

Jaguar Owners Association North Texas

First
Quarter
2021



President's Message

There is a light at the end of this Covid tunnel. More and more people are getting their vaccines, the new case count is going down, but it is not over yet. We will still be doing the social distance things and wearing masks for a while yet. We will still be taking the precautions, but we will not be afraid to gather as a group. Monthly dinners will start April 6th at Pizzeria Testia in Frisco. They can do the social distancing to keep everyone safe. Scenic drives will end with a group gathering instead of waiving good-bye as you leave. We will assess these plans again before we start them, but that is our optimistic plan.

We had a great representation at the 2021 Dallas AutoRama in February and they did the club well. See the info in the next pages.

JJ Keig and Ben Davis are setting up a JCNA sanctioned Slalom and British Car Show at the Frisco Farmers Market on Sunday April 25. More info in the next pages.

The 51st Concours D'Elegance will be at Jaguar Frisco on June 5. The planning is in full swing and all the needed information is available on the web site www.joant.club. The paper registration information will be emailed to each member, all the past participants, and all the regional club leaders by the time you get this newsletter.

We are starting a series on Other Things Club Members Do. This newsletter, we have an article on some of our members that race vintage cars. We also have an article on one of our members that sort of does slalom racing but with horses and carriages. It is ok for members to have some outside interests besides Jaguars and we hope to get info from other members in the future.

Last newsletter we provided some history on the XK120, 140, and 150s. This newsletter provides similar information the E Type or XKE.

There are two major JCNA events happening later this year. The first is the Annual General Meeting. This is the meeting where all of the regional directors and Club Representatives gather and determine if there are changes in the policies of the club needed. It will be in August. The other event is the 5th Annual International Jaguar Festival. It will be in Fort Myers Florida in October. This is an important event to JOANT because we will host the sixth annual IJF in 2022. It would be good if many of our members could attend that event to learn what it takes to make ours successful.

JOANT has been around since 1963 and some of our current members have been around for most of that time. We are creating a title for those long time members called "Leaper Leaders". To help us with identifying everyone, please reply to Don Marpe with how many years you have been with the club.

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The 2021 Dallas AutoRama was a BLAST !!

The participation of the JOANT club and a few members who decided at the last minute to display their cars achieved remarkable results and accolades. Additional members were planning to either exhibit or attend, however poor weather and road conditions, and attention to recent storm-related issues prevented their participation.

Of the four cars that were entered in the JOANT booth, the following awards were presented by AutoRama:

Gary & Doris Watson

2007 XK, First place Exotic Sports

2018 XJL, First place Exotic Custom

2010 XJL, Second place Conservative Hardtop

J. J. & Rebecca Keig

1969 E Type, First place Foreign Sport.

Also,

Special Award, Outstanding Engine - Restoration

Jaguar Owners Association of North Texas, Outstanding Club Display, Plus \$150 cash.

- Three First Place
- One Second Place
- + Two Outstanding Special Awards

Six awards for four cars !!

While the 2021 show was significantly curtailed due to the recent weather conditions and was reduced in size to approx. ½ of the typical floor space & exhibitors. Nonetheless the quality of all entrants was not diminished. Individual and group displays were impressive to say the least !! The concepts, workmanship, detail, technology, execution and presentation represent best in the custom motorsports industry.

Thanks to:

Ben & Jan, Gary & Doris, J. J. & Rebecca, Miki Solomon & Richard Wright for their support and “manning the booth” through the entire show.

EXTRA SPECIAL Thanks to:

Ben & Jan Davis. Ben provided the lead the communication with the show management and cut through red tape. Ben also managed the consolidated group application and numerous other legwork with the show management. In addition, Ben provided invaluable work with the booth setup, banners, signage, handout cards, etc. Jan also provided a critical presence and support in the booth.

Our club gained valuable exposure and prestige, of which several new members are anticipated to join. The \$150 will be added to the clubs coffers.

The 2021 Dallas AutoRama was a BLAST !!



