



JAGUAR JOURNAL TM

Official Magazine of the Jaguar Clubs of North America

July-August 2017

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Swallow sidecar outfit comes to light

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Jaguar Clubs of North America, Inc.
Publisher

Peter Crespin Editor

Gregory Wells Associate Editor

Tim Crespin UK Correspondent

Diane DuFour Advertising Manager
ddufour@jcna.com

Contributors: Robert Ballard, Malcolm Baster, George Camp, Tim Crespin, Jack Humphrey, John Larson, Allan Lingelbach, John Quilter, Gregory Wells, Tom Wright.

Contributing Photographers: Robert Ballard, Malcolm Baster, Jaguar Classic, Aidan Casey, Peter Crespin, John Larson, Allan Lingelbach, Les Hamilton, John Quilter, Tom Wright.

Editors Emeritus:

Michael Cook 1992-2014; Karen Miller 1986-2003; John Dugdale 1966-1991

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Editorial / Club and JCNA Event News: Peter Crespin, 9435 Watkins Road, Gaithersburg, MD 20882 or pcrespin@jcna.com. Advertising correspondence: Diane DuFour, 7624 Lady Bank Drive, Charlotte, NC 28269 or ddufour@jcna.com

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COVER PHOTO



Photo: Spot the parachute. Record-ready E-Type prepares for blast-off. How about an Australia/USA showdown?



Blowin' Smoke

"... busy took on a whole new meaning, somewhere between 'intense' and 'manic'."

Peter Crespin

Can you be too busy? The car business moves faster than it used to, and 'busy' comes with the territory more than ever. Keeping up with the pack, let alone overtaking key competitors in target market sectors, requires heavy investment in people and technology. Anyone even passingly familiar with the XJ40 development story will know that it took ages to bring the new model to market (bleeding the company white in the process) because there was practically no carryover. Even the big manufacturers today think hard before developing a model requiring a completely new engine, body, suspension and electronics in one step. At Jaguar, it was a huge task for the engineering resources of what was then still a small-volume niche manufacturer with limited manpower. Planned initially as the replacement for the ageing Series 2 XJ, the XJ40 slipped so far behind schedule that Jaguar developed and launched the Series 3 XJ as a stop-gap, to give themselves time to get the XJ40 right. Some stop-gap – the Series 3 developed into one of Jaguar's greatest hits and lasted 12 years in V12 form, seven years as a six-cylinder.

RELIEVING PRESSURE ON RESOURCES

By outsourcing some of the design work on the Series 3, Jaguar avoided being overwhelmed by XJ40 resource requirements. The fresh new Series 3 XJ look, plus much-needed quality improvements, turned Jaguar's reputation around. The new/old car was a hit and gave the company and its dealers faith that they could be viable again. John 'Energetic' Egan inspired the shop floor and management, and in the US Mike Dale parleyed his way into a morale-boosting American racing program, whilst creating improved relations with a smaller number of retailers capable of investing to support the

raised unit sales per dealer target. Two Le Mans victories in 1988 and 1990 generated acres of newsprint and publicity, but were not a resource drain as again the work was contracted out to the Walkinshaw people.

Leading by example in terms of 'busyness' and hours worked, Egan knew that achieving key productivity and quality milestones required not only a high work rate, but modernized infrastructure and investment in more people to share the workload. The Whitely engineering center was the key to getting beyond 'coping' to 'improving.' Ford brought their corporate purchasing power and production engineering expertise to bear on component suppliers and factory processes. By the time they bailed out of their 'Premier Automotive Group' (Lincoln, Mercury, Aston Martin, Jaguar, Land Rover and Volvo), Jaguar and Land Rover had been sold to Tata and busy took on a whole new meaning somewhere between 'intense' and 'manic.' Why? Because suddenly they had the investment and support to bring all their plans to fruition to generate record sales and market presence.

KEEPING UP THE MOMENTUM

The rate of new model releases has been seemingly non-stop. The last two years were a classic example, as Jaguar North America launched the XE and F-PACE, shortly after the F-TYPE, thereby growing to a five-member family of models for the first time ever.

NEW TECHNOLOGY ESSENTIAL

It's not a static market though. The inexorable progress towards autonomous driving has necessitated roll-out of models today, equipped with driving aids and capabilities that will work synergistically tomorrow, when SAE Stage 5 capability (full

autonomy) will be on offer, and eventually compulsory. Add the recent scandals about BMW 'cheating,' just as Jaguar came to the USA with their clean diesel engines, and the move towards hybrid power at best, or full electric mode (with/without fuel cells), has clearly gained momentum. 'Busy' is guaranteed and Jaguar won't be taking their foot off the accelerator any time soon. New models like I-PACE and equivalent range-extenders in hybrid or fully electric form are imminent. Exciting times, huh?

WORLD TITLE HOLDER

Meanwhile, however skeptical some of us are, it should be noted that the F-PACE has just received several huge motoring awards, namely the 2017 World Car of the Year and the 2017 World Car Design, plus the Daily News Auto Award for Luxury SUV, Popular Mechanics Automotive Excellence Award for Crossover of the Year, and Autotrader Must Test Drive Award. Jaguar also received the 2017 Kelley Blue Book Brand Image Award for Best Car Styling – Luxury Brand. Congratulations from JCNA to all concerned! 🏆

Peter



Double winner F-PACE shows speed is not compromising quality of work.

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News Shorts

NEW MODEL 'SCOOP'



The view Jaguar have released so far.



No camouflage – the UK Sportbrake out in the open.

At the time of writing, Jaguar are beginning to brief the North American media and motoring public with 'teaser' images and activities, in support of the forthcoming 'estate' or station wagon version of the estimable XF. Although it

is new to us, the model ('Sportbrake' in Jaguar-speak) has been on the market elsewhere since 2014. On a recent visit to the UK to cover the restoration of Jaguar's first customer E-Type [page 14], it was clear that the XF is selling well, judging

by the number on the roads, and a fair proportion of those were Sportbrakes.

The British have always been fond of their 'estate cars', and apart from the pioneering Range Rover, were slow coming to the SUV party. Even with the F-PACE selling well, there is still demand for a sporting, car-like load lugger, rather than a full SUV. That demand results in crossover cars like the F-PACE, and estate cars like the Sportbrake.

As with the F-TYPE launch, the earliest teaser pictures are a view from directly above the car, which shows everything whilst revealing very little. If you live in a condo with a parking space directly below your window, it's a view you'll see often. The rest of us will have to wait for profile shots at ground level, unless we go to a market like the UK where it is already launched, where we can see the car from all angles. Watch this space for more information.

Full disclosure: I own the last full-size American station wagon model – 18+ feet of 1996 Buick Estate Wagon – complete with its 5.7L Corvette LT1 engine and a trunk that swallows multiple 8'x4' drywall sheets with ease. Call it observer bias – I like station wagons. I also think the X-Type estate looked better than the 'three-box' saloon models, so I'm biased, no question. Nevertheless, when you can incorporate a 1,675 liter load space and simultaneously give the XF a well-proportioned sleek appearance, what's not to like? The rear suspension and the entire chassis of the Sportbrake have been specifically re-engineered to ensure even when it's being used as an estate, it never feels like a clumsy car. 'Premium wagon' is the Jaguar descriptor and, subject to a test drive, I'd say they are on target to win sales in North America. Watch the video here: https://youtu.be/U_2251aPe6c. There will be a range of engine and trim options, so look out for more information coming soon. 📺



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News Shorts

NEW F-TYPE ENTRY MODEL



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Customers are fickle. Even in such a focused group as the two-door sports car crowd, the spectrum stretches from wannabe hard core racers for whom sufficient power is never enough, to the less intense folks who just want a nimble and sporty change from their daily driver, for whom enough power is quite sufficient. Thanks to the wonders of modern design and build software – automakers can try out changes very realistically before a single panel has been pressed – and expand the range with gap-filling models like a new entry-level version of the F-TYPE.

When the F-TYPE was first launched, the model was competitively-priced, but high performance sports cars are aspirational, not cheap. Thanks to a new turbocharged four-cylinder option, the expanded F-TYPE model range will now appeal to an even broader range of potential new buyers with 24 variants on offer, with starting prices between \$59,900 and \$125,000.

The new Ingenium four-cylinder boasts 296 hp from a rev-happy twin-cam design. Trim options are also expanded and a 'ReRun' app developed with GoPro® to capture and share their driving experiences via their smart phone. ReRun overlays key vehicle performance data including speed, throttle position, gear selection, braking force and g force. The video – including unique 'highlights' sections – can be downloaded to the driver's smartphone and shared on social media. One imagines that the feature should be used with discretion, as one person's exciting record of a spirited drive might be a judge's irrefutable evidence of speeding, or worse!

Inside, the Jaguar InControl® Touch Pro™ Infotainment system is now standard across the F-TYPE line-up and a subtle external changes give a new frontal aspect with new full-LED headlights, front bumpers and air intakes. Inside, lightweight slimline seats offer improved ergonomics and comfort, and deliver a weight savings of more than 17-lbs. 📱

BIG NEWS, SMALL PACKAGE

The new powertrain demonstrates continuing evolution of the F-TYPE since its launch in 2012. Today, it is available in both coupe and convertible body styles, with automatic or manual transmissions, as well as both rear- and all-wheel drive and four-, six- or eight-cylinder engines, right up to a 200 mph all-wheel drive 575 hp V8 powered F-TYPE SVR. The all-aluminum F-TYPE ideally suits its new advanced 296 hp 2.0-liter turbocharged Ingenium engine. It can accelerate from 0-60 mph in just 5.4 seconds and achieve a top speed of 155 mph. Yes it's sporty and rev-happy, but the turbocharged engine's maximum torque of 295-lb-ft comes in from just 1,500 rpm and matches its own eight-speed Quickshift transmission for exceptional responsiveness – the *sine qua non* of performance motoring. In a typical piece of modern wizardry, these sort of numbers, which even recently would have been flagship multi-liter supercar territory, are matched to improved fuel efficiency and affordability, making the F-TYPE experience accessible to more enthusiasts than ever before. On sale later this year, hopefully *Jaguar Journal* will get a chance to report back on the new car soon. 📱



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President's Perspective

"In this issue, I'd like to focus on why people join clubs and what our clubs can and should be offering new and existing members."

Jack Humphrey



CHALLENGES AHEAD

The short honeymoon is over – I think it lasted an hour or two – and it is time to get down to business! In my first column, I mentioned some of the issues facing JCNA. They included aging membership, recruiting younger new members, and the requirement for JCNA and our clubs to be adaptive and flexible to the changing and evolving interests of our members. In this issue, I'd like to focus on why people join clubs and what our clubs can and should be offering new and existing members.

Most experts agree the reasons car or other 'special interest' clubs exist include meeting people with similar interests, participating in social activities, tours, rallies, drive-ins, concours and slaloms, etc. There's also the benefit of learning (or teaching) more about your car(s) and performing community activities, or achieving discounts on purchase of new cars or parts or apparel. I think JCNA checks all of these boxes.

In my opinion, the top five reasons why individuals join JCNA are:

1. You are likely to meet a bunch of friendly like-minded people, make some new friends, and enjoy your cars and each other in organized activities. It could even become a sort of lifestyle,

like riding Harley Davidsons with friends (which I also do).

