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Official Magazine of the Jaguar Clubs of North America

May-June 2018

San Antonio: JCNA's 60th Anniversary AGM

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JAGUAR JOURNAL

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COVER PHOTO



Photo: 'Comin' atcha' – a new baby in the Jaguar family. The E-PACE looks every inch the smart and nimble newcomer that will compete head-on in the 'Compact Crossover' sector. Where do I sign?



Blowin' Smoke

“Early listing on the website – even only the barest details if that’s all you have – is the key to timely inclusion in the *Journal* calendar.”

Peter Crespin

'TIS THE SEASON TO BE TIMELY

One advantage of time seemingly racing by – though perhaps a meagre one – is the consolation that although summers get shorter, winters don't seem to last as long as they used to either. For those of us who like to drive year round and can't afford a Sun Belt property, or retirement, spring can't come quickly enough. One sure sign of the approaching season is that the *Jaguar Journal* calendar starts to fill up with events and we often have to shrink the font size to fit them all in on page 45.

Given the number of events that take place across JCNA's sixty-plus clubs, there has to be some kind of 'system' for choosing which to include. We have received a few queries recently from club officers surprised that their event wasn't listed in the calendar, so here's the skinny.

Listing priority

Our first priority is to list JCNA-sanctioned events. There are lots of great non-sanctioned events, and we do include those where space allows, but if space is limited, *JJ* as the formal JCNA magazine has a duty to list JCNA activities.

Timing issues

In general, *Jaguar Journal* is dropped in the mail around the third week of the month preceding the cover date, with content creation ending a few weeks before that. So for example, the March-April issue normally goes in bulk to the USPS in late February and starts hitting member mailboxes a week or so later. We use periodical postage to save money, but USPS do not guarantee a particular delivery time with that service and it can happen that sometimes delivery to certain areas is slower than others. This happens particularly to Canadian members, where our only choice is to mail those

international issues in bulk to a central point, from where they are handled by Canada Post and delivery is beyond our control. Where we see or hear of frequent delays (as happened in Arizona) we can prod USPS to look into the glitch and try to remedy it.

Sources scanned

When preparing the calendar for each issue of the *Journal*, our primary source is the calendar on the JCNA website. We list events shown there that are due to take place from the start of the first cover month to approximately three-four months beyond. If the calendar is especially full we may shorten each listing and/or include only the events for the next two-three months, safe in the knowledge that the ones we do not list can be accessed via the website or will be listed nearer the time in the next issue.

However – and this is important – although we leave it as late as possible to scan the website (the calendar is always the last or close to last piece of content), the magazine production lead time still means that we look for events several months before they take place. Consequently, if your club does not put the details on the website in good time, they may not appear in a given calendar. This need not be a disaster, if it is far enough ahead to get a good mention in the next issue. Just remember that early listing on the website – even only the barest details if that's all you have – is the key to inclusion in the journal calendar. Otherwise, listing the event with adequate notice at club level may still mean the online entry was made *after* we had scanned the listings. Meanwhile, have a great season and enjoy your cars.

RITE OF SPRING

As in previous years, spring means AGM time, and the forum for discussions/changes needed to keep



Nick in front of Coventry Cathedral, holding a JJ and his magnum opus on design.

JCNA relevant and vibrant for you, the members. As usual, the *Journal* aims to bring you a flavor of the key discussions as soon as possible after the gavel dropped on each year's deliberations. For greater details, see the website (after your JCNA officers have had a chance to write everything up and post the meeting minutes on the website).

COMPETITION WINNER

One man who will likely have a great season, even with his nose buried in a book, is David Clark of Vermont. David was judged to have submitted the winning entry in our not-too-serious competition to win a copy of Nick Hull's enormous book "*Jaguar Design: A Story of Style*." See page 8. I had the recent pleasure of meeting Nick at Coventry University, where he is now part of the very active Arts and Humanities faculty. Best of all, Nick has agreed to write for *Jaguar Journal* about some of the landmarks in Jaguar's evolution of automotive design. Watch this space. 📖

Peter

News Shorts

E-PACE IS GO

There was a time when thinking *Jaguaristas* bemoaned the fact that the company's promotional material was as staid as the image they were trying to shake off. Small wonder the marque persisted for decades with slightly fusty 'old man' associations. Matters weren't helped by a limited two-car range that was high on style and refinement, but low on raw sensory input and raised adrenaline levels. The various racing efforts underpinned the 'sporting sedan' claim, and the six-cylinder XJ-S models and supercharged XJR were consciously aimed at a younger

sportier demographic, but that was about it. Say what you like, things are very different today.

New launches of Jaguars and Land Rovers have come thick and fast, with each new model seeking to outdo the other in terms of spectacle and drama (see page 13). So here we are, barely come to terms with the revolutionary idea of Jaguar building SUVs, when suddenly there are (or very soon will be) three of them in Jaguar showrooms. The E-PACE, which the company is referring to as the Jaguar 'Cub,' is the new baby

in the family – a 'compact performance SUV' to keep the F-PACE and soon-arriving I-PACE company. There's no mistaking the family resemblance, not just across the 'PACE' family but between model ranges. XF was the first to showcase Ian Callum's fresh new look, which has since been shared between the XJ, F-TYPE, XE and the PACE series. There are also deliberately strong accents of the F-TYPE echoed in the pistol-grip shifter and the sloping console grab handle. Nor is the strong family resemblance merely cosmetic, since below each model's skin lies



E-PACE IS GO (continued)

a variant of the aluminum-intensive underpinnings that continue to impress new drivers and cynical old hacks alike. Managing to combine a comfortable fuss-free ride with sharp handling, is as much a Jaguar trait as it has been for nearly 60 years.

What has never been done by Jaguar before, is building cars overseas. Yes, there were a few markets that were supplied with 'Knocked-Down Kits' for local assembly (as a import tax dodge)

but the E-PACE is actually made in Austria at the Magna Steyr factory in Graz. With the way things could turn out after Brexit, the decision to build cars closer to the key markets in Europe has been vindicated.

Driving impressions will have to wait until *Jaguar Journal* gets behind the wheel (rumored to be Fall, when an E-PACE is added to the tiny Washington press fleet). The E-PACE will be front wheel drive in some models, which is a

first for Jaguar here. In the UK/Europe there were four-cylinder 2.0L/2.2L diesels, and 2.0L gasoline X-Types with front wheel drive. They sold very well but never came to the USA, which only got 2.5L or 3.0L V6 engines. The Ingenium power units are, of course, in a different league to the engines of 20 years ago.

To see a design video narrated by Ian Callum, see <https://www.youtube.com/watch?v=DAAB8D-uxol> 📺



The E-PACE family face – expressed in its 'tallest' form but immediately recognizable on the SUVs.



Perhaps most similar to an F-PACE from the side, but more pointed at the D pillar.

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FOURTH ANNUAL 'JAGUARS AT SARATOGA' EVENT

The Capital Region Jaguar Club of New York is holding its fourth annual 'Jaguars at Saratoga' lawn show at the Saratoga Automobile Museum (www.saratogaautomuseum.org) on Saturday, August 25, 2018, in Saratoga Springs, New York. The rain date is Sunday, August 26. In past years, this show has attracted many classic and modern Jaguars including XKs, Mark IIs, many

E-Types and the newer F-Types, to name a few. In 2015, a 1955 D-Type was displayed. Go to www.crcjny.org to see photos of past shows.

The Saratoga Automotive Museum, which opened to the public in 2002, is located within the 2,500 acre Saratoga Spa State Park in the heart of Saratoga Springs, home of the historic one-mile Saratoga Race Course thoroughbred

track dating to 1863. The museum is housed in the restored Saratoga Bottling Plant, a beautiful neo-classic structure built in 1934, and features a world-class collection of significant cars and related exhibits.

For more information about this lawn show event, please call (518) 283-4534 or contact us at contactcrcjny@gmail.com. 📧



COVENTRY FOUNDATION

Things are moving fast at the Coventry Foundation (see www.coventryfoundation.org.) Even the 'at' part is variable, depending on which aspect of the organization you want to visit. Having taken up residence in Petersburg, Virginia, in the British Sports Car Hall of fame, there will be a permanent and prominent exhibit there.

Currently featured is the XK140 donated by Cecil Myers and a range of model Jaguars donated by Jerry Turner but two more cars have been donated. There is the 1973 2+2 E-Type donated by Franklin Owen and siblings with only 25,000 miles on her (the car, not the siblings!). The other recent donation is a 1977 XJ-S with 28,877 miles, given by Dr. Gerald Mitchell.

Meanwhile, the growing Foundation has found somewhere quieter and more suited to research and study, having established a library/reading room in Columbia, South Carolina.



A comfortable study environment for those needing to dig deep into correspondence and technical archives.

One whole bookcase is full of Canada-only literature and there are decades of evolving training course materials as the factory's output got more and more complex. Meanwhile, the Foundation's first scholarship recipient, Luke Miller, continues his studies in automotive

restoration at Pennsylvania College of Technology. The scholarship fund is growing and ultimately the goal would be to reach \$25,000 and have the fund fully endowed to offer additional scholarships around North America. 🇺🇸

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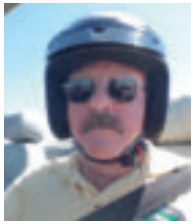


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President's Perspective

“... after 60 years of existence, we have many important records, documents and physical items that need to be properly stored and maintained...”

Jack Humphrey

If you are reading this column and not one by somebody else, then yours truly must have been elected for a second go-round as your JCNA president. It's hard to believe I've been in the saddle for a year now; it seems like I was penning my first column just last week!

2018 ANNUAL GENERAL MEETING

We recently concluded the 2018 AGM in San Antonio, Texas, and I'm pleased to report the event was a tremendous success. Former President of Jaguar Cars, North America Mike Dale and his lovely wife, Mary, were our honored guests; our thanks to them for traveling from Virginia to join us. Mike was the keynote speaker at the awards banquet and entertained everyone with stories from his early days with Jaguar. Other AGM particulars are covered by Peter Crespín elsewhere in this issue, but suffice it to say none of it would have been possible without the enthusiasm and support of the San Antonio Jaguar Club and the superb service provided by the Menger Hotel staff.

My personal thanks to Regional Directors Gary Vaughan and Dave McDowell as well as to SAJC Club President Brian Blackwell for making all of this happen. Success such as this is not the result of good luck but comes from thorough planning and plain old hard work! JCNA also wishes to extend congratulations to all competition and special award winners. Well done!

NEW LEADERSHIP

The AGM also marks the 'changing of the guard' in some regions and that is not a bad thing. Change and evolution are characteristics of agile and forward-looking organizations; it is unrealistic to expect great leaders to stay in their positions forever. New leadership brings fresh ideas, energy and perspective to an organization. With that in mind we welcome three new Regional Directors – John Boswell (Wisconsin Jaguars Ltd.),

representing the North Central Region, Ron Gaertner (Virginia Jaguar Club), representing the Southeast Region and Ron Wallis (Jaguar Club of Houston) of the South Central Region. All three will be great additions to the JCNA team.

I also want to recognize our departing Regional Directors Bob Matejek, George Camp and Gary Vaughan. Our sincere thanks to them for their time and efforts to make JCNA what it is today. We are extremely fortunate that all three will continue to serve in other capacities. Bob remains as Secretary, George as Administrator and Gary as Chair of the Business Committee.

PRESERVATION OF OUR HERITAGE

Most all successful and enduring organizations have procedures and means for preserving their past. Organizational history is important because it provides the membership with identity, purpose, pride, culture and cohesion. Adequate commitment of resources is critical to ensure preservation of relevant historical documents, memorabilia, etc.

JCNA certainly falls into this category and after 60 years, we have many important records, documents and items that need to be properly stored and maintained. Unfortunately, as a volunteer organization with no permanent corporate headquarters, we never had this luxury. Instead, our historical materials were stored in various garages, houses and storage units across the country, sometimes in appalling conditions. Not a good way to preserve our heritage!

The JCNA leadership has long recognized this problem, and thanks to former JCNA President George Camp and former North Central Regional Director/Treasurer/Business Committee Chair Gary Kincel, we now have a solution. In his capacity as President of the Coventry Foundation, Gary and I recently signed a Memorandum of Understanding

establishing terms under which our records, documents, printed material, books, memorabilia and other items will be consolidated, stored and maintained at the newly-established Coventry Foundation Library in Columbia, South Carolina. Additionally, the Coventry Foundation will now manage the Tool Loan Program with the tools belonging to both organizations.

Our physical heritage now has a home and that is a very good thing!

IN CLOSING

The next major event is the 2018 JCNA International Jaguar Festival, to be hosted by the Jaguar Owners Club of Los Angeles. The festival will be held October 31–November 4, 2018, at the Hilton Santa Barbara and surrounding area. Details are posted on the JCNA website.