The picture above is a group photo of the owners of the cars that were displayed in the JOANT booth. Ben Davis, Rebecca & J. J. Keig. Gary & Doris Watson

Other Events That Some Members May Attend or Attended

The **2021 Good Guys Lonestar Spring Nationals** was held at Texas Motor Speedway March 12 – 14. This is a great event for “mild & wild” custom cars, trucks and other motorsports. Bring your walking shoes. A fun event for all ages of anyone who is a custom car enthusiast. Do you have a sharp car or truck? Enter it in the event. Details can be found at good-guys.com

The **2021 event of The Texas Mile** will be held in Beeville, Texas on March 26 -28. This is a yearly event that records the fastest “flying mile” of all participants. All types of street and modified vehicles and motorcycles will be registered and vying for top speed of their vehicles and class. One or more JOANT members may (? ?) be participating this year. Ever wondered how fast your Jaguar will go over a flying mile? This is the place to find out. Details and registration can be found at Texasmile.net

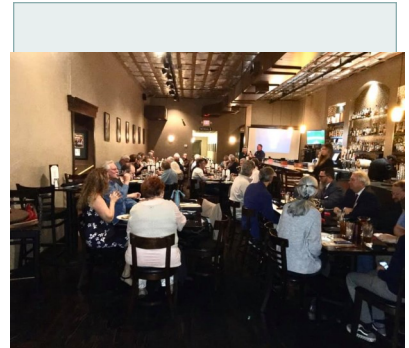
Monthly Dinner Meetings Are Back

Do you remember those days at the right? Well they will be back soon. On April 6th, we will start having monthly dinner meetings again. The first meeting will be at Pizzeria Testia in Frisco. Arrive between 5:30 and 6:00. Place orders at 6 and get reacquainted with the members again. Although they will likely be a little rusty, expect the Richard and Ben show to be just as entertaining.

Pizzeria Testia - Frisco

8660 Church Street, Frisco, TX 75034

<https://www.pizzeriatesta.com/menus/>



Birthday Wishes From JOANT

If you have had a birthday recently, you probably received an email birthday card. Ben Davis has put together a system that will sort of automatically (Ben has to add the names) send out an email to every club member on their birthday. If you did not provide your birthday (only month and day) when you joined the club, you may want to send Ben an update. His email is ben.davisjr1@yahoo.com Everyone should receive a birthday greeting for the club via an electronic card from the Jacqueline Lawson card company and that they should keep their contact information up to date with the club.



JCNA Sanctioned Slalom and British Car Show Sunday April 25, 2021 at Frisco Farmers Market



Our club has scheduled a JCNA sanctioned Slalom at the Frisco Farmers Market on Sunday, April 25, 2021. This will be held in conjunction with a British Car Show. The event will be promoted as Frisco Farmers Market British Car Show & Slalom.

Slalom events are a great way to test the abilities of both car and driver. The surface of the parking lot on which our slalom event will be held is optimum to produce superior times. In addition to entrants and spectators, volunteers are desperately needed for:

Course setup, Staging & timing, Recordkeeping, Track “Marshalls” to monitor the track & reset cones, Course teardown

Many of the above positions will be rotated in shifts throughout the duration of the event. It is critical that we have enough volunteers to ensure timely rotation of all positions, therefore we are asking all members to consider their availability to contribute to this valuable event

Setup begins @ 8:00 AM. First car on the track @ 12:00 noon. The Slalom concludes by 4:00 PM, at which time the course teardown begins. The lot will be cleared by 5:00 PM

In addition to the Slalom, we will also need volunteers to manage the car show, including but not limited to:

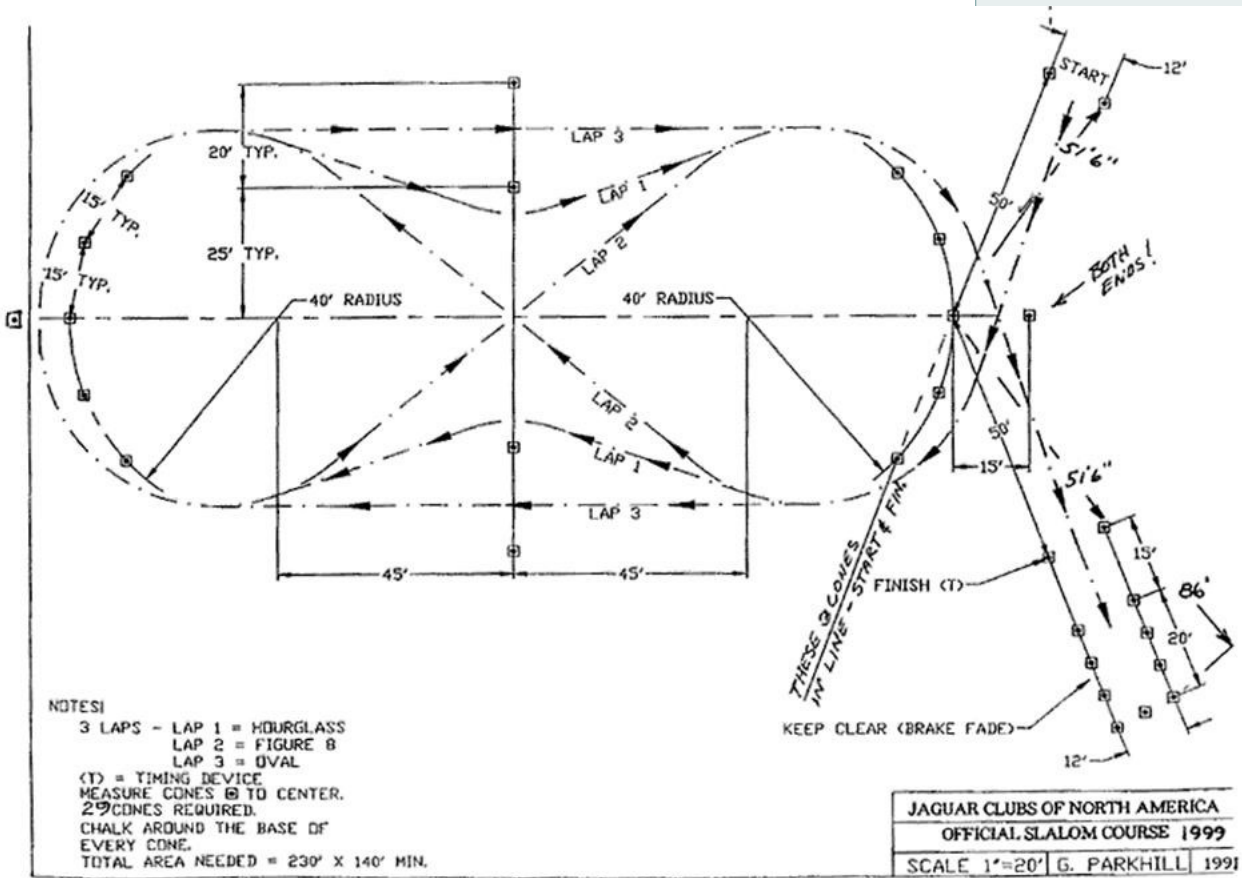
Space setup, Registration, Directing the parking of participants, Judging, Miscellaneous tasks

SAVE THE DATE of Sunday, April 25 for our first DUAL EVENT.

Additional details will be released within the upcoming weeks

Frisco Farmers Market British Car Show and Slalom

The diagram below shows the details of the slalom.





June 5th 2021 at Jaguar of Frisco, TX

Jaguar Frisco 5935 Preston Road, Frisco, Texas

Please plan to join us this year at our Sponsoring Jaguar Dealership location. Due to the continued restrictions caused by the Corona Virus issues, there will not be any social gatherings other than the concours itself and awards presentation. See full details and registration info at www.joant.club

SCHEDULE OF EVENTS

SATURDAY, June 5, 2021

Registration/Check-In ~ Photos ~ Positioning ~ O.V. Checks: 8:30 am – 10:00 am

Vehicle Displays: 9:00 am – 3:00 pm

Rags Down: 11:30 am

Lunch Break & Judges Meeting 11:30 am – 12:30 pm

Concours Judging: 12:30 pm – 3:00 pm

Awards Presentation: 4:00 pm

We will conduct the Operational Verification (OV) checks after the positioning of your vehicles. JO-ANT members will be assisting participants at all stages. Truck and trailer parking is available close by.