2. JCNA membership also delivers this magazine, for which we have development plans involving the internet. But friends on the other side of the country can't help fix your brakes or take you to pick up your Jaguar from the repair shop, so local support is also a great asset.
3. You get access to specialty tools through JCNA Tool Loan Program to assist with restoration or maintenance.
4. Other members of the club know where to shop for parts and have probably overcome every challenge you'll face.
5. Special discount programs for the lease or purchase of new Jaguar and Land Rover vehicles. US members have been very fortunate in this area in recent years. A new program for Canadian members was announced at the AGM but we are still trying to get the details.

I also strongly believe clubs should provide the leadership, structure, resources and activities that meet the interest and needs of most or all members. Knowing what people want is not necessarily easy or simple and requires feedback collected

face to face, or by surveys, etc. Club activities need to be varied – certainly beyond standard concours, rallies and slaloms, which are in decline in some regions, thriving in others. Events should be fun and the right mix of driving or social activities to keep everyone happy and interested. Easy, right?!

By the time you read this, I will have asked the Membership Committee to update, as needed, their recruiting and retention resources, listed on the website, to ensure we provide club leaders with the most useful tools possible. Please let us know what you would like to have changed or updated.

AGM / IJF HOSTS NEEDED

Finally, we have a real need for clubs to host upcoming JCNA International Jaguar Festivals and Annual General Meetings. The San Antonio Jaguar Club is hosting the AGM in March 2018 and I think we have a club lined up for the 2018 IJF, so we are looking for volunteers for the 2019 and 2020 AGMs and IJFs. Please discuss this at your upcoming meetings and let your region directors know if your club can host an event.

IN CLOSING

Planning is on track for this year's JCNA International Jaguar Festival, to be held on Thursday, October 12 – Saturday, October 14, at Lanier Islands Legacy Lodge in Buford, Ga. The agenda includes a JCNA-sanctioned concours, slalom and a rally – all on the interconnected islands in the middle of beautiful Lake Lanier. Guest speakers and other special guests are being coordinated and we hope to have prominent attendees from Jaguar Land Rover North America. Fall is beautiful in the South. You don't even have to enter a car in anything – just come and enjoy the company of fellow Jaguar owners and enthusiasts. I plan on attending and I hope to see you there. 📍

Jack

Southeast Region Report

Busy year ahead

By Tom Wright and George Camp

The 2017 JCNA International Jaguar Festival (IJF) will be held in the Southeast Region on October 12, 13, and 14 at the Legacy Lodge on beautiful Lake Sidney Lanier in the dramatic foothills near Buford, Ga. Hosted by the North Georgia Jaguar Club (NGJC) the annual event will include slalom, rally, and concours competitions, together with well-planned sightseeing, social events and other activities that everyone can enjoy. Located 45 minutes northwest of Atlanta, the event is within a reasonable driving range of about 800 miles from Miami, New York City, Milwaukee, Kansas City and Dallas.



Beautiful country, still nice in fall.

Already the most important JCNA event of the year, the JCNA International Jaguar Festival will take on an even greater importance as a result of a concours rule change instituting a tie-breaker system for Champion Division competitors. The various concours committees have been struggling for years to find ways that encourage participation in the CC/IJF concours. Another concern has been the frequent ties at the top of the final standings in Champion Division Classes, often with matching 100-point scores. A first step towards accomplishing both of these goals was a change to the concours

rule book fine-tuned at the Board of Directors meeting in Vancouver, Canada, and presented to the 2017 Annual General Meeting participants the next day, where it was approved. The change creates new end of year first place tie-breaker language for Champion Division concours classes which can be found in the 2017 concours rule book at: Chapter II, B. 1. a. b. c. d.

In a nutshell, when there is an end of year tie for first place in a concours Champion Division class, all scores of each entrant will be added together

and the entrant with the highest total will be first in class. An entrant's score at the International Jaguar Festival will be counted twice *only* for this first place tie-breaking calculation. Under the previous system each entrant's three highest scores were averaged and the highest average determined the winner. Under the new system ties will be allowed in second and third place, calculated by totaling an entrant's three highest scores.

Example: Entrant A entered three concours and had three 100-point scores, Entrant B entered four concours and had four 100-point scores, and Entrant C entered four concours (one of which was the IJF) had four 100-point scores. Result: Entrant C first in class and Entrants A and B tied for second.

Whether you are within reach of attaining first place in a Concours Champion Division Class or want to have a good time in a wonderful location surrounded by Jaguars, you need to join us in the SE Region and attend the 2017 JCNA International Jaguar Festival. More information on IJF registration and hotel reservations can be found at: www.jcnaijf.com. 



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Canada Calling

Fastest growing brand

By Malcolm Baster



Joe (Joachim) Eberhardt delivering the good news on growth.

As I write this, great excitement grips our northern nation. No less than five Canadian hockey teams are (were) involved in this year's Stanley Cup playoffs. Our local Vancouver Canucks, alas, is not one of those teams. Unfortunately the first playoff round left just the Edmonton Oilers and the Ottawa Senators still carrying our country's hopes. But as you read this, it will all be over, and the customary rituals of celebration and despair will have taken place.

Celebratory champagne might have appeared recently at Jaguar Canada's offices as Jaguar was the fastest-growing brand in Canada in 2016, with sales increasing by no less than 134% over 2015. According to the Canadian motoring website Autofocus, of the 148,730 Jaguars sold worldwide, 2% were sold in Canada. Sales here of all Jaguar models increased, but the big increase was due to the popularity of the F-PACE, which arrived in May, 2016. For the first two months of 2017 sales of Jaguars rose by a huge 245% over the same period in 2016. Excluding the hot-selling F-PACE, Jaguar car sales rose 46%. These big numbers might cause one to expect to see roads overrun by Jaguars, but in fact Jaguar comprises only .2% of the Canadian market. But the times they are a-changin'. And for the better!

Top selling cars obviously need dealerships to sell them, and Jaguar Land Rover Canada is adding seven new dealerships to its current network of 25. New ones will be in Montreal, in Brampton and Markham in the Toronto area, West Ottawa, Edmonton and North Vancouver. Since that is only six we must assume that there will be another one opening somewhere else.

The major annual JCNA events of our Canadian clubs are almost upon us. Here on Vancouver Island we are readying for our 'Jaguars on the Island,' with a concours, slalom, prowl, and of course a banquet and brunch at appropriate times. This all takes place on the last weekend in July in Victoria, one of the most beautiful and civilized cities on the globe. Vancouver Island is easily accessible by ferries from Port Angeles and Anacortes in Washington, and from mainland British Columbia. You should come! On Sunday of the same weekend, the Ontario Jaguar Owners Association is holding its 50th annual Concours d'Elegance. This milestone event will take place on the grounds of club members Allan and Carol Lingelbach's rural property near Wellesley, west of Toronto. I am told that there will be Jaguars from the pre-war era up to the present, and that there will be a genuine Swallow Sidecar to see.

Wellesley is easily accessible from border crossings at Buffalo and Detroit. You should go!

The Vancouver-based Canadian XK Jaguar Register/Canadian Classic MG Club's annual Heritage Weekend is August 18-20 this year. With that club's recent experience hosting a very successful JCNA AGM, the event should be a lot of fun. The principal component of the Weekend is the 48th annual concours, the longest running Jaguar-MG show in North America, to be held at Waterfront Park in North Vancouver. This year's features are the 60th anniversary of the XK150, and the 20th anniversary of the XK8/XKR. There will also be drives and suitable opportunities to eat, plus Vancouver is also easily accessible. You should go!

The Ottawa Jaguar Club's big annual 'do' is the Family Day and Concours, to be held on June 11 at the Cumberland Heritage Village Museum, east of Ottawa. Also in June, the Pacific Jaguar Enthusiast Group will be staging its annual Pitt Meadows Days, in the town of (you probably guessed) Pitt Meadows, near Vancouver. And in closing, I will just mention that the biggest all-British show in the area, the Vancouver All British Field Meet, held at the VanDusen Botanical Gardens in Vancouver, is this year featuring the Jaguar Mk 1 and 2. Over 500 British cars and motorcycles appear here each year, which is odd, considering it always rains. You and your umbrella should go!

The photo here shows Jaguar North America CEO Joe Eberhardt (left) announcing seven new Canadian dealerships, in an interview with KC Crain of Automotive News Canada. (Photo: Automotive News Canada website.) This is very welcome but slightly odd if, as reported previously, Canadian business is not handled by Mahwah, despite the 'North America' in the title. One assumes the corporate structure has been amended. We certainly look forward to getting the same or similar JCNA discounts as members do in the 48 contiguous states. 🍷

Continental Drift

News from the UK and Europe

By Tim Crespin

'TIS THE SEASON...

I live in the northern part of the midlands of England. Confused? You soon will be. If I lived ten miles further north we'd be in the suburbs of Sheffield, which is definitely 'The North' (even though it's in the county of South Yorkshire). If I lived 10-20 miles further south, I'd be in the suburbs of Nottingham, which is definitely 'The Midlands'. Fifty or sixty miles to the west of Sheffield is Manchester, with the Pennine Hills to be crossed to get there and 70-80 miles south west of Sheffield lies The Black Country and below that Birmingham. The Black Country, by the way, is not a racist term, it refers to the belching smoky chimneys and coal mining that characterized the area in the mid-19th century. According to my father the only good things to come out of the Black Country were Led Zeppelin and the Swallow Doretti (he said to Google it: <http://www.historywebsite.co.uk/Museum/Transport/Cars/Swallow.htm>)

So, broadly-speaking, we have four large urban areas/cities that surround the Peak District (i.e. the southern foothills of the Pennines, which run like a spine down the middle of northern England. Think of them as a mini version of the Appalachians in the eastern states or the Coastal Ranges in California. I was going to say the Sierra Nevada, but you'd

probably burst out laughing. Anyway, the point is that this crowded little island doesn't have that many open spaces but I live near one of them – the Peak District – and so do about six million others. Eventually the concept of not working seven days a week caught hold, followed by the advent of cars and motorcycles for the masses (we were a bit behind North America in that context). Not surprisingly, it soon became common to get a bus or train to the Peak District – often to Matlock in the center, or Buxton further north, where they made Jaguar's Otter switches. Once 'right to roam' legislation had been passed, the numbers visiting increased dramatically and in 1951 The Peak District became the first UK National Park and is still the busiest <http://www.peakdistrict.gov.uk>.

Depending on how rich or fit you were, bicycle clubs would cycle there, men would ride a motorcycle with a girl on the back – or perhaps she had her own motorbike? Fast forward a few years and the girlfriend might be a wife and mother, sitting in the sidecar with one child and another riding pillion. By the late fifties the Austin Mini arrived, sidecar outfits disappeared and mass motoring for the working family really took off, as did the road casualties. Lately they show signs of climbing again, especially due to

distracted driving. Apparently more than 30,000 people are killed on America's roads a year, compared with around 2,000 in Britain, although figures vary by source and date. (https://en.wikipedia.org/wiki/List_of_countries_by_traffic-related_death_rate).

POIKILOTHERM, OR HOMEOTHERM?

