



JAGUAR JOURNAL™

Official Magazine of the Jaguar Clubs of North America

March-April 2018

2018 F-PACE Diesel Workhorse

New event: America's British Reliability Run

If cars could talk – Jocelyn dishes on Patti

How to rebuild a speedometer



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JAGUAR JOURNAL

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Publisher

Peter Crespin Editor

Gregory Wells Associate Editor

Tim Crespin UK Correspondent

Diane DuFour Advertising Manager
ddufour@jcna.com

Contributors: Malcolm Baster, Tim Crespin, Patti Fox, Carl Hanson, Jack Humphrey, John Larson, Dave McDowell, Anthony Penna, Steve Quilty, Gregory Wells.

Contributing Photographers: Garry Bartlett, Malcolm Baster, Jaguar Cars, Jaguar Classic, Keith Carlson, Peter Crespin, Patti Fox, Jack Humphrey, John Larson, Jeff Olson, Anthony Penna, Gregory Wells.

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: The F-PACE diesel is a hard-working and surprisingly rapid beast of burden.



Blowin' Smoke

"We are eventually unlikely to be able to delete key unwanted features from new car specification, or even to switch them off."

Peter Crespin

EMBARRASSMENT OF RICHES

Is it possible to have too good a car, or too many fitted options? Probably, depending on the circumstances. I didn't buy my own first car until I was 27 and married with two youngsters, but by then I'd driven four new cars, courtesy of working in sales and then regional management for two pharma companies. I got my first company car – a blue Morris Marina 1800 – in early 1978. The sales manager got a 2.2L Austin Princess Vanden Plas and the managing director drove a Series 2 XJ6. Looking back at those low-tech cars from today's perspective, they were basic. The Marina brochure boasted of two-speed wipers, turn signals and horn controlled by steering column stalks. Wow!

CONTEXT COUNTS

Nevertheless, my Marina was almost too good when the time came to meet my future in-laws. The problem was that my girlfriend's father had worked super-hard in two jobs to buy his Tahiti Blue Marina, but it only had a 57 hp 1.3L engine, where my visually-identical 'freebie' had the 85 hp MGB-derived 1.8L engine. Next came the Marina facelift – a snazzy Morris Ital with vinyl roof and the new OHC 'O' series engine, then promotion and a managerial Austin Princess (while the MD upgraded to a Series 3 XJ6). All that time my father-in-law, Joe, still had his blue Marina and I had to be diplomatic in not boasting about my succession of new cars, which by then had included a 1.6L GM Cavalier hatchback from new employer Schering-Plough, Inc. However, Joe regained his place atop the automotive totem pole when I lost my car privileges by switching to a medical department job. By then high-end cars were starting to get ABS, air bags and climate control, plus basic diagnostics.

THE REASON WHY

Joe is a careful driver but he's about 80 and sees driving as a chore. Today's complex cars are, in effect, Trojan horses preparing us for the autonomous vehicles coming soon to a dealer near you. In the old days (remember the 1990s?) it was only flagship models that carried cutting-edge technology, but by now basic models have many upmarket features. Joe's generation, who now see cars as 'driving appliances,' will welcome self-driving capability. Lower down the pecking order, buyers of budget and used vehicles typically prize simplicity, low cost and reliability over hi-tech gizmos – leaving others to be early adopters of unproven new features.

Occasionally, people actively *avoid* complexity when they do not value the benefit. JCNA past president George Camp once took the unusual step of ordering a new XJ with almost everything optional deleted, thereby reducing potential failure points and maximizing the likely long-term durability. Knowing from the outset he'd keep the car and eventually pass it to his son for college use, George wanted to keep the new car spec as simple as possible when placing his order.

CHOICE? WHAT CHOICE?

When it comes to autonomous driving aids, some new cars (and all current Jaguars) already have most of what's needed. We are unlikely, however, to be able to delete key unwanted features, or even to switch them off. When law comes through the door, choice flies out the window. The panoply of video, laser and radar sensors, meters, monitors and driving controls will remain in charge by default. The dwindling demographic of those wishing to DIY (drive it yourself) will eventually pay higher insurance premiums, since autonomous cars

will have far fewer accidents than human drivers.

SO WHAT? GET WITH THE PROGRAM

There is, however, a situation for which autonomous cars will be perfect and a great boon to many JCNA members. If a car is fully autonomous, with occupants reduced to 'payload,' it will be possible for such cars to carry people who are disabled or too elderly to feel safe at the controls of a normal car. In an ideal world, people coming to the end of their driving careers through age or infirmity would be able to stay mobile, live independently and retain driving privileges by having cars that plan the route, do the driving and refueling, take care of servicing, etc. In addition, there are times when even the most ardent driver would enjoy having a 24 hour/7 days-per-week chauffeur, so in time we could get used to anything and it would sure beat a cab or being forced to give up our driving privileges? A side benefit would be that instead of elderly people posing an inadvertently high risk on the roads, desperate not to give up their mobility, more of them would be content to hand driving duties over to the driving computer, making the roads safer for all. 🚗

Peter



A late 1970s Morris Marina, from the troubled Series 2 XJ period.

News Shorts

XE PROJECT 8 NÜRBURGRING RECORD

When *JJ* tested the XE in 2015, we dubbed it a "four-door F-TYPE." We loved the combination of lithe handling, superb grip but refined ride, all teamed with four-door practicality and about 350 hp to play with, when the mood takes you. Little did we know, that judgement would be confirmed and reinforced two years later in the form of the handbuilt and most powerful road-legal Jaguar ever built, the XE SV Project 8.

No more than 300 Project 8s will be created, each boasting an incredible 592 hp from Jaguar's 'bahnstorming' 5.0L supercharged V8. History is littered with examples of cars and motorcycles

tuned a step too far – to the point where their chassis or running gear got too twitchy for comfort and the smart money went for the model one step down, which was often a better-balanced and more entertaining driving proposition. Not so Jaguar, who relied on XE's class-leading underpinnings and inherent poise to harness the ferocious power of its range-topping V8, to the point where Project 8 proved to be the fastest production-spec saloon car ever to lap the infamous Nürburgring Nordschleife. You don't reach that milestone with an engine too powerful for the running gear, so although probably few reading this are

going to order a Project 8 tomorrow, it just goes to show (a) what Jaguar engineers are capable of and (b) that a more modest package will never get out of shape and should flatter your talent by never biting back when you least expect it.

I'm still smiling: a modest (but growing) British car maker goes to the home of AMG, Alpina, Brabus et al, and rubs the collective noses of the German hypercar industry in the trackside kitty litter. It won't last forever, of course, but enjoy the moment, Jaguaristas. "*Bis zum nächstemal, Herren!*" [Until the next time, gentlemen!]. 🍷



Not your average road test, but all 300 Project 8s will be fully road legal.

BIG BROTHER IS MATCHING YOU

While the XE Project 8 was rightfully getting the headlines for becoming the fastest-ever four door production-intended saloon round the old Nürburgring circuit, Big Brother was doing very nicely thank you, at keeping the whipper-snapper in check. Where the SVO breathed-on XE pumped out 600 hp from its five-litre V8, the heavier XJR575 develops – yes, you

guessed – 575 hp from the same basic powerplant. Why fewer hp for a bigger car? Because it's a bigger car, of course! Huh? Think of it this way: the biggest Jaguar, especially in fabulous long wheelbase trim, is by nature less of a screamer than the feisty XE. Consequently it makes sense to put slightly more emphasis on torque for those times when the big car is stuffed

to the rafters with family and luggage for two weeks touring in the Rockies or flying through the Mojave in the general direction of Tinseltown and Disneyland. Acceleration to 60 mph takes about a second longer than the Project 8 (4.4 sec instead of 3.3 sec) and top speed is a mere 185-ish mph, if you can bear to go so slow? 🏎️



"Then there were two! Junior E-PACE (left) joins F-PACE (right) as the second member in the crossover family."



Unlike the SVO XE Project 8, the big XJR will be sold to whoever wants one.

JCNA REGIONAL DIRECTOR ELECTION RESULTS

TOTAL VOTES RECEIVED [AS OF 12/15/2017]:

No-Count Votes (Blank/Mismarked/No Region Code): 49

Northwest		Northcentral		Northeast	
Carol Borgens	40	John Boswell	0 (late nominee)	Dennis Eklof	102

Southwest		Southcentral		Southeast	
Jack Humphrey	87	Ron Wallis	36	Ron Gaertner	40



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RAHAL HERDS CATS WITH JAGUAR

Legendary racer Bobby Rahal is coming to the Jaguar all-electric SUV racing series. Rahal Letterman Lanigan Racing will field two cars in its inaugural 2018-2019 season. The series will run in conjunction with the global FIA Formula eTrophy and will feature race-prepped versions of the upcoming production Jaguar I-PACE.

Rahal has known Joe Eberhardt (President and CEO of JLR North America) for years, and discussed participation in the all-electric SUV

racing series announced September 2017. Rahal has been a dealer for 17 years and since he was looking to build an international presence, the electric SUV series made cost-effective sense, especially since the series regulations include cost controls that should prevent the team with deepest pockets running away with the championship.

Rahal aspires to get involved as a team owner with Le Mans events. Whilst not wanting to become distracted from the

main goal of succeeding in the SUV series, the international basis of the current electric car championships should offer many lessons which could apply to any such Le Mans participation. As of late 2017 Rahal had not driven an electric race or road car from Jaguar or anybody else, but sees himself getting an I-PACE in due course. He regards the city-center venues as an asset, since it puts teams, sponsors and fans in comfortable surroundings with ideal logistics capability. 🐾



Long time racer and Jaguar dealer, Bobby Rahal has signed up with Jaguar's Letterman Lanigan Racing.

FAMOUS ALPINE RALLY RETURNS FOR 2018

One of Europe's best-loved road rallies will once again trace historic routes throughout Switzerland, Italy and France in September 2018 – and you can hire a suitable car for the event! After a five-year hiatus, Raymond Gassmann, "rallye organisateur," has announced the date and course for the 56th "Rallye Des Alpes," the famous event in which Jaguar regularly competed with the SS100, the famous Appleyard XK120 'NUB 120' and even a series of big saloons. Mark your calendars for September 17–21, 2018. Complete details are available from the website www.rallyedesalpes.com.

In the tradition of the original Rallye des Alpes, this year's event will provide international rally enthusiasts with the opportunity to take their vintage automobiles (or one rented for the event) through breathtaking mountain passes, climbing to spectacular heights and descending into picturesque villages for five days. Six nights will be spent in the area's luxurious Five-Star hotels along the way, with meals, sightseeing and local tour stops planned throughout the event.

Rallye des Alpes began in 1931, and with the exception of the war years, was directed by the Automobile Club of Marseille-Provence until 1971. In recent years, the rally was organized and directed by Gassmann and his committee of volunteers. "The finest mechanics from several countries will provide assistance to participants during the event," Gassmann says. "We once had to replace a back axle for a vintage Aston Martin Lagonda," he recalls. "It arrived overnight and was installed in time for the next morning's course."

Registration is limited to 40 vehicles (driver and guest), so be sure to see the website for early registration information and to view a photographic history and course map. Rallye des Alpes has partnered with Swiss Travel Center to assist with any travel needs, which could be of special interest to *JJ* readers, given that you don't need to ship and insure your own vehicle. Needless to say, if anyone goes, please write an account of your experiences for the *Journal*.

Sponsorships are available and should be discussed with Mr. Gassmann at the Alpine Rally Association, 28, Boulevard du Pont d'Arve, 1205 Geneva. Switzerland.

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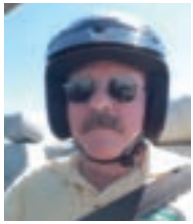
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President's Perspective

"... we are now in the digital age where many prefer to read their books and magazines online or to have them available for download."

Jack Humphrey

Greetings from warm and dry Colorado Springs. While the eastern part of the US is being hammered by snow and extreme cold, we are basking in sunshine and temperatures in the 50s and low 60s. If I didn't know better, I would think I was living in Albuquerque or Phoenix. It won't be long until spring arrives for everyone and we can once again enjoy club drives and competitions. I can't wait!

JAGUAR JOURNAL BACK ISSUES ON THE WEBSITE

Like it or not, we are now in the digital age where many prefer to read their books and magazines online or to have them available for download. To that end, JCNA started making the *Jaguar Journal* available on the website several years ago. Unfortunately, last year it became cost prohibitive to continue producing the digital editions in the existing format and the initiative stalled after the May-June 2017 issue was posted online.