It is also not too soon to think about 2019 JCNA activities, so mark your calendars for March 22–24, when the next AGM will be held at the new Jaguar Land Rover Headquarters in Mahwah, New Jersey. Event details are in the works, so watch this column and the website for updates.

My thanks to every member for all that you do to make JCNA successful and I hope to see you at the JCNA IJF in Santa Barbara! 🍷

Jack



Jack carving the cake on JCNA's 60th.

Northeast Regional Report

2018 events old and new

By Dennis Eklof

Once again it's time for a report on the Northeast Region of JCNA. My first such report was about the demographics of the clubs in the region, e.g., club size and location. The second was about the density of events in the Northeast – after all, we have 12 active clubs within an area considerably smaller than the state of Texas. With this report I want to focus on two clubs in the Northeast, the newest and one of the oldest, and the big events each is planning for 2018.

SUCCESS #1

The oldest club in the region is Jaguar Club of Southern New England. It was founded in 1968 with but a handful of members. Back then meetings were held at members' homes, and the main focus of the club was on rallies. After an initial spurt of about 20 members, interest dwindled, but the ongoing efforts of a few members pumped new life into the club and now JCSNE is about 140 members strong. To celebrate their 50th Anniversary, JCSNE is recasting its annual one-day concours into a three-day event with a strong regional flavor – all clubs in the Northeast have been invited and encouraged to join in.

The weekend's activities will be centered at the four Points Meriden Hotel in Meriden, Connecticut, and will kick off on Friday with a 6 PM meet and greet reception in the hotel's library. The real fun begins on Saturday when two events are planned. For those with competition in their blood, a JCNA-sanctioned slalom will run from 9 AM to 4 PM at a great site in adjoining Cheshire, Connecticut. For those more interested in a casual outing, there will be a winery tour covering some of the many excellent local wineries in the area.

Saturday evening will feature a celebration banquet at the hotel, with special guest speaker, Kim McCullough, Vice President of Marketing for Jaguar

Land Rover. For those of you who have not had the pleasure of meeting Kim and her husband, Mitch, you are in for a treat. I have had that privilege on a couple of occasions, and I can assure you that Kim is not only an important player guiding the future of Jaguar Land Rover, but both she and Mitch are true 'car guys.' Both have raced in SCCA events, and two years ago they drove in the Mille Miglia in a preservation class XK120 OTS that once belonged to Bernie Yurt, the founder of New England XKs in the 1960s.

But that's not all. The heart of the weekend will be the JCNA-sanctioned concours, once again to be held at the beautiful Lyman Orchards location in Middlefield, Connecticut. I have been lucky enough to judge in several of these events. It is a beautiful site and I am sure the concours will be both well-run and well-attended. You can get all the details at www.jcsne.org.

SUCCESS #2

At the other end of the age spectrum is the newest club within JCNA, the Capital Region Jaguar Club of New York. Based in the Albany area, CRJCNV joined JCNA only four years ago. One of their major events for 2018 is their fourth annual Jaguar lawn show on the grounds of the Saratoga Auto Museum on Saturday, August 25. This is a very relaxed lawn show without the pressures of a judged JCNA-sanctioned concours. Past years have featured a nice turnout of classic Jaguars plus the added attractions of access to the fine collection at the Saratoga Auto Museum (www.saratogaautomuseum.org). Of course, there are many other attractions associated with Saratoga during the summer racing season, with Saturday, the 25th, featuring a major thoroughbred stakes race. Please support these two fine events and I will see you there! 🍷



Growing in popularity – the relaxed CRJCNV lawn show last year.

Canada Calling

The XE was awarded “Best Small Premium Car,” beating the Alfa Romeo Giulia, Infiniti Q60 and Lexus IS.

By Malcolm Baster

As you read this, summer will have finally put in an appearance. Groundhog Day has come and gone, various of these rodents have seen or not have seen their shadows and the areas they inhabit will experience or not experience another six weeks of winter. Vancouver has recently had a winter experience, with most disagreeable amounts of snow, ice and wind causing what the newscasts euphemistically refer to as “transport disruptions.” There was even some snow here on Vancouver Island. I should also note that the absence of messages of sympathy about all this from our eastern Canadian Jaguar clubs has not escaped our attention. Perhaps members are too busy shoveling their way out of their houses? So spare a thought for us as you sit in the sun sipping your gin and tonics or mint juleps. And I am sure we will soon see Jaguars emerging from their winter lairs, blinking in the strong spring sunshine.

THE AGONY...

And there is another, perhaps greater, burden than winter bearing down upon the Canadian soul. As I have mentioned before, hockey is something of a national obsession here and the games played at the Winter Olympics in South Korea were keenly watched. Sadly, Canada failed to win its customary gold medals: the women’s team was beaten in the final by archrival USA in a nail-biter and had to settle for the silver medal, whereas the men’s team was defeated in the semi-finals by Germany. This event even prompted a tweet from the German Foreign Office:

“Travel advisory: Germans in Canada should exercise a high degree of empathy. Be nice, don’t gloat, give hugs, buy rounds of hot chocolate. Just imagine how you would feel if Canada beat us at soccer.”

Perhaps under the circumstances, rounds of schnapps might be more

appropriate. But the Stanley Cup lies ahead. Maybe a Canadian team will win this year... And Canada did beat the Czech Republic for the Olympic bronze medal.

... AND THE ECSTASY

The Automotive Journalists Association of Canada (AJAC) hands out some of the most prestigious awards in the country each year, and I am pleased to say that this year Jaguar won two of them. The XE was awarded “Best Small Premium Car,” beating the Alfa Romeo Giulia, Infiniti Q60 and Lexus IS.

The F-type was named “Best Premium Sports-Performance Car,” beating the Infiniti Q60 Red Sport 400, Mercedes AMG C63, Porsche 718 (Boxster/Cayman), Porsche 911 and Porsche Panamera. Well done!

Planning for the coming summer is the main activity of our Canadian clubs just now. Here in Victoria work is well advanced on what will be our 15th annual ‘Jaguars on the Island’ show. We have lined up some first-class places for our ‘eating’ events, and there is plenty of room on our display field for lots of Jaguars. In Vancouver, the Canadian XK Jaguar Register’s plans for the annual Heritage Weekend are moving along, and the Toronto-based Ontario Jaguar Owners Association will again host its concours at Allan and Carol Lingelbach’s country home. We have more details for the Ottawa Jaguar Club’s big ‘do’: “As we peek out tentatively from the slowly melting frozen mounds of winter, our thoughts are turning towards planning for our marquee club event, the ‘OJC Concours and Family Day.’ The JCNA-sanctioned event, scheduled for 10 June, is returning to the rural peace and tranquility of the Cumberland Heritage Village Museum just outside Ottawa. Our theme this year is the commemoration of the Jaguar XJ saloon, in continuous production for



Mark Richardson (right), President of the Automobile Journalists Association of Canada (AJAC) presents Wolfgang Hoffmann (centre), President of JLR Canada, with the 2018 awards won by Jaguar.

50 years. We will also be recognizing the equally-important 70th anniversary of the XK engine and the XK120. Our neighbouring club, OJOA in Toronto, and other Northeast Region clubs are enquiring about or planning to attend. We are working with our local dealer, Jaguar Ottawa, to display club Jaguars at the dealership throughout the year to commemorate these important events. Perhaps your club can do likewise? Now all we have to do is wait for the superb summer which we are owed.”

Rob Dunlop of the Ottawa Jaguar Club has also sent details of a major sporting event attended by athletes from that club. Unfortunately, an event involving various skiing and skating competitions taking place in Korea at the same time detracted somewhat from the normal media coverage of the annual Ottawa Valley Triumph Club’s Interclub Darts Joust for British car clubs. A team from the MG club was the big winner, and Rob regrets to say that the OJC did not, to say the least, fare well this year. It was reported that certain ‘athletes’ of that club had apparently ingested quantities of performance-degrading liquids. A subsequent statement made later over pizza by the OJC Darts Oversight Committee indicated that improvements in team selection and training would be made prior to next year’s competition. Or not. 🍷

Continental Drift

News from the UK and Europe

By Tim Crespin

FIGHTIN' FIT?

The UK is supposedly a country of polite people who don't take themselves too seriously. They drive on congested roads that take the fun out of road trips until you get to rural Wales, or Scotland or the less densely-populated areas of northern and far west England. So far, so idyllic...

The sceptics, who probably drive mostly in the crowded Greater London/southeastern parts of England, may beg to differ if they come into regular contact with aggressive driving by frustrated motorists. So who is right? "Both," is probably the fairest answer. Even so, most people would be shocked to learn that the UK remains the road rage capital of the world, according to a recent poll, which suggested that nine out of 10 drivers had experienced road rage at least once while driving on our roads, with 70% admitting to committing the offence themselves. So much for politeness, although the poor driving is probably down to frustration more than outright anger.

DO AS YOU WOULD BE DONE BY

If you're anything like me, you've probably been guilty of muttering some colourful words to yourself

from the safety of your glass, metal and plastic passenger cell. Often the source of your ire turns out to be some octogenarian pootling along at 10-20 mph on a winding lane with high hedges either side, and no chance of an overtake on the way to your weekly grocery shop? Grrr! At that age, they probably don't even know what's going on around them. Plus they scare easily. There are plenty of road users who think many of the elderly shouldn't be allowed on the roads, on the grounds of being more dangerous than their younger fellow drivers. Except that they're not more dangerous, not even remotely. Oldies are 'Safe-ies.'

STATISTICS

With the number of UK drivers aged over 90 exceeding 100,000 for the first time, you'd be forgiven for thinking that you are taking your life in your own hands every time you get behind the wheel of your car, when actually the truth is a rather different story. A Swansea University study revealed that the risk of a driver over 70 killing a pedestrian was in fact less than that of a middle-aged driver, and half that of drivers up to age 25. "Fair enough," I hear you cry, "I bet the reason they don't kill pedestrians is because they never drive fast enough to cause serious

harm!" In fact, the same study found that drivers aged 70 were three to four times less likely to be involved in any type of road accident than males 17-21. In the UK older drivers are required to fill out a self-assessment every three years, declaring they are medically fit to continue driving. Given their apparent aptitude for keeping themselves out of accidents, maybe we should trust their judgement on this one as well?

DRAGON ROAD CHALLENGE

Be honest, haven't we all wondered how easy it would be to drive a Range Rover up a flight of 999 steps at a 45-degree angle? No? Oh, well. Clearly this was a sentiment shared by Land Rover Experience expert Phil Jones, who enlisted the help of Panasonic Jaguar Racing Formula E driver Ho-Pin Tung to drive the new plug-in hybrid Range Rover to take on the 11.3 km Dragon Road in China. The road itself is said to be one of the most challenging in the world, taking in 99 turns as it winds its way up Tianmen Mountain, culminating with the *coup de grâce* at the top, consisting of the towering 45-degree staircase of 999 steps leading to China's legendary 'Heaven's Gate.' One wrong move here and Ho-Pin Tung could have been knocking on Heaven's Door, never mind Heaven's Gate.

Thankfully, the hybrid SUV showed uncompromised off-road ability despite its extra weight (thanks to the 116 ps electric motor and accompanying battery). It ascended the summit without missing a beat – or hitting one for that matter, when/if electric motors emit beats... Even King Canute himself couldn't hold back the tide of hybrid and all-electric cars about to flood most markets, but at least we can look forward to this in the knowledge that although we will undoubtedly lose something visceral from the engine note, the same need not be said about the performance. 🏎️



Don't look down, or back. Range Rover motors smoothly up Heaven's Gate.

Getting Satisfaction

The dos and don'ts of obtaining quality repair and restoration services

By Richard MacLean, Jaguar Club of Northern Arizona

Mick Jagger could "get no satisfaction," but realistically, there's an outside chance he may have had something else in mind besides car repair shops. How satisfied have you been when repairing or restoring your Jaguar? Based on recent interviews and other sources, most Jaguar owners are very satisfied, particularly when obtaining warranty services on new vehicles with dealers. But the exceptions to the rule – the horror stories – dominate discussions at Jaguar club meetings and events.

This article describes key steps to take before, during and after repair and restoration services. Many of these recommendations are common sense. But even seasoned car aficionados may be surprised by some of the information. The article also covers some of the steps shops use to minimize clashes with customers. Just as there are shops from hell, there are also customers from hell.

DUE DILIGENCE FIRST

The ingratiating service manager may assure you that they "put quality and customer satisfaction before everything else." Not to worry! Later it may seem like it was really all about the money. Most problems can be avoided, however, if a few basic steps are taken up front. Key amongst these is to identify the best shop for the type of work being considered.

Networking within your local Jaguar and other car clubs is essential in identifying a qualified repair or restoration shop. Members have up-to-date personal experience with both the best and the ones to avoid. Clubs invariably include seasoned experts who can offer repair suggestions for your specific issue, especially helpful for the do-it-yourself projects. Owners of some of the best shops may also be active members who provide face-to-face opportunities that build confidence

and trust. Participation demonstrates enthusiasm and a willingness to put their business under the spotlight for criticism or praise.

