d’Este may all lay claim to being amongst *the* most prestigious automotive events in the world, but the queen of all these events has to be the unsurpassed Pebble Beach Car Week. Certainly one for every car-lover’s bucket list and top of my own personal list of ‘must-see’ events.

I was privileged to be able to attend this year’s event and cannot emphasize strongly enough how much I was blown away by the sheer scale and selection of mouthwatering cars on offer. Despite a paucity of Jaguars this year, the vast variety of cars displayed would satisfy the needs of every true car enthusiast; not only those with petrol in their veins, but also those interested in the emerging and rapidly-growing arena of electric-powered vehicles.

Whilst Pebble Beach may have the reputation of being the most splendid concours competition on the planet, it isn’t only about concours – during the week there are events and displays that will satisfy the hungriest of car enthusiasts. I found it’s not just about the formal goings-on themselves, but also the whole atmosphere surrounding the event that appeals. I was lucky enough to have found one of the few beds available in Monterey itself (book early if you want to stay within easy reach of the event) and was able to experience the whole background scene firsthand. Imagine how my senses were assailed simply by walking along the Monterey main streets at night – being passed by everything from a thundering classic 1956 Chevrolet Corvette, two sublime Ferrari La Ferraris and what seemed like a whole fleet of McLaren F1 supercars, as well as cutting-edge offerings from Maserati, Lamborghini and others.

Meanwhile, the West Coast is home to many JCNA folks and others from the Jag-Lovers forum, who have helped me with technical support and were keen to host a brunch at Alice’s Restaurant, a

busy eatery on a junction between two of the many switchback mountain roads south of San Francisco. The whole week

is an event that will stay in my memory for many years to come. Here are a few of my personal highlights:



*Brunch with Jag-Lovers forum friends at Alice’s Restaurant.*



*Trial fitting in the late Jerry Mouton’s car at his home.*





*Amongst the Redwoods en route to Monterey.*



*Jay Leno, Arnie et al were car spotting like everyone else.*



*Jaguar's Director of Design, Ian Callum, being interviewed in front of Classic Motor Cars (CMC)'s 'secret project' – a 1954 XK120 SE by Italian coachbuilding legend, Pininfarina.*



*Infiniti's retro-futuristic Prototype 9 all-electric race car.*



*Superb racing and paddock access at Laguna Seca.*



*No mistaking the Jaguar pace car, a hot XE.*





# Winston

'S' is for Special

By Iain Buxton



Never mind the Mk 2, the S is gorgeous too and rides better.

## WHY?

The story that unfolds here is, for me, a magical one. Some of it may strike you as unlikely or improbable, but as Jaguar enthusiasts, we are nothing if not an improbable lot, so I am encouraged to relate my story. When I first saw the 3.8 S-Type saloon in early 1979, I was 29 years old and driving a 1973 Datsun 610. My 1972 240Z had been totaled and I was no longer focused on cars but rather on my career. Seeing the Jaguar at a distance stirred something within. I had to get a closer look.

My attraction to the Jaguar was unexpected and looking back, I can see little reason for it. I was not a particular fan of Jaguar nor was anyone in my family. My father, a reference standard that I use to this day, had been derisive of the marque over the years and I had never noticed Jaguars beyond the E-Type (that I had always viewed as narrow-stanced and

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 Nationality: AMERICAN  
 Place of Birth: BOSTON, MASS., U.S.A.

Name of Company Having Car: None  
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beyond my means). So my attraction to the 3.8S was odd.

Odd or not, it was a love formed so quickly it conformed to *theia mania* ("madness from the gods"). Mad because as a medical resident in training I had no business thinking about any major purchase, let alone a car. But there it was, opalescent dark green with suede green interior, polished walnut dash and a leathery aroma that can be hard to explain unless you experience it. The Jaguar saloons smell of the mimosa bark and myrobalan seed used in the curing of Connolly leather, which together with wood veneers and Wilton wool make for an unmistakable aroma that E-Types cannot quite attain.

**WHERE?**

The S-Type saloon was assigned for sale at Escondido's Garton Motors by the daughter of the original owner, one Edward L. Plimmer. Mr. Plimmer, an Englishman, was the US Vice President of Royal Worcester, a purveyor of fine china dating back to 1751. Plimmer



*Sumptuous interior; as beguiling then as now.*

had clearly decided on the S-Type as a first choice, having considered and then eliminated the 4.2 Sedans and dismissed the E-Type. Plimmer purchased the 'S' in 1966 on an Overseas Purchase Contract. He

traveled to London in the early summer of 1966 and after driving in London for some months, returned with his Jaguar to New York on the Queen Mary.

My decision to purchase the car took no careful deliberation. Indeed, I confess that I didn't even test drive the car. I simply had to have it. The sale was final in a day or two and I received a box of things with the car that I put in the boot to deal with later. For now, it was time to drive my new Jag. I remember that drive fondly, as it went on for a long time. I don't remember where I went, only that I was somehow meant to own this Jag; a feeling that came in a rather mysterious way.

**WOW!**

After reaching speed on a long stretch of road, I realized that I had not tested the radio. It was the early Blaupunkt transistor-type radio at an original option price of \$106; it snapped immediately to life with what to this day seems the most improbable advertisement. An announcer began with, "Yes, for your Jaguar or other fine

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*Under the hood was also designed to be stylish.*

automobile, it's Duckhams Q." This was followed without further comment by the Beatles song 'Penny Lane.' This combination was magical to me. Not just because Penny Lane was a favorite and had been recorded in 1966, the year the car was made, but because Duckhams Q is a British motor oil that I had never seen in US stores or heard advertised in the US before or since! I had been changing oil for many years and this was my first encounter with the Duckhams brand. It was as if these sounds had been stored in the car's radio since its days at Browns Lane and they were finding their way to my ears now to affirm our new bond, an improbability that has lasted us both now for thirty-eight years. The advertising theme in the UK at the time was 'The oil with the perfect body,' featuring a large photo of the Venus De Milo statue. Classy indeed.

**WHY WINSTON?**

My excitement with my new Jaguar was intoxicating and I thought of little else. The first Saturday I was out bright and early detailing the car. I vacuumed, waxed and polished everything and found to my surprise that Plimmer had left a few bits behind. In addition to the extra tools in the boot, I found a coin under the seat wedged next to the seat rail. It was a 1965 Churchill Crown. This, and my personal fascination

with Churchill as perhaps the finest statesman the west has ever seen, was the impetus for naming the car Winston. I could easily imagine Churchill himself driving an 'S.'

The box of papers and things turned out to be a treasure trove, if a sobering one. Among the loose records of the car that detailed its history was Edward Plimmer's death certificate. He died in 1978 of amyotrophic lateral sclerosis (Lou Gehrig's Disease). Plimmer's Rancho Bernardo, California, address suggested affluence and yet he had kept his Jag for 13 years. It seemed he loved the car and I was primed to do the same. Plimmer had picked the car up in London and first licensed it there. Among the papers was the first license for HHP 773D. And there was much more.



*Marriage carriage – with original rims and rear arches.*





*Pride of the home fleet, The S at rest.*

## WENDY

Over almost four decades of my ownership, there were many outings and lots of loving attention paid to Winston, just as there was yesteryear. My wife Wendy and I were married in 1981 and of course, we were conveyed to our wedding in proper style. Winston now has colleagues in the stable: a 2000 S-type and a 1960 Mark IX. The IX is being reborn, but that's another story... If Mr Plimmer is looking down, I like to think he's smiling and giving the Churchill victory sign!

## EPILOGUE

Coming to Monterey/Carmel, California, for car week in August is one of those wonderful experiences that no Jaguar enthusiast should miss, as Les and Neville have already shown in two preceding 'Pebble' stories. Wendy and I, plus our son and daughter-in-law, attended this year and things got off to a fabulous start on Tuesday with *Cars on the Avenue*, a gathering of over 175 cars of all stripes parked along the avenues in Carmel. From custom hot rods and race cars to

perfectly prepared XK120s and 140s, the field was a delight to see. Wednesday was a particularly exciting day for us though, when Winston won "Best and Blessed" in the Carmel Mission Classic. This show at the Historic Carmel Mission featured many classics and the day was spent with live

music, splendid food, a display of art and cars. The day included a blessing of the cars by the Bishop, what more could one ask of a car show... well, winning would be nice and that's just what Winston did! 🍷



*Mission accomplished! The triumphant "Best and Blessed" at Carmel.*



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# Electric E-Type Concept

Factory Fresh or Grow Your Own?