Thanks to the hard work of Rob Thuss, the JCNA Legal Counsel; Peter Crespino, our *Jaguar Journal* Editor and Graphcom, the publishing company that designs and produces the *Journal*, a new and less expensive alternative has been developed and we are again making recent issues available online.

Go to the "Jaguar Journal" tab on the website and click on the link for the issue you want to read or download. Please note each issue is in portable document format (PDF) so you will need Adobe Acrobat Reader (a free download) or similar software installed to read the files. While document resolution is not as high as it was, you can still enjoy the *Journal's* content without unwieldy files that are difficult to manage and quickly fill up our website server.

VALIDATION OF COMPETITION HISTORY FOR JJ & WEBSITE CLASSIFIEDS

This is an issue that goes back many years, where descriptions of cars being contained misleading or blatantly false references to competition standings in JCNA-sanctioned events, to increase the vehicle's appeal and perceived value. In 2014, JCNA sent letters of concern to many of the sellers which did result in more accurate descriptions.

Fast forward to today and we are experiencing the same problem with a few classified ads in the *Journal* and on the website. To prevent this from becoming a widespread issue, we are adopting a policy of expecting potential advertisers to, upon request, provide proof of competition history before their ad will run in the journal or be posted in the website classifieds section. We hope no one will be offended and ask everyone to ensure their descriptions are correct and include dates, classes, divisions and standings, where applicable. This will save all of us a lot of time, effort and frustration.

RECOGNIZING A SIGNIFICANT CONTRIBUTOR

As most everyone knows, JCNA has a Special Awards Program to recognize club members who go above and beyond the call of duty as they contribute to the organization. On occasion, we also recognize non-club members who do the same and the typical action is to award a lifetime membership to JCNA.

Legendary race car driver and team owner Bob Tullius is such an individual and in December 2017, the Board of Directors unanimously voted to award Bob a lifetime membership. A co-founder of Group 44 racing team in 1965, Tullius and his partners raced Triumphs, MGs and

Jaguars and achieved over 300 victories including three Trans-Am championships, 21 Trans-Am race wins, 14 Sports Car Club of America national titles, 11 International Motor Sports Association wins and a class win for Jaguar at the 24 Hours of Le Mans in 1985. Group 44 did much to promote Jaguar and Bob has always been a great friend of JCNA. Congratulations, Bob!

IN CLOSING...

It is not too soon to think about 2019 JCNA activities so mark your calendars for March, when the next Annual General Meeting will be held at Jaguar Land Rover Headquarters in Mahwah, New Jersey. The exact dates and event details are to be determined so watch this column and the website for updates.

We still need a club to host the 2019 International Jaguar Festival so please let your region directors know if you are willing to step up.

My thanks to every member for all that you do to make JCNA successful and I hope to see you at the AGM in San Antonio! There is a last-minute registration form on the back of your address flyer with this issue, but online registration would be quicker. Go to www.sajaguarclub.info/2018-agm.html. 📧

Jack



Jaguar Club of Southern Colorado cars with a 'Garden of the Gods' backdrop.

South Central Region Report

By Dave McDowell

2017 was a very active year for the ten JCNA South Central Region Jaguar clubs. There were many club activities and events throughout the year, including monthly dinners, driving events, plus JCNA sanctioned concours, rally and slalom events. As JCNA celebrates its 60th anniversary, 2018 will be even more exciting for us in the South Central Region. Here is a taste of what will be happening down here:

MULTI-CLUB EVENTS

As noted in the November-December issue of the *Jaguar Journal*, JCNA's Membership Committee (MEMCOM) is promoting a new program referred to as multi-club events. As you are reading this article the South Central Region will have already held one multi-club event; The 29th Annual 'Rallye to Luckenbach,' hosted by the San Antonio Jaguar Club in late January. Another event will be held in April – our annual Spring Fling involving the four Texas Jaguar clubs from Dallas, Austin, Houston and San Antonio.

The Rallye to Luckenbach, an historic mid-1800s Texas town, population three(!), was a sanctioned JCNA time, speed, distance event covering 110 miles over a three-hour period. It was held in and around the popular town of Luckenbach, which is also well known for numerous chili cook-off and music festival events. The rally took advantage of driving through the beautiful Texas hill country scenery. This has become a very popular annual event for those of us in south Texas.

The Jaguar Club of Houston will host its 2018 Spring Fling. They have planned a weekend in Round Top, a mid-1800s town located in central Texas. The weekend will involve socializing, driving, antiquing, dining, driving, visiting local historical sites, a Saturday afternoon rally (driving) and a Sunday barbecue send-off lunch. This annual event typically attracts dozens of participants.

These multi-club events are a lot of fun and create great camaraderie among our regional club members. Participation is quite high. We welcome other JCNA clubs to join us and suggest you look around locally to see who you might collaborate with.

COMPETITION EVENTS

In addition to the Luckenbach Rallye, the South Central Region has multiple JCNA-sanctioned events scheduled for 2018. This year's concours season will kick off in April with the Jaguar Club of Mexico in Huixquilucan, Edo. de Mexico. May has the Heart of America Jaguar Club holding their show event in Kansas City, Missouri, and the Jaguar Owners Association of North Texas will hold their concours in Carrollton (Dallas), Texas. The Central Oklahoma Jaguar Association will then host us in June in Oklahoma City. Our late summer/fall season occupies August when the Jaguar Association of Greater St. Louis hold their concours, followed by the annual concours held by the Austin, San Antonio, and Houston clubs. In addition there will be various rally and slalom events scheduled throughout the year. It's a pity more clubs don't try rallies – why not try one in 2018?

MILESTONES AND ANNIVERSARIES

One of the oldest of our JCNA-affiliated South Central Region clubs, the Jaguar Owners Association of North Texas, will celebrate its 55-year anniversary this year. Other noteworthy milestones are 35 years by the Gulf Coast Jaguar Club, and 45 years by the Heart of America Jaguar Club and the Central Oklahoma Jaguar Association. Congratulations on your longevity.

2016 ANNUAL GENERAL MEETING

As reported in the last edition of *Jaguar Journal*, JCNA's next annual general

meeting (AGM) will be held on March 22-25 in San Antonio at the historic Menger Hotel, hosted by the San Antonio Jaguar Club. The SAJC has planned very exciting events for all of us who will be attending. In addition to the annual meeting, the City of San Antonio is celebrating its 300th birthday. As a result, there will be many historical and cultural attractions available to us. These include a visit to The Alamo, the 'Cradle of Texas Liberty,' just a short walk from the hotel; a river taxi tour of the world famous Riverwalk; a tour of the Briscoe Museum of Western Art; or a drive out to the Texas Hill Country to enjoy the bluebonnets, the state flower of Texas, and other native wildflowers. Look for more information in this issue of *Jaguar Journal* and visit www.sajaguarclub.info/2018-AGM.html. Thank you, Brian Blackwell and the entire San Antonio Jaguar Club, for organizing and hosting us this year.

So, 2018 will turn out to be another very active and enjoyable year for all of us in the South Central Region. We invite all of you to visit us and enjoy our South Central hospitality. 🍷



Historic Menger Hotel.

Canada Calling

Cold, apart from 'hot' SUVs

By Malcolm Baster

CHILLY

As you read this the first hints of spring have probably insinuated themselves into your consciousness, but as I write winter still prevails in Canada. And a particularly unpleasant winter at that. Most of Canada and the northeastern US are suffering record low temperatures and heavy snow. I saw on TV yesterday evening that Erie, Pennsylvania, had just about disappeared under a monster snowfall. Even here in our West Coast lotus-land the temperature dropped to -4°C (25°F) the other night. Just awful, and I have still not received any communications whatsoever from our Ontario clubs expressing even a mote of sympathy for our plight. It also snowed. Snow here does not resemble real snow at all. Whereas snow in most of Canada is light fluffy stuff, here it is like wet cement that turns to ice the instant a tire passes over it. Back in Alberta my commuter car was an elderly and well-used RWD Ford pickup that always kept going along the snowy country roads, but it would never work here after a big snowfall. Four-wheel drive and snow tires are a must. The local

snow is also not easily shoveled. At my first experience of this I loaded what felt like about 100 lbs. of wet snow onto my aluminum shovel, threw it off our driveway, and followed it off the driveway as the snow stuck fast to my shovel. Subsequent inquiries revealed that a plastic shovel is required for that sort of snow.

In car club land winter is the season of Annual General Meetings, Christmas parties, restoration projects and summer planning sessions. I discovered this as I canvassed our Canadian JCNA clubs for input and was informed that none had anything much to report. Canada does not do much 'calling' in the dead of winter.

WICKED

Many people enjoy curling up by the fire with crime novels at this time of year, so we will talk a bit about crime. Not the apparently unsolvable murder at Lord Gonbroke's ancestral home on the bleak moors of Knockinghamshire, but something a bit closer to our motoring lives: speeding tickets. The top five ticket earners last year were

the Lexus ES300, Nissan 350Z, Dodge Charger, Volkswagen Jetta GL and Chevrolet Monte Carlo. As a marque, Jaguar finished 39th out of 42 surveyed, beaten in the speeding ticket stakes by even the likes of Geo, Isuzu and Volkswagen. I was a bit dismayed in finding out that even Volkswagens get more speeding tickets than Jaguars. What is wrong with us Jaguar drivers? Then I realized that (for now) there are a lot more VWs on the road than there are Jaguars.

A more accurate gauge of where Jaguar drivers stand is the reported likelihood of receiving tickets. It seems that the five cars most likely to get tickets are the Mercedes SL Class, Toyota Camry Solara, Scion tC, Hummer H2 and Scion xB. The cars least likely to be ticketed for speeding are the Jaguar XJ, the Chevrolet Suburban and the Buick Park Avenue. In terms of actual numbers, the three least ticketed vehicles are the Dodge Viper, Dodge/Mercedes Sprinter and the Ford F-Series Club Wagon. Go figure. Anyway, fellow Jaguar drivers, let's get out there, hit the loud pedal, and see if we can get a more respectable speeding ticket ranking!

'HOT' WHEELS

More crime, theft this time. The latest statistics for vehicle theft in Canada have been released. The most stolen vehicle is the 2015 Lexus GX460 SUV. The eighth place is occupied by the 2016 Toyota 4Runner, and the rest of the top 10 are various Ford pickups. In Alberta, all 10 most stolen are Ford pickups. Ontario has a more eclectic mix, with the top 10 composed of Toyotas, Chevrolet trucks and SUVs, a Hummer and a Buick. I failed to find actual numbers, but I did discover that Jaguars are 61% less likely to be stolen than the national average of makes. But lock yours anyway.

I shall now resume looking apprehensively out the window for approaching snow clouds, and continue eagerly to look forward to summer. ☺



Snow: God's way of saving you speeding fines.

Continental Drift

News from the UK and Europe

By Tim Crespín

JOSHUA AND JAGUAR TEAM UP FOR CHARITY

As a keen sports fan and a fan of boxing in particular, I was happy to see that JLR had got on board to sponsor one of Britain's top sportsmen, Heavyweight World Champion boxer Anthony Joshua. There is a certain mild satisfaction when two of the things you enjoy in life come together in such a way. I have been a keen admirer of AJ's boxing ability ever since his relatively short time as an amateur, but the thing that has always impressed me most about him is how he conducts himself out of the ring. When listening to him speak, he is confident but humble, eloquent yet straight-talking, and always carries himself in such a way that is both imposing whilst simultaneously being respectful to his competition. On top of this, he is clearly a big man with a big heart, as he regularly takes time out to help those less fortunate than himself. He was at it again over the recent holidays, working with the British charity the National Society for the Prevention of Cruelty to Children (NSPCC). Anthony Joshua visited the NSPCC centre, Boole House in Coventry, to surprise a group of children with a unique Christmas lights switch-on.

Jaguar and Joshua teamed up over the recent holidays to promote the NSPCC's 'Light up Christmas for Children' campaign by encouraging the public to share their #LightsOn selfies and make donations to the charity.

Joshua's festively-wrapped prototype Jaguar I-PACE was packed with gifts for the children at Boole House, where he arrived to pose for a #LightsOn selfie to promote the NSPCC's campaign, and was quizzed by the children about his boxing career. He also toured Boole House to learn about the projects the NSPCC runs for children in the city.

