



Jaguar Clubs of North America

— NEWS UPDATE —

SEPTEMBER 2015



Are You Going?

JCNA Challenge Championship Shaping Up to be a Memorable Event

By Candy Williams

Dick Diercksmeier, president and webmaster of Wisconsin Jaguars Ltd. auto club, and his wife Karen Corbett Diercksmeier, who serves as the club's treasurer and newsletter editor, are dedicated to saving the best for last.

They and their committee, led by club vice president John Boswell II, event chair, have been working for months to provide a great time for JCNA members and guests at the 2015 JCNA Challenge Championship being held Sept. 16 to 20 at Road America and Elkhart Lake, Wisc.

This year's Challenge will be last of its kind, as JCNA's board voted at the recent AGM to rename the CC and Western States the International Jaguar Festival beginning in 2016. But for now, it's time to celebrate the 2015 Challenge Championship in grand style.

Wednesday, Sept. 16 will feature a tour to a world-renown restoration shop, Motion Products Inc., from 1 to 4:30 p.m.

Thursday's schedule includes a Slalom at Road America, from 10 a.m. to 2 p.m., a tour to EAA Museum in

Oshkosh from 1 to 5:30 p.m., and a Siebkens Resort Reception in Elkhart Lake starting at 6 p.m.

On Friday, Sept. 18, the Concours at Road America will take center stage from 7 a.m. to 4 p.m., featuring a

field of more than 70 Jaguars as well as some special cars on display, including William Pope's 1957 XK140. Dick says what makes Mr. Pope's car special is its unique styling with aluminum body by Carrozzeria Zagato of Italy.

Also on Friday will be Race Paddock Tours from 11 a.m. to 3 p.m. and a cocktail hour and banquet at 6 p.m.

Saturday's activities will include a Rally beginning at 9 a.m. leaving from Osthoff Resort and ending at Road America, where there will be track touring starting at noon. The Elkhart Lake Vintage Festival (ELVF) course reenactment takes place at 2:30 p.m., followed by a Gather on the Green event at the Resort from 3 to 7 p.m. and an ELVF awards banquet. Guest speaker at the banquet will be race-car driver Bob Tullius who made his mark at Sebring with the Group 44 Jaguar.

The CC ends on Sunday, Sept. 20 with a farewell breakfast, track touring and Jaguar Parade Lap at Road America.

Karen said those who haven't preregistered for the events are still welcome to sign up at the Road America track for touring laps. She also encourages JCNA members to come out to enjoy the concours, parade laps and vintage races. It's going to be a special Challenge Championship, that's for sure.



Commemorative posters from the 2015 CC will be available for purchase as supplies last.



This Jaguar XK140 Coupé by Zagato was entered at the 2015 Concorso d'Eleganza Villa d'Este, Italy, by William Pope of Scottsdale, Ariz.

JCNA Challenge Championship Artist is A Familiar Face — to Local Constables!

By Karen Diercksmeier

Ross Hamilton, the artist whose work is featured throughout our printed media, hails from Canada and is a avid Jaguar owner. He's been known to drive his cars at a brisk pace, which sometimes results in encounters with the local constables.



One of his friends...David Bousfield, had this to share about Ross:

"Ross Hamilton produces some rather exquisite photographs of automobiles. This isn't enough. Ross will then turn to his skills to produce some delightful works in the very challenging medium of watercolours. Living in Guelph, Ontario, a lovely university community west of Toronto, he never forgets what touches people's lives.

Ross brings an understanding to his paintings that the viewer feels wonderfully caught up in a story. He has developed a sensitive style that is expressive, yet realistic. The viewer of his paintings will want to step right into the picture and share the moment."



An example of Ross Hamilton's artwork



The 2016 AGM and the International Jaguar Festival will hosted by the Jaguar Club of Central Arizona, March 31 to April 6. Look for more details soon.

2015 Challenge Championship Offers Plenty of Memorabilia Available for Sale



Remember your visit to JCNA's grand finale Challenge Championship event by taking home a souvenir or two ... or three ... for yourself and your JCNA friends and family. With the holidays just around the corner, you'll want to stock up on some of these items as special mementos. Logo merchandise will be available for purchase at the Registration table each day of the event.



Mexico City Concours 2015

**By Tom Krefetz
Classic Showcase, Inc.**

Pete Reith, Jamey Holbrook, and Tom Krefetz are all certified judges from the San Diego Jaguar Club who were again selected to be judges for the JCNA sanctioned Jaguar concours within the Gran Concorso Internacional de Elegancia that is hosted by Club Jaguar Mexico. They were very pleased to be returning to help judge as they always enjoy the concours, and the wonderfully gracious people of Mexico.

They left San Diego for Mexico City, and were warmly greeted at the airport by Marco De La Barrera of Club Jaguar Mexico. They went to their hotel, the Hotel Presidente Intercontinental, to check in, then proceeded onto the Jaguar training session being held that night in downtown Mexico City, in a modern office complex. They were welcomed by the judges and members of the Mexico Jaguar Club. There were about 10 members that were from the Club Jaguar Mexico, and then the three judges from the San Diego Club in attendance.



The San Diego judges directed the judges training session, and used a power point presentation in their training. Afterwards, they administered the test that chief judge, Jeff Carlson of the Club Jaguar Mexico, had received from JCNA. They all took the test, and all attendees passed for the renewal of their certification. After all was completed, they all went to dinner, and then onto the hotel for some much needed rest.