Inevitably, as the weather warms up, so will the traffic in the Peak and elsewhere. In the UK at least, one of the clear signs that spring has sprung is the sight of more riders wrapped in multi-colored, leather suits and helmets, making their way to the Peak District tourist hot-spots. Sharing the roads with them are, of course, far more car drivers than fellow bikers. Those drivers are probably in modern cars, not the Minis or sidecars referred to above. The modern car has crumple zones designed to deform in an accident, and passenger safety cells designed to stay in shape and preserve the occupants. The law of unintended consequences applies, however, and the safety cell and roll-over protection come at a cost. Not necessarily a cost to the occupants of the car, but to those outside. They are more vulnerable than previously to collisions, due to restricted visibility for the driver caused by noticeably thicker screen pillars and B-posts, plus smaller rear windows. Don't let the size of the rear hatch glass panel fool you – half the area on some designs is taken up by the wide black band used to shield the underlying adhesive from UV degradation or unsightly visible construction. The actual viewing area on some rear glass windows or doors is miniscule and there's no escaping the huge blind spots by using a camera like when reversing.

If you've had the roads pretty much to yourself during fall and winter, please take extra care as the warm days bring out more cyclists and motorcyclists. They are very easily obscured by your car's structure. "I'm sorry, I didn't see you!" is little consolation to the rider in a crumpled heap on the floor. Take care. 🙏



Not seeing, usually comes from not looking as hard as we should.

Homebrew, or Champagne?'

Restoring/repairing the factory way

By Peter Crespin



Awaiting the handover.

A ROSE BY ANY OTHER NAME...

'Jaguar Classic' is a new name for what used to be Jaguar Heritage. Not the charitable trust who issue production trace certificates and look after the 'crown jewels' cars, such as the XJ13. Jaguar Classic exists as a division within Jaguar to preserve and cater for the owners of classic Jaguars old and new, and to capitalize on the company's rich history, the same as Ferrari Classiche or the BMW and Mercedes support operations for their heritage cars. But what exactly is the Jaguar Classic business?

SCOPE OF WORK?

Jaguar Classic are in the preserve, service, repair and restoration game, same as the big shops like CMC and JD Classics in the UK, and Classic Jaguar et al here in the USA. In fact, Jaguar Classic are on the look-out for stock – i.e. cars to restore and sell on. They might be worth a phone call if you are selling your classic Jaguar?

Jaguar Classic will do almost anything owners require, from a valuation/condition survey, to a full-scale 'nut and bolt' restoration or anything in between that makes sense for both parties. As with the Lightweight E-Types and the XKSS, they try out their processes and techniques first on a 'prototype' job, which, to justify the expense, was always likely to be an E-type. That first restoration is chronicled here. In May there was publicity for a Series 1 FHC restoration as being the first car done by the team, but this 1972 one-owner Series 3 E-Type, registered and known within Jaguar as 'FON', was the very first to roll out of the new restoration facility, near the old Browns Lane site.

FUN WITH FON

The subject car is a one-family UK-spec 1972 Series 3 OTS with manual gear box, registered FON 15L. The first six years saw the car well-maintained and in active use, including trips to Spain and France. By 1980 it had 72,000 miles

recorded but from then until 2016, children and family responsibilities saw the car supplanted by a station wagon and only 27,000 miles were added by 2016. Having received the car as a gift from his father in 1972, owner Peter Ellis hopes to pass it onto his children in due course. But how to restore such a car? Should he go for a 'homebrew' DIY approach, or the 'champagne' option of not only having someone go through the car for him, but have the factory themselves make it 'as new'? Peter chose the latter, not only on quality and emotive grounds but because having it done by the factory would preserve/enhance the value of the car more than the other options.

THE RESTORATION PATHWAY

Each car and job is different, but broadly-speaking these are the steps that Jaguar Classic will work through with owners:

Inspection

Unless a car comes in with a specific fault or simply for, say, a 5,000-mile service, the first step is usually a thorough survey of the candidate vehicle, to prioritize the order and scope of the work required. Normally, the common tasks are not too time-sensitive and can wait for a gap in the workshop schedule. This V12 came in for more or less a freshen-up and recommissioning, but inspection revealed that more work would be needed than simply getting the car ready for the road.



One happy owner!

Dismantling

Most issues can be spotted on an assembled car, but some detailed wear measurements or hidden fault can only be seen after or during dismantling. This applies especially to the engine and gearbox, but also some body and suspension issues, especially at the rear.



Quality work throughout.

Media cleaning

Once stripped, the shell can be thoroughly cleaned to see what the real state of the tub was. The answer was worse than Peter thought. Not at all impossible to repair, but certainly showing signs of its 99,000 miles year-round use. The cars were never intended to last fifty years and even the southern UK climate is not kind to E-Type tubs, but it still shocks to see what lurks below the surface on an E-Type sometimes.



Mix of old and new panels.

Body shell rectification

Having discovered the full extent of the corrosion, Jaguar Classic's team then agreed on the scope of work required to rectify the damage. The Classic team may be modest at this time but they have the full capability of a modern automaker to back them up. They have scanned several E-Types and some other models, to build up an accurate 3D library of shapes and dimensions to compare with the original factory drawing. It goes without saying that in terms of capabilities, resources, and original data, Jaguar as a state-of-the-art modern automaker either already have, or are amassing, unbeatable primary data and capabilities beyond those of independent restoration shops. Jaguar already make many of their own external body panels and are expanding the range and scope to include internal tub structures. When it comes to metal-bashing it all comes down to the skill of the craftsmen, and a major manufacturer can hire the best.

Component refurbishing/replacing

As with bodywork, so with componentry – original is best and Jaguar work with in-house or external people to specify and procure original-spec components to equal or surpass the parts fitted when the cars were first made. Be aware of 'mission creep' here. FON, for example, was to retain its wonderfully



Nearly ready for full primer.

patinated leather trim, but on completion everyone agreed the rather tired seats let the job down slightly, so new seat covers were purchased.

Paint

One area where the norms have shifted, probably irredeemably, is the quality of body finish customers now expect. There are still a few cars wearing their Browns Lane paint, but not many. Awareness amongst owners of how the cars looked when new is fading. Meanwhile, with so many high-end cars being polished to within an inch of their lives, the general public and possibly even concours judges who should know better would probably mark down anything less than a glassy perfect finish and unfeasibly-perfect panels gaps. Which is not to denigrate how the cars were built originally (with respectable exterior paint and very good light lines) but in some jurisdictions the chemistry is no longer even legal. Once completely different paint types have to be used – at significant cost – it's a brave owner or restorer who opts to 'downgrade' to a normal 1960s or 1970s production finish, even on the 'competition-orientated' continuation E-Type Lightweight and the XKSSs.

Reassembly

Whatever the finish level, it still needs to be protected during build-up. The team at Jaguar Classic – having worked on the million-plus continuation cars – apply the same care to customer restorations. The spacious well-lit work areas ensure that there is never any need to squeeze past the car or accidentally mark it because of cramped working conditions. The rest is just down to care and expert 'fettling' and a system of cross-checks



This is what showed up under prior 'repairs'...



Fresh metal prep and seam sealer.

and supervision to ensure the highest standards of work.

Sign-off and validation

As work progresses and eventually when the whole job is complete, a system of formal inspection and adjustment is performed so that

nothing is missed. Road tests and any 'rectifications' are completed and the customer invited for handover and personal test and feedback. What was Peter Ellis's comment?

"Being the very first complete restoration by Jaguar Classic, I appreciate the care

and attention put into the project by all members of the Jaguar Classic team, who should be rightly proud of the end result – and I do hope that Jaguar will take pride in showing off the car at every occasion."

You can't say fairer than that. 🍷

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The Peak of Perfection

Some things never change...

By Peter Crespin

Those of you who have bought the 60-year archive of *Jaguar Journal* will hopefully have enjoyed the proverbial wander down 'memory lane' and perhaps have seen some long-forgotten advertisements that were once familiar and suddenly pop out, like former friends in an old class yearbook. Thankfully, some crafts are being handed down from generation to generation, and it becomes the task of artisans or institutions to pass on skills and techniques to preserve them. The Coventry Foundation, for example, has education and skills transfer as one of its explicit aims.

Every so often, a trade seems to fade into obscurity but then flicker back into full flame when fashion or markets allow it to become viable again. This is the story of a *Jaguar Journal* advertiser – Ace Peak Plates – that is experiencing a new lease of life providing high-end registration plates for classic cars.



A busy light-engineering company with several automobile lines.



Manuals rot, or burn or disappear. The instructions for the Herbert are, appropriately, a die cast plate riveted to the machine.

CORNERCROFT

The Looney Tunes cartoons like *Bugs Bunny* and *Wile E. Coyote* often used the name 'Acme' (from the Greek for 'best' or 'peak') and in the early days of phone or trade directories it paid to have a name that featured near the top of listings, so 'Ace' was another favorite. When a company called Cornercroft Ltd set up in corner premises in Coventry in 1936, it made sense to play on the name of the premises (the Ace Works) and they thrived.

The Ace logo appeared on many component types, including number plates and 'rimbellishers' used on Mk VII-Mk IX Jaguar sedans, for example. By 1939 they switched to making airplane parts to help the war effort. After the war they reverted to general engineering parts and services. The firm grew to 750 employees by 1961 and supplied specialized machine tools and equipment, metal spinning, press tools and presswork.

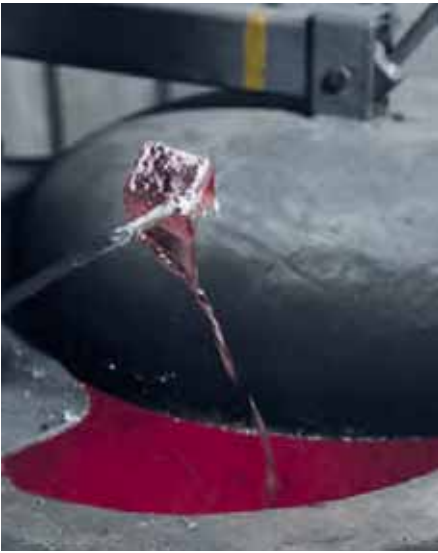
NUMBER PLATE PRODUCTION

In 1961 they began selling their signature brand 'Ace' motor and railway accessories, plus water pumps

and rail carriage equipment, jigs, tools, gauges and assembly fixtures. The company attracted a buyer in 1978 in the shape of Armstrong Equipment. This was a few years after it had become compulsory to use reflective white/yellow number plates on UK cars. The Peak plate design could not easily be adapted to the new legal standard and after a few years production was quietly scaled down. In 1972 the die sets and an 'Alfred Herbert' die-casting machine for producing the 3½" Ace Peak aluminum characters were sold to Sean Ennis. He took the machinery back to County Meath in Ireland, where he and later his sons continued to produce Ace plates for another twenty-six years.



The great granddaddy of die casting, in this case letters and numbers.



Stirring the pot of molten alloy.



Spooning the alloy into the chamber before squeezing into the dies.

The venerable Herbert forces molten alloy by hydraulic rams along narrow drillings to force-feed the relevant character molds, producing twin digits each time. Extras can always be re-smelted.