Currently only three out of four calls to *Childline* can be answered, due to lack of funding. More than 8,000 counselling



Joshua and I-PACE – both pack a punch.

sessions were completed over the festive period in 2016 and the #LightsOn campaign helped cover even more calls in 2017. Anthony said, "This can be a really tough time of year for lots of people, so when I heard about the NSPCC's 'Light up Christmas for Children' campaign, I wanted to come to Boole House, meet the kids and hear about the incredible work that is done there.

"Working with Jaguar Land Rover to give the children such a special surprise was brilliant. It was a privilege to meet them and to talk to them about what they can achieve if they set their minds to it." Clearly, not only is the man a champion inside the ring, but he is a champion outside of it as well.

ANTHONY JOSHUA AND I-PACE:

Both pack a punch in keeping with the sporting/charity theme of this column, Jaguar Land Rover UK Managing Director Jeremy Hicks and a team of colleagues were recently awarded the Outstanding Achievement of the Year award by *Car Dealer* magazine. Led by Jeremy, his charity English Channel swim team swam the 22 miles to France last year, raising more than £185,000 for automotive charity Ben (ben.org.uk) in the process.

Jeremy said, "It is extremely humbling to receive this award on behalf of my team of intrepid, and slightly mad, colleagues. Our Channel swim was a real challenge, even after nine months of training in open water... It was even harder than we imagined, only made amenable by the incredible support we had in raising nearly £200,000 for Ben. Our retailers played a huge part too, encouraging their staff to run their own fundraisers. I may be the one accepting the award but there are hundreds of people involved in this, each deserving of recognition."

The team of 14 Jaguar Land Rover employees set off from the UK at 10 p.m. on Thursday, 24 August, battling through busy shipping lanes and freezing cold seas to arrive on French soil just over 16 hours later.

Andy Entwistle, *Car Dealer* Managing Director, said: "Our Outstanding Achievement is always handed to the individual or team that has gone above and beyond the call of duty, either at work or for charity... What Jeremy and the team achieved is quite simply amazing, not just in the fantastic amount they raised for an important charity, but also the way they did it. This really was as dangerous as it looked and as soon as I was asked who I felt was most worthy of this award, it was clear there could be only one winner this year!" 🏆

Cat With Nine Lives

F-PACE; a multi-tasking marvel

By Peter Crespin

RECIPE FOR SUCCESS

A car – or a car maker for that matter – is more than the sum of its parts. Sir John Egan tells a story about sausages and sizzle, from his time negotiating the sale of Jaguar to Ford. Certain enterprises have value because of what they consist of (premises, equipment, skilled workers, etc.); tangible aspects he referred to as “the sausage.” Other businesses justify a high valuation by additional ‘intangible’ assets, such as history, goodwill, reputation, motivated staff and excitement surrounding the brand – which he describes as “the sizzle.” Jaguar in the 1980s, having emerged intact from years of underinvestment, desperately needed a deep-pocket backer who could help rectify the remaining negatives and extract a positive image and value from the prestigious British sizzle. Ford did Jaguar a lot of good but eventually overreached and backed out of Jaguar, Land Rover, Volvo and Aston Martin, allowing Tata to pick up the baton. Their roll-out of new models has been positively breathtaking and so far has not lost momentum. The E-PACE compact crossover and an I-PACE electric concept derivative are imminent.

HIGH, WIDE AND HANDSOME

Jaguar want, indeed need, the F-PACE to be a volume seller. That means a car for all seasons and reasons, because people have differing wants and needs. The versatility of the F-PACE underpins its good sales, albeit the majority of buyers are likely to use it just like a normal car on normal roads, in some kind of family car or sporting SUV role. With the recent availability of a diesel version in North America, there are extra reasons to buy. Here are nine lives the diesel Cat could live quite easily. Doubtless you can think of more.

All sausage and no sizzle makes for a dull car, which no Jaguar should ever be. Lots of thirsty, expensive temperamental sizzle, on the other hand, could be off-putting and restrict sales to only the most committed tech-



Life #1 Airport Shuttle: From highway to flyway.

savvy fans of the marque. Extending the range to include a frugal diesel option makes sense.

For a while, seemingly every motoring media outlet had road tests of the F-PACE. Headlines abounded and there was an excitement that comes from being a novel car and class for Jaguar.

The mood music and ambience is great for the manufacturer, with column inches and customer interest easy to come by. Thankfully the F-PACE survived cold objective evaluation and didn't rely on subjective impressions and goodwill. The diesel model is slightly lighter than existing F-PACES and as a regular road car it not only rides well,



Life #2 Farmyard Tractor: Composting season.



Life #3 Trailhead Transport: Park securely.

it stays composed as speeds climb. Back seat passengers are not thrown around and the test model was fitted with the optional heated, cooled front seats and electrically-reclining heated rear seats. As a smooth, composed

road car, the F-PACE 20d passes muster. On the Interstate the refined modern diesel turned over at only 1,750 rpm at 70 mph. It idled quietly and the only time you got a hint of diesel is the way it holds high gears slightly longer than

a gasoline equivalent, leading to just-detectable throbbing before the box changes down. I never found a use for the Sport setting paddle gear change, although driving fully-loaded or towing in hill country it would be helpful and save the brakes a little.

Giving away a liter in capacity and up to 200 hp to the 2,995 cc V6 gasoline models, the 2.0L four-cylinder might seem anemic and unsuited to towing duties. In practice, the real measure of towing performance is not hi-revving horsepower. The diesel's 15.5:1 compression ratio delivers a stump-pulling 318 lb.ft. of torque from 1,750-2,500 rpm, only 14 lb.ft. shy of the 50% bigger V6s, which have to rev twice as high to reach their torque peak. Surprisingly, the diesel weighs slightly less (3,913 lb.) than the gasoline cars (4,015 lb.) although the axle weights and towing weights are effectively the same. So if you regularly need two yards of mulch or a ton of gravel, hook up a trailer and let the good times roll.



Life #4 Security Detail: Patrolling the back forty.



Life #5 Recycle Runner: Showing off at the dump.

SECURE SECURITY

To inherently good handling balance, courtesy of the class-leading 'aluminum-intensive' architecture, you can add additional active safety systems. The roll call is identical for all standard F-PACE models and under the heading 'Driver Stability Systems' – by which I assume they mean *vehicle* stability systems – all F-PACE models list the following (deep breath)...:

- Torque Vectoring by Braking
- Dynamic Stability Control
- Traction Control
- Roll Stability Control
- Anti-lock Braking System
- ADSR: Adaptive Surface Response
- Intelligent Dynamic Driveline

POWER WITH RESPONSIBILITY

The outdoor life, be it two weeks hiking the John Muir Trail or walking the dog up Sugarloaf Mountain. Either way (and particularly if dressed in running shorts or kayak gear, etc.), it can be risky taking an expensive key fob, in case of loss or water damage.

Jaguar's Activity Key option lets you hide everything safely inside the car, not in the tailpipe or on top of a tire. With the waterproof watchband around your wrist, you can do almost any sport without risk of loss or damage and have total access on return to the car.

It's probably just me, but I take a weird pleasure in visiting the recycle depot in nice cars – from E-Type to F-Type and here the F-PACE. I doubt it ranked high in Ian Callum's design goals, but an F-PACE diesel makes a great recycle runner. Feel good about doing it and feel good while doing it.

OBJECTIVE OR SUBJECTIVE?

The interior is well-thought-out and the 40:20:40 rear seat split suits all manner of leisure kit. Heated seats and – my favorite – a heated steering wheel, are standard and a heated windshield is optional but super convenient if your climate warrants it.



Life #6 Ski Lift: Winter sports wagon.



Life #7 Fuel Miser: Miles of smiles.



Life #8 Shooting Brake: Fishing poles, deer culling, hog hunting – no problem.

BMW cheating notwithstanding, diesels consume less fuel and emit less CO₂ than gasoline vehicles, other things being equal. This is good for the pocketbook as well as the environment, especially when paired with state-of-the-art emissions equipment to reduce nitrous oxides and sooty particulates. Under the hood, the emissions gear takes up as much room as the inline engine, which means total integration, not tacked-on afterthought.

"All work and no play make Jack a dull boy." The same goes for Jags and perhaps more than any previous Jaguar the F-PACE caters for a range of hobbies. If you like the outdoor life, the F-PACE is the car to get you there, and back. At renewal time you might fit a less street-oriented tire, or wheel/tire combo, but otherwise, where you go, it goes.

While there remain great advantages to the modern clean-burn diesels, selling them today is harder than it would have been a couple of years ago before Volkswagen gave diesels a bad name.

There is only so much that the PR and Marketing departments can do to counter negative impressions; ultimately, it requires that diesel-engined Jaguars are good cars. Thankfully, you can put your Ambien aside, because for 90% of your driving the two-liter diesel R-Sport is all the car you need. 🍷



Life #9 Eco Warrior: Supreme emissions control.

Preservation of a Special XK120

Korean veteran's veteran car

By Carl Hanson

Jaguar, an iconic brand in the automobile world, is known for cars with beautiful design and outstanding performance. The embodiment of these attributes is one of the company's most famous models, the XK120. This sporty roadster created a sensation when it was introduced to the public in London at the Earl's Court Motor Show in 1948. That the prototype would take the automotive world by storm was unexpected by Jaguar's chairman, William J. Lyons, who intended the exhibited car only to showcase a new engine for powering the company's future saloons. Recognizing a potential market, however, Lyons and his staff got into serious production mode and the rest is history. This is the story of one of

those beautiful XK120s that represents Jaguar heritage at its best.

BERNIE YURT AND HIS XK120

Massachusetts native Bernard ("Bernie") Yurt was an Air Force veteran of the Korean conflict, serving from 1948 to 1953. The following May after Bernie returned to the Boston area, he bought a new 1954 Jaguar XK120 roadster, or in Jaguar parlance an 'OTS' – Open Two Seater, from Foreign Motors of Boston. According to the invoice, he paid \$3,395 including tax. The car was painted in Dove Grey with Tan interior, and interestingly had blue-painted wire wheels. It was one of 222 left hand drive OTSs produced in December 1953.

Bernie was an enthusiastic driver of the car, as well as a careful maintainer. He attended car club rallies and gatherings all over New England. Influenced by the MG "T" Register's "Gathering of the Faithful," he wondered whether there would be interest in a similar venture by owners of XK sports cars. His first effort to form a Jaguar club here in New England was to place a small ad in the Sunday classified section of the *Herald Traveler* (a Boston newspaper) on June 16, 1968:

"XK Jaguar Owners... Register your XK in this New England assn. for details send name & address to Ben Yurt, 148 Longhill Rd., Franklin, Mass."



Bernie Yurt's XK120. Photo from JANE archives.



Bernie's XK120 at 'XK Day' July 18, 1970. Photo from JANE archives.

He received six initial registrations as charter members, with two XK120s, two XK140s, one XK150 and one XK-E. Soon after, three more members joined with an XK120 (alloy!), an XK140 and another XK-E. Bernie named the group New England XK Association (NEXKA) and announced the first 'gathering' in the *Sunday Herald Traveler*, September 8, 1968. The meeting site was the Red Barn Steak House in Millis, Massachusetts, on September 15, 1968, followed by a driving tour ending up as a picnic at West Hill Dam near Uxbridge. A caravan of seven cars with 11 members participated in the tour. Among the photographs taken that day is one showing Bernie's XK120 following an XK-E.

Attendance at NEXKA gatherings grew to 27 members by November 1969 and 44 at a Concours d'Elegance, called 'XK Day,' on the lawn at the Larz Anderson Auto Museum in July 1970. By this time Bernie's XK120 featured a new Massachusetts license plate, ONE-20, which it carried for the remainder of its days in the Commonwealth.

NEXKA was an active club, with seven meetings during its first year alone. The following years included meetings, rallies, hillclimbs and a concours every year up to 1984. Bernie and his XK120 participated in nearly every event – he loved to drive that car!

By 1986 it became clear that the name NEXKA was no longer appropriate.

The last of the original XKs, the XK150, ended production in 1961, and the XK-E, which ended production back in 1975, was called the E-Type. The club needed reorganization with a more inclusive name and consequently became the Jaguar Association of New England (JANE). The updated and revitalized club continues to this day as one of the most active Jaguar clubs in the country. Bernie Yurt continued to participate with his car in club events whenever he could, including the JCNA Biennial in Stratton Mountain, Vermont, and the JANE Concours in Boxboro, Massachusetts, in 1998. Due to declining health, Bernie drove his car less and less in time and sold it a few months before his passing. His last email message to then club

president, Carl Hanson, on December 1, 2007, was, "I just sold my beloved Jaguar. Boo-hoo!"