Be cautious of online reviews; they may tend to be overly negative since bad experiences unquestionably motivate respondents to write about their troubles. AAA or ASE (National Institute for Automotive Service Excellence) certifications provide some assurances for competence in late model car repairs. However, outstanding specialty shops working on older cars may see no need for these certifications. What is much more relevant, especially for restoration shops, is their longevity

in the business and a reputation for producing concours-quality work.

It is vital to go through this careful due diligence process for older Jaguars. Dealerships servicing newer models have electronic diagnostic tools, OEM parts, service warranties and factory-trained mechanics. Their employees may, however, be clueless on the older classics where experience is essential and parts quality and sources vary significantly. Indeed, reputable Jaguar dealerships may rightfully refuse to service older Jaguars. They may not have the expertise and such work is not as profitable.



Dealers and many service shops use book rate. Profits increase when these benchmarks are beaten. Specialty shops working on older cars charge actual time. Why? Fused into a Mini Cooper, this plug from hell turned a five-minute job into a 14-hour head removal project. Trust and close communication is essential to prevent disputes when the unexpected occurs.

Dealerships utilize economies of scale and “book time” billing that are not appropriate for work that is custom or may involve unanticipated surprises. A bolt may take 10 seconds to remove or an hour if it is seized and breaks. OEM parts fit. Aftermarket parts may require time-consuming fitting. Jason Len, owner of XK’s Motorsport, San Luis Obispo, California, one of the oldest British car restoration shops in the country, sheds some light on this problem.

“Starting in the 1980s I would make trips to England to network with the original parts suppliers for Jaguar. They had the tooling and know-how to make replacement parts and I set up contracts with my parts supply business, XK’s Unlimited, for production runs. Over the decades these manufacturers have mostly gone out of business, the expertise retired or the expensive tooling wore out. Today, these parts are made in China and there is not the same degree of close communication over fit and quality. For example, I would never paint a restoration without first checking aftermarket body parts for fit.”

LONGEVITY

How long a shop has been in business is a key consideration. Clearly, it is a measure of the experience and competence that you are seeking, but “longevity” should not be a measure of how long your car sits in the shop. Indeed, a frequent complaint of owners is that their cars are held for months and even years, sometimes just for major mechanical work. Yes, you may be able to insert some language in a contract spelling out your right to take possession of your car held in perpetual limbo, but defining a bright line between completed and uncompleted work is problematic.

Seek shops that have a reputation for completing work within a reasonable timeframe, taking into consideration, of course, the usual surprises that may develop along the way. Keeping on schedule is especially important in restorations. A frame-off, total restoration typically takes one to two years. Consider using only shops that have resources set up and dedicated exclusively to restorations, even if they also do service work. If these businesses offer both without a clear separation

and management considers restoration as “fill-in” work, your project will be placed at the end of the queue every time sensitive and more profitable work comes in the door.

One must be also mindful that restoration businesses can and do go under. Some are undercapitalized. Some may be run by less than reputable people. The economic climate is robust today, but who knows for sure what will happen in the future. If economic conditions worsen and acrimony breaks out between you and a business that is getting shaky, negotiating a settlement and regaining your partially restored car may be the wisest choice. Likely? No. Possible? Definitely.

Jason Len states, “During the downturn, approximately one-third of my business was coming from owners who had pulled their cars out of restoration shops that had gone under.” Gerald McGlothlin, an exotic car trader and very active Jaguar club member in Arizona, goes on to describe one of the more infamous examples of a business “breaking bad.”

“Peter ‘Doc’ Scadron ran Docs Jags Inc. of Scottsdale, Arizona, like a Ponzi scheme, falsely advertising, collecting cars and deposits. A knowledgeable Jaguar guy, but even today described in internet posts as ‘a crooked fraudster... he is a con artist.’ What amazed me was that many people knew of his deceitful practices in the ‘80s. Lots of people didn’t do their homework and got burnt.

“Eventually, he headed towards bankruptcy after 2000 when the Feds intervened to stop the fraud. The FBI seized the remaining assets and owners were forced to bid at auction on their own car parts to try to get them back. Only the VIN-identified parts could be claimed as their property. People from around the country, including myself, were at the auction.”

THE TELLS TELL A LOT

Reputable service and restoration business are proud of their shops and the people who work there. Be wary of an owner or sales manager who



The most critical element in repair and restoration is selecting the right shop for the job at hand, especially for Jaguars no longer under warranty. Jaguar Club members are the best source of info on good local shops. DeYoung European Motors in Prescott, Arizona, comes highly recommended by JCN AZ for both older and newer Jags.

claims that you cannot take a tour of the facilities “because of insurance constraints” or do not encourage you to talk to the mechanics. Yes, their time is money, but five minutes on a multi-thousand dollar job is not much to ask and may actually help the mechanic determine what is needed.

If the shop looks like a junkyard or the mechanics clearly are inexperienced and not knowledgeable on your particular Jaguar, reconsider your options. This works both ways. If your car is unwashed and cluttered, a mechanic might assume that you are not all that fussy about the work. If you can intelligently express what the problems may be, steps that might be taken to rectify these issues and the relevant history of prior repairs, the message delivered is that you know quality work and what constitutes unnecessary repairs.

There is another reason to have your car in presentable shape. Dirt and clutter can hide potential problems that only become apparent later after the work is done. Then it becomes an argument over, “That scratch mark on the paint and that grease mark on the carpet were preexisting.” Several Jaguar owners interviewed state that as a matter of routine they take extensive photographs prior to service, note so on the contract and identify cosmetic issues that may be present. This protects both parties and in the age of smartphones, it is literally a click away.

Service managers generally do not denigrate other businesses. If a business owner or manager engages in thoroughly trashing other local shops, this may be an indicator that they may also be condescending to you should a dispute arise. If you behave similarly after pulling your car out of a shop, the next shop owner may think, “What really went wrong, why couldn’t they resolve the issue and will I be in for the same conflict?” Keep these exchanges factual and unemotional.

EYES WIDE OPEN... ON THE CONTRACT

Jaguar owners have very high expectations for quality work and rightfully so: the cars are very valuable and some are national concours winners. Service and restoration businesses charge accordingly, in part because of the difficulty in obtaining and retaining mechanics with the skill level needed to work on these classics.

It is not at all surprising that miscommunicated expectations are most often the source of conflicts. Verbal assurances and agreements can evaporate like petrol should a major dispute arise. Central to minimizing these problems is a well-written contract. Experienced establishments go through a systematic process before even accepting a car under contract. Brian Donovan, the owner of Donovan Motorcar Service of Lenox, Massachusetts, explains,

“We focus on establishing a clear understanding of what the owner expects, what we can do to do to

satisfy these expectations and what it will cost. On significant repairs and restorations, customers must first take a tour of the facility and speak directly with the mechanics who will perform the work. We do not rely solely on the owner’s verbal descriptions of the work that needs to be done: we must first inspect the car before starting a quote with our specific recommendations on the scope of work.

“It is essential to get the owner as directly involved as possible at every stage of the restoration. Written contracts can only cover so much detail before becoming extremely cumbersome. Our best customers are the ones who become enthusiastically involved, visit frequently and monitor progress.

“Monthly billing includes a detailed description of the work done and the parts used. Reviews in person, emails and pictures all help avoid misunderstandings. For example, when the invariable surprises are encountered, photos are sent and written authorization in advance



Well-written, detailed contracts go a long way to minimize disputes. “He-said, she-said” does not cut it in court, should it ever get that far. Jaguar Club member Richard Hauger (left) goes over a contract with service shop owner, Darren DeYoung, prior to beginning work on his 1994 XJS Convertible.

is sought for significant changes in scope.

“That said, it is surprising the number of customers who do not meticulously read their contracts. We sometimes have to point out such things as deposits cannot be used to fund changes in scope or work in progress. Customers have a scope in mind at the beginning but typically enthusiasm builds and scope-creep sets in. Again, capturing in writing the expectations, scope and cost implications is essential so that at the end there are no surprises.”

Seasoned veterans such as Brian Donovan and Jason Len thoroughly understand the importance of a well-written contract, but a successful outcome is also about establishing trust and a rapport with customers. Jason explains,

“Dealerships and independent repair shops using book rate increase their profits by beating these numbers. They may quote 10 hours but are able to do the work in eight. They bill for 10. I know

that if I quote 100 hours, it may wind up being 110 or more due to unexpected issues. Decades of experience gives me a feel for just how much the time could wind up being significantly over or under.

“We bill for actual time and if the time estimate increases significantly, we seek preauthorization. But if a car is up on the rack and the issue will only take an extra hour or so, we just do the work without preauthorization since it is inefficient to pull the car out and start over later. That is where trust is essential. We trust that the customer will pay for this extra time and they trust us that we are being honest in working efficiently and in tallying the hours.”

One should not be shy about adding to the contract such things as notification requirements for cost overruns (most state laws cover mandatory limits), the condition of the car – backed by photographs – before

work commences, an accounting of parts delivered with the car (e.g., tool kit, jack stand, programmable key fobs, etc.), quality and sources of replacement parts, paint brand and finishing procedures, subcontractor selection (e.g., re-chroming, etc.). Be realistic in your requests, but if the business is being difficult in the pre-contract honeymoon stage, it may be a harbinger of difficulties later on.

I’LL SUE YOU!

Bondo and paint cover a lot of sins from the past, thus preparing estimates for repairs and restorations on older Jaguars is very difficult. When the issues arise fast and furious, costs escalate beyond all expectations and trust evaporates, angry owners sometimes threaten to bring legal action. What are the legal remedies? Unfortunately, they are not all that appealing. Phoenix attorney Gary Hendrickson explains,

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JCNA International Jaguar Festival

Oct31-Nov4 2018/Santa Barbara, California

Hotel Reservations: <http://aws.passkey.com/e/49537591>

Peterson Automotive Museum Dinner/Tour (limit 100): markmayuga@att.net

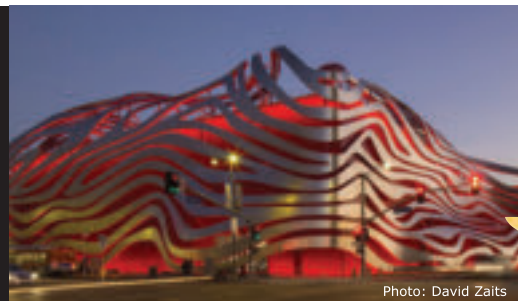


Photo: David Zalts



JaguarOwnersClubInfo: lajagclub.com

PetersonAutomotiveMuseumDinnerTour.Concours.Rally.Slalom.Wineries

HiltonSantaBarbara.SantaYnezValley.CoquelicotWinery



“Central to obtaining relief is a precisely-worded contract and written authorization for all changes in scope. These issues are most easily resolved by the owner through negotiation or in small claims court. Issues that are poorly addressed in the contract or are difficult to quantify such as ‘the workmanship is substandard’ are much more problematic. These issues can incite lawsuits threats. But what are the legal and, especially, the financial implications?”

“Businesses have the legal right to hold your car until payment is received. Often referred to as a mechanic’s lien, technically it is an artisan’s or possessory lien. The laws governing liens are complex and confusing and vary from state to state. Yes, you can fight the lien in court, but consider first the costs. Attorneys charge hundreds of dollars per hour and require an up-front retainer of several thousand dollars that must be replenished as the account is drawn down. Expert witnesses may be needed. A dispute over \$10,000 could easily cost twice that amount and there are no guarantees.”



According to possessory lien laws, repair and restoration shops have the right to hold your vehicle until the bill is paid. The practical steps owners can take to get their vehicle back and resolve disputes are limited and tilted heavily in favor of the business.

Few have the financial resources to go down that rabbit hole. Those who do are generally highly motivated and are willing to spend any amount to gain personal satisfaction. Unfortunately, there is no easy way out other than that suggested by Attorney Hendrickson –

namely negotiation and small claims court. And if negotiation is the chosen route, you must go up the food chain to someone who has the authority to cut a deal.

Putting the bill on a credit card and then disputing the charges may work if the contract is solid and it can be proven that specific services were not delivered or were charged without authorization. Credit card company policies differ, but you may not have to pay the bill until the issue is resolved. But do not expect to get chargebacks for issues such as poor-quality workmanship: card companies do not have the desire or technical expertise to make calls in these gray areas.

Some states may allow you to post a bond for the price of the repairs and if the mechanic does not bother to respond, you get your money back. The worst option is to pay with a check and then cancel the payment. The lien still exists, and you may be subject legal action.

The above situations are well-known by service and repair shops; threats of “I’ll sue you” are ignored. Even a free letter from your friend, the lawyer, will be ignored. It is only when a business is sued – the paperwork filed with the court – that they pay attention. Now they too face the burden of legal costs and may be much more willing to negotiate a settlement.

CALL IN THE CAT CAVALRY

As stated at the outset, networking within Jaguar clubs can be essential to find the right shop. How might they help if problems arise? The answer is not as straightforward.