Ace produced silver peak aluminum cast characters of superb quality and any flawed castings are simply melted in the furnace. Apart from the small ID badges on each type, they are easily distinguishable from the Bluemel's characters and plates by having a sharper peak and different font. Many Jaguar launch cars and brochure shots used the high-end Ace plates. For customer cars in period, it was probably down to the Jaguar dealer to decide whether they were going to use Bluemel's or Ace. As was the case with Vaumol (a mid-priced Connolly leather used by Jaguar) the Bluemel's plates were also considered 'mid-price,' whereas Ace number plates were thought to be the ultimate in quality and were fitted to Rolls-Royce and Bentley.

In 1954 Ace plates cost 5 guineas a pair, equivalent to about £100 now, whereas a set of Bluemel's plates for an E-Type in 1967 cost £37.6.

THE CURRENT ERA

This brings us to 1998, at which time the Ennis family sold the machinery



The best are used, the rest are rejected. Pressure die-casting gives accurate sizing, including on the fixing studs.

and the original Cornercroft Ace die sets and die casting equipment to the classic car enthusiast Meade family. They subsequently set up production of Ace Peak number plates at their current base in South County Dublin. The original machinery continues to turn out Ace plates today and is now run by a second generation of the Meade family, trading as Ace Vintage Plates Ltd.

It is estimated that this original 'Alfred Herbert' die casting machine

has produced Ace Peak characters and numbers in the millions so far in its varied lifetime, and with the meticulous care and attention lavished on it by the current owners, hopefully will continue production of quality digits for many years to come. The website is really evocative and will bring memories to anyone who experienced the sight, sound and smell of typical metal-bashing workshops of fifty years ago. See <http://www.acepeakplates.com/>.

What you get with today's plates are original Ace Peak products, as were manufactured by Cornercroft Ltd., of Ace Works, Coventry, from the 1930s through to the '60s, made on original

sixty year old Cornercroft Ace die sets and die casting equipment. The company's website has testimonial pages with photos of customer number plates fitted to a charming

variety of cars and you can read for yourself what they have to say about their experience. [6](#)



A jig frame and templates for each letter ensure accurate drilling into the background plate.



Period show plate looks nice on the concours field.



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Images from Amelia

Strong Jaguar emphasis on display

By Robert Ballard

Attendees at the 2017 Amelia Island Concours d'Elegance had one less day to wait for Bill Warner's magnificent show. Due to the forecast for a rain-lashed Sunday, the concours was moved to Saturday and the Saturday Cars and Coffee event was moved across the street. In addition, the 'Legends of the Leaping Cat – Jaguar Racing Drivers Seminar' was moved from Saturday to Sunday. Late program changes are never easy, but the concours team performed flawlessly and the changes were seamless.

THE EARLY BIRDS

Seventeen local members of JCNA met for dinner on Friday night, and then roared off to a local watering hole that held the interest of some of our gallant group until 1 a.m.! I chose to sacrifice the late night fun for a clear head early next morning and was rewarded with the sight of some spectacular Jaguars as the Saturday sun burned off the morning dew. The



As seen at the Boston AGM in 2014: Jim Taylor's short nose D-Type looks ready for a little water-skiing?

concours field presented three XKSS including the famous Steve McQueen car now owned by the Petersen museum.

Perhaps even more spectacular, was a showing of 11 of the estimated 71 D-Types produced. In the 1957 Le Mans race, Jaguar took first through fourth, plus sixth place. The Amelia Concours displayed the winning number 3 car, and the sixth place number 4 car, with the 1957 Le Mans crystal vase trophy on display between them. Wandering

the field, I came across a 1935 SS1 Coupe, 1938 SS100 Graber Coupe, and a 1950 Mark V DHC. The spread of cars seemed a perfect mix for this story in the 'Show and Sport' section of our *Jaguar Journal* magazine.

THE WISE OWLS

Sunday's Jaguar seminar was well-attended and I recognized several JCNA members. American race car driver and TV broadcaster, Tommy Kendall moderated a panel of Norman Dewis, Michael Quinn, David Hobbs, Bob Tullius and Brian Redman, plus Bill Adam, John Fitzpatrick, Hurley Haywood, Chip Robinson, and Davy Jones. Bob Tullius said it was very likely that his time in the Air Force is what taught him the high level of professionalism that became a hallmark of Group 44. The meticulously-prepared and visually appealing cars, along with the staff in spotless white uniforms, created team pride which in turn attracted some of the best mechanics and drivers to join the team. Michael Quinn (grandson



Amelia Island: So exotic even the reflections are artistic.



This beautiful outside-latch E-Type manages to look like a ¾ scale model on a white table top.

of Jaguar founder Sir William Lyons) said that it was the sedans and the US market that carried the brand. [Ed. note: did anyone video or audio record the meeting? Contact JJ Towers if you have a recording].



The James Bond Aston Martin. Jaguar were asked to supply an E but were already selling them faster than they built them, so Sir William refused.

Quinn also noted that getting into a Jaguar creates a sense of occasion. Jaguar’s legendary test driver and development engineer, Norman Dewis, spoke of his work with Dunlop, who collaborated with Jaguar to develop disc brakes for automotive use. He also spoke about his legendary high-speed dash to Geneva.

A mixture of his mission was to deliver a second E-Type to the famous Swiss

motor show, following a last-minute decision by Sir William Lyons to have a convertible (77 RW) present to help with the demand for test drives. That decision surprised Norman at the end of his work day and put him in an E-Type with a suitcase and lunch packed by his wife with a mission to drive through the night. Norman was also instrumental in developing the XJ13 and just about everything else at Jaguar from 1952 to 1985. These

days, at 96 years of age, Norman is still going strong and is a pleasure to talk to. Perhaps the secret to a long and joyous life is to spend time driving a variety of magnificent Jaguars, preferably fast.

DIFF’RENT STROKES

Being broad-minded and generous of spirit, I am happy to report that – believe it or not – there were a few attractive cars present made by other



1950’s Mk V. Strange how half a dozen leprechauns are sitting on the roof and chatting? Must be an Irish entrant.



An early pale beech steering wheel and part-alloy, part leather/vinyl center console.



How come Duesenbergs always look so HUGE?

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Model Shown: 2018 Jaguar F-TYPE R-Dynamic Convertible with optional carbon ceramic brake package. European license plate shown. *Class is cars sold by luxury automobile brands and 1.855.JAGUARUSA / 1.855.524.8278 or visit your local Jaguar Retailer. © 2017 Jaguar Land Rover North America, LLC



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factories besides Jaguar. Who would have believed it? Amelia is without doubt one of the flagship classic car events worldwide, but it manages to be somehow less intimidating than Pebble Beach or some of the other huge events. If you haven't been, put it in the diary, you won't be sorry. 🍷



Nice Graber re-body of an SS100. More weatherproof, sure, but prettier?



Polished alloys, not painted, are a feature of the ex-McQueen XKSS.



The 1957 Le Mans winner's trophy – ideal for drinking champagne?

JAGUAR
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Delanaire Mark 2 Redux

In a flap about HVAC

By John Larson

The Delanaire Mark 2 environmental control system installed on the Jaguar Series 2 XJ sedans (and on the contemporaneous XJS models from 1975 to 1987) promised to deliver to the car's cabin a flow of dry air heated or cooled to the temperature selected by the driver. A network of air flaps activated by vacuum servos regulated the mixture of heated and cooled air flowing to the interior vents. That network of flaps was driven by a control module reliant on a system of temperature sensors and an integrated 'amplifier' circuit that drove the control module in one direction for heating and in the other direction for cooling, or any intermediate temperature dialed in at the temperature control knob.

FLAWED GENIUS

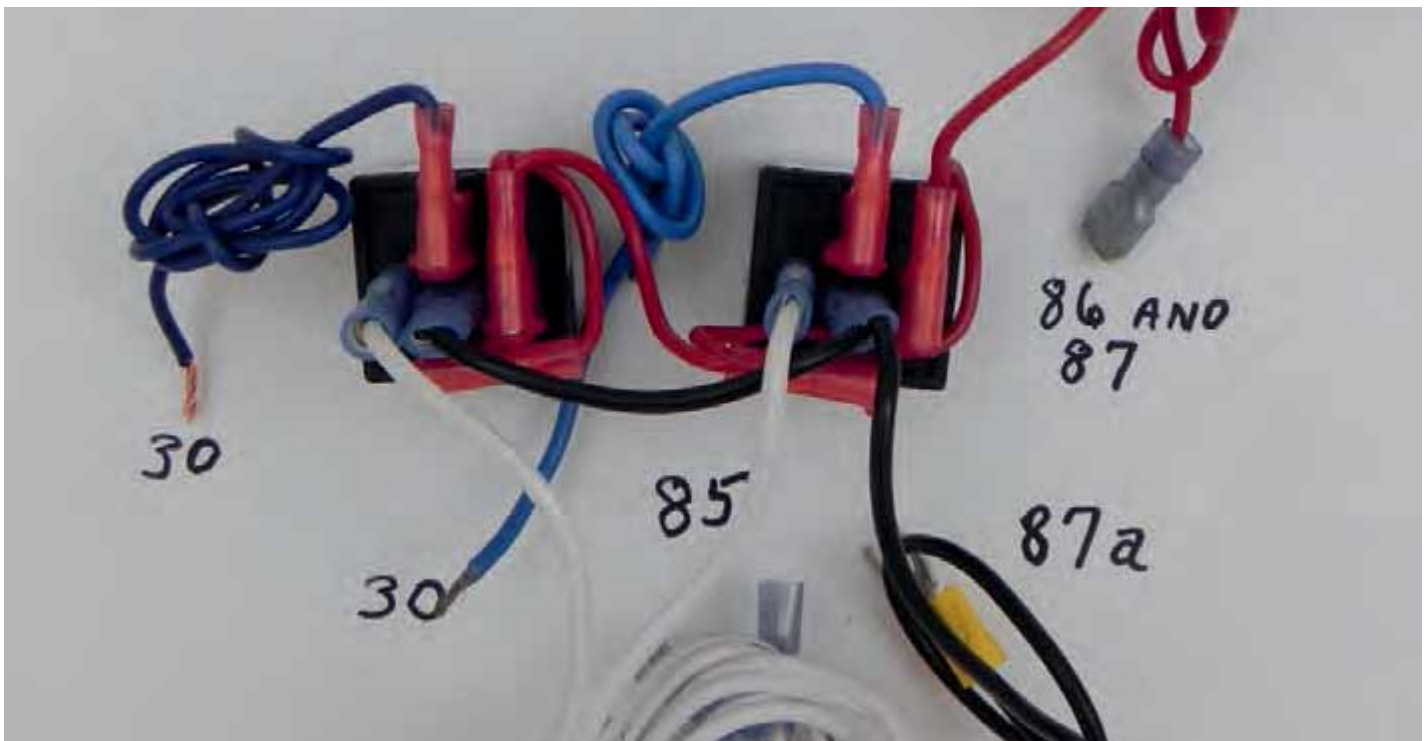
Jaguar were so proud of the system they developed a fancy brochure just about this aspect of the cars. The press praised the new system too, but found that when the system was switched off, the air flaps sealed up

the car's interior, the fans stopped, and no air moved inside the car. Can you say 'stuffy'? At least one reviewer suggested the central air vent be given a manual control and made independent of the heater, to avoid the need to open a window in warm weather (thus defeating the exceptional quietness of the car's ride). A decade passed and the inevitable failure of successive components of the Delanaire 2 system accentuated the need for 'free' fresh air, especially as the meager fresh air flaps in the forward footwells of the Series 2 cars were eliminated in the US-delivered Series 3 XJs. It's ironic that the vents were deleted because forgetful owners were leaving the foot vents open and thereby inadvertently attempting to air condition their entire neighborhood, which had the Delanaire working overtime. By contrast, few cars in the UK were fitted with AC and the vents were left in situ.