By Peter Crespin

When we hear of present and future developments, like autonomous driving cars or the phasing out of fossil fuel-powered automobiles, some of us who drive classics tend to ignore the issues. Classics are almost invariably 'grandfathered in' when newer tighter emissions standards are introduced, so the new rules apply only to our daily drivers and we assume the industry will take care of compliance challenges with those. We don't exactly put our heads in the sand, but we figure it will all turn out fine. But what if it doesn't?

What if the powers-that-be start to get tough on any use of fossil fuels besides aircraft? What if a future generation balks at driving oily, smelly vehicles, even as hobby cars, and electric propulsion brings with it large tax breaks and becomes as unremarkable as jet airliners are today? Jaguar are on record as saying that soon they will have zero or low emission versions of every product family, but what about their classics?

During a recent trip to the UK, a *Jaguar Journal* appointment with the Jaguar Classic folks on September 6 was postponed at short notice. This was mildly annoying at first, until it became clear what they were preparing for the next day.

On September 7 Jaguar Land Rover Classic launched a battery-powered fully electric new/old E-Type, to complement the all-electric Jaguar I-PACE announced recently and due on sale in 2018. However, as with all pure electric cars, not only are tailpipe gaseous emissions eliminated (or relocated to the power plant if not running on renewable energy) but so are any noise emissions. On a Nissan Leaf or Toyota Prius, silence is almost expected, but an E-Type sans exhaust burble? Not so much...

What follows is drawn from JLR publicity material and due caution is advised. It's not that I believe it to be suspect, but



*Jaguar's previous low emissions effort – the stylish but stillborn C-X75.*

when the C-X75 concept was launched it boasted four in-wheel electric motors charged by ultra-compact diesel micro-turbines. No doubt that was an accurate statement of intent, but in all the TV footage of that first version I only ever saw it going at walking pace – be it Jay Leno or some other TV staffer at the wheel. Sure enough, the car transitioned to a more conventional hybrid system before being released to the media for serious testing. That is, if you can call a >10,500 rpm mid-mounted supercharged and turboed 1.6L four-cylinder charging Li-ion batteries for a pair of electric motors, 'conventional.'

The E-Type Zero was engineered by JLR Classic at the group's new 'Classic Works' in Ryton, a few miles across Coventry from the Browns Lane site. A key goal was to engineer the

conversion so that current [*sic*] E-Type owners could also buy a package for DIY conversion, at around £50,000, rather than asking JLR to source and restore a car for conversion, which would cost nearer £300-350,000 all-in.

The prototype E-Type Zero is based on a 1968 Series 1.5 Jaguar E-Type Roadster to which somebody – presumably JLR



*The battery pack needs cooling, hence familiar-looking radiator and piping.*

– added headlamp glass over energy-conserving (i.e. range-extending) LED headlamps. A key objective was that conversion to the electric powertrain should be reversible. The design features a cutting-edge electric powertrain that should in final form permit 0-62 mph in just 5.5 seconds. According to Tim Hannig, Director, Jaguar Land Rover Classic, “E-Type Zero combines the renowned E-Type dynamic experience with enhanced performance through electrification. This unique combination creates a breathtaking driving sensation.” It sounds promising, but eventually some road tests would be required to back that claim, although it is comfortably quicker than a stock E. Being electric motor-based, full torque will be available from zero rpm, which even the lusty XK cannot manage. In fact, Jaguar claim that they have purposely limited power “... in order to seamlessly combine the new electric powertrain of E-Type Zero with the dynamic set-up of the original

E-Type specification...” That sounds like legalese for “Don’t blame us if you lose control by having a 21st-century powertrain in a 1960s automobile.” Nevertheless, they are probably right when they say, “We believe this provides the optimum driving experience.”

### ‘FUTURE-PROOF’

“Our aim with E-Type Zero is to future-proof classic car ownership,” says Hannig. “We’re looking forward to the reaction of our clients as we investigate bringing this concept to market.” Hmm, investigating bringing something to market doesn’t quite as definite as announcing it will go on sale in 2018? We shall see.

An electric powertrain developing 220kW has been specially designed for the E-Type Zero with outside help from specialists (probably the Williams F1 experts they have been working with?). Its lithium-ion battery pack has the same dimensions, and similar

weight, to the XK six-cylinder engine used in the originals and other models. The electric motor and reduction gear lie just behind the battery pack, in the same location as the E-Type’s gearbox. A new propshaft sends power to a carry-over differential and final drive.

Total weight is 46 kg lower than the original E-Type. Using an electric powertrain with similar weight and dimensions to the outgoing petrol engine and transmission means the car’s structure, including suspension and brakes, does not change, simplifying the conversion and homologation. It drives, handles, rides and brakes like an original E-Type. Front-rear weight distribution is unchanged. Clearly, this opens up conversion as an option for any XK-equipped Jaguar and, as Hannig also pointed out, this means a conventional engine could be reinstalled at any point, so the car should not be devalued if the original engine is retained for sale with it.




*The package should be on sale in 2018 for conversion of any XK-engined car.*





*Production cars will have room for a spare wheel.*

“We think this is essential, as it ensures a period Jaguar remains authentic to its DNA,” was Hannig’s view. “We could use this technology to transform any classic XK-engine Jaguar.” It doubtless helps that it also uses some technology and components borrowed from the upcoming I-PACE, Jaguar Land Rover’s first production all-electric vehicle.

As for the important issue of range, Jaguar estimate a ‘real world’ range of 270 km (about 170 miles), helped by the low weight and good aerodynamics. It uses a 40kWh battery, which can be recharged from home overnight (typically in six to seven hours, depending on power source). The conversion goes on sale in 2018 and enquiries regarding E-Type Zero should be made using: +44 (0)203 601 1255 or [info@classic.jaguar.co.uk](mailto:info@classic.jaguar.co.uk) #jaguarelectrifies. 

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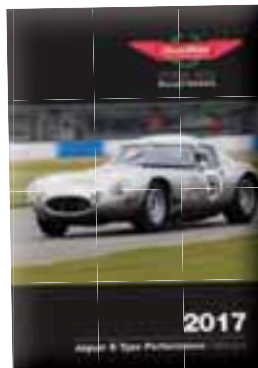
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# Protecting our Classic Engines

Serious additive, or 'snake oil'?

By Dick Russ

Being a senior engineer on the NASA Shuttle Enterprise project by profession, I have spent a great deal of my time investigating and testing. After retiring from the space program I have spent a great deal of time working on projects that could effect the airworthiness of aircraft. But then I'm getting ahead of the reason for this article.

## THE PROBLEM

One of the major problems with owning a valuable automobile, and especially a classic Jaguar, is lack of use. When we let our precious cars sit without driving them regularly, we are only asking for trouble. Even with the engines sitting, they still breathe air which can corrode and deteriorate the internal parts; more specifically, the camshafts and cam lifters. You can see the effects of this corrosion in the photos. You will notice the corrosion forming on the cam lobe in one of the pictures. This in effect is like sandpaper on the cam rubbing on the cam follower (lifter). In the other picture notice the corrosion and the cam lobe that has been worn down to be almost non-existent. This is caused by the erosion of the cam lobe from the corrosion, rendering that cylinder almost useless.

## SIMILAR SCENARIO

It is this problem that led me to write this article. This condition typically occurs with airplanes and aircraft engines that have been sitting more than being flown. Many times private aircraft are not flown as often as they should be and the camshaft lobes in the engine will invariably corrode forming a film of rust which is in essence is like sandpaper. When this occurs the cam lobes and lifters start to wear rapidly (spalling), which results in the engines needing to be overhauled.

I know this for a fact because it has happened to me at considerable cost. To prevent this from occurring in the future a company by the name



*A flattened non-Jaguar cam. Jaguar material is very durable but could this happen?*

of Cam Guard has developed an oil additive that will prevent the corrosion of the camshafts and lifters as well as provide additional corrosion protection for other internal parts of the engine. Their product has been so successful in protecting the internal combustion engines in aircraft the company has developed a similar additive for collector cars as well.