This article was, in part, inspired by a recent dispute between a club member and a central Arizona Jaguar dealership over less than \$2,000 in repairs to a 1996 XJS. The owner claimed that misdiagnosis of the problem led to the cost for the replacement of non-defective parts plus unnecessary labor being added to the bill, yet the repair

was unsuccessful. Whether this was or was not the case is not the point.

The point is that this example illustrates some of the red flags raised in this article: older Jaguar in a modern dealership, no inventory of items delivered with the car, replacement OEM parts no longer available, and what appeared to be “pull and replace” troubleshooting that is practiced by most auto dealerships. Not surprisingly, the credit card company would not chargeback since the dealership claimed all services were performed and authorized in advance. Legal remedies were too costly considering the amount in dispute. Initial negotiations went nowhere and just further infuriated the owner.

The owner, a member of two Jaguar clubs in Arizona, conveyed his side of the story and the word soon spread to numerous other auto clubs. Members of several clubs volunteered to sit down with upper dealership management. With the pressure rising, a deal was cut to settle for a 50/50 cost split.

The pressure within the club community helped bring closure. That said, one needs to be realistic as to just how much clubs are willing to go to the mat for you. These businesses support club functions. Club leaders sometimes have business relationships dealing with restoration and service shops. Club leaders contacted for this article were very wary of a “hatchet job” on dealerships, which, of course, it is not. But it is a teaching moment for all auto business owners and managers: they put at risk their reputation to a broad network of car lovers should they stonewall or argue over a few thousand dollars with well-known and respected club members who voice legitimate complaints.

The bottom line is that if you construct solid contracts with reputable businesses and are willing to negotiate equitable settlements, you will get the satisfaction you seek – whatever the Rolling Stones may sing. 🎸

2018 San Antonio JCNA AGM

There's no business like show business

By Peter Crespin

AGM – three letters that can strike gloom into the cheeriest of souls. Somehow, and admittedly often without justification, the idea of a mandatory annual management meeting, replete with spreadsheets and PERT, GANTT and VENN plots, can seem rather unappealing. In JCNA we have our meeting every spring, although that fact perhaps floats over the heads of some of our cold climate members above the Mason-Dixon line. For them, springtime often means missing an AGM to fettle their Jaguar, in anticipation of stiff garage doors creaking open to let the weak sun warm the bones of their favorite feline.

Time of year and weather issues aside (our AGM always has to be around Easter to fit in with JCNA's fiscal year), the truth about JCNA AGMs is very different from what you might think. Jaguar people are lively and engaged. A large percentage of members are high achievers in their own fields and so they are unlikely to have boring meetings. Having said that, after dealing with some key 'hot topics' in the last few years, this year's event was an example of the more relaxed, cordial scenario. There were few contentious issues – indeed many of the votes were unanimous – but it was nevertheless gratifying not merely to avoid running overtime but also to cover all the busy agenda points with time to spare.

SCENE SETTING: MEMBER NUMBERS

Noting that it was a pity some clubs were absent and/or not even represented by a proxy arrangement via their regional directors, President Jack Humphrey reviewed his year-to-date in charge. With membership at around 5,500, the overall numbers are solid, but hide some significant variability and likely future prospects. Many clubs are actively working with Ed Avis of JANE to follow up on each lead generated by membership enquiries that come from new Jaguar buyers via dealers.

Some clubs, however, were either not following up those 'red hot' membership leads, or were doing so



The board of directors; ready, willing, and very able.



The local transport was ready for action, just like our affiliate clubs.

at a slow pace and with lower joining rates. Most were somewhere between the two extremes, but Jack's take-home message was that the clubs taking outreach and recruitment seriously were growing, or at least holding their own, whereas those less serious about keeping existing members or attracting new ones were losing people, sometimes to the point of calling the viability of their clubs into question.

Jack mentioned in passing that the Coventry Foundation – quite separate from JCNA but sharing many issues and resources – was doing well. Its membership numbers are steadily rising, albeit recognizing that impressive growth percentages are easier to generate when starting from scratch or from a low base figure. Enthusiasm for the vital task of recruitment seems to be the key determinant of success, so Jack urged everyone to share the load. Jack was voted unopposed to serve a second term as president, so we can look forward to another year of continuity and focus on key issues.

SCENE SETTING: THE JLR RELATIONSHIP

Barbara Grayson, who also was voted unopposed to another term as JCNA vice president and key liaison contact with

Jaguar Land Rover, reported continuing good relations with Kim McCullough, the JLR VP of Marketing, who remains a key advocate for JCNA within the JLR organization. Attendees were relieved to hear that her absence was entirely due to her role in preparing for the imminent New York Auto Show, which is one of the major annual events on JLR's marketing and promotion calendars.

JCNA's other key contact, Fred Hammond, was also working well with JCNA and confirmed that JLR had invited JCNA to host next year's AGM in the new Mahwah headquarters office building, into which he and archivist Mike Cook had just moved that week. As part of the relocation process, Fred and Mike had combed through their store of historic materials and supplied a large quantity of North American archive items, to be curated and cared for by The Coventry Foundation, for the benefit of both organizations.

SCENE SETTING: FINANCES

One area in which JCNA has clearly been successful is the financial side, which has been transformed over several years under the watchful eye of Gary Kinsel. Despite no rise in membership dues, the money side of JCNA has improved markedly,

despite the restrictions inherent in running a not-for-profit organization in compliance with IRS rules. Now that Gary has formally taken on the role of president of The Coventry Foundation, we are grateful that the vastly-experienced Bill Sihler has agreed to replace Gary as JCNA Treasurer, to continue his good work.

VOTING BYLAWS ADJUSTMENT

From the start of JCNA 60 years ago to the current much larger organization, there have been formal guidelines covering many aspects of JCNA activities. These include rules governing the election of officers and orderly transfer of responsibilities within the club. That said, the bylaws covering these areas have not kept pace with either communications technologies like email, or the timelines of producing a 48-page magazine in the 21st century. A consequence of this rules/activity mismatch is that the timing of nominations, the publication of candidate statements and biographies, the timing of ballot distribution and the vote return deadline have become inefficient, leading to occasional ballot form irregularities and variable *Jaguar Journal* publication times during the election season each fall.



members especially or address changes in general, it was vital to keep close liaison with our assistant administrator, Cara Dillon, not only to ensure timely delivery but to cut down on expensive and intrusive wrong initial deliveries which JCNA have to pay for. Jack also cited a few other pressing issues, such as a venue and host club for the 2019 IJF, some possible changes to the proxy vote rules and issues around non-responsive clubs and website developments, but in general the positives greatly outnumbered the negatives and he looked forward to serving another year as president, whilst hoping someone would step up and take on the webmaster role. The meeting then went on to examine a total of almost 35 committee reports, highlights of which are covered in the following pages, with fuller information due to appear on the website once the formal minutes are signed-off. 📧

Not every club came, but the majority did good business.

SUMMARY

After mentioning another mail-related occasional nuisance problem (unpredictable mail delivery of Jaguar

Journal and erratic postal returns), Jack urged all clubs to maintain accurate address records to minimize lost magazines. In the case of new

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2018 San Antonio JCNA AGM (continued)

Workshops and workers

After the plenary sessions there were workshops, which varied from the highly esoteric (XK120 Judging Guide), to the eminently altruistic (Coventry Foundation update) and the deeply functional (XK engine cylinder heads). Members stepping up to walk the talk were Dick Cavicke, Gary Kincel and Dr. Mike Mueller, respectively.

XK120 CONCOURS GUIDE

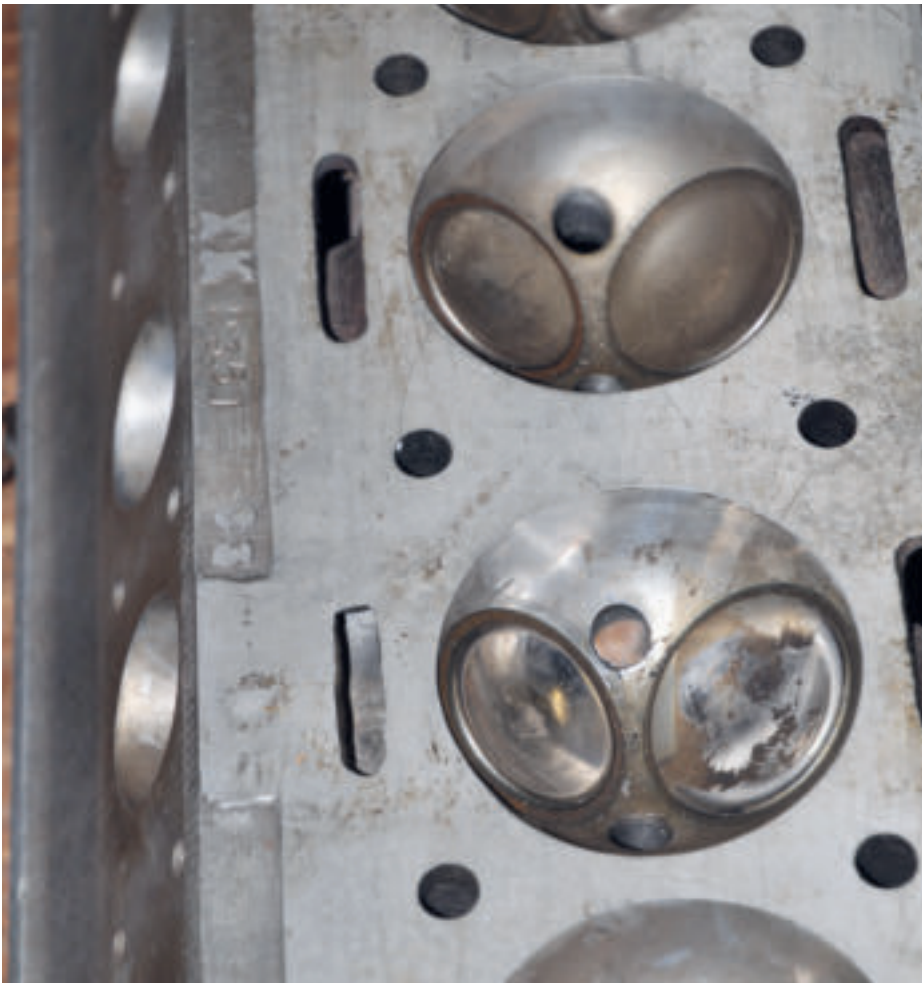
This new guide was approved in the main meeting and will be added to the list of JCNA publications after being trialed in 2018 at selected events. Test use will check specifically for any clashes with existing JCNA rules. In addition, its practicality will be tested – as if it requires, say, a significant increase in judging time from the current six minutes, this would have potentially serious impact on judge resources or entry numbers. With another XK originality book being published this year, albeit at many times the cost of the JCNA guide, the potential exists for clashes of opinion and formal complaints about concours scores. Meanwhile, the fact that wire wheels would now be permitted meant the meeting agreed that calipers or drums must now be judged for cleanliness, where before it was a non-issue due to disc wheels hiding these components. Whitewalls will not be allowed on XK120s as they were offered as an option only on XK140 accessory lists.

XK ENGINE CYLINDER HEADS

Dr. Mike Mueller, JCNA's own Schwarzenegger with brains, combined his Jaguar lecture with a full upper body workout, bringing about 15 cylinder heads into the hotel meeting room. Anyone who thought a head is a head is a head was duly amazed at the level of detail to be gleaned from decoding various casting and part numbers (beyond the stamped serial numbers) for revealing exactly which model the head was from. Standing above all others was the mighty 'wide



No smoke or mirrors – Mike really did bring that many heads to demonstrate the evolution and features of the legendary hemi throughout its four decades of development.



Not just any old wide angle head with enormous inlets, but a twin-plug version.

angle' head which, as if it were not special enough, was also a twin-plug example featured in one of Andrew Whyte's books on D-Types. Coming a close second was an XK head partly modified and adapted for D-Type use, bringing the realization of how close to stock Jaguar's racing engines were in the 1950s

THE COVENTRY FOUNDATION

Just when you think you have the measure of the growing Coventry Foundation work and activities, they come out with another step forward – this time a brick and mortar investment to provide a reference library and archive space for serious scholarly work. See page 9 for more detail. 📖



Not quite the Library of Congress, but a solid base on which to build a marque-defining history facility for North America.



"Guarantee void if removed" says the ID button cemented to this overhauled head. Nice.

2018 JAGUAR F-TYPE

THE LAWS OF PLEASURE. REWRITTEN.



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.

JAGUARUSA.COM

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



———— JAGUAR ELITECARE ————

5 YEARS 60,000 MILES

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- ④ Complimentary Scheduled Maintenance
- ④ 24-Hour Roadside Assistance
- ④ Jaguar InControl® Remote & Protect™

———— BEST IN CLASS COVERAGE* ————

2017 JCNA Special Award Winners

ANDREW WHYTE AWARD

Bob Matejek
Jaguar Affiliates Group of Michigan

FREDERICK HORNER SPORTSMANSHIP AWARD

Pat & Sue Geary
Jaguar Club of Ohio

DEALERSHIP OF THE YEAR

Jaguar Fort Meyers
Fort Meyers, Florida.