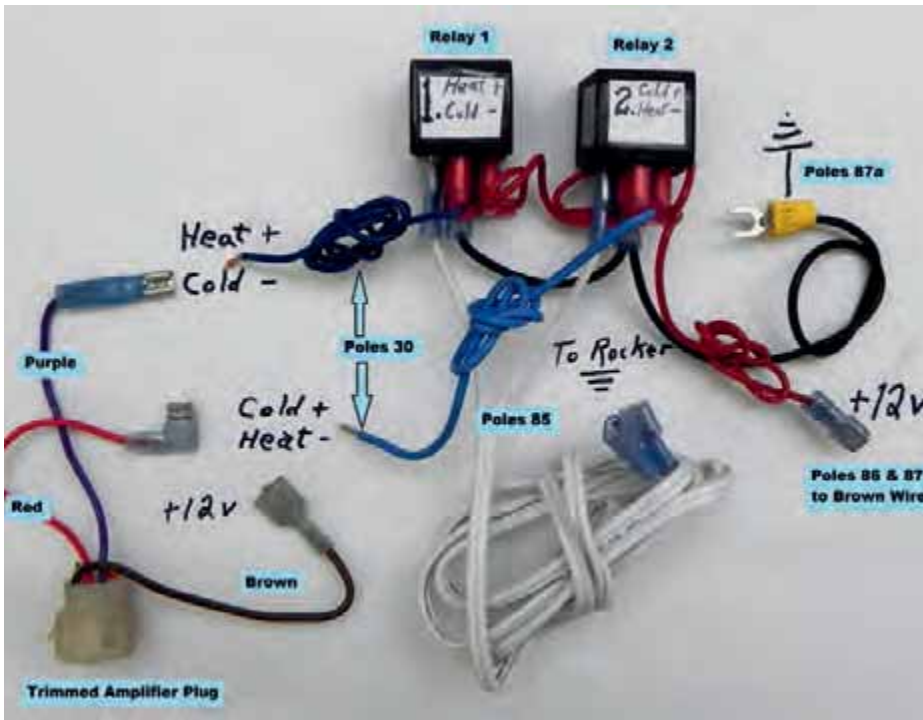
ROCKER TO THE RESCUE

This article shows how to fit a rocker switch to provide manual control over heating and cooling and completely by-pass the temperature sensor/control circuits, now that the crucial temperature-regulating amplifier has become extinct in the supply chain. Even an aftermarket version cleverly produced by Caulfield Jag Services in Melbourne, Australia is no longer available and by now used amplifiers are a big gamble. The approach described below uses the door lock rocker switch on the center console to adjust manually the degree of heating or cooling desired. One virtue of this approach is that, unlike Webb's solution using extra switches, the change is invisible to a concours judge.

The switching circuit provides power to one amplifier's harness wire while grounding a second wire to drive the control module toward the heating direction. Rocked in the other direction the switch reverses polarity



Basic wiring for two paired relays to... deliver opposite polarities (switch polarities of control wires).



The full setup and connections.

by powering the second wire while grounding the first, to drive the control module toward the cooling direction. Two standard 5-pole relays are used in order to reverse the polarities and the poles in those relays are identified by the common DIN nomenclature used for the change-over relays shown in Figure 1.

THEORY

I am indebted to Jesse Bogan at *The Shop: European Auto Clinic* in Rockville, Md., for supplying and consulting on the amplifier plug, and to Michael Fox and Mike Crovella at www.thecruisecontrolstore.com (800-343-1382) for consulting on the five-wire setup with two change-over relays, as well as help with wiring an after-market cruise control on my XJ6. The circuit logic is as follows (deep breath...): Poles 86 and 87, all interconnected in both relays, receive a common 12V power source. With the relays at rest no ground is provided so no current flows. Poles 87a in both relays are interconnected with a common chassis ground. With the relays at rest, the red and purple control wires

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VIN: 2R13675
1952 XK-120 3.4 Roadster



VIN: SAJNV3842HC135508
1987 XJ SC Cabriolet



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1967 XKE Series 1 4.2 Roadster



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Discrete two-way (hotter or colder) rocker control bottom left is a repurposed power lock switch. The fan switch is still used.



The variable fan switch is used as normal, even if the temperature one is bypassed.

are grounded by pole 30 resting on pole 87a. Pole 85 in either relay, when grounded through one position on the rocker switch, activates the relay's coil to connect pole 30 with pole 87, thereby breaking the control wire's resting ground connection and sending 12V to either the red or the purple control wire depending upon which relay is activated with the depressed rocker switch.

The other control wire remains grounded by the pole 30-87a connection on the other relay at rest. When the rocker switch is released, the ground connection at pole 85 is broken, the relay's coil returns to its at-rest position, and power to the red or purple control wire is cut, thereby stopping the heating/cooling rotation within the control module. The air mixture flaps then remain in that position until the rocker switch is again depressed and held to drive the control module to another position. Intermediate heat/cold settings are achieved by varying the length of time the rocker switch is depressed. Limit switches in the control module stop the rotation at the extreme heating or cooling positions.

IN PRACTICE

The power lock switch on the XJ center console provides a convenient rocker

switch for grounding the white wires without disturbing the car's authentic appearance. On the underside of the rocker switch, six poles are labeled with very small numerals. When the rocker switch is depressed, pole 1 or pole 6, at either end of the switch, becomes connected with pole 3 which itself is connected to chassis ground. As noted above, this ground connection, through relay pole 85, activates the relay to send power to one of the two (red or purple) control wires.

EPILOG

If your original Delanire control module still works, great. If at some time in the past it has failed and been replaced with an aftermarket or used original, fingers crossed it will serve for several years yet. Perhaps your XJ or XJ-S climate control is inoperative and an icebox in winter or slow-cooker in summer; this work-around modification give you back some control. With the fan on as usual, the temperature can be subtly altered which, whilst it lacks any automatic maintenance of a given temperature, allows easy up or down adjustment whilst driving. Happy driving! 🍷

Jaguar Hearses

When a Jaguar can carry more than five people...

By John Quilter

In its home market, Jaguar has long been, and remains, the most prestigious provider of limousines for the Prime Minister and other high-ranking ministers. Some of those cars are 'hardened' (made bomb and bulletproof) but the numbers and the visible external differences are so minor that there would be no point in a model maker producing effectively identical cars. For those occasions when larger numbers of passengers must be accommodated, Jaguar provides limousines via a separate company that does the conversion to stretched six-door cars for up to eight passengers including the driver. After the end of production of the long-running Daimler DS420 limousine, the remaining business was passed to an external contractor.

Unlike American stretch limos, these cars are conveniently fitted with six doors for easy and graceful entry and egress. The company that produced these conversions, Wilcox Limousines, has been in business since 1948. They take a brand new Jaguar XJ, place it on an armature/frame jig and literally saw it apart after removal of all the interior trim

and other components. Then they add an additional custom door to fit between the front and rear originals. Of course, this work entails a longer roof, plus cutting and splicing the complex wiring harness and a myriad of other changes to make it all work. The current product is based on the X351 Jaguar XJ, although previous limos were made on the circa 2009 Daimler Super Eight known internally by Jaguar as the X358, which was the first of the aluminum-bodied cars. Still earlier, they did a steel six-door conversion of the 1997-2003 X308 XJ V8 sedans. For those interested in seeing a short video on the construction of these special Jaguars, go to YouTube at <https://www.youtube.com/watch?v=WWQXzTRsPMs> and for the hearse conversion, see <https://www.youtube.com/watch?v=aBnCaGHOx68>. Full details of the Wilcox operation can be seen on their website at: <http://limousines.co.uk/>.

THE CONVERSIONS

It is quite amazing to see them literally take a Sawzall to a brand new \$80,000 car, all accompanied by nice classical music. As part of the conversion on

the X358 (the first of Jaguar's air suspension cars) the suspension system gets recalibrated to increase the ride height slightly. On the X351, the front springs are uprated and the rear is air suspended and modified to activate and raise the car on startup, not at 20 mph as standard. Cars begin as short wheelbase versions but long wheelbase doors are used in the construction process and the displaced short wheelbase rear doors are modified to be center doors. Of course, all these panels are aluminum. The hearse's expansive roof section and the very large rear quarter panels are fabricated of GRP (glass reinforced plastic), i.e. fiberglass. Since all these cars are rear wheel drive, this necessitates extending the propshaft by 1.2 meters.

Additional wiring is purchased from Jaguar so the wiring looms can be extended and knowing the complexity of Jaguar wiring that must be a considerable amount of splicing. Both the current limo and hearse are powered by either the 3.0 liter gasoline V6 or the diesel 3.0 liter V6 with 340 or 275 horsepower respectively.



Labelled a 1995, this is actually an X350 or X358 alloy car, two generations later – X351.



No need to move down the bus with doors provided for all three X350 seat rows.

In addition to Jaguars, Wilcox also produce vehicles based on Volvos and Vauxhalls, if a customer wants a somewhat less prestigious nameplate. William and May Wilcox started their business after his war service by providing vehicle and chauffeur services to a UK movie studio. They later progressed from renting the limousines they used to buying and selling them and many of their limousine customers also wanted to purchase hearses. By 1948 Wilcox had hearse bodies built on the largest of the Austin cars, the Austin Princess. By 1968 with the launch of the Daimler DS420 limousine from Jaguar, Wilcox obtained the franchise for these vehicles, moving two years later to large showrooms in Gerrards Cross, Buckinghamshire. Bill retired in 1974 for health reasons, but his two sons, Peter and Paul, began to run the business. By 1992 Jaguar had given them an exclusive contract to build their limousines and hearses when the in-house Daimler DS420 limousine had ceased production. With the launch of the aluminum-bodied cars, Wilcox built a new modern factory facility in Northampton to do the work.

THE MODELS



Last of the steel Jags, a final-year X308 limo with raised rear roof line.

In the prolific world of 1/43 scale models, a Chinese company, Great Lighting Models (GLM), has produced four resin replicas of previous and current Wilcox products. The earliest is based on the X308 sedan, progressing to the next generation first aluminum cars (X358) and finally the current XJ in two versions – the six-door limo and the hearse with its exaggeratedly raised roof. All these models come in clear plastic display boxes mounted on a black plinth with a small plaque showing which number the item is in the limited production of 299 pieces. To enable the proliferation of varieties of models these days, most of the Chinese makers have moved to casting in resin to save the expense of changing the costly tooling needed for traditional pot metal die-cast modeling. The downside of the resin process is limited-life molds, meaning smaller model runs are made from them. From the maker's viewpoint such molds save money and the products end up as more desirable 'exclusive' collector items that appeal to buyers who like rare models. Besides the lightness of resin models, there is really nothing to choose between them and the heftier diecast, or traditional white metal model. The accuracy and detail can still be exquisite, as it is with these GLM miniatures.