Initially I was going to address this problem in my own words but I could not say it any better than the chemist that developed Cam Guard, which is why I wanted to introduce this product to *Jaguar Journal* readers.

## A SOLUTION?

"The collector car hobby is being enjoyed by a record number of people young and old. Vintage Jaguars can be found in garages the world over. The oil industry is making great strides improving oils for newer cars, but sadly are neglecting the needs of older cars, especially those with flat tappets as found in our six and 12-cylinder engines. We need protection for our Jaguars that in many cases spend more time being admired than driven.

Cam Guard is designed to protect our engines from the effects of extended storage, more specifically camshafts, tappets, timing chains, aging seals and other challenges unique to their time.

Cam Guard Automotive additive is a blend of high performance chemicals that fortify modern oils to provide the protection we badly need. The Cam Guard additive delivers uncompromising performance. Through extensive testing it has shown to reduce wear, decrease deposit formation and prevent corrosion.



*Corroded cam, typically through low use or poor maintenance.*



Cam Guard Automotive contains advanced anti-wear additives that provide a dramatic reduction in wear when compared to common ZDDP (zinc) containing oils. This improvement in wear performance is especially important in our older engines that have flat tappet valve trains, especially when the oils of today do not have the adequate zinc additives that we need. Even the present day oil additives found in oil on the market can't prevent internal damage from just sitting, whereas Cam Guard can. An additional benefit of using Cam Guard is it has friction modifiers and powerful corrosion inhibitors that will prevent rust and corrosion common in engines that are not used on a regular basis. Tests have even shown a measurable increase in fuel economy throughout oil change intervals.

As an example, actual tests on aircraft engines have shown Cam Guard to prevent cylinder varnish as well as to protect the cams and cam followers which is especially important in protecting our automotive engines as well." Please note the photo of two pistons removed from two similar engines – one that used Cam Guard and the other that didn't.

In reading about this product you may think that it sounds too good to be true. I for one couldn't disagree with your reasoning. But I would like to mention one fact that is very significant. In the aviation world, additives like this must be tested and prove that the product will do what the manufacture says it will before it can be approved by the Federal Aviation Administration (FAA) for use in aircraft engines. It has taken Cam Guard years of testing to prove to the FAA that it will protect the engines as they advertise. Fortunately for us, we do not need certification for use in our cars; we just want it to work as advertised. But at least it is reassuring to know that Cam Guard has been FAA-certified to do what it is designed to do and it works.


### PERSONAL EXPERIENCE

Since I have been aware of Cam Guard for many years I decided to see if it would help me with a problem I have been having with my E-Type engine. My engine has always had a rattle when first started after sitting (mainly overnight). Every time I would start the engine (after sitting overnight), when first started it sounds like the camshaft striking the tappets, but always goes away after about 30 seconds of running (which is about how long it takes the cam covers to fill up with oil). I assumed

it was just that I had a noisy cam because I have checked the clearances and they are right on. But I still didn't like to hear the rattling noise. So I decided to give Cam Guard a try to see if its chemical coating would help reduce the noise. If nothing else, at least it would provide a protective coating on the internal parts regardless of the noise problem. Now the question arises did it work regarding my noise problem? The first day after adding Cam Guard I really couldn't tell if noise was less; but the second day when I started the engine I couldn't believe how much quieter it was. I had to assume that after driving the car, the additive had time to apply a film to the camshaft and lifter surfaces. Before submitting this to the publisher I wanted to make sure the noise I had been hearing was actually gone. On the third day of the test, the engine again was as quiet as I thought it should be.

Cam Guard Automotive additive comes in 8 ounce bottles which is enough to treat 12.8 quarts of engine oil. The company recommends you add Cam Guard to each oil change which normally will be every 3,000 miles or six months, whichever comes first. The downside of this is it is expensive. Like \$17.00 per bottle. The upside is a different story considering the thousands of dollars it cost to overhaul our engines. So with that said, it's not really that expensive. At least I'm convinced from the results of my engine test.

Speaking of oil changes, please appreciate that even if you don't drive your cars regularly, you still need to change the oil. Experts have written articles stating that oil that has been sitting idle will absorb moisture and can become very corrosive and cause sludge to build up in the crankcases. When this occurs and you start your engines after sitting, you are taking a big chance that some of this sludge just might break loose and plug oil galleries which can lead to an unplanned engine failure.

Cam Guard is available from ASLCamGuard in Tulsa, Okla., or may also be found on Amazon. 



*Comparable pistons; the left one used Cam Guard.*

# The Five Ds and Henry the Eighth

Racers reunite at the palace

By Peter Crespin

September in Europe is all about the Goodwood Revival meeting, but more than one vendor, such as John Nikas from Moss Motors, flew straight from car week in Monterey to the UK for the 'Concours of Elegance' held at the palace of Henry the Eighth at Hampton Court near London. The main attraction, in a field of top quality invited entrants, was the display of five D-Types on the 60th year anniversary of winning 1957 Le Mans, when D-Types finished in 1st, 2nd, 3rd, 4th and 6th places.

Nor was it simply a static display, as each of the five cars fired up and drove to and from the venue with enough noise to wake Henry and his six wives. Frustratingly, London traffic delayed *Jaguar Journal* from witnessing the racket on arrival, but thankfully, all these cars were at the Goodwood Revival a few days later, in full cry. 🏎️



*Another honored presence was one of the two C-X75s. Note the tow-hook on the car's front left corner. It is probably used for moving the car around nowadays, since the two gas micro turbines were removed, reverting it to a showpiece. It would have been nice to see a fully-engineered proof of concept, given that turbines are ideally suited to generating electricity and therefore extending the range of a hybrid.*



*What a display! \$50 million probably would not snag you this bunch of historic D racers.*



*Norman Dewis was there with two walking sticks for support. He is otherwise well and active in his mid-nineties.*



*The prototype 'continuation' XK-SS from Jaguar Classic was singled out for special commentator attention. Having embarrassingly stalled a D-Type myself at the nearly empty Fen End test track, I felt less of an amateur when the Jaguar staffer stalled his XK-SS in front of far more people.*





JCNA began as the Jaguar Owner's Association (JOA) in 1954, through George Evdokimov's vision for owners and enthusiasts to band together and share their interests, experiences, and camaraderie. JOA grew rapidly and administration became demanding on Evdokimov and other pioneering volunteers. Jaguar V.P. Everett Martin joined JOA early in 1955 and supported JOA's early growth, and saw the benefits gained by Jaguar owners who had joined the JOA, and the potential to better promote the Marque. JOA's directors and Jaguar executives held meetings in December, 1957, and JCNA formed in January, 1958, absorbing the JOA clubs, with Jaguar assuming administration. JCNA became the official sanctioning body for North American clubs and that charter remains unchanged today. In 1991, all authority and responsibility for administration transferred to JCNA, still JCNA maintains its long-standing ties to the company and dealerships that have long supported local JCNA clubs, as well as other supportive partners too many in number to acknowledge here. So, in appreciation for those who helped create and continue our heritage, our members past and present, all our close friends and sponsors of this Jaguar enthusiasts community, gathered in this cartography are the current JCNA member club emblems.



On JCNA's 60th anniversary, see how this vision endures!



# Jaguar Clubs of North America at 60



# Sixty years of Jaguar Clubs of North America!

2018 AGM, San Antonio, Texas

By Brian Blackwell, SAJC

Many great cars have been cherished and saved for show, race, slalom and rally competition, if not marvelously preserved or restored, by thousands of JCNA-affiliated club members over these last six decades. That is certainly cause for a wonderful celebration, which will be observed March 22-25, 2018, in San Antonio, Texas, hosted by JCNA's 50th club, the San Antonio Jaguar Club. San Antonio weather in late March is reliably amicable, and this is the peak of the wildflower season in the beautiful Texas Hill Country. We can safely guarantee no freezing anything will be encountered, outside of a margarita glass that is.

Program details are still being worked on, so expect more details and registration information in the next *Jaguar Journal*, and eventually the opportunity for online registration at [www.sajaguarclub.info/2018-AGM.html](http://www.sajaguarclub.info/2018-AGM.html).