TOP WEBSITE

No winner in 2017

PRESIDENT'S AWARD (FIVE WINNERS)

JCNA President's Award 2017
Rob Thuss
For Dedication to JCNA via
Professionalism in various duties.

JCNA President's Award 2017
Ed Avis
For Dedication to JCNA via
Professionalism in various duties.

JCNA President's Award 2017
Gary Vaughan
For Dedication to JCNA via
Professionalism in various duties.

JCNA President's Award 2017
Bob Stevenson
For Dedication to JCNA via
Professionalism in various duties.

JCNA President's Award 2017
John Hoffman
For Dedication to JCNA and NGJC via
Professionalism in various duties.

KAREN MILLER AWARD

Malcolm Baster – Editor
Jaguar Car Club of Victoria
The Island Growler

NEWSLETTER AWARDS:

Event Articles

1. "Sizzlin Summer Slalom"
By Ian Crawford
Jaguar Club of Florida
JagWire, May-June 2017
2. "The Art of Performance Tour"
By Les Garbutt
Canadian XK Jaguar Register
Classical Gas, Nov-Dec 2017

Jaguar Life Articles

1. "Memories of Good
Times & People"
By Bob Stevenson
Jaguar Affiliates Group of
Michigan
Indicator, Mar 2017
2. "JANE Helped Me to Live My
Passion"
By Michael Kaleel
Jaguar Association of New
England
Coventry Cat, Oct. 2017

Heritage Articles

1. "Preservation of a Special
XK120"
By Carl Hanson
Jaguar Association of
New England
Coventry Cat, October 2017
2. "Speaking of Things Jaguar"
By Paul Trout
Delaware Valley Jaguar Club
The Jaguar's Purr, February 2017

Technical Articles

1. "Tiny Tech Tips"
By John Stewart
Carolina Jaguar Club
The Litter Box, February 2017
2. "E-Type Auto Trans &
Heated Glass"
By Rod Lindoo
Jaguar Club of Illinois
The Jag Rag, May 2017

Travel Articles

1. "International Jaguar Festival"
By Rod Lindoo
Jaguar Club of Illinois

The Jag Rag, December 2017

2. "Two Wild and Crazy Guys"
By Dennis Eklof
Jaguar Association of
New England
Coventry Cat, November 2017

PHOTO

1. "Dewey and D-Type at Amelia"
By Robert "Mac" Ballard
Jaguar Club of Florida
JagWire Mar-Apr 2017
2. "Maine Sno-Cat"
By JR Phillips
Jaguar Association of
New England
Coventry Cat, Jan 2017

JAGUAR JOURNAL SUBMISSION (NEW CATEGORY)

1. "XK8/XKR Navigation to Triple-
Gauge Conversion"
By Steve Klonsky
Nation's Capital Jaguar
Owner's Club
Jaguar Journal, May/June 2017

PERPETUAL AWARD TAGS

The tags on the perpetual awards are 2
1/2" x 7/8" with notched corners.

2017
Bob Matejek
Jaguar Affiliates Group of Michigan

2017
Pat & Sue Geary
Jaguar Club of Ohio

2017
Malcolm Baster – Editor
Jaguar Car Club of Victoria
The Island Growler

SLALOM FASTEST MAN

Art Dickenson
Class I 40.398
XJS GT

SLALOM FASTEST WOMAN

Carolyn Arnquist
Class D 46.803
1967 E-Type OTS

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Bench Calibrating E-Type and Other Speedometers

Adjustment need avoids excess speed

Anthony Penna

It has been widely reported, time and again, that many speedometers read low in our E-Types and other Jaguars because of the weakening of the speedometer drive magnet over time. Recalibration appears to be the best solution to allow them to read accurately, as they did when they were new. Another reason to recalibrate even a formerly accurate speedometer is if you intend to use your existing instrument after a differential ratio change. Such a change requires recalibration to whatever is the proper TPM (Turn Per Mile) figure.

HOW DOES ONE DO IT?

Image 1 happens to be a 1312 TPM speedometer which means it requires 1,312 rpm of the speedometer cable (turning counterclockwise) to display 60 mph, where one mile will click by on the odometer after one minute. This is one of the most common North American speedometers found in our E-Types, as it matches the very common American 3.54:1 differential ratio. In my case, I changed the differential on my car from a 3.54 to a 3.07. Which means my 1312 speedometer needs to be re-calibrated to display 60 mph at 1120 TPM.

Before we go further, some disclaimers are in order:

This procedure assumes you have a speedometer that is fully operational, with the only fault being inaccurate speed display for the relevant input rpm. It assumes your speedometer cable is in good working order and that you have access to or have read Anthony Rhode's article titled: "Repairing Jaeger & Smiths Speedometers." His article is widely available on the internet via a simple Google search. It goes into great detail explaining how the speedometer system actually functions and it spends a great deal of time devoted to the selection of gears in the odometer to calibrate it for distance travelled. Toward the end of his article, Rhodes attempts to strengthen the bar magnet in a low reading speedometer by gluing additional pieces of magnetic material to the spinning bar magnet. Unfortunately, his attempt is not very successful.

THE RIGHT WAY

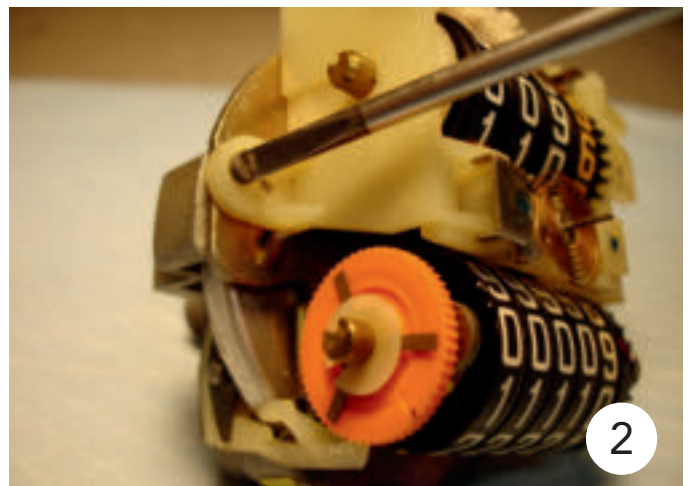
This article picks up where Rhodes left off. It is based on a trial and error process using simple materials and methods that should be available to anyone willing to acquire and learn them. For me, it seemed about twice as difficult as replacing a watch battery, albeit about 10 times as long, combined with the simplicity of magnetizing a screwdriver. The most difficult part is disassembling

and assembling the speedometer. But if you follow the instructions carefully, you should have as much success doing this as I did. Please note, however, that I am not in the business of repairing instruments and speedometers for a living. I attempted this because I have always had a keen interest in learning how things mechanical and electrical work.

Okay, here's how to get started. First obtain some strong neodymium magnets. I used a stack of five magnets purchased from a local hobby store. You want magnets at least as wide as the spinning bar magnet in the speedometer for best results. I used $\frac{3}{4}$ " wide magnets.

Note: A word of caution: neodymium magnets are very strong. They will grab onto things they are attracted to and surprise you with their strength. Work with them carefully and respect their power.

Remove the speedometer assembly (1) from its case and set the glass and housing aside in a safe place. Carefully pull back the end-stop wire below the speedometer needle (2); you will find it's spring loaded. Do this so the needle will rest below the zero mph mark indicated in image 3. Check that your speedometer is resting on or near

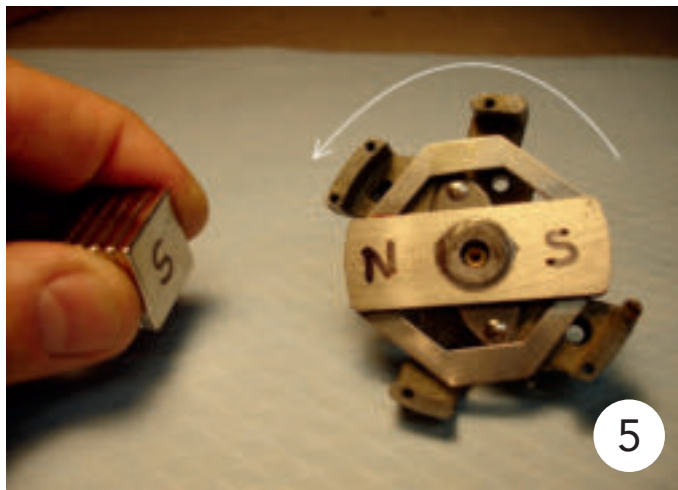
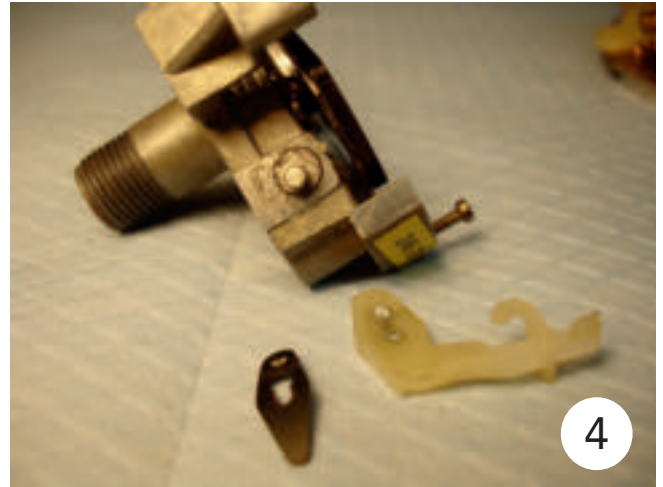
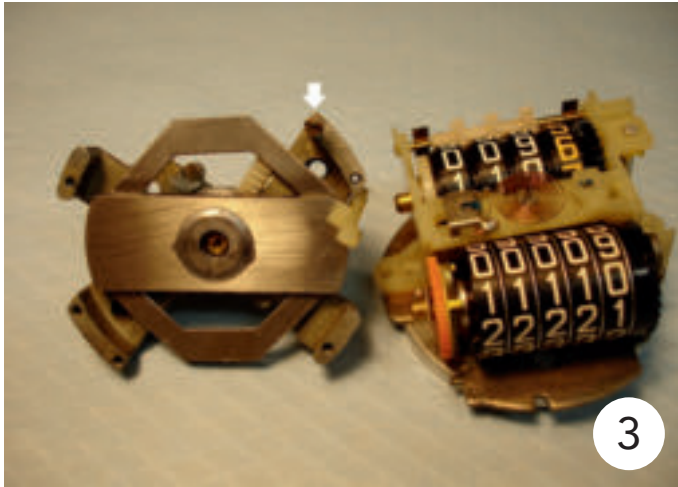


the dot shown on the image. This is the starting point for calibration.

While holding the aluminium drag cup from turning with one hand, grip the center hub of the speedometer needle with your other hand, and slowly and

carefully turn the needle while gently pulling on the needle hub. This will remove the needle from its shaft. It is press-fitted to the small shaft that is connected to the aluminium drag cup and should easily come loose.

With the needle removed, use a small slotted screwdriver to remove the screws holding the speedometer faceplate. Beware – don't let the screwdriver slip off of the screw and scratch your faceplate! With the faceplate removed, remove the four screws holding the two





halves of the speedometer mechanism together and separate them (2, 3 & 4). Note the arrow in image 3 showing the bottom screw.

I leave this screw in to help me align the two halves when I reassemble the speedometer mechanism. I also suggest you remove the metal clip holding the plastic odometer advancement pawl. Store it in a safe place because the last

thing you want to do is break it in the following process (5 & 6).

Mark the stack of magnets N for north on one side and S for south on the other. With the bar magnet in a vertical plane, hold the stack of magnets and slowly approach the bar magnet assembly with the south side of the stack (5). The side of the bar magnetic

that is attracted to the stack of magnets should swing toward the stack. Mark this side of the bar magnet with N for north. Mark the other side of the bar magnet S for south (5). Note: It doesn't have to be the actual north and south of the magnets, as long as they are marked differently. It is not important that they are actually north or south as long as they are opposite for our



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purpose. The object is to establish which poles are opposite between the neodymium magnet stack and the bar magnet in the speedometer drive.

With the north side of the neodymium magnet stack on the south side of the speedometer magnet, slide it off quickly in the direction of the arrow in image (6). Do this at least five times to be sure it has taken. With the south side of the neodymium magnet stack on the north side of the speedometer magnet, slide it off quickly as you did similar to Image 6. Again, do it five times to be sure it has taken. At this point, reassemble the speedometer but leave the case off to prepare it for testing.