THE DETAIL

The 2016 XJ limousine is a left hand drive version, in a medium metallic grey which Jaguar calls Ultimate Black, whereas the interior is Ivory, as shown in their brochure. The wheels are the 20 inch Kasuga high gloss silver. There is a photoetched leaper on the boot lid and black photoetched wipers just below the windscreen. Chassis detail is minimal with only a twin exhaust system shown.

On the hearse version of this car we find an amazingly raised roof line and a massive rear side window showing the burl wood platform for a coffin. This car is right hand drive using the same wheels and extended wheelbase. There is very fine pinstripe from the front wing to the rear quarter panel. Instead of the six side doors of the limo this one has two large side doors at the forward end of the rear compartment. The car has a chrome roof rack on top of what appears to be a vinyl roof covering, to attach flowers and other decorations as required. Wilcox would probably paint these elongated cars in any color a customer requested, but the hearse model comes in traditional solid black.



Lots of burl walnut in the hearse coffin deck.

The earliest limousine model is based on the X308 body, produced from 1997 to 2003 and almost indistinguishable from the '94-97 X300 body. A common complaint with this body shell concerned the limited rear headroom, so Wilcox has subtly raised the roof ever so slightly and squared off the rear back light area to make interior accommodation better, especially for mourners wearing hats. Jaguar realized the headroom issue and addressed it in the next generation of vehicle, the first all-aluminum car, the X358, but then some said that taller car was too bulky (dare I say Ford Crown Victoria-like) so it goes to show you cannot please all the people all the time!

In the UK Wilcox limos are fairly common in the wedding and undertaker trades – just as the Daimler DS420 was before them. In North America you are unlikely



Subtle changes make the X351 an almost invisible stretch.

to spot either one, so an accurate model is a window into a Jaguar product not likely to be seen 'in the wild.' Still,

common or not, when our time comes, who could complain about one's last ride if it was in one of these? 🍷



Racing for pink slips? My money's on the hearse.



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Three Wheels on my Wagon...

Going back to our roots

By Allan Lingelbach

Many automotive companies can trace their roots back to a beginning that may have been based on handbuilt bicycles, tricycles or horse carriages, but eventually encompassed automobile construction. Some makes were 'vehicle' producers from scratch, although inevitably there are exceptions. Lamborghini first made tractors, BMW was an aircraft engine manufacturer and Mitsubishi was established as a ship builder long before they entered the realm of car production – to name but three.

The history of Jaguar has a similar bend in the road when one journeys back to its genesis. Most Jaguar aficionados well-versed in the history are aware of the motorcycle sidecar heritage. The team of William and William... Lyons and Walmsley... created the Swallow Sidecar Company in 1922. For five years, sidecar production was their primary enterprise. Then in 1927, their interest diversified into vehicles with four wheels and their name morphed from the 'Swallow Sidecar Company' through the 'Swallow Sidecar and Coachbuilding Company' and on to the 'Swallow Coachbuilding Company.'

In 1931, Lyons and Walmsley took a giant leap by constructing their own automobile, the SS1, in contrast to being simply coachbuilders on other manufacturer's running chassis. Then in 1934, the 'Swallow Coachbuilding Company' was dissolved and the incorporated name of 'SS Cars Ltd' became the letterhead for the next 11 years. With Walmsley no longer his partner, Lyons initiated a public share offering in 1935, and the rest, as they say, is history.

This progression from sidecar production to coachbuilding, and ultimately to complete in-house auto assembly, is reasonably well known by the Jaguar faithful. However, what is less well-known, is that sidecar production continued through all of these years mentioned, and beyond. In fact, during the reign of SS Cars Ltd., William Lyons also registered the name 'Swallow Coachbuilding Co. (1935) Ltd.' to further



Very pretty boat-style single seat sports sidecar, hitched to the left (UK) side of a 500 cc workhorse BSA OHV Sloper.

his sidecar enterprise. Finally in early 1946, after a run of almost 24 years, Lyons sold the Swallow name and rights to another company. They continued on with Swallow-named sidecars until the late 1950s.

This may all be interesting, but is it relevant in the 21st century? After all, Sir William Lyons passed away over 30 years ago, and under his watch Swallow sidecar production ceased over 70 years ago. The odds of a Jaguar enthusiast eyeballing an original Swallow sidecar here in North America may be greater than a Lamborghini lover touching their namesake tractor, but probably not by much. While we consider ourselves Jaguar car enthusiasts, we do have to acknowledge that the Swallow sidecar is the holy grail of our passion as collectors.

I have competed and judged in dozens of JCNA concours in Canada and the US throughout the years, and I have yet to see a Swallow sidecar anywhere. I'm sure that the chances improve within the motorcycle club world, but I wouldn't

know, as I have yet to divide my interest of things four-wheeled by a factor of two! Of course, there is no JCNA judging class for this motorcycle appendage, but it would garner lots of attention if one was tucked in with the display entries.

Well... there is a punchline to this article. We at the Ontario Jaguar Owners Association have discovered, and dragged out of hiding, an owner of a Swallow sidecar, or 'chair' as he would like to call it. And the story gets better! The bike is a 1930 BSA Sloper and the Swallow sidecar attached is the 'Launch' model (Swallow produced many different models; catalogues were available which illustrated the choices). The sidecar is also of a 1930 vintage and was sold with the motorcycle when new. This recent acquisition, by a very astute vintage motorcycle fanatic, was negotiated from the estate of the original owner after an interval of over 87 years! We are also hyperventilating at the discovery that he has the original bill of sale and documentation. Our concours



Dunlop K70 was a 1970s solo motorcycle tire. Being square section it also suited sidecar duty. Significant wear of the front and rear tires suggests regular use in fairly recent decades? Note twin fishtail silencers (so-called 'Brooklands' pattern) due to two exhaust ports serving a single valve: a triumph of fashion over thermodynamics.



No extra brake power for the unbraked weight of the sidecar and passenger. Good anticipation skills required.

committee has convinced the owner that a rock star welcome awaits him if he will display this gem at our July 30th concours. He has agreed and given that 2017 marks the 50th JCNA sanctioned annual OJOA concours, how appropriate is this discovery?

Needless to say, I will encourage anyone and everyone to be a part of our special show. We don't believe that another teaser is required, but just in case, how about an immaculate 1947 Jaguar 3.5 liter steel saloon? Yes, we have that lined up as well. See www.ojoa.org. Bring your cameras! 📷

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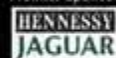
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Book Review

The World's Fastest E-Type Jaguar – The Quest For The Record

By Phil Shephard

The mailbox at *Jaguar Journal* is regularly graced by freebies from booksellers anxious to have us review their latest volume. When publishers latch onto a new formula for a book series, or spot a niche in the market, new titles can arrive in quick succession and can start to get a little 'samey.' Every so often, however, something unexpected and unusual turns up – like Adrian Bott's little apprenticeship memoir reviewed recently, or the above new title that just came in from Australia.

The World's Fastest E-Type Jaguar is the story of Allen and Phil Shephard and the rest of the clan and their annual pilgrimage to Lake Gairdner in South Australia. Lake Gairdner, "the great white dyno" as it's known, is to Australia what the Bonneville salt flats are to North

America. The flat expanse of flooded and then evaporated lake provides a surface that most years is dry enough for chasing ever-faster land speed records. The Shephard family have a long attachment to Jaguars and their much-modified E-Type Fixed Head Coupe, registered UYP 022, looks remarkably standard, but eventually took the crown at 170.068 mph / 273.697 kmh average, over two runs in opposite directions within 30 minutes. You'll have to read the book to get the full picture, told as series of stories of each annual trip. They achieved class records in 2010 and 2015.

The whole book oozes quality with superb paper and a fabulous photo on front of the dust jacket that protects the hardcover underneath. Even people not into speed records would probably pick this book

off the coffee table or in the doctor's or accountant's waiting room. The last section comprises short biographies of each member of the team – numbering 20 in all – from the Western Australia area. Note that W.A. is about the size of Alaska, Texas and California combined... Another nice aspect is the cross-culture learning with books like this; 'Bluebird at Dumbleyung' sounds like a chapter from a Harry Potter novel, but page 142 will put you straight. The next page details the 3.8 engine specification for the 2015 attempt, including the surprising fact that the diff ratio chosen was 3.31:1 – which seems low for a speed record when 2.88 is used even on road cars.

The physics is explained a page or two further on, where we learn that although air resistance/drag increases as the



Lake Gairdner is not your everyday race track. Excellent pictures abound.



Harley Pederick winning the 1962 6-Hours at Carversham. The E-Type was the fastest sports car in the state at that time.

square of the speed, the power needed to overcome it increases as the cube of the speed. So a car of shape/size/drag coefficient 'X' that needs 100 hp to reach 100 mph will need eight times the power to achieve 200 mph. Since we can't alter the physics, it makes you wonder if the official Belgian timer was asleep when the fact that in 1954 a D-type clocked 172.8 mph (278.1 kph) with 3.4 litres and about 245 hp. It shows just how petite and uncompromising the D-type's aerodynamics were, compared to the methanol-fueled, road-biased E-Type, which won a new class record for the Shephard team in 2015, at 170.068 mph (273.698 kph).

As for the title of the book – it got me wondering... There was a Malcolm Hamilton V12 circuit racer in the 1980s that won huge numbers of races in UK modified classes. That Rob Beere-tuned



Shade tree mechanics? No chance. Shade-seeking experts more like.

car was reputed to exceed 200 mph, and still exists, but reaching top speed is problematic on UK short circuits. Meanwhile, speed record attempts are strictly there and back runs, carefully controlled for wind assistance, so who knows which is faster? It would be nice to try the cars back-to-back though, to try for the undisputed top dog. Sorry, top cat! Meanwhile, we know that in 1953 a 3.4L XK120 attained 172.4 mph on the Jabbeke road. The next year, in 1954, the superior D-Type attained a Le Mans fastest speed on the Mulsanne straight with 172.8 mph. Yet if they were doing

that in the early/mid 1950s, it seems odd the Australian record 63 years later was still only an average top speed of 170+ mph on petrol and on a closed road. So although the E-Type was wonderfully streamlined in its day for a road car, the size and shape compared less well with the D decades before.

The World's Fastest E-Type Jaguar – The Quest For The Record, by Phil Shephard, is published by Motoring Past Vintage Publishing. The book is available from www.motoringpast.com.au for \$99 AUD (approximately \$75 USD), plus shipping. 📖



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Tales from the Trade

A rose by any other name

“Change Management” is one of those phrases that lobbyists and consultancies like to use when touting their services to potential customers. Businesses that stand still, and are afraid of change, risk being overtaken by events or by competitors with no such inhibitions. When senior management decides on significant change, a process of internal marketing is often required to ensure unity of purpose and cooperation across all sectors of the business. In the car business, change happens the same as anywhere else. Hiring consultants to conduct studies of one’s business can be an excellent means of turning problems into gold, albeit often it’s your problems into their gold. Some issues can be seen coming from miles away, and don’t require a team of McKinsey’s finest to take the watch off your wrist and tell you the time. When change comes, it presents both threats and opportunities and *Jaguar Journal* saw one particular turf war coming a while back...

RESPECTING HERITAGE

When asked what they thought of JCNA members in their marketing plans, one of the marketing team responded that he saw JCNA as “... custodians of the brand’s heritage.” He probably meant it as a compliment, but in another sense it revealed a rather narrow view of JCNA members, given that between us we buy significant numbers of new Jaguars every year. JCNA club rosters include a fair number of ‘early adopters’ (to use more consultancy-speak) and the overall membership demographic includes plenty of recent model buyers, such as F-TYPE or XE owners who are barely aware of the marque’s storied history.