The city of San Antonio will be celebrating its 300th birthday starting the same month as our 60th Annual General Meeting. What better place to celebrate JCNA's 60th anniversary than a place also celebrating its own birthday! San Antonio was founded in March, 1718, when the first European settlers arrived from the Canary Islands by order of the Spanish king. The cultural heritage created here was designated in 2015 as a World Heritage Cultural Site by UNESCO, one of only ten such sites in the USA. The alternate activity for the AGM conference will be a guided tour of the San Antonio Mission Trail, so partners will be most welcome.

The celebration will be held across the street from the Alamo, in the most historic hotel in San Antonio. Add your name to the list of celebrities who have made the Menger Hotel their base of exploration into the history and culture of San Antonio. Previous guests include 12 presidents dating back to U. S. Grant, plus author Mark Twain, athlete Babe Ruth, esthete Oscar Wilde, and



Mae West. That's some pretty exalted company no matter which way you look at it. Relax and enjoy a beverage at the Menger Bar, where Teddy Roosevelt recruited cavalymen from nearby Fort Sam Houston to join the Rough Riders for the Spanish-American War.







As this is a busy time due to the beautiful spring weather and upcoming events in the city, book your room early at our group rate of \$169.00 per night, using this link: <https://reservations.mengerhotel.com/75799?groupID=1815952>.

Alternatively, call the hotel at 800-345-9285 and please reference Group Code: 0318JAGUAR.

Come early or stay late to:

- Visit The Alamo, the 'Cradle of Texas Liberty,' and the most visited spot in Texas.
- Take a river taxi tour of the world famous Riverwalk, including the new Museum Reach.
- Tour the Briscoe Museum of Western Art.

- Take a car to the Texas Hill Country to see the bluebonnets and other wildflowers.
- Visit El Mercado and shop for Mexican art and imports.

Guaranteed warmth three times over – the weather, the welcome and the western food. Book space in your diary now! 🍷

# MEMCOM Exciting New Initiative

## Multi-club events

By Nedra Rummell, Greg Heulsman, JCNA Membership Committee.

Hello all! Here's something new and exciting. Have you got some great club events that you would like others also to attend? Are you looking for new events to enjoy? Do you want to learn more, meet others and have more fun?

The JCNA Membership Committee (MEMCOM) remains hard at work improving the membership experience. To this end, MEMCOM is proud to announce a new program. We refer to this new program as Multi-Club Events. Many clubs are already doing what we are proposing – we're just formalizing the process and expanding it. In the broadest sense of the word, we are referring to organizing and participating in any event, concours, rally, slalom, special meetings and so on, regardless of where it is taking place.

Did you know that the basic tools are already there? ... Right there in front of us... on the JCNA website! All you have to do is to go to [www.jcna.com](http://www.jcna.com) and click 'Events' then 'Calendar' to enter or view any sanctioned or non-sanctioned event. Get the idea? Organizers/Clubs – get your events, meetings, drives etc., listed – just enter them – any and all events that you feel would be interesting to others. Participants/Members, it's easy – just check the site often to learn of events that are interesting to you and register/attend them.

Whether you are a Local Club (LC) member or a Member-at-Large (MAL), we hope this tool will help you to improve your membership experience and enjoy more things to do.

For this to work, here's what has to happen:

- Events have to be entered by someone in the first place.
- Subsequently, events have to be viewed by you, the member, to learn of them and register (if required) for them to coordinate your event to fit the calendar.



*The Nations Capital club liaises with the Richmond, Virginia, and Delaware Valley clubs, to keep concours busy.*

### ENTERING INFORMATION UNDER THE EVENTS TAB AT THE JCNA WEBSITE

Event organizers and Club Leaders, be proactive at entering your events on the website. Whether you are an LC leader, an event organizer, event chair or whatever... if you have an event of any type and want to market it to other members, enter the event into the Calendar section of the Events tab.

To create an on-line activity/event, someone within your Local Club, who has access to the JCNA login, must go to your Local Club home page, login with your LC username and password, and then select "On-Line Calendar." Once selected, complete the necessary



*Multi-Club events are a great way of bringing the rarer models to enthusiasts, or vice versa.*

information, such as sanctioned or non-sanctioned, type of activity/event and provide a good description, including registration, location, time, place and any other particulars. When completed, post the new event and it will appear on the JCNA website. What a great way to open your exciting events to others and share the fun! Here are some examples of past highly effective events that were conceived and well marketed/advertised:



*Well-established 'sharers' are JANE who even go abroad in multi-club groups, as here to Canada.*



The Jaguar Association of New England Club (JANE) has had great success with their Magical Mystery Tour and their Quebec City Tour (see this issue). Both were enjoyed by hundreds of their local club members and members from other clubs. The Carolina Jaguar Club (CJC) conducts an annual Driving Tour of regions in the Southeast and they partner with sister-clubs as they travel. These are all fun and members from many clubs attend them. These are but a few of many examples of clubs that are enjoying the benefits of increased participation and members who are enjoying enhanced camaraderie and fun. So, it's happening already. MEMCOM is just formalizing the process and hoping that all will get on board to "market" your terrific events. It's a win-win.

## The Coventry Cat

Official Newsletter of the Jaguar Association of New England  
June 2017 [www.ja-ne.org](http://www.ja-ne.org)



MEMT 2017 was another fantastic success. Full report starting on page 16. Photo collage courtesy of Dennis Blag.

*Old hands at the multi-club game – JANE had a great front-page report on their 2017 mixed club tour.*

Another variation is when the events stay separate but are coordinated. For example, in 2016 The Nation's Capital club found their concours was happening on the same weekend as the neighboring Virginia Club event. After a few phone calls a potentially divisive date clash turned into an attendance booster, simply by holding one event on the Saturday and the second on the Sunday. This meant several long-distance entrants got two concours entries for the price of one trip. It was so successful they are planning the same this year.



*Swap meets (either stand-alone or tacked onto a pre-existing event) are a great way of meeting new enthusiasts.*

### THINK BIG

Think outside of your region, not just inside of your region. You can limit it if you want, but the idea here is to open the attendance to all who may want to come. In some cases (actually many cases) a member may live closer to a club in a different region. The idea is to market your activities more geographically. Of course, there are other ways to market your event, such as email, word of mouth, fliers and so on. These are all great too, but the website offers a tool that *all members* can see, not just a limited number of invited folks.

### VIEWING INFORMATION UNDER THE EVENTS TAB ON THE JCNA WEBSITE

Members – be proactive at watching for and registering for events. Check out the Events Calendar often and register for events that look fun to you. Many of you seek concours, rallies and slaloms that are not offered in your area, so check out ones that are nearby. The competition points eligibility rules for rally, concours and slalom are on the JCNA website (go to Events, click on Rally, Concours or Slalom).

Where will the information appear? It will appear to all who access [www.jcna.com](http://www.jcna.com) by simply clicking Events from the home page and then viewing all available activities by date sequence. Be sure to click on sanctioned or non-sanctioned, as the lists show up separately for each.

MEMCOM is promoting this program via this article in the *Jaguar Journal*.

MEMCOM will also use its Regional Management process to communicate with Membership Chairs of each club. Additionally, MEMCOM will soon be adding a 'How To' resource tool to our Membership tab at the JCNA website for future reference.

If you have any questions about this process, please email your respective MEMCOM representative, listed below.