It is interesting to consider the concept that Bernie Yurt, the man, and his XK120, the car, together were the founders of NEXKA/JANE. Without his enthusiasm for his car, Bernie would not have organized the club. The appearance of that Dove Grey XK120 at a club event meant that Bernie was in attendance. It became an icon for the organization, especially during the early years of NEXKA/JANE.

NEW OWNERS OF BERNIE'S XK120

Bernie sold his beloved XK120 to Cooper Classics, a respected vintage automobile sales facility in Greenwich Village, New York City. From there the car was sold to J. D. Classics in England, a company that specializes in restoration and maintenance of vintage sports cars.

And here is where the story gets interesting. Mitch and Kim McCullough, from New Jersey, were looking for the right car to drive in the 2015 running of Italy's famous Mille Miglia. Both McCulloughs are well-known car

enthusiasts. Kim grew up with special cars in the family driveway. Her dad was in the advertising industry and ran the advertisements for VW, Porsche, and Audi back in the '60s... yes, the famous VW magazine ads that caught everyone's attention. Now she is Vice President for Marketing at Jaguar Land Rover North America. What's more, she is an Associate Member of JANE! Mitch is an automotive journalist and a vintage racer. He was a sports car enthusiast in college and later worked as public relations manager for Jim Russell Racing School, and later for Mazda.

Mitch and Kim knew where to look. J. D. Classics in England are well-known for supporting the Mille Miglia with well-prepared cars that meet the rigorous qualifications for being accepted at that prestigious event. Jaguar XK120s have the appropriate heritage and were the McCulloughs' preferred choice. They flew over to England to review the selections and were taken with Bernie's XK120.

The faded paint, the well-worn interior, along with all the original documentation from day one made this car attractive to them and they ended up buying it. As part of the sales package, J. D. Classics agreed to prepare the car for

the rigors of a Mille Miglia entry and to support the McCullough team during the contest.

MILLE MIGLIA 2015

Preparations for the Mille Miglia required some modifications to the old XK120, dubbed "The Old Girl" by the mechanical staff, including an aluminum radiator, upgraded water pump and electric fan for improved cooling, updated wiring, an alternator to replace the original generator, modern hose clamps, stronger wire wheels with radial tires, and some other electronic additions. Once ready, the car was shipped to the starting point in Brescia, Italy, to be re-introduced to the McCulloughs.

Mitch wrote an article, "The Most Beautiful Race," describing their experience in the October 2015 issue of *Hemmings Sports & Exotic Car* magazine. The McCulloughs completed the four-day course with a respectable 272nd place out of 364 that finished. Nearly a hundred more cars did not finish. According to Mitch, their XK120 was up to the task and performed flawlessly.



Bernie's XK120 in the 1972 Hunnewell Hillclimb. Photo from JANE archives.



Mitch and Kim at Pebble Beach 2017. Photo by Keith Carlson.

PEBBLE BEACH 2017

In 2016 the car was entered in the Radnor Hunt Concours, where it won the Historic Vehicle Association's preservation award. Someone suggested the McCulloughs try for an entry in the prestigious Pebble Beach Concours Post-War Preservation Class. Their entry was accepted and the McCulloughs got to work to gather all available documentation about the car,

including material from JANE archives.

A few problems faced them, however. Many of the improvements to make the "The Old Girl" survive the Mille Miglia rendered it questionable in a Preservation Class. Consequently, these modifications had to be reversed. Graham Engineering & Motorsport of Clifton, New Jersey, was tasked with the replacement of the vintage parts, many

of which had been retained in storage.

It is interesting that there are few guidelines regarding the meaning of "Preservation Class" for the Pebble Beach Concours. Consequently, the McCulloughs adopted the philosophy that the car should be equipped and maintained in a manner consistent with the era when it was used. The preparations paid off. The "Old Girl" ran perfectly in the 70-mile Tour d'Elegance and was later awarded second place in its class. A full story about the restoration and the Pebble Beach experience appears in the September 18, 2017, issue of *Autoweek*.

FUTURE SHOWS AND EVENTS

The McCulloughs intend to continue driving and enjoying "The Old Girl." Among their plans are to bring it to JANE's 2018 Concours d'Elegance as an added measure in celebration of the club's 50th Anniversary. Bernie would be proud to have it with us one more time. 🐾

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America's British Reliability Run

By John Larson



Peter Egan and partner, barely visible but enjoying life in their little Lotus.

Okay, so you fancy a drive in your Jaguar. Motoring on interesting, scenic roads, off the Interstate slabs – more than just a few hours drive but not a week-long commitment. Mix in some other like-minded driving enthusiasts, strangers who are just friends you haven't yet met. Then 'just in case,' you add an escort vehicle with spare parts, technical advice and a flatbed with a spare car, if needed. To top it off, you get to support a charitable foundation for children. What's not to like about America's British Reliability Run?

NEW VARIATION ON AN OLD THEME

Four ABRR events were held during 2017 in eastern states and in Colorado. For JCNA clubs seeking a novel kind of event, why not consider joining (or helping to set up) an ABRR near you? According to ABRR lore, in 2002 Blake Discher of Detroit, Michigan,

borrowed the concept of such events from similar, long-standing motoring challenges in the UK. For example, the famous Round Britain Reliability Run, inaugurated by Club Triumph in 1966, covers a round-trip, 2,000-mile course in 48 hours from London to John o' Groats in the extreme northeast of the UK, to Land's End in the extreme southwest, and a return to London. The even more ambitious Round Britain Coastal Drive, sponsored by the XK Club, circumnavigates the UK coastline in 18 stages. The 2016 RBCD drew over 200 50-60-year-old XK Jaguar entries and raised over £60,000 in donations for cancer research.

AN IDEA FOR OUR TIMES

Since Discher's first Michigan event in 2002, ABRR events have been held at various times in Wisconsin, Ohio, Alabama, Georgia, Colorado, Pennsylvania, New Hampshire and

Virginia. The ABRR is not so much a single touring club as a loosely-confederated group of events that intentionally share many themes of planning and implementation. Let's look at a number of these themes, because your Jaguar club may become interested in sponsoring one of these engaging and rewarding events.

Children's Charity

An essential theme of ABRR events is raising donations for children's charity organizations. Some charitable foundations have considerable staff and budgets devoted to fundraising, but many children's charities do not have those resources. Those groups are prime candidates for ABRR. For example, the Washington, DC, area ABRR, in its first year operations in 2017, raised over \$56,000 in donations for the benefit of "Our Military Kids,"

an organization that supports programs for children and families of active duty reservists who do not receive the same supports as do troops deployed in the regular army. The Pennsylvania ABRR teams contributed to 'Children's Specialized Hospital Foundation,' and the New England ABRR made donations to Boston's Children's Hospital.

The Colorado ABRR, under the leadership of Ross and Ann Robbins, raised over \$69,000 for the Roundup River Ranch, a member organization of the SeriousFun Children's Network founded by Paul Newman. That network provides back-to-nature camping experiences for seriously-ill children and their families, at no cost to those participants. Ann is an expert planner retired from a career in the hospitality industry. Ross, retired from a career in custom homebuilding and marketing, added two features to the ABRR concept that greatly increased their

fundraising. He found two matching grants that more than doubled the contributions of their 18 driver teams, and they recruited a long-time friend and willing conspirator, automotive journalist Peter Egan, to join their 2017 event to add celebrity status to an auxiliary fundraising event.

The participants of "Driving for Kids," as the Robbins' call their ABRR event, benefitted greatly themselves from visiting the Roundup River Ranch and delighting the children with the classy squad of Lotus roadsters and other British marques.

Event sponsorship

David Hutchison, a devotee and organizer of the PA-ABRR since 2008, explained in a recent interview that, in the absence of a national sanctioning body, the leaders of ABRR events seek out club sponsors to establish liability coverage for the event organizers.

For example, Hutchison, based with Ragtops and Roadsters, Inc. in Perkasi, Pennsylvania, is active with the Delaware Valley Triumphs, Ltd., and obtained their sponsorship of the PA-ABRR. Jeff Olson, in the Nation's Capital Jaguar Owners Club, got word of ABRR from David LaChance's article in *Hemmings Sports and Exotic Cars* about the 2015 running of the PA-ABRR, and decided immediately to enter the 2016 event. Jeff was thus inspired to create the DC-ABRR event for October 2017 with NCJOC sponsorship.

Central website

The website www.britishreliability.org provides an overview of the ABRR concept and links to the websites of various current ABRR events. The individual events establish their own websites with descriptions of future events, registrations pages and payment options, and photos of past events.



Ettore Bugatti called Bentleys, "The world's fastest lorry." They are huge, no question.

2018 JAGUAR F-TYPE

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Incomparable driving enjoyment. That's what you'll experience across the F-TYPE lineup. From the new 296 hp turbocharged engine to the supercharged 575 hp V8 SVR, pure exhilaration is standard throughout. So too is distinctive new styling for enhanced aerodynamics. Clever interior refinements provide unrivaled enjoyment behind the wheel. And, every F-TYPE is available as a coupe or convertible. It's time to reimagine the driving experience, once again.

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THE ART OF PERFORMANCE

Model Shown: 2018 Jaguar F-TYPE R-Dynamic Convertible. European license plate shown. *Class is cars sold by luxury automobile brands and claim is based on total package of warranty, local Jaguar Retailer. © 2018 Jaguar Land Rover North America, LLC



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———— **BEST IN CLASS COVERAGE*** ————



There were plenty of E-type four-speeds, too. This one shadowed by a mile-munching XJS.

OPERATIONAL THEMES: ABRR IS NOT A RACE

The event organizers share several themes that broadly define the ABRR brand. Firstly, ABRR is not a race. There are no times recorded. The focus is on motoring pleasures through scenic roads with maybe a stop at a museum, a famous race track or distinguished workshop along the way. The 'winners' for any competition pertain only to the amount of charity funds raised by the driver/navigator teams. Total distances for the two-day or three-day events typically range between 600 and 800 miles.

Don't let the car choose

Secondly, what's with the 'reliability' jokes already? Yes, older British cars have a reputation for various fluid leaks, flawed lighting, weak relays, overheating – you've heard it all. You are tempted to ask the owner, "Are you bragging or complaining?" But make no mistake, most of the complaints are owner-induced through deferred maintenance and simple lack of driving. 'Don't let the car choose' is a good

motto for regular driving and incipient fault detection.

Some ABRR drivers have proven that motto in long-haul rallies and tours. For example, Bill Marshall in the DC-ABRR has driven his 1957 MGA roadster in a 2011 rally from Ocean City, Maryland, to San Francisco, and in the Ocean to Ocean rally from Virginia Beach to Solvang, California. Bob Dougherty (from the NE-ABRR) in his 1952 MGTD and Kim Dougherty in her 1969 MGB have driven from New Jersey to Oregon and back twice. Ross Robbins reports that he has driven many 1,000-mile rallies in his Lotus 7. Road books with detailed maps and directions are printed for the multi-day route.

Routes are usually one-way circuits with overnight stays at successive hotels. However, the DC-ABRR used a cloverleaf plan that had participants returning each night to the same hotel after daily forays of 150 to 350 miles in different directions. This innovation enabled more people to take part who needed to be home at night to take care of domestic or business

responsibilities, or to save a few bucks on hotel accommodation near home.

That said, the DC-, the CO-, and the PA-ABRR organizers include in their events a flatbed truck or trailer for retrieving any victims of the "Prince of Darkness" or other roadside woes. Some organizers include in the price of admission a 'Car of Shame' that the drivers may use to complete the tour. Of course, since there is only one such vehicle, it is perhaps ironic that a team whose car fails early thereby benefits more than a team that stays mobile for longer...

Variety is the spice of life

ABRR is a multi-make event, being after all, British in origin and intent. The range of 14 marques among all events in 2017 was quite remarkable: AC, Alvis, Austin-Healey, Austin Mini, Bentley, Caterham Seven, Jaguar, Lotus, MG, Morgan, Rolls-Royce, Rover, Sunbeam and Triumph. The PA-ABRR drew 12 Triumphs from their DVT sponsorship, and the DC-ABRR attracted 11 Jaguars with their NCJOC sponsorship. The Colorado ABRR confessed to several "friends of Britain" marques that nevertheless gave generously to the Driving for Kids cause. Friends are where you find them on the lone prairie.