Lunch is available at multiple restaurants within easy walking distance.

Things Other Club Members Do

JOANT Racers Richard Wright and Dave McDowell

Jaguars are made for performance driving and the perfect place to demonstrate and enjoy that, is a JCNA-sanctioned slalom. But that is not enough of a thrill for Richard and Dave. The thrill may be too hard on their daily driver Jags, so they have "Race Cars". For Richard it is a Triumph "Bugeye" Sprite and for Dave it is a 1969 VW powered open wheel Zeitler. Both cars are specifically built / modified for road racing. They are vintage cars so, of course, they race against other vintage cars. Vintage does not imply that the racing is not serious, though. Driving at 100 MPH in fifty year old car takes concentration and skill. They race in the Corinthian Vintage Auto Racing (CVAR) series. There are several classes of cars depending on type of vehicle, weight, horsepower and other features. All have modern safety equipment. In each class there are usually the lead pack cars with the best equipment and most experienced drivers. Richard and Dave are consistently competitive. Richard is usually in the lead pack. Last season Dave progressed from mid-pack to lead pack. Both of them enjoy the sport and can't wait until the next race weekend. It's a lot of fun and a huge thrill.

Good news for us Jag owners. Richard is working on a V12 E-Type racing car so hopefully next year we will be able to cheer on a Jag at the track.

The races are fun to watch and can be pretty exciting. Attending a race and cheering on Richard and Dave would make for a good outing for a group of Jag owners. If you are interested, this is the schedule for the upcoming races.

Brian Goldman Memorial Race and Drivers School

February 26-28, 2021

MSR Houston, Angleton, TX

14th Mike Stephens Classic

March 19-21, 2021

Hallett Motor Racing Circuit, Jennings, OK

Marvelous May Races

April 30-May 2, 2021

Eagles Canyon Raceway, Decatur, TX

Brad Balles Races and Drivers School

September 10-12, 2021

Eagles Canyon Raceway, Decatur, TX



Things Other Club Members Do

Two Horse Slalom and One Horse Concours by Steve Leeks

While my wife Eileen knew she was marrying a car guy 40+ years ago, at the time I had no idea she liked horses. Fast forward 4yrs and we had moved to Texas, my first clue should have been buying a house with a little land, and the second putting a fence a around it. Next came a horse, then a daughter and a second horse. The two of them spent many years show jumping, and finally 12 years ago Eileen announced, "I am giving up show jumping, and taking up carriage driving". My response having images of carriages slowing going down the road was, "Good your getting to old to be jumping high fences, its dangerous". What little did I know, now we compete wearing helmets, safety vests, on carriages with grab handles, disc brakes and air shocks, and all for a ribbon. The first two pictures at the right are Steve and Eileen.

Carriage Eventing as it is more formally known, consists of two main ways to event, and many different levels depending on your types of equine, carriages, skill level, and might I add amount of money!

Turn outs, can be mini horse, pulling little two-wheel carriages, all the way to 4 horses pulling fully customized 4-wheel carriages. Typically, at the horse and 4-wheel level you have two people on the carriage (with two horses it is mandatory), a driver, and a 'gator', short for navigator. The gators responsibility is to keep the driver on course, bounce the rear of the carriage to avoid obstacles and knock downs, and more importantly keep the carriage upright. When 4 horses are used, you must a third person called a back stop, a) for weight and b) extra hands for the horses if all goes wrong.

The main two events are Combined Driving Trials, these normally consist of two days. Saturday the horses are cleaned, the carriage is shiny and we are dressed, not my favorite day as I have to wear a Cap, tie and gloves, and it can be 100 degrees in Texas. I am the gator, Eileen drives. You first enter a ring and perform a driving pattern, different horse movements, backing up etc. and are scored for that, which is called the 'Dressage' piece. After that you go straight to a cones course and go as fast as you can through 20 sets of cones 6" wider than the carriage without knocking the balls off, and get scored for that. On Sunday you reconfigure the carriage, put your safety gear on and do 5-6Klms course through woods, streams whatever, and do 5 or 6 obstacles where you have to go through the gates A,B,C,D,E in order but how you go from one gate to the next is up to you. The number of gates depends on your skill level, the obstacles are done as fast as you can go, but the overall distance must be within +-3mins. There are winners for each piece of the event and overall.