Thank you. Let's have more fun. Happy Jag'n from MEMCOM. 🐾

### THE JCNA MEMBERSHIP COMMITTEE

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NC Region–Ken Katch, [kenkatch@me.com](mailto:kenkatch@me.com), and Greg Huelsman, [greghuel502@gmail.com](mailto:greghuel502@gmail.com)

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# Book Review

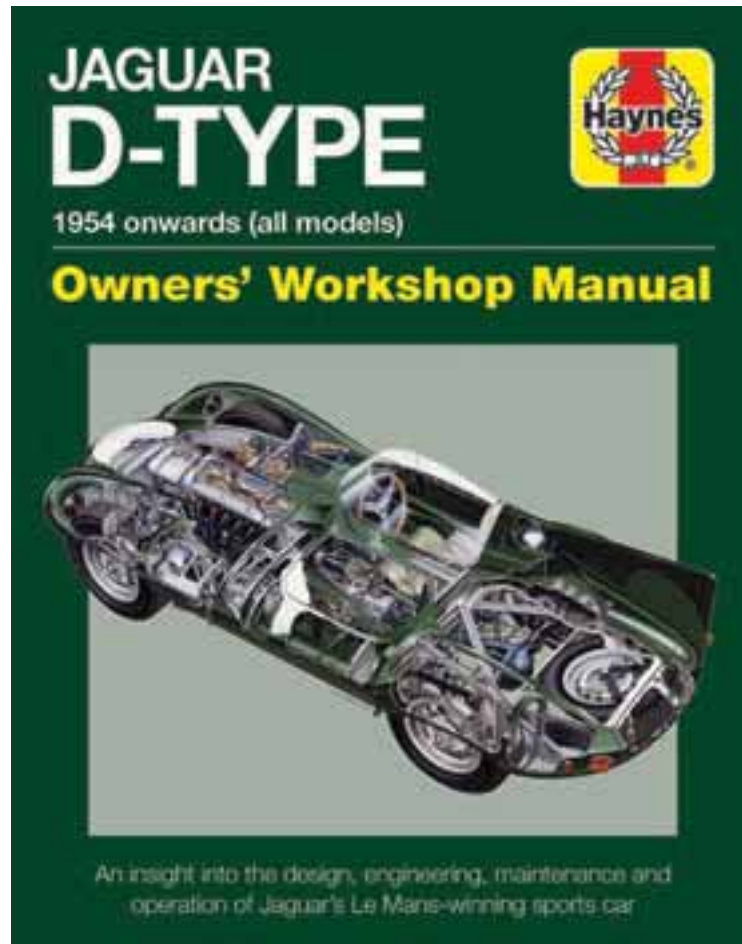
## Holiday Jaguar Reading

"Chestnuts roasting on an open fire ..." So goes the song, but the reality can be very different. No chestnuts, no open fire and sometimes children/grandchildren bickering, or climbing all over you for three days straight. Disappearing into the garage buys you peace and quiet, but scores low on the congeniality scale. Books, on the other hand, can take you out of the here and now, without separating yourself quite so overtly from family or visitors and inviting charges of misanthropy. Books rarely surprise at present unwrapping time – their shape and heft being obvious no matter how clever the paper covering – but the content can and does often surprise and delight. Below, we list some titles that offer limited escape; titles you can lose yourself in for a few hours, or days, as needed. Happy holidays and happy reading.

### JAGUAR D-TYPE, 1954 onwards (all models), by Chas Parker

I'd love to have been a fly on the wall when Parker pitched this idea to the Haynes commissioning editor. I'm sure the West Country workshop wizards love cars, and have occasionally let their hearts rule their heads, but seriously – an 'Owners' Workshop Manual', when there can only ever be about 70 owners in the world? Good luck with that business case. Then I saw that these days you can also buy a Haynes Owners' Workshop Manual for the race-winning Jaguar XJR-9, a Type 45 Destroyer warship, or even that ubiquitous Sunday afternoon boy's toy – the 36-storey high Saturn V rocket! Have they lost the plot entirely?

In practice, Haynes and Parker should do well, because there can be fewer more aspirational cars to people of a certain age than a D-Type. The same goes for its sibling the XKSS. So far the latter is the only version the factory's Jaguar Classic group is resurrecting – but which oddly doesn't even rate an index entry, despite the book claiming to cover 'all models'? There



will probably be thousands of copies sold to dreamers and replica builders. Nor does the manual confine itself to the usual Haynes territory of purely technical content. In this volume, the first 40 pages tell the history of the car and its key drivers, using contemporary monochrome photos – nothing much to do with workshop manuals as such. However, there follow about 60 pages in color covering the car's technical structures in the typical Haynes sequence. There are then short sections on the engineer's view of the D, the driver's view and a mere three pages of the owner's point of view, before finishing with a few pages on 25 of the significant chassis numbers, D-Type replicas, etc.

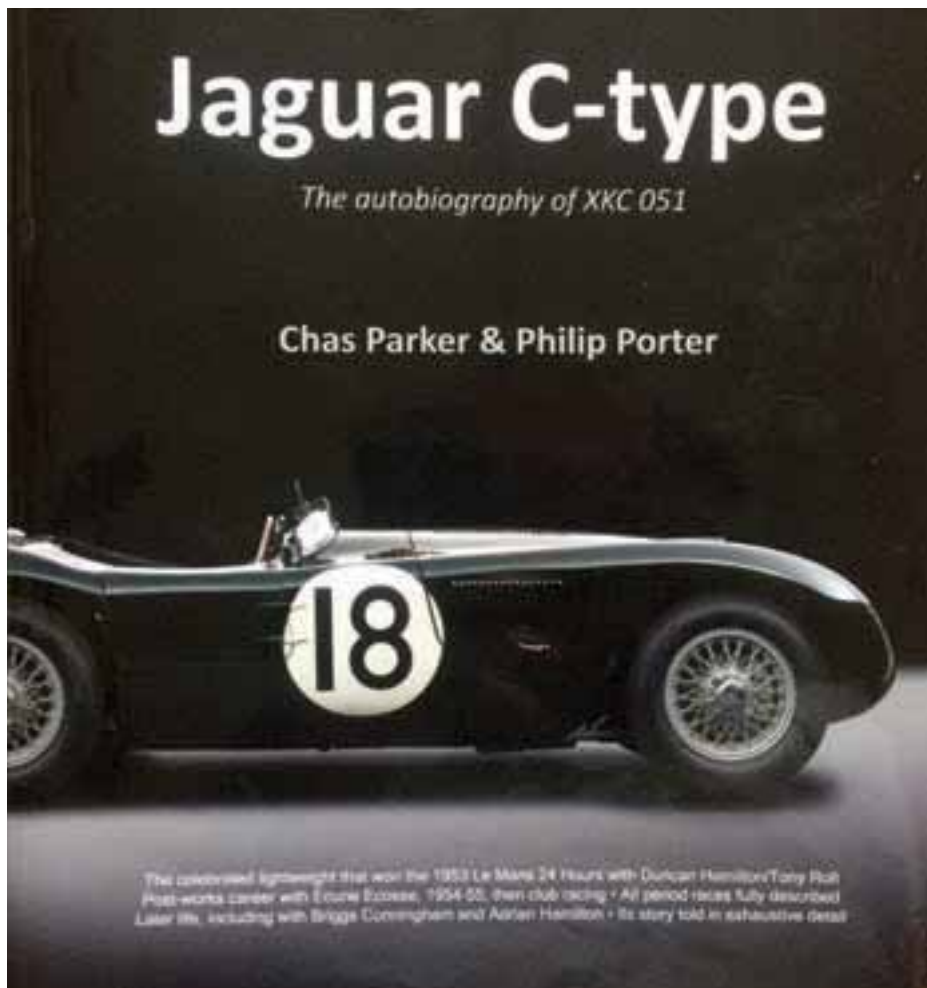
Taking a leaf from Porter's style, even the technical sections have the occasional full-page color photos, which really pop out and beat anything in a standard workshop manual. For those building a replica, the photography alone pays for the book, since it has numerous component close-ups that you couldn't get even if some kind owner gave you a day to crawl all over and under their fully-assembled genuine car. For the browsers, there are 156 pages of largely new material to feast on after the holiday turkey is history. The dollar price for this hardback book (ISBN 9781785210785) is \$36.95 and you can order direct from the US/Canadian distributor's website: <https://www.quartoknows.com/books/9781785210785/Jaguar-D-Type-1954-onwards-all-models.html?direct=1>



# GREAT CARS #9: JAGUAR C-TYPE

The autobiography of XKC 051

By Chas Parker and Philip Porter



Some of you may be thinking "Oh, not another Porter book! They're all the same aren't they?" Well yes, and no. Externally, the color schemes, typography and studio lighting follow a recognizable house style – at least where the Great Cars series is concerned, but the content is of course unique to each of the nine models covered so far. Or almost unique... The fact is that by covering several cars and drivers from the same-ish era, racing one another on the same circuits at the same (or nearly the same) events, one sees each car covered from a different

perspective. So even if you memorize Le Mans results, or major UK domestic events like Silverstone and Goodwood races, the fresh and often previously-unpublished pictures and text minimize any sense of déjà vu from having read a previous title.