WHAT’S IN A NAME?

Probably most of us are aware of the Jaguar Heritage folks who issue originality certificates and are custodians of Jaguar’s historic cars. True, their profile suffered and

operations were somewhat curtailed when their attractive ‘museum’ inside the Browns Lane gates was demolished, but the not-for-profit organization is still technically called the Jaguar Daimler Heritage Trust (JDHT). When Daimler was effectively abandoned as a brand, due to intellectual property (IP) issues in North America, the decision to rename the JDHT as Jaguar Heritage was understandable. Since then the volunteer organization has gradually built a new base over at Gaydon about 20 miles south of Coventry, where much of Britain’s motoring heritage is kept. Names aside, JH acted as caretakers of the ‘crown jewels’ – legendary treasures like the XJ13, D- and C-Types, plus one of practically any model made. Cross their palms with silver and a Heritage Certificate arrives in the mail a couple of weeks later. All pretty straightforward.

NEW KID ON THE BLOCK

Just as things seemed to be settling down and people were getting used to writing JH instead of JDHT, along comes, er, Jaguar Heritage. All of a sudden, Jaguar had a new division, to cover the building of ‘continuation’ cars and offering themed track experiences of various eras, using largely the cars acquired as part of the James Hull collection. Far from being a loss-leader to immerse new or potential owners into the romantic history of Jaguar, the business was set up on strictly commercial grounds to turn a profit, sooner rather than later. Customers visiting the new division’s premises or taking branded literature at shows, etc., were greeted with the familiar lozenge-shaped Jaguar badge and the word ‘Heritage.’ Did they issue production trace certificates? No. Did they hold an archive of factory records and photos? No. Did they answer enquiries on historic topics for researchers and journalists, etc.? No. Hmm, this could get confusing. Jaguar, however, are not dead but very much alive. They are makers and sellers of new cars

across five model ranges and seeking to consolidate and expand their profitability by every means possible – one of which is capitalizing on the brand’s famous heritage.

Who exactly lobbied whom is unclear, but lo and behold, a new enlarged set of premises were acquired at Ryton (the former home of Triumph, Talbot and Peugeot), located near Jaguar’s corporate HQ at Whitely. Gone are all suggestions of Jaguar Heritage as a profit-making business – which, just as with JCNA, could have proved awkward with the tax man. Instead, the signs, literature and PR releases all refer to Jaguar Classic. *Jaguar Journal* wishes Jaguar Heritage and Jaguar Classic every success. As a consultant would put it: “There are no such things as problems, just improvement opportunities.” 🛠️



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CLASSIFIEDS

Jaguar Book Collection Sale. Includes many E-Type titles and also Jaguars in competition. Some rarities, some large-format, mostly mint condition. Only one copy of each book. E-mail for full list and prices. Mike Gregory. Email: MLGregory2002@earthlink.net



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FREE GEARBOX: . Series 2 XJ6 Borg Warner. Not sure of type, believed OK. Torque converter looks nearly new (maybe they all do?). Photos available, collection from DC area preferred, heavy to ship. Call 910-398-3620, Email pc@thewritersbureau.com.

1970 Series 2 E-Type FHC. In auto museum. Power steering, Air conditioning, heritage certificate. Triple SUs, wire wheels. BRG paint plus engine, gearbox, electrics and cooling system all rebuilt by expert shops. Scored 9.979 in concours this year. Photos available on request, \$71,900. Call 314-805-1853, Email JCT9@att.net.

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WANTED: Jaguar XF 5.0 Portfolio 2012 or 2013. Low mileage V8 only, with or w/o supercharger. Private buyer. Contact petersferrer@hotmail.com 713 254 5748 with details including exterior and interior colors, VIN, in-service date and price.

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Cavallino Magazine. 197 copies, starting Vol 1, #1, September/October 1978. All like new. Also **FORZA Magazine.** 90 issues from #1 (Spring 1996). Like new, best offer secures. Contact Tom Oleson, 5209 Canterwood Drive NW, Gig Harbor, WA 98332. Email: OLESONTAA@aol.com

Jaguar XJS 4.0L Coupe 1991-93. Jaguar enthusiast private buyer for personal use, prefer dark color. Call: 304-772-5061

Classified ads are FREE to members and subscribers. No charge for photos. Ads and photos accepted subject to space availability. Send ad, photo (if desired) and payment in US Dollars **four weeks before issue date** to: Jaguar Journal 9435 Watkins Road, Gaithersburg, MD 20882. 910-398-3620, Text and photo may be e-mailed to pcrespin@jcna.com. Include member/subscriber number from label. Non-member ads \$20. Commercial classified \$40/inch. Contact Diane DuFour: ddufour@jcna.com. **No credit cards.**

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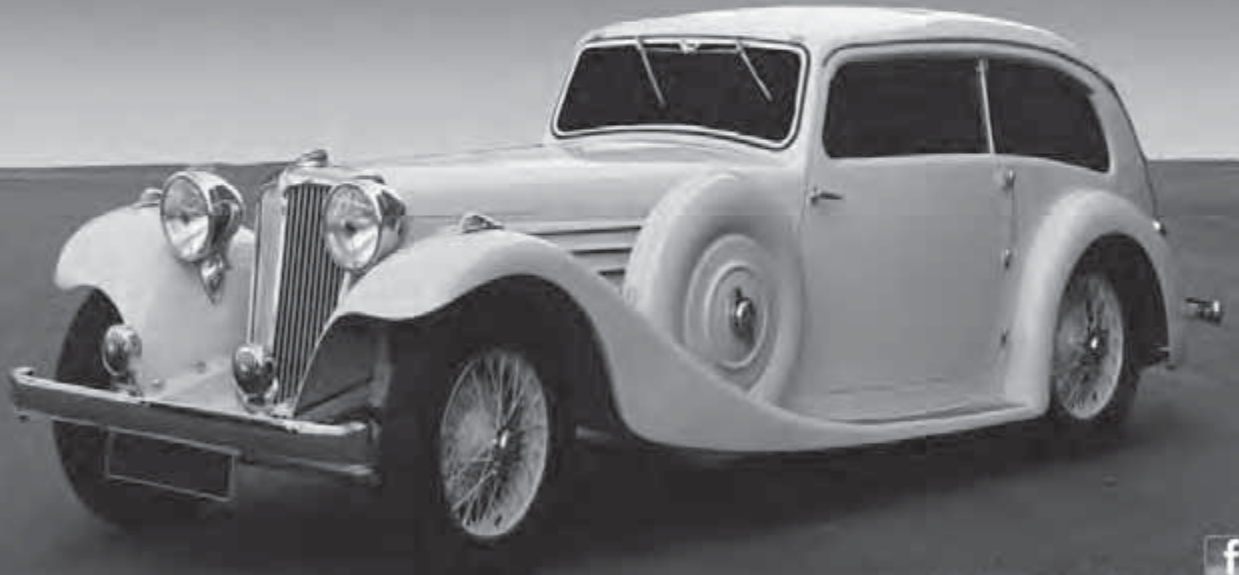
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Eleanor Morris – 3/2019 - 2380 US 20, Nassau, NY 12123, 518-766-4064, eleanor@ecom-venture.com

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JCNA COMMITTEES AND MEMBER SERVICES

ARCHIVES/VEHICLE BUILD DATA CERTIFICATES: – Mike Cook, mcook69@jaguarlandrover.com 201-818-8144, fax: 201-818-8464. Jaguar North America Archives, 555 MacArthur Blvd., Mahwah, NJ 07430. The Archives is staffed Tuesdays and Thursdays.

AUTHENTICITY HELPLINE: Assistance in researching authenticity questions. – George Camp, scjag@juno.com. 888-258-2524 ex#4

BUSINESS/INSURANCE: Support administrative manager, monitor financial activities, deal with insurance provider. – Gary Vaughan, 6015 Azalea Lane, Dallas, TX, 75230, 214-212-7570. gcvauhan@me.com.

CHIEF JUDGE: – Dick Cavicke, 5849 Sagebrush Rd., La Jolla, CA 92037. H: 858-456-0849, E-mail: dcavicke@jcna.com

CLUB NEWS: *Jaguar Journal* club news and event reports. *Jaguar Journal* Associate Editor, Gregory Wells, greg@slotblog.net, 2482 Westhill Court, Norcross, GA 30071. 404-610-4524

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

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

GENERAL COUNSEL: – Rob Thuss-803-640-1000, rob@thusslawoffice.com

JAGUAR JOURNAL EDITOR – Peter Crespin, 9435 Watkins Road, Gaithersburg, MD-20882, 910-398-3620 pcrespin@jcna.com

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

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MEMBERSHIP COMMITTEE: Works to increase JCNA membership and make the club more responsive to members. Eleanor Morris, co-chair, 518-766-4064, kdanneil@fairpoint.net; and Greg Huelsman, co-chair, 502-292-0426, greghuel502@gmail.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

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 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

PUBLICATIONS: Sells JCNA Publications, including AGM Seminars, Rule Books, etc. – George Camp, 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

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

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

WEBMASTER: Maintains JCNA Website and coordinates all postings, event results, forums, etc. – Jack Humphrey, webmaster@jcna.com

Don't forget your 60-year JJ archive. See JCNA website!



Events Calendar

July 15, 2017: The Carolina Jaguar Club's 'Head for the Mountains' Concours at the Switzerland Inn in Little Switzerland, N.C. The Switzerland Inn offers a lovely setting on the crest of the Blue Ridge Mountains and is just a few hundred yards from the Blue Ridge Parkway near mile post 334. Contact: David & Rhonda Ballard, 704-533-2397, email: carolinajagman@carolina.rr.com.

July 15, 2017: The San Diego Jaguar Club celebrates all Jaguars during its 53rd annual JCNA-sanctioned Concours d'Elegance at Spanish Landing Park on San Diego Bay on Saturday from 8 a.m. to 3 p.m. Note day change from our traditional Sunday to Saturday. Contact Mark Hodges, 619-890-0149, email: sdjagclubwebmaster@outlook.com.

July 22, 2017: The 2017 Illinois Jaguar Clubs Concours d'Elegance will once again be held at the beautiful and historic Dunham Woods Riding Club in Wayne, Ill. A pre-show gathering will be hosted on Friday evening, July 21. All events are with in a 3-mile radius. Contact Michael Belica, 630-204-6322, email: michaelbelica@att.net.

July 22, 2017: The annual slalom of the Delaware Valley Jaguar Club will be held at Garnet Valley High School, which is, appropriately, the home of the Jaguars. Contact Brian Craig, 215-483-5861, email: bhcl166@aol.com.

July 28-30, 2017: Jaguar Club of Victoria's 'Jaguars on the Island,' the largest annual Jaguar concours, show and slalom in North America. Location is Windsor park, Oak Bay, Victoria, B.C. Details and registration form are at <https://vijaguars.ca/wp/joti-2017-main/>. Contact Graham Darby, 250-385-4954, email: gjd9@telus.net. For slalom info, contact Dave Frisby, 250-748-4013, email: enetai_max@yahoo.com.