TESTING, TESTING

To test it, I used a new speedometer cable, a 120v, max 2,400 rpm reversible electric drill, a variable transformer (Variac) to set the speed of the drill and an infrared tachometer I purchased online to read the drill rpm. I also connected a magnetic reading tachometer to the drill in order to compare the two readings. The infrared tach has the LCD display shown in (7), and the magnetic tachometer has the green display. However, in hindsight, it's not necessary to have both as one or the other would do.

Connect the speedometer to the end of the cable and mount it so you can see its display. I mounted the speedometer in a vise clamped gently by its cable.

Apply power to the drill and turn up the speed to match the TPM of your speedometer. In my case it is 1120. See images 7, 8 & 9. Note: don't forget the drill must turn counterclockwise looking from the back towards the front. The image shows the dial reading 80 mph with 1120 TPM (rpm) input. This is too fast because the magnet is now over-magnetized and too strong. It now needs to be weakened slightly until the speedometer displays 60 mph. This will be our target speed for calibration. For other rpm use this simple formula: $60 \times \text{rpm} / \text{TPM} = \text{mph}$. If you are driving a 1312 TPM speedometer at 1,000 rpm, use $60 \times 1000 / 1312 = 45.73$ mph. Make 46 mph your target speed for that rpm. Simple enough!

The final step is to calibrate the speedometer by weakening the magnet. This is done using a degaussing coil. This is similar to a bulk tape eraser used back in the days of reel-to-reel audio recording. To make one I wound up a 100 turns of 20 AWG magnet wire on a four-inch form and connected it to a 30 volt transformer. The transformer primary is driven by another 120v Variac. The object is to be able to vary the AC voltage going into the transformer which will ultimately vary the strength of the magnetic field around the degaussing coil. The transformer also isolates me from the AC mains voltage for safety reasons! I mounted the degaussing coil on a plastic spacer I scrounged from a large mailing tube. I

placed the speedometer inside the coil and lined up the spinning magnet in the same plane as the coil. See Image 10. Be aware that any similar transformer in the 30 to 60 volt, 5 amp range would work.

Stop the drill and set the Variac to the degaussing coil to 20VAC and apply power to the coil for approximately one second then turn it off. Turn on the drill and note if the mph speed is lower. If it's not, turn off the drill and turn up the Variac to 25VAC and degauss on for one second then off (see image 11). Start the drill and note the mph speed on the speedometer display. If it's still too high, keep degaussing in 5VAC steps each time turning up the Variac dial. With the same rpm input, you should see the display slowly reduce with each step until you reach your target mph reading for your set drill rpm. In my case, I had to degauss in steps about 10 times to get my mph display to read 60 mph at 1,120 rpm (see image 12).

After I completed degaussing it, I varied the rpm of the drill and checked it from 10 mph to 100 mph in 10 mph intervals. I was quite pleased to discover it was as accurate as a needle's width across its entire range. I would like to give credit and a special thanks to John M. Holmes for his collaboration on this project and Anthony Rhodes for writing his in-depth paper on repairing Smiths Jaeger speedometers. 🛠️

Winning Story

E-Type evolution

By David Clark

"Jaguar V-12. New Breed of Power" read the magazine ad announcement in the spring of 1971. My stars! The ultimate car, the E-Type, had just received the ultimate engine, the V12. Two years later I bought one, and 48,000 miles after the fact I still have it.

Probably the best original description I've read about the E-Type was from a Hemmings journalist who wrote, "It was a jet aircraft in a piston aircraft era." That's a good summary. The first E-Types had what were actually the XK150S 3.8 liter engines fitted, and don't argue with me here – I've had my hands on one of the very first and it still retains its pumpkin orange XK150S paint on the cylinder head. These cars were flyers, easily twice as fast as virtually anything else on the roads in Great Britain and certainly faster than anything in the US in 1961. In Geneva, Switzerland, at the time the E-Type was publicly unveiled in March of that year, Jaguar had a fixed head coupe and an open two seater there available for public demonstration to all comers. Both these cars would top 150 mph. Virtual space travel.

Ten years later with the addition of the 5.3 liter V12, a very fast sports car was about to become a very fast Grand Tourer. This is when I showed up.

HORSES FOR COURSES

The V12 E-Types were built on the 2+2 platform which made it a much more comfortable but also somewhat less svelte automobile, not that it matters much if performance is the primary objective. So let's get it straight right now: while all E-Types are great cars, arguably some might be greater than others. An early 3.8 car with three SU HD8 carburetors is gonna have a lot more woof than a 1970 4.2 running on Stromberg emission carbs, but you can raise the top and crank up the air conditioning in the Stromberg car and be completely comfortable on a hot day. When I ordered my E-V12 I checked the box because with that much engine, air conditioning wasn't going to have much effect on overall performance. I proved this fact to my own satisfaction by rolling up the windows, putting up the top and making the run from Las Vegas to Salt Lake City in about four hours flat, back in the days when some

stretches of Interstate 15 were still the 'two lane death trap.'

COP MAGNET

So what is the V12 E-type really like? Well, somewhere out around Chapelle, Nebraska, about 40 years ago there was a Nebraska highway patrolman who could answer that question for you.



The power of advertising – the ad that booked David.

In June of 1976 I decided it was California or bust, and about 10 o'clock on a fine Vermont morning I threw what little I had for luggage into the trunk of my car and left. I collected two tickets the first day, in Connecticut and Pennsylvania, and two the second day, the first one bright and early in the morning in Indiana, and the second one in Chapelle. As you travel west, the highway tends to straighten out and the traffic to thin out, so after midnight on what was really the beginning of the third day I was running with the hammer down, cruising at a pretty steady 125 mph, and easing off the throttle to maybe 110 to pass the trucks. I'm a pretty careful driver, really, and anyway the trucks are probably going 85 mph.

Strange, but every so often I had a sense of headlights in the rear view mirror pacing me. It was just a small distraction until coming around a sweeping curve I rolled off the throttle because I was fast approaching a set of flashing red lights, which, as it turned out, were attached to the Chevy Nova cruiser



Pale moon, silvery light and adventures ahead.



For only the second time in 40 years the tires taste water ice.

of the local police department parked perpendicular to the highway astride the broken white line denoting the two travel lanes. It was a sight to behold, and quite unexpected. I pulled up to the officer and inquired as to what he was after. It seemed odd to see him there, Charlie Starkweather having been apprehended, in Wyoming, I think, many years previously. Imagine my surprise when I discovered that he had been instructed to 'be on the lookout' for me!

This was confirmed a minute or two later when a very irate Nebraska highway patrolman screeched to a halt behind me, bolted out of his cruiser and announced in strident law enforcement vernacular that he'd been pursuing me for the previous 25 miles. Dang! He never got close enough that I could see his strobe lights. At his strong urging, I handed over my driver's license and followed closely behind as he jerked the wheel of the cruiser hard left and gunned it across the median and headed back eastbound toward the Chapelle exit. I followed over the rough terrain a little

more slowly behind, wondering where I was going to find an exhaust system for an E-Type out in that country. However, much to my astonishment the point was moot. Sometime after darkness had fallen it had turned to open prairie, and an exhaust system wasn't going to be needed.

INTO CHAPELLE WE WE WENT

We pulled up in front of the Post Office and the highway patrolman wrote out the ticket, sold me a stamp, told me to put the ticket money in cash in the self-addressed county court envelope he provided and watched as I dropped it in the outside collection box. Driver's license in hand again I was off once more, a bit chastened maybe, but most definitely a free man. In the dark I popped a cassette in the tape player and cranked it up. It was Bob Dylan singing *Meet Me in The Morning*, which is very good background music for making time.

And now you also know what a V12 E-Type will do! 📞

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1974 XKE Series 3 V12 OTS Chassis: UE1S26055



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2017 Slalom Bulletin

Turnaround or 'blip'?

By John Larson

PARTICIPATION

Among the 65 JCNA clubs, 14 clubs held sanctioned slalom events during 2017, and three of those clubs held two sanctioned events, bringing the total number of slalom events to 17. (JCNA regulations permit a maximum of two sanctioned slalom events per club.)

In the eight years from 2010 to 2017, the number of clubs conducting slalom events showed an uneven but gradual decline from 22 clubs hosting 32 slaloms in 2011 to a low point of just 12 clubs hosting 16 events in 2016. The uptick of two additional participating clubs in 2017 may, we hope, signal a turnaround to expanded slalom activity. A couple of signals buried in the JCNA slalom website data hint at potential growth in the slalom program. First, the total number of registrations for the 2017 season (168 entries) nearly matched the total number of registrations from six years earlier in 2011 (174 entries), when there were 26 slalom events throughout JCNA. That pattern of fewer events but similar attendance suggests that the 2017 slalom events were, on average, larger than those of 2011. That signal of enthusiasm could translate into further slalom growth.

How does that happen? Take, for example, the Jaguar Club of New Mexico. That club, established in 2012, held its first slalom in 2017. Welcome to the fun bunch! Henry Morrison reports that JCNM collaborated with the British Automobile Owners Association of the Rio Grande Valley on a tour of the New Mexico Museum of Space History and linked the tour with a slalom event on the museum campus. And they got by with a little help from their friends in the Rocky Mountain Jaguar Club. Slalom veterans Steve and Deanie Kennedy, along with Bob Grossman, made the 550-mile drive down from Denver to assist the JCNM/BAOA slalom, and

they brought along their timing gear to help the novice club.

NEW CARS + NEW DEMOGRAPHIC = NEW INTEREST?

A second hint from the data that may bode well for slalom expansion concerns a shift in the types of cars that were registered in 2017, compared to six years earlier. Later-model Jaguars have recently displaced some earlier models on the slalom rosters. For example, the total of 31 entries for XKE plus XJS models in 2017, was 24 cars fewer than that same group's 55 entries in 2011. On the other hand, that reduction of 24 earlier-models was almost completely offset by the appearance of 22 F-TYPE registrations in 2017. Also, the registrations for XK8 (non-supercharged) models increased from 11 in 2011 to 25 in 2017. In addition, five XF models appeared among the Class M sedans, and four of the new F-PACE models, piloted by six drivers, appeared in the 2017 slalom events. Jaguar Land Rover have pursued an aggressive performance-orientated sales campaign for the F-TYPE and other in recent years, and owners have taken to the track to enjoy them.

Among all classes, the most frequent in 2011 was the XKE six-cylinder models (23), but the most frequent category of registrations in 2017 was the Class Z non-Jaguars with 29 entries. Thus, non-Jaguars contribute to the variety and interest level of the slalom. The non-Jags also allow members with Jaguars undergoing repairs or restoration to 'run what they brung.' This helps finance the event and keeps their slalom technique sharp pending completion of repairs/restoration of their Jaguars.

STRAWS IN THE WIND...

Of particular interest in Class Z was Charles Epstein's 2016 Tesla 90D, the first all-electric model to appear on any JCNA slalom track. With only a vague scuffing sound and very little vehicle lean in the corners, Chuck guided his car through the Delaware Valley Jaguar Club track in just 43.813 seconds; a remarkable time for a 4,700-pound vehicle that falls proudly within the range of the Street-Prepared models. By the way, Chuck also took first place in 2017 among Class D (XKE, six-cylinder), so he's no novice. But now you've been warned: "The Electrics are coming!" The I-PACE will have been introduced to showrooms by the time you read this, so we hope soon to see a diminutive version of the Formula E Grand Prix drama played out on the JCNA slalom circuit.

AWARDS

Annual awards are, by tradition, given to the fastest three times within each slalom class. Occasionally (but nowhere near as often as in concours) there are fewer than three entrants for a given class over a season. In those classes, we can consequently only offer a first place and/or second place class awards.

Results for 2017 are shown here for 15 Jaguar classes. Results for fastest female driver and the fastest male driver are indicated by asterisks. The JCNA does not at this time provide awards for the fastest times among the non-Jaguar cars in slalom events. However, based on the interest from informal inquiries, the fastest three times for the Class Z cars are also listed. In a nod to the enduring interest in automotive legacy, we also note that the oldest car running in the 2017 slalom events was a 1935 Riley driven by JANE member Victor Cromie. 🏎️

TABLE 1: Entries by slalom class, for 2011 and 2017 (2011 classes adjusted to be comparable with 2017 Classes.)