There is no stringent requirement on the age of the cars. However, over the years an age requirement of 25 years or older has been employed at most of the events. The oldest car to run in the 2017 events was a 1929 Bentley in DC, and the newest was a 2017 Jaguar in Pennsylvania.

Spices are the variety of life

As with other tours, a varied meal plan is coordinated at restaurants along the route, and an awards banquet is held to celebrate completion of the event. All in all, you'll sample a new type of event, enjoy the company of new acquaintances, in a car which will run better for having been driven a decent distance, and a charity gets a nice financial bonus – what's not to like? 🍷

UPCOMING AUCTIONS

FORT LAUDERDALE 6-7 APRIL

MONACO 12 MAY

CALIFORNIA LATE JUNE

MONTEREY 24-25 AUGUST



1952 Jaguar C-Type
Sold for \$5,285,450.00 in 2017



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Overhauling Classic Jaguar Speedometers

Part one: The odometer and trip odometer

Story and photos by Anthony Penna

INTRODUCTION

The Smiths/Jaeger speedometer is actually three instruments in one case: a speedometer, an odometer and a trip odometer. The principles are the same across almost all cable-driven models but we take as our specimen the five inch E-Type instrument. These are driven by a rotating speedometer cable that comes off an angled drive on the transmission. Inside the case, the vast majority of speedos have the cable driving a thin bar magnet sitting inside an aluminium drag cup, which is electrically conductive but non-magnetic.

The drag cup is connected to a shaft that holds the pointer of the speedometer in front of the dial face. Also attached to the shaft is a flat spiral spring that returns the pointer to the 0 mph mark, alongside a near-invisible stop wire poking through the dial face.

OPERATING PRINCIPLES

As the bar magnet spins, it sets up an eddy current within the cup. An eddy current is a loop of electrical current in a conductor and in the speedometer, the conductor happens to be the drag cup. Since an electrical current in a conductor always produces a magnetic field

around it, the drag cup becomes a weak electromagnet. With the magnet spinning and the drag cup slightly magnetized, the cup and magnet are attracted to each other and the cup wants to spin in the same direction as the magnet but it can't. This twisting force or torque pulls against the small flat coil spring on the shaft of the drag cup preventing it from spinning. Since the twisting force on the drag cup is proportional to the rotational speed of the spinning magnet, as the magnet spins faster, the torque increases, dragging the pointer further around the dial on the speedometer face. When the magnet stops spinning, the eddy current diminishes to zero, and the spring returns the pointer to the 0 mph stop point on the dial. Therefore, it makes sense that the accuracy of the mph display is dependent on the strength of the magnetism in the spinning magnet and the strength of the flat coil spring. It's a balancing act.

HOW THE ODOMETER (AND TRIP ODOMETER IF FITTED) WORK:

The odometer and the trip meter are driven by a worm gear off the input shaft. As the shaft spins, the gears drive a pawl

that indexes another small gear on the trip meter to advance the numerical digits as the car travels over a given distance. The worm gears and the number of teeth on the indexing gear are selected so that they correspond to the rpm of the input shaft, or in speedometer lingo, Turns Per Mile, (TPM). This is normally a four-digit number around 1,000-1,300, printed after the serial number seen in small print, either along the lower edge of the dial face or somewhere near the center below the odometer digits, or hiding beneath the brushed aluminium needle bezel.

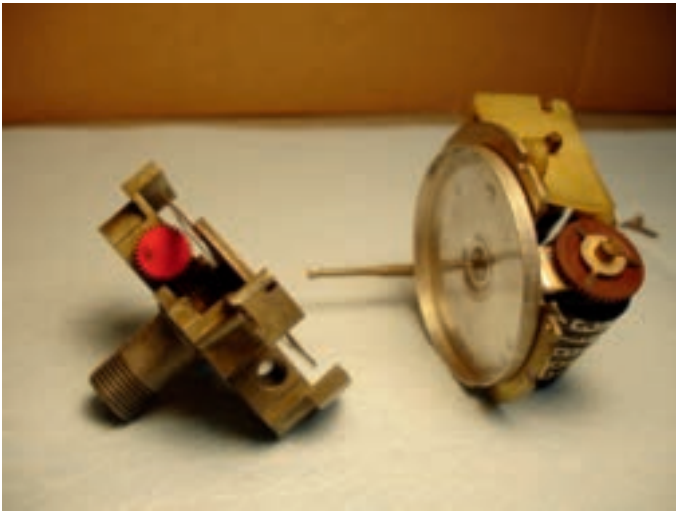
For a complete detailed explanation of the odometer and trip meter, refer to Anthony Rhodes article titled; *Repairing Jaeger & Smiths Speedometers*. It's widely available online with a Google search and it goes into great detail how to select input gears to change or calibrate the odometer. Since a picture can convey a lot of information concisely, the rest of this article is sequence of pictures and captions that can hopefully guide you to familiarity with the speedometer's inner workings, so that you can service a broken instrument or reset yours after a total restoration. Next issue we cover recalibrating the speedometer. Don't miss it. 🛠️



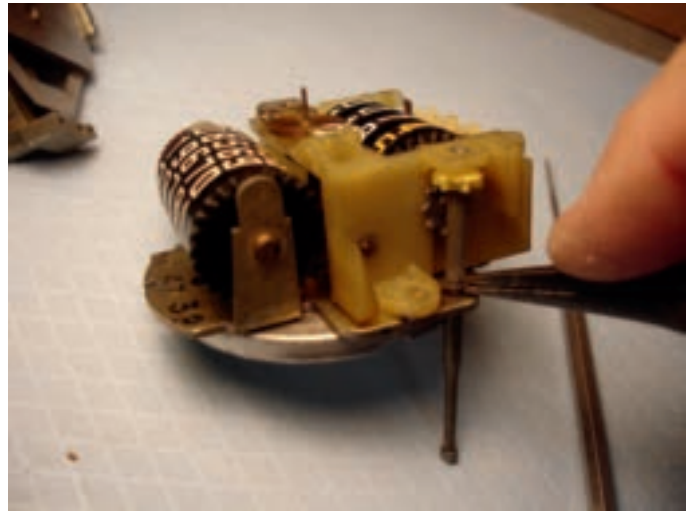
1408 TPM from a UK sedan speedo.



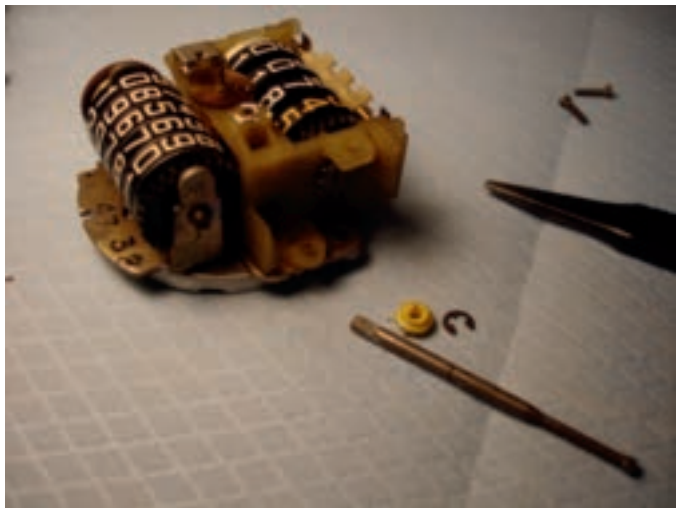
Remove the screws to separate the odometer from the speedometer base.



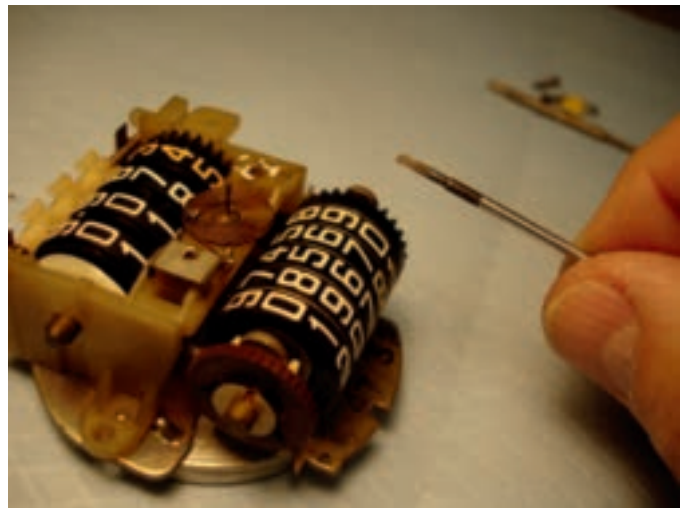
Separate the odometer section from the magnetic input drive.



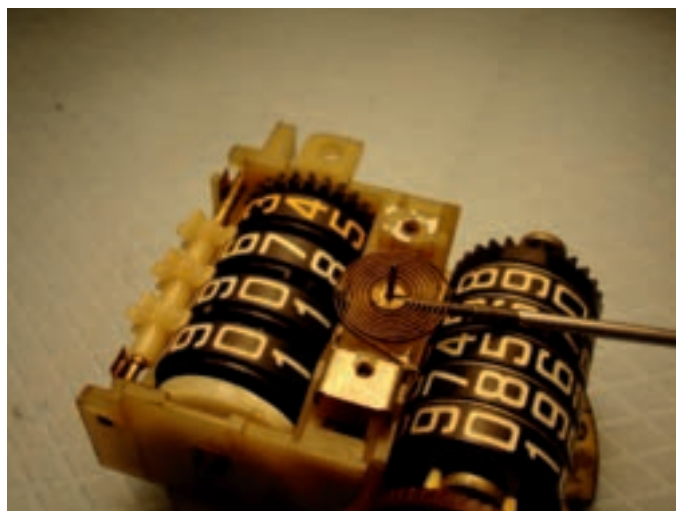
Remove Circlip holding the Trip-odometer reset shaft.



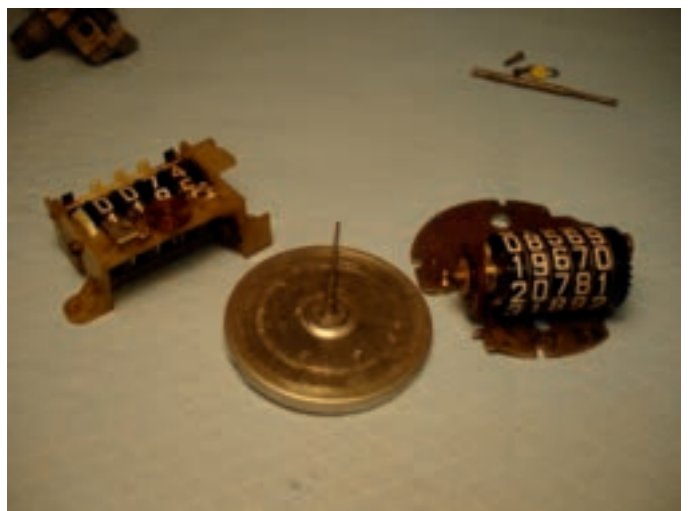
Remove reset shaft and white plastic gear.



A small slot screwdriver will be used to remove the dial return spring from the drag cup shaft.



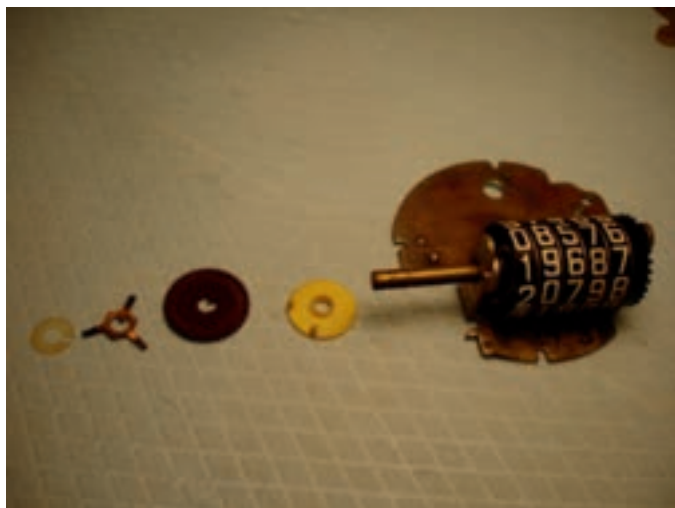
Insert the screwdriver into the slot on the collar. Holding the screwdriver, carefully rotate the dragcup to and fro and pull to separate the shaft from the spring.



view of all three components separated.



Remove the white plastic locking clip.