JJ reviewed number one in the Great Cars series (Lightweight E-Type, 4 WPD) and number 3 (D-Type XKD 504). Numbers eight and nine are now out (Lightweight E, 49 FXN and C-Type, XKC 051, respectively) and we cover those in the next issue. 📖

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# Tales from the Trade

## *Moving the goalposts*

A few issues ago, this column carried a story concerning what was then the world's largest car maker. Below we have another story from the same source, but whose company is now no longer top dog, having been relegated to the second-largest auto manufacturer early in 2017 based on 2016 sales. Selling more cars than anyone else is what earns you top place, so try guessing who toppled them from the winner's podium. It would have to be a well-performing company, on a roll, that has been focused on building market share free of distractions or scandal, right? You wouldn't expect them to lose senior staff and pour billions of dollars into damage-limitation or paying regulatory fines in a desperate effort to repair a tarnished reputation that has hurt public faith in that company and trust in their cars. Yet that is exactly what has happened with Volkswagen's rise to be global #1. Of course VW makes more than modern Beetles. They own Bentley, Lamborghini, Skoda, Audi, Bugatti, Porsche and SEAT, not to mention motorcycle legend Ducati and the truck makers MAN, Scania, and the firm's own-name commercial vehicle division. But if corporate image counts for anything, you'd have to think VW were unlikely to be the world's #1 selling automaker.

## JUST WHEN YOU THOUGHT IT WAS SAFE...

Returning to *Jaguar Journal's* mole in the world's second biggest selling automaker, he/she was grumbling recently to *JJ* about moving the goalposts in engine design. Being a senior manager in an engine plant 'not unadjacent' to Jaguar's Ingenium factory, our mole has always been involved from the earliest days of developing new engine ranges. The marketing needs would be hammered out and the specification decided to match those needs, followed by a series of virtual prototypes and finally a number of functional units, each tested primarily for one engine

system to survive the abuse of a test cell for a week or more, at full-throttle. Special care is taken with engine families destined for key roles in the corporate range. Interestingly, almost all internal combustion engine (ICE) development for some years in Mole's plant has been for use in hybrids, and practically none for standalone gasoline or diesel engines.

## FLATTERING TO DECEIVE?


Mole's annoyance concerned a four-cylinder engine which his plant had been delivering successfully and which was now being adapted for possible future use by Lotus in one of their sports cars. Outsiders might think it flattering to be chosen for a high performance application, but engineers are methodical and could see that use in a sports car would probably push the power unit beyond the original design criteria and more testing would be needed to sign it off as fit for that role. Lotus planned to bolt a supercharger to the four-banger and tweak the existing ECU-controlled valve timing and intake characteristics to deliver more power, reliably.

Once a batch of updated engines existed, they were passed to Mole's plant for testing. Today's testing protocols are largely automated, fully instrumented and far more rigorous and accurate across dozens of parameters that were unmeasurable outside of a physics lab 60 years ago. Partly by hooking up to the engine's own ECU, and partly through additional test-cell instrumentation, modern testing can gather many hundred points of data per second, with even more possible. In Mole's recent case, despite the existence of potential additional data gathering capability, it was not used initially – partly for cost reasons and partly because nobody knew in advance either what should be recorded, or why. In the event, the test terminated about 75% through, when the supercharged power plant blew up spectacularly on the dyno.

## ANALYSIS OF THE DATA

For a completely in-house program of adding a new strategic ICE to the corporate family, testing is super-rigorous and up to three times as intense/prolonged as 'customer' programs. In any case, the same engine that had previously survived a full corporate test program unscathed had now exploded after several days of full-bore running with a blower attached. Clearly some rethinking was required, but by whom: Mole's team or the Lotus people who had seemingly pushed the engine beyond the original design envelope? Surely, by shifting the development goalposts after the engine was originally passed fit, they owned the problem? Naturally, the finger of suspicion pointed to the supercharger, but how to prove it?

The kind of 'grenade' failure observed can happen within a second or two of an initial crack or flaw appearing in a highly-stressed component. Even with a resolution of hundreds of data points per second, a failure can be difficult to trace back to its true origin and therefore difficult to implement an effective fix. Mole and his team are less than ecstatic at having to remedy a problem they didn't cause but which they would undoubtedly be blamed for if the power unit proved unreliable in a Lotus. Equally important – who is going to pay for the re-certification and release of the engine and how big will the budget be? The issue was still unresolved when *JJ* went to press, but it seems most likely that bolting a supercharger to the four-cylinder block created some sort of new harmonic that accelerated the fatiguing of the block and its eventual destruction.

So, no answers yet but you heard it here first – which is what you get when journalists drink at the same parties as frustrated corporate engineers. Anyone coming across similar tales this holiday season is invited to submit them to *JJ* Towers for consideration... 



**AD INDEX**

Ace Peak Plates ..... 43  
 Beverly Hills Car Club ..... 39, 43  
 Bonhams ..... 5  
 British Marque Car Club ..... 42  
 Classic Showcase ..... 38  
 Cooper Classics LTD ..... 39  
 Denis Welch Motorsports ..... 28  
 Donovan Motorcar Service ..... 40  
 Gullwing ..... 43  
 Hagerty Insurance ..... 16  
 JCNA International Jaguar Festival ..... 33  
 J.C. Taylor Insurance ..... 43  
 Jaguar Classic Parts ..... 2  
 Jaguar Land Rover North America ..... 24, 25, 48  
 JagWrangler LLC, The ..... 6  
 Jose Romero/Driversource ..... 43  
 Koolmat ..... 39  
 Lucas Classic Tires ..... 39  
 Madera Concepts ..... 39  
 Muncie Imports & Classics ..... 40  
 RetroAir ..... 40  
 SNG Barratt ..... 47  
 Sotheby's ..... 17  
 Speed & Sport Chrome Plating ..... 43  
 Sport & Specialty ..... 45  
 Steve's British Connection ..... 43  
 Terry's Jaguar Parts ..... 39  
 TYCTA, LLC ..... 21  
 Welsh Enterprises, Inc. .... 7  
 XKs Unlimited ..... 9

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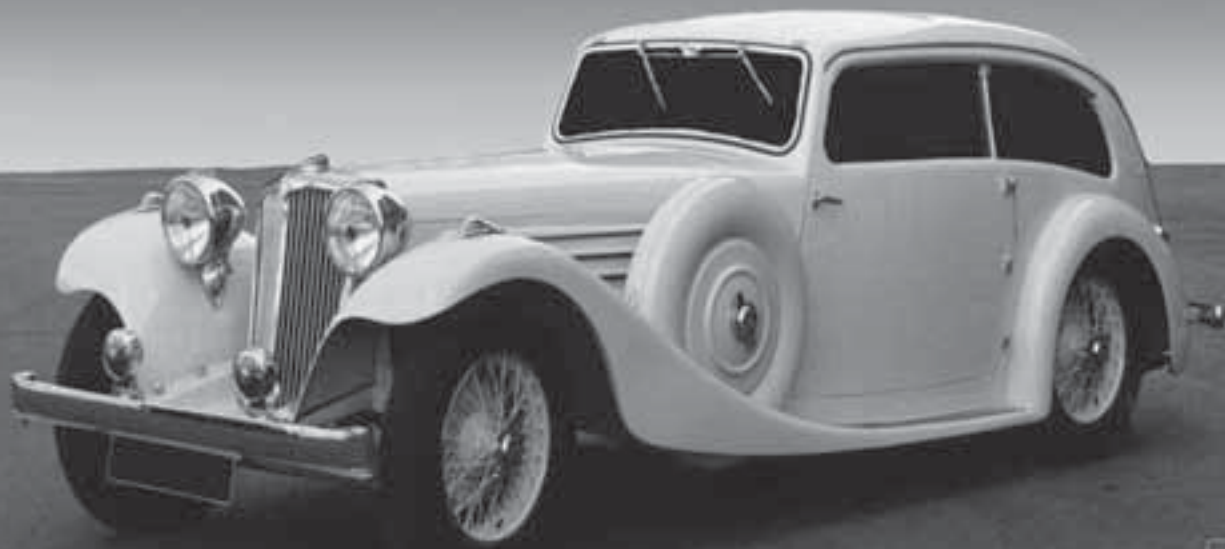
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**COMMUNICATIONS:** Works with JCNA affiliate clubs to improve posting event listings and other information on JCNA.com. Assists affiliates with their own Websites. Position open