	2011	2017	CHANGE
A: Classics	2		-2
B: XK Sports, Early	2	2	0
C: Sedans, Early	4	1	-3
D: E Type, 6	23	17	-6
E: E Type, V12	12	4	-8
F: XJ Sedans, Ser. 1, 2, 3	7	3	-4
J: XJS, 1976-96	20	10	-10
K: XK & S-Type, not Sprchg, 1996-on	11	25	14
L: Suprchg, 2-wheel drive, not F	17	9	-8
M: Sedans, not Sprchg, 1987-on	8	12	4
N: AWD cars, X-Type, F-Pace	12	15	3
R: F-Type, all models		22	22
SP: Street Prep (SP/L + SP/H)	20	14	-6
I: Modified, Heavy	3	3	0
H: Modified, Light	12	2	-10
Z: Non-Jag powered	21	29	8
TOTAL	174	168	-6

TABLE 2

Class	Rank	Time	Driver	Car
B	1	49.059	Tom Wright	XK150S FHC
C	1	56.060	Kurt Rappold	1966 Mk X Saloon
D	1	46.569	Charles Epstein	1971 E-Type Coupe
D	2	46.803	Carolyn Amquist*	1967 E-Type OTS
D	3	46.870	Rob Gardner	E-Type
E	1	45.138	Gary Hagopian	1971 E-Type V12
E	2	45.183	Jon Mensie	1974 E-Type OTS
E	3	46.755	Richard Rosen	1971 E-Type 2+2
F	1	49.965	Jeffrey Berry	1986 XJ6
F	2	50.649	Cameron Sheahan	1983 XJ6

TABLE 2 Continued

F	3	68.513	Stephen Guthmann	1987 XJ6
H	1	41.757	Ian Crawford	1971 E-Type
H	2	49.640	Bob Grossman	1964 E-Type modified
I	1	40.398	Art Dickenson**	XJS GT
I	2	40.424	Dean Cusano	1984 XJS 4.0
I	3	44.908	Malcolm Reith	XJS Convertible
J	1	44.429	Art Dickenson	1989 XJS GT
J	2	45.224	Rick Van Tuyl	1990 XJS Coupe
J	3	46.845	Tom Clemons	1992 XJS Convertible
K	1	43.674	Steven Schultheis	2007 XK Convertible
K	2	44.032	Mike Meyer	XK8 Coupe
K	3	46.786	Marty Kukla	2014 XK Coupe
L	1	44.449	Paul Trout	2001 XKR Coupe
L	2	44.788	Rex Schneider	2011 XKR
L	3	44.822	Rich Kosinski	XKR
M	1	44.590	Jean Marc Morand	2013 XF
M	2	44.902	George Wheeler	2013 XF
M	3	47.014	Wynne Wakkila	2013 XF
N	1	44.600	Art Dickenson	X-Type
N	2	44.643	Clive Townley	2006 X-Type Estate
N	3	46.978	David Harris	2017 F-Pace
R	1	43.642	Rob Avery	F-Type Convertible
R	2	44.944	Sergey Yezril	2016 F-Type R Coupe
R	3	45.155	Jim McLagan	2014 F-Type
SP/H	1	43.337	Art Dickenson	X-Type
SP/H	2	44.332	John Larson	1977 XJ6C
SP/H	3	46.195	Vars Smith	1977 XJ6C
SP/L	1	41.830	Tyler Hayward	1966 E-Type OTS
SP/L	2	41.897	Terry Sturgeon	1966 E-Type OTS
SP/L	3	42.480	Nick Wilson	1966 E-Type Coupe
Z	1	39.580	Tyler Hayward	2017 Ford Focus RS
Z	2	40.646	Bob Matejek	Corvette Grand Sport
Z	3	40.970	John Loring	1994 Dodge Viper

XK Body, E-Type Soul

Father and son bonding brings an unusual XK back to life

By Brandon Shriver

SO IT BEGINS – EARLY 2000, HAZLETON, PENNSYLVANIA
 “Dad, check this out!” I exclaimed, having stumbled across an advertisement for a derelict XK140 OTS. But though it appeared as any other XK140 in need of a restoration, this particular advertisement told a different, and more exciting, story. Sometime in the distant past, a previous owner had substituted this Jag’s solid rear axle with the complete independent rear suspension from a Jag E-Type. Pictures hinted at other period, E-Type sourced modifications but the full details were unclear. Nevertheless, at 14 I was thoroughly smitten with the shape of the XK, and was always in favor of performance modifications, especially when executed tastefully. Thankfully my dad shared these same passions. This, then, was just the thing.

BACKING UP

My love of cars was inevitable really. It was in my blood. My younger years were haunted by the presence of a 1966 Corvette under a layer of dust in our barn in rural Virginia. My dad bought that car in the late 1970s but it was sidelined due to a careless mechanic years before, a collision in the shop resulting in minor but demoralizing front end damage. As I grew I maintained constant pressure on Dad to resurrect the Corvette, and slowly but surely progress was made. By my middle school years the body damage remained but the Corvette was on the road. By freshman year of high school, the body was repaired and it was a nice



How the car arrived. The 3.8 E-type seats and 15” wheels point to special underpinnings.

driver. Sadly, (for me) the Corvette was destined to pass to my older brother, but working on cars together had been a great way to spend time with my dad, so we embarked on a search for the next project.

ENTER THE JAGUAR

I had always loved the Jaguar XK, having discovered them in an older Jaguar book. As it turned out, Dad also had a memory of falling for an oxblood red XK140 as a boy in the 1950s. We looked at a few “normal” XK120 and 140 roadsters but all seemed to be missing that extra something “special.”

Now an XK140 with an independent rear suspension and disc brakes... that was special. Further research revealed this car also to be fitted with the 3.8L engine from a 1961 E-Type. Passion sparked, a deal was made, and the car delivered from St. Louis in early 2000. Upon delivery, the depth and comprehensiveness of this strange hybrid were revealed. The car had been fitted with the following E-Type bits:

- 3.8 litre engine, with its three SU carburetors
- Independent rear suspension
- Steering rack, column and wheel
- Pedals
- Brakes, including master cylinder and booster
- Hydraulic clutch
- Gauges

This, then was an XK body and frame that had been fully (and to the untrained eye, invisibly) merged with an E-Type. We were told this work was done in the early 1970s.

Today it’s difficult to imagine combining two grade-A collector cars into an oddball hot-rod sports car, but at the time both were 10-20 year old temperamental used cars. Knowing this combination couldn’t be done again today adds to the mystique.

THE NEXT LEVEL

So, we had a puzzle on our hands. Clearly this was too special a car for the trendy “restomod” treatment, but there was no opportunity for an original specification concours restoration. Instead we took a different direction, imagining our work as a continuation of the original builder. His details and plans had been lost to history, leaving us free to make our own story. Everything that had been done, we executed to the next level.

The engine was removed, crankshaft balanced and internals upgraded. The head was sent out to Terry’s Jaguar in Illinois for a thorough rework, including high performance cams, porting, polishing and larger valves. Custom exhaust headers were commissioned from Hayward & Scott in England. Gear duty is carried out by a five-speed topped with a Hurst shifter, one of a few clues that something is a bit different.

The suspension was rebuilt using the best performance components on the market at the time. Upgraded torsion bars, coil springs, sway bars and polyurethane bushings from Classic Jaguar in Texas, and adjustable Spax shocks all around. The standard E-Type disc brakes up front were replaced by four-piston Wilwood units.

For the interior we wanted a purposeful but period correct look, and commissioned a set of period-inspired racing seats, a custom ‘engine turned’ gauge panel and an otherwise standard XK140 interior. It all came together very nicely, a well-sorted XK that handles more like an E-Type and goes like a scalded cat. The casual observer would have few cues that it’s not a standard XK140, while Jaguar enthusiasts can follow the details but still note that all major components are Jaguar-sourced.

A FUTURE GENERATION

It’s no secret that I love this car. It’s been in the family for 17 years, and now in my garage for three, since my dad moved on to other projects. But the



Third generation and eventual owner? Here's hoping...



Neat interior, slightly customized. Hurst shifter hints at performance role.

reason this Jag will forever hold the distinction of being my favorite car has little to do with the car itself. It's the memories, the thrill of finding the listing, the excitement when it was delivered, starting the engine after the rebuild. Each of these memories and more serving as a catalyst, bonding spirits of father and son.

The last item stands out as a distinct memory. Dad and I finally got everything ready to run around 3 a.m. on a Thursday morning. There was no exhaust beyond the headers and the hood (bonnet in the English parlance) had yet to be reinstalled, but a celebration was in order. With the refreshed engine unmuffled and uncovered, off we went to the only place open at that time, Walmart, for some (very stale) doughnuts. To this day, we laugh about the fun we had.

Anyone who operates a classic car knows that restorations are never really complete; and today the car sits awaiting a carburetor rebuild (two out of three done!), but more importantly my own children, as they grow, are now in the queue to enjoy this intoxicating passion. Having my three-year old ride with me a short distance, car seat and all, was a particular milestone. A great motivation to keep making new memories, and to impart to this very special Jag a history spanning three generations as a glue between father and son. 🍷



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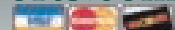
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Tales from the Trade

New for old

WHAT PRICE RELIABILITY?

At the time of writing, the Formula One teams are testing their new 2018 models to see if they have ironed out any performance and reliability shortcomings from the previous season. Some teams – Mercedes amongst them – had excellent reliability in 2017 whereas others like Renault struggled all year with breakdowns. To some extent, reliability is a matter of choice, in so far as teams could perfectly well design almost 100% reliability into every component so that only a vanishingly small number of failures occurred.

The trouble with that strategy, however, is achieving ultimate reliability would inevitably compromise performance, since every part would be a little too big, too heavy or compromised in some other way compared to the same part designed for maximum performance above everything else.

“TESTING, TESTING! ONE, TWO, OOPS!”

When pushing the boundaries of performance and reliability, it is vital to gather real test data in a controlled series of repeated usage patterns to build up a picture of how many ‘cycles’ a component can reliably survive before breakage. Establishing a predictable component life permits pre-emptive replacement so that in-service failures may become almost non-existent. For critical parts in, say, a new air force jet, 100% inspection is the norm, as opposed to perhaps 1 in a 1,000 for mass-produced components. Whatever the sampling rate, carefully-designed test routines build a database of results that enables designers to predict the likely useful life of components and optimize standard replacement schedules according to any unusually severe usage or lighter than normal loads. By a combination of empirical and theoretical criteria, applied rigorously, teams can avoid racing breakdowns almost completely, like Mercedes did last year and perhaps Renault may be able to do in 2018. Meanwhile, to keep team costs

under some kind of control, the sport’s governing body introduced a limit of three engines per season, so durability will be a big factor and key components may be engineered to be removed but then replaced for certain events.

ROAD TRIP PROBLEMS

Do these or similar considerations apply to our road-use Jaguars? They do, although drivers and owners vary, of course, in their acceptance of risk. At one extreme, breaking down in a two-lane tunnel at rush hour is nobody’s idea of fun, whereas doing almost a full rebuild on a well-running classic, just for a 2,500-mile touring holiday, would strike some as almost sacrilegious. Some people have a mindset that any chance of breakdown must be eliminated and they become seriously upset if anything interrupts their meticulously-planned trip. Where modern Jags are concerned, this is perfectly acceptable, because modern cars should not ‘fail to proceed’ under any normal circumstances.

Others adopt the attitude that a breakdown or other mishap is just a diversion down an unexpected byway, likely to provide interesting experiences and multiple learning opportunities. One of them concerns new versus old parts.

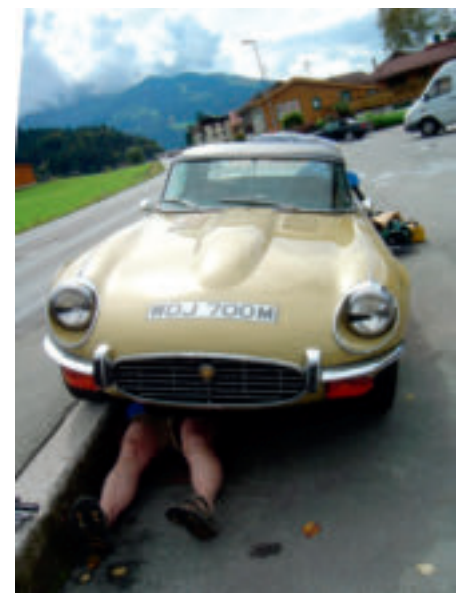
No major brand of engine ancillaries like spark plugs, injectors, carburetors, plug wires, etc., achieves prominence by having poor quality control and routinely selling bad goods. However, since no testing regime is perfect, even the best quality control systems can miss a faulty item that could spoil one’s day.

With older cars (not necessarily seriously old classics) a different mindset works better and can turn up surprises. Some who drive their old cars often will do little or nothing extra to prepare for a long trip. They reason that if it is running well the odds are it will continue to do so with sympathetic driving and routine checks of tires, fluids, etc., before, during and after a long drive.

Others pack the trunk full of tools, spares and nervousness, worried about unexpected developments during the trip. Concerning the spares, they can be used parts removed in servicing but which were still functioning well, or they can be brand new parts. Old hands tend to favor the former and others prefer brand new unused parts.

WHAT DOES ‘NEW’ MEAN?

In the event of a breakdown in, say, the ignition system, troubleshooting may identify a specific part like the distributor or rotor as the likely culprits. Since the parts are fairly cheap and easy to fit at the roadside, many carry spares but they don’t always fix the problem. In fact caps or rotors can be faulty out of the box. Condensers too can have a very short lifespan, depending how and where they were made. Either way, if fitting a brand new part makes no difference, you may think the fault lies elsewhere. Except that if this happens to you, remember that ‘new’ stands for “Never, Ever, Worked” and don’t discount the possibility that the new part is a dud. Happy motoring! 🛠️



Roadside repairs, nightmare or fun challenge? Opinions differ...