Remove brass spring clip, gear, gear backing guide and shaft.



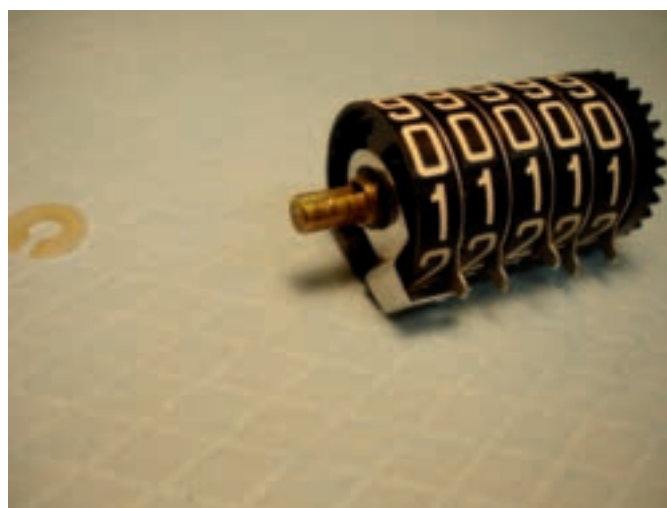
Lift out the tumblers and separate all the pieces for cleaning use mild soap and water using a toothbrush.



View of end gear and yellow gear indexer.



Reassembly sequence, Tumbler then indexer and guide.



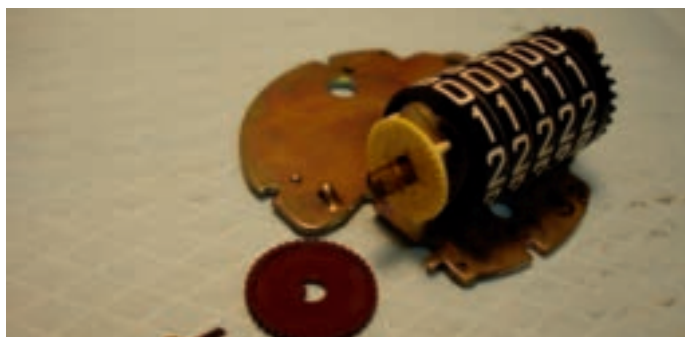
Add the aluminum L bracket stacks of tumblers and the drive gear on the far end.



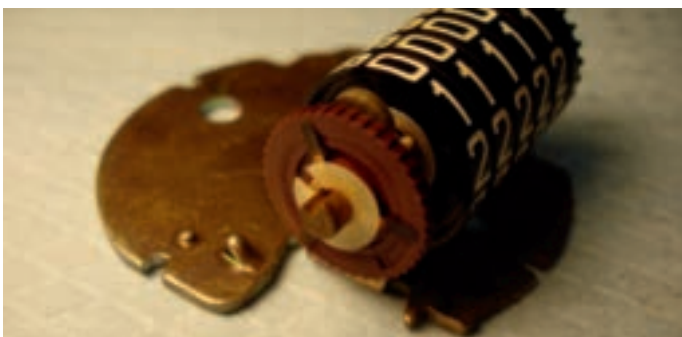
Add the aluminium L bracket and spring.



Slide the tumbler stack back into the bracket and insert one of the two white plastic locking collars and line it up with the hole.



Add the gear ratchet and locate the plastic posts over the metal support arm.



Add the indexing gear the spring clip and white plastic locking collar and it's all done.

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Quilty's Concours Quest

By John Larson

"The foremost purpose of the JCNA Concours is to encourage the owners of Jaguars to preserve, maintain and present their Jaguars in as clean and authentic condition as possible. A secondary purpose is to celebrate all Jaguars and their owners by creating an event where people may share all degrees of interest in owning, driving, maintaining, and restoring Jaguars." (JCNA Concours Rule Book, Page I-1).

Jaguar Journal caught up with Steve Quilty and his 2007 'Chili Red' X-Type Estate at the International Jaguar Festival in October at Lake Lanier in Georgia. Readers may recall (*Jaguar Journal*, July-August 2015) that in 2012 Steve had embarked on a quest to show his car in all of the JCNA concours events. Thus far, Steve has appeared in 23 concours events in 15 different clubs, roughly one-third of the way toward his goal. Well done, that man!

Steve's main motivation for this self-appointed challenge is more focused than is the legendary mountain-climber's rationale "... Just because it's there." He had enjoyed years of driving his preferred small- to mid-sized station wagons. Then, as the production for the X-type Estate was winding down in 2007, Steve realized that he must consummate his affection for British cars and the X-Type Estate model, or forever regret having missed his chance. He ordered what he claims was the last production model to enter the US in 2007, completely loaded with roof rack, tow hitch and carriers for bikes, skis and luggage. Steve's mission became to display the practicality and appeal of this relatively rare model. In the process, he has educated other Jaguar fans, cultivated a mature balance in the JCNA judging process, experienced the hospitality of other Jaguar clubs and enjoyed thousands of miles cruising on America's two-lane blacktop.



The RMJC Farthest Driven award.

THE SURPRISE FACTOR

Even though 10 years have passed since Estate production ceased, when Steve eases into a concours event and begins his cleanup routine, he typically encounters comments such as, "Is that a Jag?" or, "I've never seen one," or the now-familiar confession, "I never knew..." usually

expressed with a lingering mixture of vague embarrassment and wonder. For example, Steve recounts the following episode from a recent concours (that he declines to identify):

"As I entered the hotel parking lot, I was directed to a spot adjacent to the judging table and tent. While I was

backing into my assigned space, one of the club organizers came up to my window and courteously informed me that a Jaguar car show was in progress, and could I park in the general lot area. I replied that I was instructed to park here as part of the show. He stepped back sharply, glanced at the leaper on the hood, then circled the rear and again the front in bewilderment. In his 'Ah-ha' moment, he declared, 'It is a Jaguar! I forgot they made a wagon. I haven't seen one. I like it; thanks for coming!' "

At the International Jaguar Festival, Steve met fellow Estate driver John Boswell from Wisconsin. Yet, even at that gathering of well-informed and dedicated Jaguar enthusiasts, Steve and John enlightened at least four spectators who repeated some version of the refrain, "I didn't know Jaguar made a wagon!"

LONG-HAUL HAZARDS

As with the happy motorcyclist drunk on the wind, you can detect the long-haul concours driver by the bugs in his

teeth – or in Steve's case, the winged, six-legged giants from the longitudes of Oklahoma, Kansas and Colorado that recently lodged in his transmission cooler and lower radiator. Steve reports that he spent a day of quality time with toothpicks and toothbrush to debug his fins and cooling elements. Steve sees a bug screen in his future.

Additional lessons from the road include maintaining a long following distance behind trucks, avoiding parking under trees, and even carrying



Enjoying the RMJC Concours.



Quilty's Continuing Conquest of JCNA Concourse Events, 2012–17.

a spare road wheel with tire. Steve wants to protect his car from point deductions from a damaged rim in the event of a tire failure, which happened on one of his trips. Steve had difficulty locating a mask to protect the front end from stone chips, so he fabricated a homemade cover out of stretch vinyl. He was able finally to source a cover from England and plans to install it for the 2018 season. Considering the potential road hazards, Steve's practice is to arrive a day early to provide plenty of time for concours prep. And don't forget the sunscreen for those long hours on the concours field.

LONG-HAUL REWARDS

Those many miles of touring, especially away from the Interstate slabs, provide Steve with intrinsic pleasures reminiscent of his youth. He enjoys meeting with other Jaguar enthusiasts, showing his car regardless of scores, and reports that all the clubs he has visited have been wonderful and accommodating. In addition to winning top scores, usually in the 99.9x range, Steve notes that with four or five scores gathered within a concours season, one low score will not directly affect his highest-three-scores average.

Just as Steve has exposed others to the Estate model and its features, so too has he learned from each round of judging at the concours events. Different teams of judges identify different discrepancies, and Steve's accumulated wisdom helps to improve his car over time. At the same time, Steve reasons that exposing the judges to the improvements in his car will encourage judges to sharpen their

scoring of other Estate cars on the field of competition. He just takes the points where they fall, and looks forward to improvements at the next concours.

Steve has learned to take his documentation with him. At one concours, a judge was lecturing his novice trainees on the Estate, "I see something that you are all missing that shouldn't be there. Take a look and tell me what it is." After an appropriate pause for the novices' puzzlement, he declared, "The wind deflectors. They are aftermarket as no Jaguar came with them." Steve tactfully pointed out the Jaguar logo on the unusual wind deflectors, and then, as required by the JCNA Concours Rulebook, authenticated the part with his three-ring binder full of documentation for his car.

Incidentally, while Steve focuses his efforts on the Estate as a "show car," other Estate drivers prove that this compact, all-wheel drive model is also a "go car." For example, Clive Townley attained a time of 44.643 seconds at the Jaguar Owners Club of Oregon slalom event on September 3. That example of quick, precision driving places the Estate model in the slalom performance range of the fastest XK8 times (43.6 to 44.6) and ahead of the best times of the XKE cars (45 to 46 seconds range).

AMBASSADOR STEVE

Members of the Ottawa Jaguar Club were surprised and delighted to see Steve's Chili Red Estate appear at their cold and windy concours in 2016 (*Jaguar Journal*, September/October, 2016, p.12). For his 1,500-mile tour from sunny Florida, the OJC awarded Steve the "Farthest Driven" plaque. The Rocky Mountain Jaguar Club provided a similar plaque for his 1,900-mile run to Denver in 2017, and Steve treasures those awards. In recognition of his travels, sportsmanship, and wide representation of the Suncoast Jaguar Car Club, Steve's home club in Tampa conferred a special "Ambassador's Award." We wish him well in his continuing quest. 🐾

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Jocelyn's Tale

The car tells it like it is

Story by Jocelyn, Photos by Patti Fox

Hi, I'm a Jaguar XK8 and I was born in a land far away across an ocean. In January 2000, when everyone was worrying about the Millennium Bug and Y2K, I came to Long Beach, California, and ended up in the now defunct Bauer Jaguar dealership. I started out leased to an owner who was not too sure about me, but finally he decided that I was good enough to buy. Then he sold me and I had another buyer or two for a short time. I was seven and in a Volvo dealership in Buena Park, California, where I stayed for a while. One day, a petite blonde woman came into look at me and took me for a spin. The salesman wanted her to really drive fast but she deferred to a friend. I knew he came from the land far away and he drove fast and liked the ride. He gave me a good recommendation. I heard him tell the salesman that he also had a Jaguar, so maybe I'd have a friend?

I am not sure what happened next but the blonde woman got back in the car with her friend and was about to drive off. I was not happy. I liked the blonde woman. I was happy when I saw her walk back inside. A few days later, she was back with another man – she really gets around and has some nice friends. The man was from this country and he really did a full physical on me to make sure that I was totally healthy. The salesman told her that she should work for CSI. I really admired this woman, she checked everything out and seemed to know about cars. I was feeling good about this entire experience.

About a week later, I had been all cleaned up and a few fixes made. The salesman from the dealership drove me out of the lot and we were on the open road. I was a little tentative but when I was again "in park mode" I saw the blonde woman walking toward me and smiling. She was really happy. She slid into the driver's seat, put on the seat belt, took a few deep breaths, sighed and turned on my ignition. Wow did

I feel lucky – I knew that I was loved! What a feeling, I was going to a new home. We traveled north on Pacific Coast Highway to Malibu. What a dream! My top was down, my voice was screaming a new tune and it was a sunny and beautiful day in Malibu. She was thinking about my name and she liked the name Jocelyn. So, I am Jocelyn the Jaguar! And my new owner's name is Patti Fox.

I had a few issues in the next few days that made my new owner frustrated. The Volvo men had tried to fix my few issues and didn't. She was glad that she had found the right people to take care of me. The Parts Manager of Thousand Oaks Jaguar, Ray, was a saint. She bribed him with her great homemade fudge to keep me in peak performance and was tenacious in my upkeep. She even washed and cleaned me, all by herself. She is not a very large person and it takes a lot of energy to clean and wax me but she always rises to the occasion.

As we traveled our journeys together, over 100,000 miles, we have had a great time. She takes care of me and yells at me when I am not performing to my best or when I am just acting up. Sometimes on our long adventures, I get tired and decide to just stop and rest. If I have no home but a parking lot or a driveway, she covers me to make sure that I am okay. It is not the same as my cozy home, wherever that may be because there is a little gypsy in her soul.