The second type of event is Stadium Eventing, where there is still the dressage piece, but then two obstacles are setup in the arena at each end with some cones and maybe a bridge to navigate through between the obstacles.

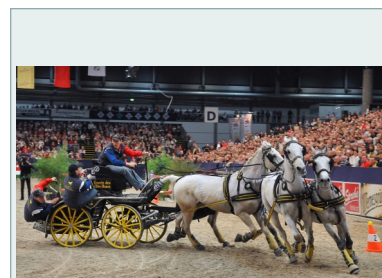
The bottom-line, is if we are not at a Jaguar event we are probably travelling to or competing in a driving event. The good news for me is, unlike watching show jumping, I now get to compete and there is also a mechanical side to it as well.

Below are a couple of links if you would like to see the worlds best doing it on their version of the Formula 1 circuit. Eileen and I are amateurs and used to competed with a single but now with a pair of Cleveland Bay crosses, Milano and George.

<https://www.youtube.com/watch?v=OWLrB2t8AKo> General overview

https://www.youtube.com/watch?v=q8yS5_4MSYY Stadium the best in the world Boyd Excel

<https://www.youtube.com/watch?v=Dt2pZA2cLKg> Dressage and Marathon



E Type History and the JOANT Members That Love Them

The Jaguar E-Type, or the Jaguar XK-E for the North American market, is a British sports car that was manufactured by Jaguar Cars Ltd between 1961 and 1975. Its combination of beauty, high performance, and competitive pricing established the model as an icon of the motoring world. The E-Type's claimed 150 mph top speed, sub-7-second 0 to 60 mph acceleration, unitary construction, disc brakes, rack-and-pinion steering, and independent front and rear suspension distinguished the car and spurred industry-wide changes. The E-Type was based on Jaguar's D-Type racing car, which had won the 24 Hours of Le Mans for three consecutive years beginning in 1955, and employed what was, for the early 1960s, a novel racing design principle, with a front sub-frame carrying the engine, front suspension and front bodywork bolted directly to the body tub. No ladder frame chassis, as was common at the time, was needed and as such the first cars weighed only 2900 lb.

On its release on 15 March 1961 Enzo Ferrari called it "the most beautiful car ever made". In 2004, Sports Car International magazine placed the E-Type at number one on their list of Top Sports Cars of the 1960s. In March 2008, the Jaguar E-Type ranked first in The Daily Telegraph online list of the world's "100 most beautiful cars" of all time. Outside automotive circles, the E-type received prominent placement in Diabolik comic series, Austin Powers films and the television series Mad Men.

The E-Type was introduced as a rear-wheel drive grand tourer in two-seater coupé form (FHC or Fixed Head Coupé) and as a two-seater convertible "roadster" (OTS or Open Two Seater). A "2+2" four-seater version of the coupé, with a lengthened wheelbase, was released in 1966.

Later model updates of the E-Type were officially designated "Series 2" and "Series 3", and over time the earlier cars have come to be referred to as "Series 1." As with other partly hand made cars of the time, changes were incremental and ongoing, which has led to confusion over exactly what a Series 1 car is. This is of more than academic interest, as Series 1 E-Types—and particularly Series 1 roadsters—often have values in excess of Series 2 and 3 models.

The Series 1 cars essentially fall into two categories: Those made between 1961 and 1964, which had 3.8-litre engines and partial synchromesh transmissions, and those made between 1965–1967, which increased engine size and torque by around 10% to 4.2 liters, added a fully synchronized transmission, and also provided new reclining seats, an alternator in place of the dynamo, an electrical system switched to negative earth, a more reliable brake servo, and other modern amenities. Styling was unchanged.