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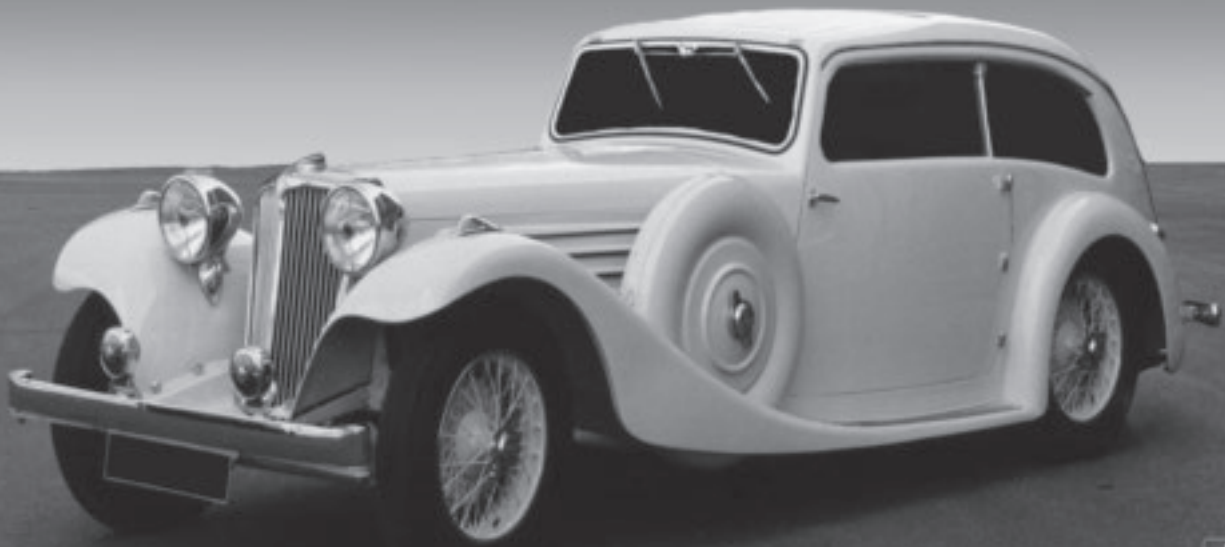
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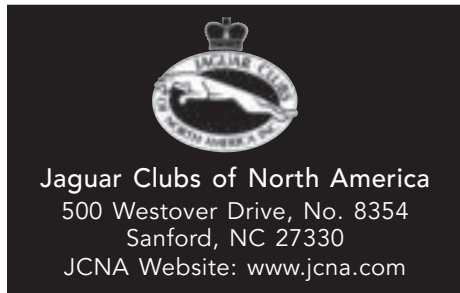
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ARCHIVES/VEHICLE BUILD DATA CERTIFICATES: – Mike Cook, mcook69@jaguarlandrover.com 201-818-8144, fax: 201-818-8464. Jaguar North America Archives, 555 MacArthur Blvd., Mahwah, NJ 07430. The Archives is staffed Tuesdays and Thursdays.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PROTEST COMMITTEE: Handles protests for Concours. – Knick Curtis, 4306 Pomona, Dallas, TX 75209, 214-358-2882 knick@fastmail.fm

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

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

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

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

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



Events Calendar

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. Note: this event is now sold out! Contact: Rich Rosen, rosen244@verizon.net, Tel. 856-428-4290.

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, 913-940-2082, email: mark@kenmarkbackdrops.com.

May 19, 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 but the date has now changed to May 19 from that previously announced. This year's event will be held in the memory of the late David Nichols, our Chief Judge for many years, friend, Jaguar and concours enthusiast par excellence, who sadly passed away on January 14, 2018. The host hotel is again the Hilton Garden Inn, 785 State Highway 121, Lewisville, TX 75067 (972) 459-4600. Reservations can be made on line via <https://goo.gl/Ua8rXW>. A meet & greet will be held on Friday evening, May 18, and an awards dinner will follow the concours Saturday evening. Further details and the registration packet are available on our club website at <http://joant.club/concours-online-registration-form/>. Contact: Alan Barclay, 214-542-6264, email: jagman.alanbarc@gmail.com.

May 20, 2018: The Jaguar Owners Club of Los Angeles 2018 Concours will be held at the Muckenthaler Cultural Center, 1201 W. Malvern Ave, Fullerton, California. For further info, contact Charlie Hallums, 949-733-1097, email: chash3@cox.net.

May 20, 2018: Jaguar Auto Group's Annual Picnic, Tour, and British Car Show. A full day of fun, good food, good company, and great cars. Not to be missed by any British car nut! Car tour through local countryside, popular vote car show, 50/50 raffle drawing. Held on the lovely, shaded grounds of the Dawn Patrol Motorcycle Club, who will cater the event with a tasty selection of BBQ food and soft drinks. Please bring an appetizer, salad or dessert for sharing, homemade or not; a prize will be awarded for the best homemade appetizer, salad or dessert. Please RSVP by May 15. Contact: Jeremy Dale, 973-219-4823, email: jdale1066@optimum.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: 'Jaguars and Friends in the Meadows' – The Pacific Jaguar Group invites fellow Jaguar owners and enthusiasts to join in showing and admiring Jaguar cars on the showground at Pitt Meadows Days. Located at Harris Rd Sportspark at the corner of Harris Road and Lougheed Highway, there are food trucks, craft stalls and games and rides for kids, with live music in the afternoon. This event is open to all British cars. Vehicles must be on the showfield before 10 a.m. and may leave the field only after 4 p.m. Entrance fees apply so contact the Club Executive for more information. It is anticipated that this will be a display only event, any judging would only be with JCNA approval. Registration deadline is May 31. Contact: Mike Lawton, 604-464-5959, email: lawtonm72@telus.net.

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, 553 S. Bethlehem Pike, Fort Washington, Pennsylvania. Contact: Jim Sjoreen, 610-989-3860, email: jsjoreen@gmail.com.

June 9, 2018: Join the Jaguar Club of Ohio for a JCNA-sanctioned slalom. Location is the Captain's Club parking lot at 34820 Vine St, Eastlake, Ohio. Registration and tech start at 9 a.m., slalom runs begin at 10 a.m. Cost for JCNA members is \$25 per person; for non-JCNA members is \$30. If driving more than one car, add \$10. Slalom rules, course layout and car classes can be found on the JCNA website. If time permits, 'fun runs' for charity will be held at the completion of the official runs. Donation for each 'fun run' will be \$2 each run. We will meet for food and drink after the slalom at the Captain's Club restaurant adjacent to the slalom site. Please be aware that the location is noise sensitive due its location near an apartment complex. If the event steward determines your vehicle is too loud you will be unable to participate. Contact: Mike Meyer, 330-998-0018, email: mhm2@roadrunner.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 10, 2018: The Ottawa Jaguar Club will hold its annual Concours and Family Day for 2018 on the beautiful grounds of the Cumberland Heritage Village Museum, 2940 Old Montreal Rd., Cumberland, Ontario, Canada. Contact: John Blais, 613-256-4462, email: john.blais3@gmail.com.

June 10, 2018: The Jaguar Association of Central New York will hold its 2018 JCNA-sanctioned slalom #1 at 333 Butternut Dr., DeWitt, New York. Contact: Jeff Dafeo, 315-488-1492, email: L49ccd@hotmail.com.

June 16, 2018: Jaguar Association of New England's JANE Spring 2018 slalom will be held at 1600 Osgood St., North Andover, Massachusetts. Contact: Richard Hanley, 508-317-3474, email: ruchhanley@britishbeer.com/

June 17, 2018: The Jaguar Touring Club will be hosting 'Cats in the Garden XII' at New Jersey's secret hidden treasure, the Van Vleck House and Gardens, 21 Van Vleck Street, Montclair, New Jersey, from 10 a.m. to 3 p.m. Come celebrate Father's Day at one of the largest car shows to exclusively feature eight decades of Jaguar cars artfully displayed on the six acre grounds of a former private estate. It will be a great opportunity to admire vintage, classic and modern Jaguars in a park-like setting. Tailgating is encouraged. Bring the family! This is a non-JCNA judged event, but trophies will be awarded. Contact: Paul Maletsky, 973-575-8737 or go to www.jtc-nj.net.

June 23, 2018: The Virginia Jaguar Club will hold its annual concours in conjunction with the Antique Automobile Club of America's Richmond region on June 23 on the grounds of St. Joseph's Villa, 8000 Brook Rd., Richmond, Virginia. The Richmond region AACA has held their annual meet for over 50 years, attracting over 200 cars and over 1,000 spectators to last year's event. Please join us for this amazing display of modern Jaguars and classic cars. We plan to continue using the Virginia Crossings Resort as our host hotel, just a short drive from St. Joseph's Villa, with a welcome reception the Friday night, June 22, before the show and concours. Please stay tuned for more details and mark your calendar! Contact: Wayne Estrada, 202-716-9790, email: dctrptlayer@gmail.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: concourschair@jcsne.org.

June 30, 2018: Jaguar Association of Greater Indiana's 'JAGIN' Concours d'Elegance will be held in the Tom Wood Aviation, 9913 Willowview Rd., Fishers, Indiana, in the beautiful Indianapolis area. The city offers nice restaurants, and places for participants to relax. There are many hotels to accommodate our out-of-state guests. Contact: Jose Sanchez, 812-374-2834, email: joseosanchez@gmail.com.

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 Gibson's 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.ojoa.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.

Member Spotlight

Gary Crosby

By Gregory Wells



JCNA member Gary Crosby, is a lifelong resident of Highland, Illinois, about 30 miles northeast of St. Louis, Missouri. He recalls the astonished reactions he would receive when responding to questions about what his father did. "He's a stripper," he would reply honestly. No, not *that* kind of stripper, but rather someone who assembled film negatives as part of the process of preparing printing plates. If the term is not familiar, it's because it is an occupation that has all but disappeared in the digital age.

The youngest of five sons, Gary, after attending the local high school and a few years of college without knowing what he wanted to do, ended up working at the same printing plant as his father and a brother until it closed and new employment had to be sought. A random call from a friend resulted in enrollment in an EMT certification class. After passing the course, it seemed silly not to take the certification test and then a job with a local ambulance service. Which, after four years, led to a position as Operations Director for the city of Highland ambulance service, a job he held for 16 years.

The Crosby family were active sailboat racers for many years and also owned a couple of small planes for a while (a J2 Piper Cub and a Taylorcraft), but over time a love of cars slowly insinuated itself into Gary's psyche. The printing plant owner had been a car collector

and stored his vehicles in a corner of the plant. A Triumph TR7 was the first British car in the family, driven by both Gary and one of his brothers, until Gary totaled it, breaking his back and peeling most of the skin from his forehead in the rollover crash. Gary relates, "I kept a calendar for that car and it never made an entire week without breaking down." Next was a TR6 he restored cosmetically, as well as a 1937 Buick like his dad's first car. A casual stop at a local 'rub 'n buff' dealer with a white XK140 in inventory inoculated him with the Jaguar 'virus,' which eventually led to the purchase of a 1985 XJ-S coupe, which he also still owns. Then a 1975 XJ6 LWB saloon, which it is currently partially dismantled for some work. His newest cat is a supercharged '09 XF. The daily driver, bought new, is an '06 Hummer H3.

Skills honed by working on boats, planes, and cars, along with self-education in machining and electronics, led Gary to leave his EMS career three years ago to begin working for himself, offering home inspections, boat repairs, and other services. "I'm a little ADD-ish and like doing a variety of jobs."

After acquiring the XJ-S, the all-too-common problems with the Delanaire climate control system became apparent. "I became tired of sweating in the summer or freezing in the winter

because my XJ-S AC amplifier had a mind of its own. Discouraged that I had to resort to 30-year old used AC amplifiers, because new or rebuilt amplifiers were not available, I began developing my own replacement," says Gary. After a couple of failed prototypes and some help from an electrical engineer friend, a working unit was completed (and beta-tested by a former Spotlight subject, John Testrake).

Realizing that other Jaguar owners would need these units, Gary created a small website almost two years ago to offer the amps for sale. Eventually he added a rebuilding service for the complicated servo mechanism that the amp 'drives' – and that is similarly unobtainable except as a used part. He also offers a few switch panel options for those who'd rather manually control the AC/heating system on these cars. It's a stretch to consider this a real business, due to the low volume and handbuilt nature of his products; Gary's motivation was to help other Jag owners keep their cars functioning, in part due to the tremendous support he himself has received from the larger Jaguar collector community. Australia has been the country where most of his amps have been sold and surprisingly not a single unit has been sold to a UK customer! Maybe it's those one-week summers the Brits have? 🇬🇧



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