We have been cross-country several times, traveled Route 66, and the NJ to Florida route more than once. We traveled more than 12,000 miles, from October to January. I acted up a few times. No one could find out what was wrong with me. After a few weeks of resting in a friend's garage, we were off again. We get to meet some nice Jaguar Club people wherever we go. Patti did give me a nice warm home with some real fancy Jaguars in 2013 while she was hobnobbing in Spain



Me being shy at the Santa Anita JOC-LA event.

with family members (no Jaguars) and then France. She won the prize for traveling the farthest to the Jaguar Car Club of Paris. She shared every minute with me when she came home. It was a very elegant car show and she wished they spoke Spanish to converse but loves the sound of French.

Some time after that European foray, she came home and had some very heavy family obligations and back across country we went and this time it got cold, very cold, even icy, and I was not happy. She could not convince any friends with a garage to let me stay inside and so I only had the cover. Patti decided to move East and South to St. Augustine, Florida. Best thing is that I got my own home with Jaguar pictures on the wall, my trophies and a canvas of a French Bistro. She thinks of everything, including a "Jaguar Parking Only" sign.

I am used to a lot of attention and so many compliments and trophies. One time, on one of our adventures, a man with his wife and children stopped almost right in front of us, Patti thought that he may want our parking spot. She put down the window to let him know that we were not ready to leave. He told her that he stopped because he thought I was such a beautiful car. She thanked him and then asked what about her. He responded that she was beautiful, too. Patti has a sense of humor



Georgia near Warm Springs. FDR's summer home.

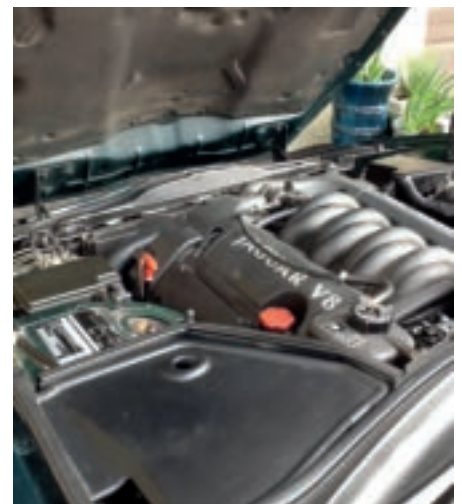
and told him that it doesn't count if you have to ask, but thanked him anyway. She started to laugh when she closed the window. She put the map aside, and got ready to "hit the open road" back home from Arizona.

We have had fun in many states with sightseeing in every state. Several sand storms coming home from Las Vegas were very scary and very damaging, so I had to go to a car spa to repair the damage. Oklahoma City was very interesting, Yosemite, San Francisco, Palm Springs. Also Tombstone Territory, downtown Memphis, Tucson, East Hampton, NY, the Jersey Shore and the New Jersey mountains. We have escaped two hurricanes to Atlanta and Augusta, Georgia, but the big excitement was the total eclipse at Lake Hartwell. What an event, including the traffic! So now it's 2018, and it is our 12th year anniversary. Patti has never had a 12th anniversary before and this is a first for both of us. Yea! Patti got me all gussied up for the JCNA Festival in Lanier Lakes last October, so we got to celebrate. I have my 18th birthday and Patti will have just turned...? I better not divulge that secret, although she has never shied away from the number because to her it is just that, a number.

We enjoyed cooler weather, mountains and trees, as well as meeting old friends not seen for a while. The part I enjoy best is mountains roads and the manual "J-Gate" transmission, which is a good opportunity to establish rapport between woman and machine.

On our travels, Patti has also been to Jaguar Land Rover North America, in Mahwah NJ, and the Jaguar car clubs in NJ, NC, three FL clubs, as well as her first love, Jaguar Owners Club of Los Angeles. I told you she had gypsy in her soul!

The Jaguar Festival was a great get-together and I always get to go along. Patti treats me like her child and is annoyed when people suggest that my years and mileage of 168,000 means she should get another car. She is very sensitive about people talking trash about me. I feel loved and cared for even though I know sometimes I let her down, she still takes great care of me. I am one very lucky Jaguar XK8. I must have done something really fantastic in another lifetime to get this care and love and best of all, Patti knows more about me and the parts that make me run. No push buttons or keyless entry for us. We both enjoyed seeing some old



168,000 miles and never been spoiled.

and new friends at the JCNA Festival in Buford, Georgia – if you were one of them, hi again from us. By the way, if Patti is not sitting inside with me, you can easily find her in something either green or leopard. I think we both look festive with CB, the teddy bear and Foxy, a fox! You may never know when we may be at your Jaguar Club event while out on a drive! But that story is for another time. I am hoping for a new adventure very soon. Happy driving! 🐾



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JCNA 60th Annual General Meeting Event Schedule	
<i>Friday, March 23, 2018</i>	
JCNA Board of Directors Breakfast	7:30 a.m. – 8:15
JCNA Board of Directors Meeting	8:15 a.m. – 4:00
Annual General Meeting Attendee Registration	Noon – 4:30
JCNA Board of Directors Lunch	Noon – 12:45
Annual General Meeting Attendee Registration	4:30 p.m. – 7:00
JCNA 60 th Birthday Buffet Dinner & Entertainment	6:30 p.m. – 8:30
<i>Saturday, March 24, 2018</i>	
Annual General Meeting Attendee Registration	6:45 a.m. – 4:30
Annual General Meeting Breakfast	7:00 a.m. – 8:00
Annual General Meeting Lunch	Noon – 12:45
Annual General Meeting	8:00 a.m. – 3:00
Guest Day Tour of World Heritage Mission Trail	9:30 a.m. – 3:30
– Seminar - Coventry Foundation	3:15 p.m. – 4:15
– Seminar – SNG Barratt USA	3:15 p.m. – 4:15
– Seminar – Classic Showcase	4:30 p.m. – 5:30
JCNA Awards Banquet Social Hour	6:00 p.m. – 7:00
JCNA Awards Banquet & Program – Special Guest Michael Dale	7:00 p.m. – 10:00

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Tales from the Trade

The age of accuracy

THE AGE OF ACCURACY

"Time flies," goes the cliché, mainly because it seems truer the older we become. One senior mechanic well-versed in Jaguar's XK engine was brought sharply up to date recently, when he had occasion to work on a similar but more modern design.

After a run of four XK head refurbishments in as many months, he could almost do the work blindfold. True, these days the big XK heads weighed heavy on an old man's lap, and a Harley only had four valves to do, but he still enjoyed the work. He always remembered that apart from scraping carbon off the combustion chamber, valve lapping had been the first task his father had trusted him with on the family Ford as a pre-teen. He had learned to hear the change in note as the grinding paste became less gritty and the valve started to 'sing'. He knew to keep everything super clean and never to re-use whatever rags he wiped the grinding paste off with. He was in his element with old designs and forgiving technology, but was about to learn a new lesson.

PROGRESS: NEWER REALLY IS BETTER, MOSTLY

In fact immediately after the run of XK heads, he had to work on another British vehicle with a chain-driven, 12-valve, double overhead cam alloy head. No, not James Bond's Aston Martin, but a modern Triumph motorcycle. Their three-cylinder engines are compact marvels, although this particular one had seemingly been knocked off its stand, cracking an unnoticed coolant pipe. The bike gradually ran dry, overheated and blew the head gasket.


Fundamentally, the DOHC set-up was very similar to the XK, apart from a Morse inverted-tooth timing chain and shims above the tappets rather than underneath. Unlike the XK, however, quite a lot of dismantling was needed to get at the valve gear, so the schedule of 12,000-mile tappet checks always got deferred, as the bike ran quietly and very strongly. Now the head gasket job meant

that little extra time would be needed to check the valve clearances, so the work began. Before long the head was off and the old man carried it over to the bench. Unfortunately, en route he couldn't resist turning it over to look at the combustion chambers and see if modern fuel had kept everything clean. The good news was that it had. The bad news was that immediately there followed the metallic clink of unrestrained inverted tappets and shims falling onto the floor. Bummer! So much for keeping the tappets and shims in their original places and saving time and effort during reassembly!

Never mind, everything was retrieved, cleaned, surfaces prepared for fresh gaskets and he noted the three wet liners were installed just like the Jaguar V12 – with the same need to make sure they didn't move as the engine was turned to set the valve timing. With the head refitted it was time to shim. He had plenty of spare shims for the XK engine, but none for other marques, so would have to check every tappet clearance and buy new shims for any measurements that couldn't be brought into spec by swapping shims around. So far, so good, but then came the second shock...

WEAR, HAS IT GONE?

Armed with note book and pencil, he picked up a shim, measured it and put it in his labeled 12-compartment egg carton. He picked up the second shim and as if by a fluke it was exactly the same size. Then the third shim, and the fourth, fifth and sixth – in fact 11 of 12 shims were identical size and the twelfth was only one step different. It seemed that having them fall out of the inverted head might not be such a time-waster after all. Not having the proper special tool to hold the tappets down, the cams were left off while shims placed into each tappet recess from above. He duly replaced the cams and was further amazed when the tappet clearances were still identical after 50,000 miles (at up to 9,500 rpm)! In fact, they were all in exactly the middle of the required range, which differed for inlet and exhaust. The

implication was that, unlike the XK made on old machinery, Triumph's state-of-the-art equipment allowed them to bore the cam bearings and fit valve seats so exactly, that clearances were predictable to + a thousandth of an inch! Time may fly, but with that kind of precision, you can at least admire the quality and spend more of your time driving than tinkering. 



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1994 XJS Convertible: Black with black top over tan interior. JCNA award-winner, 102k miles, excellent condition! Downsizing the collection. \$15K OBO. Email dcusick60@comcast.net for more information. .



Classic Jaguar parts: NOS and used: Early XK120/Mark V jack with bolt-on lifting arm: date stamped 01/49 on foot. Early XK120 head (no front studs) with valve covers. XK140 inlet manifold. XK150 OTS bonnet: bare aluminum. Factory hardtop: fits Series 1 and 2 E-Type, complete with all chrome. Five Mini-Lite replica alloy wheels: fit E-types and XJs with bolt-on wheels. Jaguar engine: XJ6 Series 2 block with Series 3 big valve head, ported and polished with hot road cams. E-Type head with ISKY D-Type cams. 3 carb set up for E-Type and 2 carb set up for XJ6 models, XK150S/E-Type 3 carb water rail - other carbs, linkage, and parts. NOS gears and gearbox parts: XK and E-Type. Many other NOS and used classic Jaguar parts. Tom Wright, Call 772-713-3996. Email: thomasgwright@bellsouth.net

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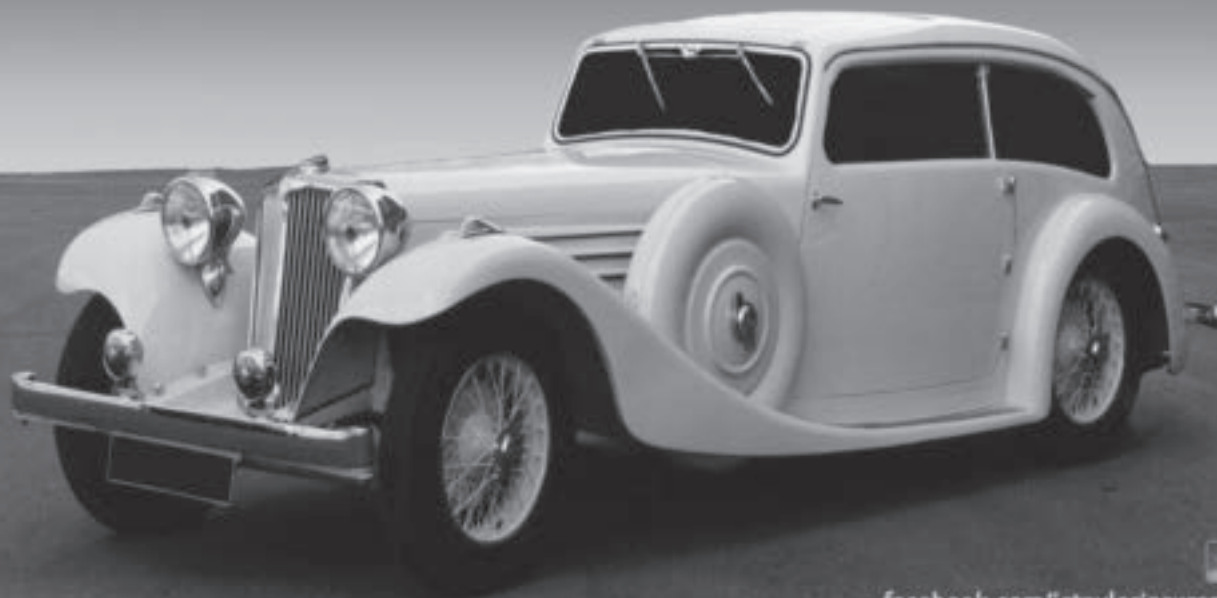
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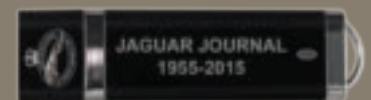
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Events Calendar

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

March 23-25, 2018: The JCNA 2018 Annual General Meeting, hosted by the San Antonio Jaguar Club. Former Jaguar Cars North America President Mike Dale OBE will be the guest speaker at the banquet Saturday night. Registration and event information will be posted on the JCNA website when it becomes available.