JAGUAR: THE CAR THAT MAKES GREAT BRITAIN A GREAT SPORTS CAR POWER CAN MAKE YOU ONE, TOO.

XKE 2+2 - Jaguar for the family. Customized only by rear seat for the kids, and comfort options.

Jaguar XKE 2+2 (3.8 Litre)	Rover XKE (4.2 Litre)	Rover XKE (4.2 Litre)
0-60 mph 8.7 sec	0-60 mph 8.4 sec	0-60 mph 8.1 sec
100 mph 27.7 sec	100 mph 27.5 sec	100 mph 26.8 sec
150 mph 57.5 sec	150 mph 57.5 sec	150 mph 57.5 sec

2300 cc 5000 cc - The finest horses in the Kingdom. Rack and pinion rack and steering. Power available. Self adjusting self lining disc brakes, all 4 wheels. Standard. Automatic transmission, with a pick up that shifts like a good dog. 4 speed synchromesh available. The best choice. The Price When Apart. Big a great sports car family, and much lower price than you might expect.

For overseas delivery information write: Jaguar Cars, 600 Willow Tree Road Levittown, New Jersey 07060.



what's all this talk about optional extras?

JAGUAR gives you all this at ONE PRICE!

Check these "Standard Features" on the XKE JAGUAR — which are optional on other cars —

- Knock off wire wheels
- Racing type steering wheel, adjustable for height and reach
- Heavy duty disc brakes — power assisted
- High speed RS-5 tires
- Torsion bar front suspension
- Anti sway bar
- Hydraulic operated clutch
- 3 SU carbs
- Dual exhausts, chrome pipes
- Limited slip differential
- Heater, defroster and tachometer
- Tilting non-glass mirror
- Back up lights
- All leather seats — mohair top
- 3 two speed windshield wipers
- 4 speed transmission

and all these you get for the magnificent \$45,995, plus wash-and-wax (engine finished in highly polished alloy, full flow oil filter—Monocoque construction—roll-up windows—and rear deck trunk opening. A complete car—no one price—here are XKE EXTRAS!

\$5325

JAGUAR XKE Roadster
F.O.E. West Coast
coupe
\$5525

one price package!

first—check
JAGUAR

OVER 100 AMERICAN TRADE-INS TO CHOOSE FROM.

British Motor Cars
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As a result, the 4.2-litre Type 1 generally became the most valuable form of the car. However, as of the end of 2014, the most expensive regular production Jaguar E-Types sold at auction included a 4.2-litre Series 1 roadster, with matching numbers, original paint and interior, under 80,000 original miles, and a history of being in the original buyer's family for 45 years, for \$467,000 in 2013, and a 3.8-litre 1961 "flat floor" Series 1, for \$528,000 in 2014. Special run racing lightweights go for far more still. For example, a 1963 E-type Lightweight Competition advertised as very original and with much patina (wearing the "factory installed interior and bodywork showing the patina of decades of use," although it was re-painted and has a non-matching numbers - albeit factory provided - engine), one of just twelve that were built, sold for \$7,370,000 at the 2017 Scottsdale, Arizona auctions.

Just a JOANT note: The 1961 E Type that was "Best of Show" at the 48th Annual JOANT Concours D'Elegance sold at a Monterey auction for \$626,000. See the video at

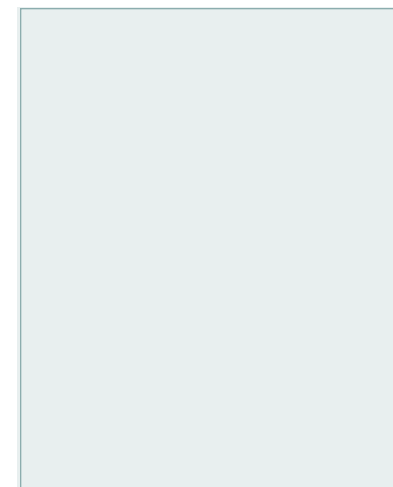
<https://youtu.be/TcgEwJY3dP8>

Series 1 (1961–68)

The Series 1 was introduced, initially for export only, in March 1961. The domestic market launch came four months later in July 1961. The cars at this time used the triple SU carbureted 3.8-litre six-cylinder Jaguar XK6 engine from the XK150S. Earlier built cars utilized external bonnet latches which required a tool to open and had a flat floor design. These cars are rare and more valuable. After that, the floors were dished to provide more leg room and the twin bonnet latches moved to inside the car. The 3.8-litre engine was increased to 4.2 liters (4,235 cc) in October 1964.