The next day was a free morning so the San Diego judges were able to sleep in, have breakfast, and then enjoy the sights of Mexico City. They took a walk and admired the beautiful parks and buildings, and all that Mexico City has to offer. Then they met Marco midday and the four set out to Whiskey Luca. This Concours remains the largest car event in the country and was held at the Las Caballerizas in Dos Rios, Huixquilucan. Las Caballerizas, about a 45 minute drive from Mexico City, yields a spectacular backdrop of fragrant pine trees, fresh clean air, warm sunny weather, and lush mountains that highlight the beauty and magnificent attention to detail of the various marks in attendance. The road to get there is spotted with charming little towns, and winding country roads, all a delight for the senses.

This concours is made up of European & American vehicles, Hot Rods and motorcycles. All the local clubs have participation in the event, bringing only the best cars from their members to be shown. All cars must be qualified, and selected by the committees before they can be entered into the concours.

Once they arrived, they started staging the cars for the concours. They met the entire club for a luncheon at the Las Caballerizas, where there were over 50 people present. It was great restaurant located near the event, at the polo field. It has excellent food, and is one of the best restaurants around. It has become a tradition to eat there every year on the set up day of the concours. There they had a social hour, where they got caught up with each other, and discussed what's going on in their ever busy lives. Great conversations were had, friendships were renewed, and new ones were made.

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Mexico City Concours 2015

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The next morning, the three San Diego judges woke up early to go back to Whiskey Luca, have breakfast, socialize some more, and then checked out all the cars to be judged on the field so as to get acquainted with them. They put together the judge's packets, and had a preliminary meeting with Jeff Carlson, and other members of the club. Later on they held a formal judges meeting with all judges in attendance. Meanwhile, the entrants having their Jaguars judged were cleaning, preparing their cars, and socializing. The judging commenced, and continued until about 3 pm. More eating and socialization, then the judges were able to enjoy the concours.

That night was spent at Enrique Villa's restaurant, Homero, for more drinks and good fellowship

in a beautiful area of downtown Mexico City, stationed in the upscale Plaza Polanco.

Saturday night, they returned to the hotel for drinks, and turned in for the night.

Sunday was up early to return to Whiskey Luca, have breakfast, and enjoy the remainder of the concours. This day was about cars other than Jaguar, but they still had more judging duties to do such as discussing the cars with the members on what to do to improve their cars, selecting cars to win the different classes, add up all the score results, and turn them in for the awards ceremony which was about 3:30 pm on Sunday.

It was an outstanding awards ceremony that started off with live bands, a fashion show, and then the official awards ceremony began where the winning cars were brought up in their respective classes. There were 1st, 2nd and 3rd place winners, and the winning cars drove across the platform to receive their awards, and have their photos taken. The awards were given out by the current and past presidents, as well as the delegates of the concours committee and Classic Car Foundation. The grand finale is at the end where they select the Best of European and American cars, Best of Show, and other awards for all the different classes. Congratulations to the past President of Club Jaguar Mexico, David Sheppard, who won Best of Show for his 1937 Packard. It was amazing weather with wonderful attendance. The Club Jaguar Mexico said that they had raised more money for charity than ever before, and it was made a very successful event by all the sponsors and attendees. Many of the big car companies were major sponsors of the concours with showcases of the next new models coming out for all to see. There were about 400 cars on the field total, with 50-60 Jaguars, and the rest being other cars, in other categories, and about 10 -12 were motorcycles. The farewell dinner concluded their trip, and goodbyes were said as they parted ways and returned to the USA, exhausted, well fed, and full of new memories.



Jaguar C-type, D-type, Lightweight E-type Register by Terry Larson

This 240 page, 8 3/4 x 11 5/8 inch, softbound book contains a full listing of all C-type, D-type and Lightweight E-type Jaguars by chassis number. It is the result of years of research by compilers Terry Larson, Penny Woodley, Den Carlow and Paul Skilleter. Edited by Anders Clausager, the individual history of each car is recorded in considerable detail including chassis, engine, gearbox and body numbers, original colour, dispatch date, owners, racing career and 'where is it now'.

With over 200 illustrations augment the text and tables, many of which will be of great interest, this is a book for the owner and serious enthusiast; it is bound to become the standard reference work on these cars.

It is important that the history of these cars in motoring history is recorded as accurately as possible to protect the marque. This Register has been compiled from an exhaustive amount of research and effort from many dedicated enthusiasts worldwide.

The individual car histories are based on information provided by former or current owners of the individual cars, or as researched by the compilers. Chassis numbers and other identifying information listed in this register have been provided by the car owners or have come from several other sources.

It has been argued that because the D-type cannot function without its body, then the body should have equal claim to the car's identity. This

approach has sometimes caused disputes when frame and body have been separated and built into rival claimants to the same identity. However, the facts are quite clear: Jaguar invested the frame with the car's legal identity – as has long been accepted by the motor trade (and now the classic car trade) as being the case with any car with a detachable

chassis (*see* *Brewer v. Mann*, Court of Appeal 2012). That a D-type cannot function without its body is irrelevant; neither can it function without wheels or many other components.

Old cars, especially old racing cars, suffer from age and accident damage, often resulting in the replacement of major components. Provided a car has a proven continuous history from new, then even if frame and body have been replaced with original-specification components, then it is accepted practice within the classic car trade and the enthusiast

movement that such a car will continue to carry its original identity.

Individual copies can be purchased from www.jaguarbooksite.com for \$80 including shipping, however, a special Club Price is being offered at \$65 each, including shipping, when purchasing 10 copies and shipping them to one address. Contact Steve Kennedy to order, skennedy@ecentral.com, 303-489-3955.

JAGUAR C-type, D-type & Lightweight E-type Register

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Edited by Anders Ditlev Clausager



Publisher: Anglo Danish Publications ApS