**JUDGE'S CONCOURS RULES COMMITTEE (JCRC):** – Dick Cavicke, Chair, 858-456-0849, [dcavicke@jcna.com](mailto:dcavicke@jcna.com)

**CONCOURS COMMITTEE:** Handles concours results. Sanctions events, maintains North American concours event schedule, monitors judge qualifications, reviews and approves concours scores and judging reports. Gary Cobble, 726 Whitesburg Dr, Knoxville, TN 37918, 865-719-3802, [glc100850@aol.com](mailto:glc100850@aol.com)

**GENERAL COUNSEL:** – Rob Thuss-803-640-1000, [rob@thusslawoffice.com](mailto:rob@thusslawoffice.com)

**JAGUAR JOURNAL EDITOR** – Peter Crespin, 9435 Watkins Road, Gaithersburg, MD-20882, 910-398-3620 [pcrespin@jcna.com](mailto:pcrespin@jcna.com)

**JAGUAR JOURNAL COMMITTEE:** Oversees and advises on *Jaguar Journal* scheduling and operations. Rob Thuss, 803-640-1000, [rob@thusslawoffice.com](mailto:rob@thusslawoffice.com)

**JCNA/JAGUAR LIAISON:** Works with the Jaguar Cars Designated Director to JCNA at the request and direction of the Board of Directors – Barbara Grayson, 503-246-8477, [Barbara@consolidatedautoworks.com](mailto:Barbara@consolidatedautoworks.com)

**JCNA MERCHANDISE:** Order JCNA regalia and other merchandise via [jcna.com](http://jcna.com) using PayPal or download the order form from the website and send the order to George Camp [scjag@juno.com](mailto:scjag@juno.com) or 1-888-CLUB JAG

**JCNA MEMBERSHIP/ROSTER:** Maintains all membership records. Processes Member-At-Large inquiries and furnishes JCNA brochures. – Cara Dillon: [asst@jcna.com](mailto:asst@jcna.com) and Harold Leggett: [admin@jcna.com](mailto:admin@jcna.com).

**JCNA TROPHIES:** Official JCNA trophies can only be ordered by JCNA affiliate clubs, not individual members. Order from the JCNA Shoppe on line or contact Dave McDowell, [xjjags@gmail.com](mailto:xjjags@gmail.com) or 214-649-5275.

**MEMBERSHIP COMMITTEE:** Works to increase JCNA membership and make the club more responsive to members. Nedra Rummell, Chairman 760-519-5400 [nedra@rummells.com](mailto:nedra@rummells.com).

**NEWSLETTER AWARDS:** This committee is now part of the Special Awards Committee.

**NOMINATING COMMITTEE:** Receives Regional Director Nominations. – Gerald Ellison, Chairman, PO Box 41721, Fayetteville, NC 28309-1721, 910-867-8294. Fax: 910-867-1679, [G.Ellison-Nom.Com@msn.com](mailto:G.Ellison-Nom.Com@msn.com)

**PASSPORT TO SERVICE:** Receives requests for JCNA information generated from Jaguar Passport To Service books. Distributes contact information to appropriate JCNA clubs. Prepares lists of inquiries to receive sample copies of *Jaguar Journal*. – Ed Avis, [ed@avisfamily.com](mailto:ed@avisfamily.com) 252 Upper Pond Road, Litchfield, ME 04350

**PROTEST COMMITTEE:** Handles protests for Concours.

– Knick Curtis, 4306 Pomona, Dallas, TX 75209, 214-358-2882 [knickc@fastmail.fm](mailto:knickc@fastmail.fm)

**PUBLICATIONS:** Sells JCNA Publications, including AGM Seminars, Rule Books, etc. – George Camp, [Publications@JCNA.com](mailto:Publications@JCNA.com)

**RALLY COMMITTEE:** Handles Rally results. Reviews and revises the Rally rule book as necessary. Handles Rally program protests. Jay Hixson, Jaguar Club of Florida (Orlando). 407-566-9438, [jhixson2@comcast.net](mailto:jhixson2@comcast.net)

**SLALOM COMMITTEE:** Handles Slalom results. Reviews and revises the Slalom rule book as necessary. Handles Slalom program protests. – Thomas G. Wright, 1631 Strathcona Avenue, Deland, FL 32720, 772-713-3996. [thomaswright@bellsouth.net](mailto:thomaswright@bellsouth.net)

**SPECIAL AWARDS COMMITTEE:** – Bob Matejek, 1900 Pine Valley Court, Oakland, MI. 48363, 248-842-1046, [awca@jcna.com](mailto:awca@jcna.com)

**WEBMASTER:** Maintains JCNA Website and coordinates all postings, event results, forums, etc. – Jack Humphrey, [webmaster@jcna.com](mailto:webmaster@jcna.com)



# Events Calendar

**October 12-14, 2017:** The JCNA International Jaguar Festival will be held October 12-14, 2017. Hosted by the North Georgia Jaguar Club at the Legacy Lodge & Conference Center, Lake Lanier Islands, Buford, Georgia. This event is being held at the renowned resort in Buford, Ga., just 45 minutes northeast of Atlanta. The venue covers 1,500 scenic acres, all on interconnected islands in the middle of picturesque Lake Lanier. Events will be spread across several of the islands and there will be a dedicated trolley shuttles around the event sites. Thursday evening's Welcome Reception will be held lakeside under a pavilion overlooking the lake and the beautiful North Georgia mountains backdrop. Various JCNA-related activities will include a Slalom on Thursday, the Concours on Friday, and the Rally on Saturday. The rally will have an unusual and fun format, while still meeting the JCNA requirements. There will also be a scenic drive option and all scheduled daytime IJF activities include lunch, with additional lunches available for purchase, so there will be no need to leave the resort to eat. There are plans for a Friday Sunset Cruise and Buffet Dinner on the lake (complete with onboard entertainment). Seating is limited, so sign up early. There will be a showing of the movie *Grand Prix* with dinner at an outdoor theatre for those unable to secure seats on the cruise. The 2017 JCNA International Jaguar Festival is simply an event you don't want to miss. Concours contact is Craig Kerins, 706-736-8964, email: craigkerins@knology.net; rally contact is Dave Kirkman, 770-886-7435, email: kirkmandave1@aol.com; slalom contact is Dick Maury, 770-484-6500 ext. 210, email: ick@coventrywest.com.

**October 13-15, 2017:** The Delaware Valley Jaguar Club will be joining The North East Rally Club's Annual Pumpkin Run Fall Rally in Millsboro, Delaware, benefitting the Millsboro Volunteer Fire Department. Contact Kurt Rappold, 610-358-4055, kprappoldxksp@verizon.net.

**October 14, 2017:** The Heart of America Jaguar Club will hold a JCNA slalom in conjunction with the 2017 Lake Garnett Grand Prix Revival in Garnett, Kansas, on Saturday, Oct 14. The event is held on a course that was closed to competitive racing in 1972. This unique event includes a track experience together with car shows, an autocross event, and great food. What sets this event apart from the

other automotive events is that the cars and the drivers are not race cars or racing drivers – they are classic cars owned and operated by enthusiasts. Autocross/slalom events will be held at the Garnett Municipal Airport. Contact: Rick Van Tuyl, 816-718-3830, email: vantuy1\_14@hotmail.com.

**October 21, 2017:** The Jaguar Club of Houston will hold its 2017 concours d'elegance at Sugarland Town Center, Sugarland, Texas. Contact: Anthony Lucci, 713-206-1410, email: silversmith1@peoplepc.com.

**October 28-29, 2017:** The Jaguar Club of Central Arizona will hold its 'Saloons in the Old West' 2017 Concours d'Elegance in Chandler, Arizona. Contact: Carol Capano, 480-432-2784, email: cacapano@msn.com.