The 4.2-litre engine produced the same power as the 3.8-litre (265 bhp) and same top speed (150 mph), but increased torque approximately 10% from 240 to 283 lb-ft. Acceleration remained pretty much the same and 0 to 60 mph times were around 6.4 seconds for both engines, but maximum power was now reached at 5,400 rpm instead of 5,500 rpm on the 3.8-litre. That all meant better throttle response for drivers that did not want to shift down gears. The 4.2-litre's block was completely redesigned, made longer to accommodate 0.20 in larger bores, and the crankshaft modified to use newer bearings. Other engine upgrades included a new alternator/generator and an electric cooling fan for the radiator.

Motor magazine road tested a UK spec E-Type 4.2 fixed head coupé in Oct 1964. The maximum speed was 150 mph, the 0-60 mph time was 7 seconds and the 1/4 mile time was 14.9 seconds. They summarized it as "The new 4.2 supersedes the early 3.8 as the fastest car Motor has tested. The absurd ease which 100 mph can be exceeded in a 1/4 mile never failed to astonish. 3,000 miles



Autocar road tested a UK spec E-Type 4.2 fixed head coupé in May 1965. The maximum speed was 153 mph, the 0–60 mph time was 7.6 seconds and the 1/4 mile from a standing start took 15.1 seconds. They summarized it as "In its 4.2 guise the E-Type is a fast car (the fastest we have ever tested) and offers just about the easiest way to travel quickly by road."

All E-Types featured independent coil spring rear suspension developed by R J Knight with torsion bar front ends, and four wheel disc brakes, in-board at the rear, all were power-assisted. The Coventry engineers spared nothing with regards to high automotive technology in braking. 'Jaguar was one of the first vehicle manufacturers to equip production cars with 4 wheel disc brakes as standard from the XK150 in 1958. The Series 1 (except for late 1967 models) can be recognized by glass-covered headlights (up to 1967), small "mouth" opening at the front, signal lights and tail-lights above bumpers and exhaust tips under the number plate in the rear.

3.8-litre cars have leather-upholstered bucket seats, an aluminum-trimmed center instrument panel and console (changed to vinyl and leather in 1963), and a Moss four-speed gearbox that lacks synchromesh for first gear ("Moss box"). 4.2-litre cars have more comfortable seats, improved brakes and electrical systems, and an all-synchromesh Jaguar designed four-speed gearbox. 4.2-litre cars also have a badge on the boot proclaiming "Jaguar 4.2 Liter E-Type" (3.8 cars have a simple "Jaguar" badge). Optional extras included chrome spoked wheels and a detachable hard top for the OTS. When leaving the factory the car was originally fitted with Dunlop 6.40 × 15-inch RS5 tires on 15 × 5K wire wheels (with the rear fitting 15 × 5K½ wheels supplied with 6.50 X15 Dunlop Racing R5 tires in mind of competition). Later Series One cars were fitted with Dunlop 185 - 15 SP41 or 185 VR 15 Pirelli Cinturato as radial ply tires.

A 2+2 version of the fastback coupé was added in 1966. The 2+2 offered the option of an automatic transmission. The body is 9 in longer and the roof angles are different. The roadster and the non 2+2 FHC (Fixed Head Coupé) remained as two-seaters.

Following the Series 1 there was a transitional series of cars built in 1967–68 as model year 1968 cars, unofficially called "Series 1½." Due to American pressure the new features were not just open headlights, but also different switches (black rocker switches as opposed to the Series 1 toggle switches), de-tuning for emissions (using two Zenith-Stromberg carburetors instead of the original three SUs) for US models, ribbed cam covers painted black except for the top brushed aluminum ribbing, bonnet frames on the OTS that have two bows, and other changes. Series 1½ cars also have twin cooling fans and adjustable seat backs.