July 29, 2017: Join us in Cincinnati for Jaguar Club of Greater Cincinnati's 14th Concours on Saturday, July 29, 2017. A welcome reception will be presented on Friday evening, July 28. Locations for both events will be announced at a later date. Contact Rich Frantz, 513-604-9118, email: rlfantz@fuse.net.

July 30, 2017: This year's 50th annual Concours d'Elegance represents a milestone for the Ontario Jaguar Owners Association. The event will include contests, a noon catered meal, and a grand-finale parade of winning Jags. All the JCNA required classes will be judged, as well as a 'Daily Driver' category with judging on the lighter side. More information is available on the club website at www.ojoa.org or by contacting Garner Pridmore, 416-848-1876, email: Garner-of-OJOA@outlook.com.

August 4-5, 2017: Wisconsin Jaguars Ltd again holds its (2017) Wisconsin Jaguar Concours in conjunction with the Milwaukee Concours weekend in Veterans Park on the Milwaukee lakefront. For additional info, contact John A. Boswell II, 414-840-1317, email: jboswell1@wi.rr.com.

August 5, 2017: Jaguar Club of Ohio's 2016 Concours d'Elegance at Ursuline College in Pepper Pike, Ohio. Contact Dominic Perri, 330-467-3953, email: dperri6699@aol.com.

August 5, 2017: LeMay-America's Car Museum, hosts the Jaguar Drivers and Restorers Club of Northwest America's 2017 'Jaguars On the Green.' See the NW's best Jaguars plus the rotating museum collection. The main floor hosts "Exotics@ACM" a display of the creme de la creme of exotic automobiles from the world's best designs, technology and performance. We share this year with the Porsche 356 Group, whose annual event 'The Bull Session' is the largest gathering of 356s in the NW. Bring your Jaguars for judging or display in the non-judged Enthusiast Division on LeMay's 3.5 acre show field. Reception, awards banquet and special room rates at the Best Western Tacoma Dome Hotel only one block from the field. For details and registration forms go to www.seattlejagclub.org. Contact: Ray Papineau, 206-383-6892, email: papineaus@aol.com.

August 11-13, 2017: Come to the 45th Jaguar Association of New England's Jaguar Festival and JCNA Concours d'Elegance. The event, at the Sturbridge Host Hotel - features a pizza party on Friday night, a lawn venue beside a lake for the actual concours, an awards ceremony and a banquet Saturday night and a poker run on Sunday morning. Contact Jane Murray, 781-729-1886, email: mszahna@hotmail.com.

August 13, 2017: Rocky Mountain Jaguar Club Slalom at Front Range Airport in Aurora, Colo. Contact Bob Grossman, 303-278-2068, email: bob.mightyroar6@gmail.com.

August 19, 2017: Canadian XK Jaguar Register 2017 Heritage Concours, a part of the CXKJR's Heritage weekend which runs from Friday, August 18, through Sunday, August 20. The event will be part of the field meet at Waterfront Park, North Vancouver, B.C. on Saturday, August 19. Contact Tom Doyle, 604-892-4890, email: tomdoyle@telus.net.

August 20, 2017: The Jaguar Association of Central New York will hold its Slalom #2 at 333 Butternut Dr., DeWitt, N.Y. on this date. Contact Jeff Dafoe, 315-488-1492, email: L49cd@hotmail.com.

August 26, 2017: 'Jaguars at Saratoga,' a Jaguar lawn show at the Saratoga Automobile Museum, sponsored by the Capital Region Jaguar Club of New York. Rain date is August 27, 2017. The museum is located at 110 Avenue of the Pines, Saratoga Springs, NY. For more info, call 518-283-4534 or email: info@CRJCNY.org.

September 2-3, 2017: Jaguar Owners Club of Oregon's Concours and Slalom will be held at Portland International Raceway. Contact Glen Enright, 503-538-8610, email: britcar69@hevanet.com.

September 15-16, 2017: Jaguar Club of Austin's annual Concours d'Elegance will be held in the Georgetown City Square in Georgetown, Texas, on Saturday, Sept. 16. Contact Charlie Cluck, 512-282-2135, email: cwc321@gmail.com.

September 17, 2017: Nations Capital Jaguar Owners Club 53rd Annual Concours d'Elegance at 868 Estate Vineyards, Purcellville, Va. Contact is Suzanne Motta, 301-518-3688, email: ncjoc.treasurer@gmail.com.

September 16-17, 2017: The Virginia Jaguar Club is once again planning to partner with the 33rd annual 'Classics on the Green' for its 2017 VJC Concours at the Wyndham Virginia Crossing Resort in Ashland, Va. Contact acting chairperson David Glick, email: dmgbcc@gmail.com.

September 23, 2017: Jaguar Association of New England 'Fall Fall' Slalom in North Andover, Mass. Contact Paul Bicknell, 617-924-6355, email: pab@mitre.org.

September 29-30, 2017: This year the San Antonio Jaguar Club, Inc. celebrates its 25th Concours d'Elegance, planned for the Historic City of San Antonio. Being a special anniversary, we will be planning an extra wonderful event beginning on Friday night, September 29, with a welcoming party for members and out-of-towners. Saturday, September 30, will be concours day and evening awards banquet. Our location and additional information will be posted early enough for hotel reservations to be made in plenty of time. Don't miss our 25th and look out for details throughout the year. Contact: Fran Curran, 210-508-5572, email: fscurrnr@aol.com.

October 1, 2017: The Jaguar Club of Southern Colorado will hold its 2017 Pikes Peak Concours at Jaguar Land Rover Colorado Springs in, of course, Colorado Springs, Colo. For more information, contact Aaron Cosley, 719-243-9932, email: aceent@comcast.net.

October 7, 2017: The perfect stop for the weekend before the IJF in Georgia is St. Louis Concours d'Elegance! Get another score in before the end of the year. The members of the Jaguar Association of Greater St. Louis delight in welcoming you to our annual Concours d'Elegance, to be held at Bishop's Post Restaurant, Chesterfield, Missouri, just 20 miles from downtown St. Louis - and all that the city has to offer. This is a week earlier than normal to accommodate the national show in Georgia on the second weekend of October. Come see us on your way! Contacts: Lisa Hendrix/Matthew Johnson, 314-406-5412, email: lhendrix@curtispack.com.

October 13-14, 2017: The SunCoast Jaguar Club will once again host their annual JCNA sanctioned 'Wilde on the Water' Concours at the Center Green in St. Armands Circle, Fla. Shaded by trees and on the grass, this is a very popular venue. Events begin Friday night with an evening barbeque sponsored by Wilde Jaguar, our club sponsor. Concours on

Saturday with entry to the field at 8:30 am, judging starts at 11 am and ends at 4 pm. Awards will follow. The Sandcastle Resort in Lido Beach is the hotel with special rates for the club. Limited rooms at our rates need reservations now by calling 800-225-2181 for the SunCoast Jaguar Club. Contact: Michelle and John McCarthy, 941-915-1156.

October 13-15, 2017: America's British Reliability Run, Washington DC area, benefitting Our Military Kids charity. Limited to 50 teams driving British cars that are at least 25 years old. Registration open June 1 and fills quickly. For more info, go to www.dcbritishreliability.org.

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, Ga. There will be three days of fabulous activities with your favorite Jaguar in Concours, Rally and Slalom. Details to follow as they become available. 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: dick@covestrywest.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, Del., benefitting the Millsboro Volunteer Fire Department. Contact Kurt Rappold, 610-358-4055, kprappoldkxsp@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 on Saturday, Oct 14, which 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 VanTuyl, 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, Tex. 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 Ariz. 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, Ariz. Contact: Chauncey Dayton, 410-370-2340, email: chandaytonaz@cs.com.

Member Spotlight

Jaguar Colorado Springs

By Gregory Wells



Cars, planes, but no trains. Jaguar Colorado Springs's support facilitates JCSC events like this.

True enthusiasts in many areas get a bad rap in the business world at times. Railroad buffs lucky enough to secure employment with one of the major railroads are almost always sternly advised not to highlight their railfan enthusiasm while on the job. Similarly, hardcore car nuts in the automotive dealership world are often reminded that the primary focus is on the business of selling cars, moving 'units,' and not just 'talking cars.'

Almost all of the JCNA affiliated clubs enjoy cordial relations with their local Jaguar dealers, who typically provide admirable levels of financial and facilities support to the club and its activities.

But in the Centennial State, Jaguar Colorado Springs takes supporting the Jaguar Club of Southern Colorado (started in 2007) to a level that is unbelievable and mind-blowing. All JCSC monthly meetings and most club events are held at the dealership, which also sponsors all refreshments. The dealership is frequently opened early, with sponsored breakfasts, to accommodate club members for meetings and events. Jaguar Colorado Springs has sponsored lunches for new judges meetings, barbecues complete with supplying and cooking the main course for monthly meetings, and since 2007 has provided their showroom floor

as the venue for JCSC's holiday parties, complete with decor, flowers and gifts. The dealership gives discounts to club members for car sales, service, and parts. The club membership roll has grown substantially because the dealership entices new Jaguar purchasers into the club by paying their first year dues. A particularly subtle but valuable service is facilitating 'favored-nation' relationships with local businesses for items such as name badges, trophies, dash plaques, and Jaguar-related items, resulting in lessened costs. The dealership staff has also provided substantial guidance and expertise in the acquisition and maintenance of the club members' Jaguar vehicles.

The annual JCSC JCNA Pikes Peak Concours is held at the dealership in conjunction with the annual British Motoring Festival (which Jaguar Colorado Springs produces as a companion event to attract traffic and draw attention to the concours). For this event, the dealership relocates all its new car inventory from their main sales lot and their showroom to outlying storage areas so the concours can be held on the premises and the concours awards banquet in the showroom! During the concours, club members and entrants are granted use of the service department wash bay and garage to ready their cars for

the judging. Jaguar Colorado Springs provides all advertising and signage for the concours, and has its staff contact dealership vendors to solicit additional support for the event. (Additionally and amazingly, Jaguar Colorado Springs actually closes the dealership about three days per year(!), to accommodate other JCSC events, such as the club's holiday party.)

The gentleman who heads Jaguar Colorado Springs is Thom Buckley, who along with his partner Mike Jorgensen purchased the dealership from the Red Noland Auto Group in 2014, where the two men had been top operating executives for that multi-make dealer for over a decade. Thom is intimately involved in the Jaguar Club of Southern Colorado and attends every meeting. He's served as a club officer in multiple positions, and is currently the club treasurer. The amount of time he devotes to the JCSC is astonishing, considering his demanding schedule at the dealership and a very busy family schedule, as well as the staff, monetary, and product contributions he donates through the dealership. (Three other dealership employees, Chris Maynard, Keith Winton, and Tim Hall, also deserve mention as strong JCSC supporters.)

This is the first Spotlight since I've been writing them that focuses on a Jaguar dealership, rather than on the life and career of an individual JCNA member, but although Thom Buckley is without a doubt the captain at the helm, the entire Jaguar Colorado Springs team really deserves to share in the accolades and respect for their support of the local and national clubs' goals. It is not surprising, and well-deserved on every level, that Jaguar Colorado Springs is the first dealer ever to earn its second JCNA Dealer of the Year award for the year 2016, having also been given that title in 2011. 🍷



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