**November 4, 2017:** This is the annual concours d'elegance staged by the Jaguar Club of Southern Arizona. The event once again is scheduled for the beautiful St Phillip's Plaza in Tucson, Arizona. Contact: Chauncey Dayton, 410-370-2340, email: chandaytonaz@cs.com.

**March 17, 2018:** The Jaguar Club of Florida's 2018 Concours d'Elegance will be held at the Waterfront Inn at Lake Sumter Landing, 1105 Lake Shore Drive, The Villages, Florida. This genteel hotel dates from 1893 and is a terrific venue for the concours. Contact: Will Hoehndorf, 352-753-6461, cell: 352-255-9821, email: whoehndorf@comcast.net.

**March 22-25, San Antonio, Texas:**  
2018 JCNA Annual General Meeting.  
**See page 33** of this issue. Mark the dates in your diary.

**April 15, 2018:** The Jaguar Club of Southwest Florida's Concours d'Elegance and Southeastern Regional Event will be held on Sunday, April 18, at the Charlotte Harbor Event and Conference Center at 75 Taylor St, Punta Gorda, Florida. Contact: Phil Mannino, 407-312-0218, email: philmannino2@gmail.com.

**April 20-22, 2018:** The 2018 Texas Spring Fling will be hosted by the Jaguar Club of Houston on April 20

through April 22, 2018. The event will take place in Round Top, Texas. More details on the location, schedule will be coming soon, as will contact information for registration.

**June 8-9, 2018:** The Waterford Complex in Oklahoma City will be the site for the Central Oklahoma Jaguar Association's 2018 Concours d'Elegance. Our host hotel is the fabulous Renaissance located on the same grounds as the concours. A special room rate has been reserved for entrants; contact the hotel at 405-848-4782 to secure reservations. There is a special party planned for Friday from 3 to 9 p.m. Covered parking will be provided for all participants. Contact: Dick Russ, 405-470-2767, email: dickathometwo@yahoo.com.

**June 23, 2018:** The Jaguar Club of Southern New England will present its 50th Anniversary Weekend Slalom on Saturday, June 23, 2018. The event is part of the club's 50th Anniversary Celebration Weekend and will utilize the JCNA slalom course and classes. Further details will be posted once they become available. Contact: Ken Haas, email: slalomchair@jcsne.org.

**June 24, 2018:** On the weekend of June 23 -24, 2018, the Jaguar Club of Southern New England will host a weekend of Jaguar events to celebrate our club's 50th Anniversary. Clubs of the Northeast Region JCNA will be invited to this event. On Saturday there will be a sanctioned Slalom and also a Wine Tour. Saturday evening will bring a Celebration Banquet with a featured speaker and historical video presentation. On Sunday, our annual Concours d'Elegance at beautiful Lyman Orchards will be held with JCNA judging and other special classes. Please plan to attend this Jaguar driving and celebrating our club's golden anniversary with us. Further details TBA at later date. Contact: Bob Aldridge, 860-489-9849, email: concourschair@jcsne.org.

**August 25, 2018:** The 2018 Concours d'Elegance of the Jaguar Affiliates Group of Michigan will be held this date at Old World Canterbury Village, 2359 Joslyn Ct., Lake Orion, Michigan. Contact: Bob Matejek, 2480842-1046, email: bobmatejek@aol.com.



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# Member Spotlight

Margaret Caruolo

*Native American Narragansett Indian, Jaguar Aficionado, Beloved Member of JANE*



Margaret Caruolo's path to her first Jaguar and membership in the Jaguar Association of New England (JANE) began with a vision. Margaret is a Narragansett

Indian, and spirits, signs and visions are very much a part of the American Indian culture.

In the early 2000s, Margaret had a very clear vision that she was test driving a car and there was a rattle rattle from the trunk. Margaret asked the saleslady, "What's that?" The saleslady explained that the car was a salesperson's demo and that there were lawn mower parts in the trunk to be taken to the repair shop.

About six months after her vision, while gardening one afternoon, Margaret received a "message." This time it was exact words that came to her, telling her to "go to Kaplan's Jaguar." Kaplan's was not far from her home, although she had never been there. So she drove to the dealership, still wearing her gardening attire.

She went inside, and looked at three or four Jaguars in the showroom. Although several employees peeked out from their offices, no one approached her – perhaps her clothing didn't bode a "quick sale." Finally, Elaine Kaplan came over, friendly and smiling. An S-Type had caught Margaret's eye, and she explained, "I am interested in maybe buying a Jaguar." Elaine noted that, "it's rush hour now, with heavy traffic," and suggested that she come back the next day for a test drive.

During her test drive with Elaine the next day, sure enough there was a rattle rattle rattle from the boot. When Margaret asked what the noise was, Elaine explained that the car was one of their salespersons' demos, and it had lawn mower parts in the boot. Margaret

immediately said, "I'm supposed to have this car; I'll take one of these." She wrote a check for a new, medium blue S-Type, named it Samantha, and drove it home.

Over the next few years Margaret added an XJR100L. Later came another S-Type, which was eventually traded for an XKR. Then came a newer XKR. After that came an XJRL Portfolio Edition, which Margaret still owns, but about a year ago she traded her last XKR for an F-TYPE coupe. All her Jaguars have come from the Kaplan dealership, where they now treat her like family. She also has a Chevy Traverse, a "practical" car to use when necessary.

After that first S-Type purchase, Margaret thought that she might join a Jaguar club, and she learned of JANE. She was "scared to death" going to her first meeting at a local diner, where the club was gathered behind closed doors. She worked up her courage to enter and asked, "Is this the Jaguar club?" The group welcomed her warmly, and she joined JANE in 2001.

Margaret is a very gentle lady, a widow, with some health issues now, and moves gracefully with a cane. She rarely misses a meeting or event and is now an emeritus board member of JANE.

For years Margaret has sponsored the Champion Division and Driven Division Best in Show trophies awarded at JANE's annual Concours. And although her voice is low and raspy from throat cancer, she always personally presents those trophies, along with a moving story about how very special it is to drive a Jaguar. Sometimes, following the awards ceremonies Margaret takes to the dance floor, recalling her younger days as a "Fancy Dancer" at her Native American Indian pow-wows, at her best, she says, when she had a good drummer!

Margaret is also known by the Native American names of Whippoorwill, Buffalo Rider (her warrior name), Jaguar of the Night and Morning Eagle. She has been honored by the Massachusetts Center of Native American Awareness.

Considering her age and her gentle nature, one might think that Margaret's Jaguars are not driven over 70 mph, but she insists she drives them up to 100 mph, and has even been stopped four times for speeding, talking herself out of tickets on two occasions.

Several JANE members and many of her Indian friends helped Margaret celebrate her 80th birthday in May of 2017. 🍷



*Margaret with her F-TYPE.*



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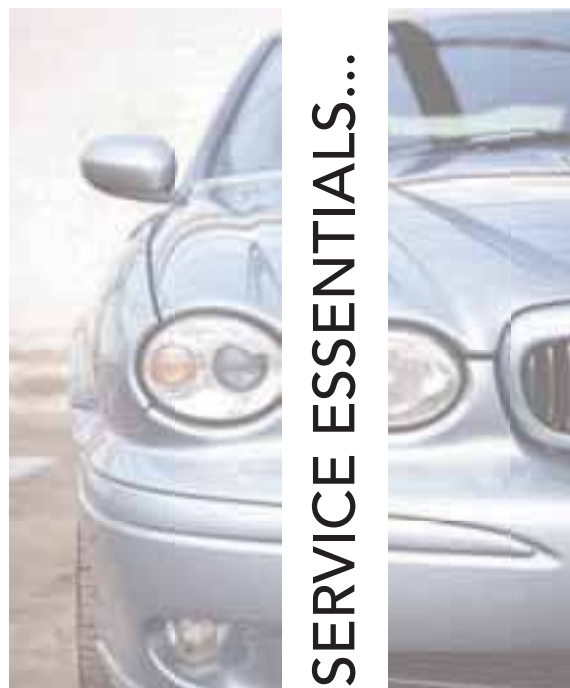
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