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

April 20-22, 2018: The 2018 Texas Spring Fling will be hosted by the Jaguar Club of Houston on April 20 through April 22, 2018. The event will take place in Round Top, Texas. More details on the location, schedule will be coming soon, as will contact information for registration.

April 20-22, 2018: The Club Jaguar A.C. will hold its International Concours d'Elegance (Concurso Internacional de Elegancia) in Las Caballerizas, Dos Rios, Huixquilucan, Estado de Mexico, on this date. Beside the usual 450 to 500 cars usually invited, this year's even will showcase the 60th anniversary of the Cadillac El Dorado Brougham, manufactured during 1957 and 1958 with a just 708 cars produced. This year four of these magnificent models will be present. Why not take the opportunity to come and join us to see an era long gone by with these magnificent cars in all their glory? We look forward to seeing our old friends and making new ones. On the field we will be showcasing classics, supercars, hotrods and of course the usual new cars showcased by the automotive industry. Contact: Jeffrey C. Carlson, 01525555894419, email: Jeffcarlson61@gmail.com.

May 4-6, 2018: Delaware Jaguar Club's 'Rally Round the Erie Canal.' In Fairport, New York. A Great Race type time/speed rally organized by the Northeast Rally Club and open to all participants including JCNA members. Contact: Kurt Rappold, 610-358-4055, email: kprappoldxksp@verizon.net.

May 19, 2018: This year's Heart of America Jaguar Club Concours d'Elegance will be held on Fountain Square at the fabulous Hallmark Crown Center Complex, One West Pershing Road, Kansas City, Missouri. The entries are placed amidst a breathtaking vista of mature trees and fountains, with tables, chairs and umbrellas. Restaurant services are available close by. Come and enjoy a weekend of cars and barbecue in Kansas City. Contact: Mark Short, 913-940-2081, email: mark@kenmarkbackdrops.com.

May 20, 2018: The Jaguar Owners Club of Los Angeles 2018 Concours will be held at the Muckenthaler Cultural Center in Fullerton, California. For further info, contact Charlie Hallums, 949-733-1097, email: chash3@cox.net.

May 26, 2018: 2018 Susquehanna Valley Jaguar Club Concours. On Saturday, May 26, 2018, the SVJC will hold its 11th Concours d'Elegance at Sunset Lane Park in York, Pennsylvania. JCNA rules will be used and trophies awarded in Champion, Driven and Special classes. In addition awards will be presented for Dealer's Choice and Spirit of the Concours. Musical entertainment will be provided by the Central York Middle School Fifes and Drums. Trailer parking is available. A caterer will be on hand along with a pavilion and picnic tables for lunch. Air conditioned restrooms are on the grounds in a park setting. Chief Judge and contact person is Dave Hershey, 717-846-0642.

June 2, 2018: The annual Concours d'Elegance of the Delaware Valley Jaguar Club held in conjunction with the Cars and Motorcycles of England car show hosted by the Delaware Valley Triumph Club. The location is the historic Hope Lodge in Fort Washington, Pennsylvania. Contact: Jim Sjoreen, 610-989-3860, email: jsjoreen@gmail.com.

June 2, 2018: The Jaguar Owners Association of North Texas 48th annual Concours is again planned to be held around the Old Downtown Carrollton Square, adjacent to I-35E just north of Dallas. A meet and greet will be organized for Friday evening, June 1, and an awards dinner will follow the Concours Saturday evening. Full details will be issued soon. Contact: Alan Barclay, 214-542-6264, email: jagman.alanbarc@gmail.com.

June 8-9, 2018: The Waterford Complex in Oklahoma City will be the site for the Central Oklahoma Jaguar Association's 2018 Concours d'Elegance. Our host hotel is the fabulous Renaissance located on the same grounds as the concours. A special room rate has been

reserved for entrants; contact the hotel at 405-848-4782 to secure reservations. There is a special party planned for Friday from 3 to 9 p.m. Covered parking will be provided for all participants. Contact: Dick Russ, 405-470-2767, email: dickathometwo@yahoo.com.

June 23-24, 2018: The Jaguar Club of Southern New England will host a weekend of Jaguar events to celebrate our Club's 50th Anniversary. On Saturday there will be a sanctioned slalom and also a wine tour. Saturday evening a Celebration Banquet with a featured speaker and historical video presentation will be held. On Sunday, our annual Concours d'Elegance at beautiful Lyman Orchards in Middlefield, Connecticut, will be held with JCNA judging and other special classes. Please plan to attend this Jaguar driving and celebrating our club's golden anniversary with us. Further details will be posted once they become available. Slalom contact: Ken Haas, email: slalomchair@jcsne.org. Concours contact: Bob Aldridge, 860-489-9849, email: concoursechair@jcsne.org.

July 21, 2018: The Illinois Jaguar Club's 2018 Concours d'Elegance will be held on the field of the Oak Brook Polo Club. Following the Sunday, July 22, concours and awards ceremony, polo festivities begin at 2:30. Saturday evening, July 21, a reception (including musical entertainment) will be held at Gibsons Bar & Steakhouse in Oakbrook, Illinois. Participants are encouraged to stay at The Drake Oak Brook Hotel, which will provide shuttle services. All activities are within a two-mile radius. Contact: Alan R. Wilson, 847-508-3238, email: awilsoncapital@gmail.com.

August 4, 2018: You are cordially invited to attend the Jaguar Club of Ohio's 46th Concours d'Elegance at the lovely Ursuline College in Pepper Pike, Ohio, on Saturday, August 4, 2018. All are invited to come to the Friday night Hospitality Mixer on August 3, 2018, at the Fairfield Inn & Suites, 3750 Orange Place, Beachwood, Ohio. Discounted room rates have been secured at the Fairfield for August 2-4. Note that you must schedule your rooms by the deadline; see registration package for all the details. Contact: Dominic Perri, 216-644-7066, email: dperri6699@aol.com.

August 11, 2018: The Jaguar Club of New Mexico's concours will be held on the plaza in Santa Fe, New Mexico, on Saturday, August 11, 2018. Judging will be held on Saturday morning. A banquet will be held at the La Fonda Saturday evening. Details are still to be worked

out on rooms at the La Fonda. Contact: Gregory Shuman, 505-366-3690, email: shuman302@comcast.net

August 12, 2018: This year's 51st annual Ontario Jaguar Owners Association concours will feature a country garden party theme. The show will be hosted on private property just outside the town of Wellesley. The concours festivities will extend beyond that of just a judged car show. Spectators and entrants will be entertained with contests, a silent auction, door prizes, a live band, a noon-time catered meal, and a meadow full of Jaguars. All of the JCNA required classes will be judged, as well as a club designed "Regularly Driven" category, which involves judging-on-the-lighter-side. During the weekend, there will be a block of rooms available at a host hotel. This will also be the location for our pre-concours meet and greet gathering. More information will become available on the club website www.ojao.org in the near future. Participants will be advised that there is a 1/2 mile dead-end gravel road leading to the site. For our cross-border friends, this location is approximately 3 hours from Detroit and 2 hours from Buffalo. Contact: Allan Lingelbach, 519-656-9398, email: swissbear@sympatico.ca.

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

September 30, 2018: The Jaguar Club of Southern Colorado's 2018 Pikes Peak Concours will be held at Jaguar Land Rover Colorado Springs. Contact: Jack Humphrey, 719-930-4801, email: jaglover2@cs.com.

October 13, 2018: Sun Coast Jaguar Club's 33rd annual Concours d'Elegance will be held at St. Armand's Circle in Sarasota, Florida. Contact: John McCarthy, 941-915-1156, email: trtlisle@comcast.net.

November 1-4, 2018: The Jaguar Owners Club Los Angeles is hosting 2018 JCNA International Jaguar Festival on November 1- 4, 2018. The festival events will be held in Santa Barbara, California, and the host venue will be the Fess Parker Resort on Sterns Beach. The tentative schedule includes a slalom and welcome reception on Thursday, the concours and awards banquet on Friday, a rally on Saturday and a farewell brunch on Sunday. Registration and event information will be posted on the JCNA website when it becomes available.

Member Spotlight

Gary Bartlett

By Gregory Wells



Where to start the story of Gary W. Bartlett's consuming passion for the Jaguar marque? Born in Muncie, Indiana, the oldest child (of three) of a tire and battery store-owning father, the original source of Gary's 'disease' is pretty obvious. After graduating from Royerton High in Muncie, he attended the local Ball State, where he studied in accounting, business administration, and computer science. Along with his brother, he continued to work in his father's tire store after college; they gradually built up a loyal clientele for repair work, much of it on Jags due to the poor reputation of the nearest dealer.

Gary vividly recalls seeing a red E-Type FHC in front of the local movie theatre, which made much more impact than the Jaguar HO slot cars he'd had as a kid. After tracking down the car's owner, Gary bought that car, but he first had to convince his father to co-sign the note.

The repair business continued to expand, until Gary's father gave him a choice: either sell tires and batteries or repair Jags, but not both. So, along with a cousin, Gary opened an import repair shop specializing in Jaguar.

A few years later, during a root beer run at the beach, Gary noticed a forlorn '69 OTS parked beside the store. He was appalled to discover the interior had been 'restored' by brush-painting it yellow! A mere \$700 later, the car was his and replacement upholstery was sought. The quality of available upholstery was

unacceptable, until he located a small company in the UK. In 1980 Gary became the company's US agent until his volume of business outstripped their ability to supply him, whereupon in 1987 he set up his own company producing a line of Jaguar upholstery, authentic down to thread gauges and stitch counts. After selling his repair shop in 1987, Gary opened another company doing interior design and production for companies like GM, Mitsubishi, Toyota, and others.

Gary has owned every significant postwar Jaguar model. He's world-famous for reuniting the original parts of D-Type XKD-530, which through a convoluted history ended up as two cars when parts (the monocoque being one) thought too far gone in the '60s were deemed useable in the '80s. After buying 'his' D-Type in 1997, the car's disputed provenance led him to buy the 'other' D-Type in 2002 and to assemble the original parts back together as one authentic car. The second D-Type was then properly labeled a replica.

One forgettable adventure is an accident in the 2006 Mille Miglia revival rally, an event Gary has driven in numerous times. His 1957 XKSS was punted off the road by a local driver, ending up in the bottom of a ravine. The doctors in Florence incorrectly diagnosed a broken back, when Gary actually had a broken

sternum and multiple fractured ribs. His wife's foresight in purchasing medical evacuation insurance resulted in Gary quickly being flown back to Ball Memorial in, where else?, Muncie. Both Gary and the XKSS were eventually 'restored' to health.

At a vintage rally in Belgium in 1999, Gary learned that Jaguar still warehoused 14 unsold XJ220s (of the 280 produced) and if he could get it into the US, he wanted one!. Fortunately, under prodding from Bill Gates, whose non-complying Porsche 959 had languished in customs impound for years, the DOT was about to implement a 'Show or Display' exemption for cars not meeting the federal vehicle standards. After a nearly six-month process, Gary's XJ220 was the first vehicle to be imported into the US under the new law.

Asked to name his favorite Jaguar, Gary promptly admits probably it's the E-Type, as its styling is so iconic and timeless that it attracts women who weren't born until decades after production ended. Asked what Jaguar he hasn't owned, he replies, "XJ13" and relates the story that the car almost sold to a noted Jag collector until the Board learned of the impending sale. The one that got away, one might say. Gary still resides in hometown Muncie and though still involved in several Jag-related businesses, a private investing company is now his main business activity. 🐾



Gary with D-Type and former head of Jaguar, Mike O'Driscoll.



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