The biggest change between 1961-1967 Series 1 E-Types and the 1968 Series 1.5 was the reduction in the number of carburetors from 3 to just 2 (North America), resulting in a loss in horsepower.

Series 2 features were gradually introduced into the Series 1, creating the unofficial Series 1½ cars, but always with the Series 1 body style. A United States federal safety law affecting 1968 model year cars sold in the US was the reason for the lack of headlight covers and change in dash switch design in the "Series 1.5" of 1968. An often overlooked change, one that is often "modified back" to the older style, is the wheel knock-off "nut." US safety law for 1968 models also forbade the winged-spinner knockoff, and any 1968 model year sold in the US should have a hexagonal knockoff nut, to be hammered on and off with the assistance of a special "socket" included with the car from the factory. This hexagonal nut carried on into the later Series 2 and 3. The engine configuration of the US Series 1.5s was the same as is found in the Series 2.

Worldwide, including both left and right hand drive examples, a total of 7,828 3.8-litre Series 1 roadsters were built, with 6,749 of the later 4.2-litre Series 1 roadsters having been manufactured.

Series 2 (1968–71)

The Series 2 introduced a number of design changes, largely due to U.S. National Highway Traffic and Safety Administration mandates. The most distinctive exterior feature is the absence of the glass headlight covers, which was applied worldwide for the E-Type.

Other hallmarks of Series 2 cars are a wrap-around rear bumper, larger front indicators and tail lights re-positioned below the bumpers, and an enlarged grille and twin electric fans to aid cooling.

Safety and emissions regulations in the North American market resulted in Series 2 and 3 E-Types being fitted with a larger grille, wider wheel arches, and bigger bumpers. And they were also fitted with a bigger radiator and cooling system because the Series 1 were notorious for overheating. Air conditioning and power steering were available as factory options.

Additional U.S.-inspired changes included a steering lock which moved the ignition switch to the steering column, replacing the dashboard mounted ignition and push button starter, the symmetrical array of metal toggle switches replaced with plastic rockers, and a collapsible steering column to absorb impact in the event of an accident. New seats allowed the fitment of head restraints, as required by U.S. law beginning in 1969.



The engine is easily identified visually by the change from smooth polished cam covers to a more industrial "ribbed" appearance. It was de-tuned in the US with twin two-barrel Strombergs replacing three SUs. Combined with larger valve clearances horsepower was reduced from 265 to 246 and torque from 283 to 263.

Series 3 (1971–74)

The E-Type Series 3 was introduced in 1971, with a new 5.3 L Jaguar V12 engine, uprated brakes and standard power steering. Optionally an automatic transmission, wire wheels and air conditioning were available. The LeMans-proven V12 was equipped with four Zenith carburetors, and as introduced produced a claimed 272 hp, more torque, and a 0-60 mph acceleration of less than seven seconds. The short wheelbase FHC body style was discontinued, with the Series 3 available only as a convertible and 2+2 coupé. The final production E-Type OTS Roadster was built in June 1974.

The newly used longer wheelbase now offered significantly more room in all directions. The Series 3 is easily identifiable by the large cross-slatted front grille, flared wheel arches, wider tires, four exhaust tips and a badge on the rear that proclaims it to be a V12. The first published road test of the series 3 was in *Jaguar Driver*, the club magazine of the Jaguar Drivers' Club, the only owners club to be officially sanctioned by Sir William Lyons and Jaguar themselves. The road test of a car provided by Jaguar was published ahead of all the national and international magazines.

Cars for the US market were fitted with large projecting rubber bumper over-riders (in 1973 these were on front, in 1974 both front and rear) to meet local 5 mph (8 km/h) impact regulations, but those on European models were considerably smaller. US models also have side indicator repeats on the front wings. There were also a very limited number of six-cylinder Series 3 E-Types built. These were featured in the initial sales procedure but the lack of demand stopped their production. The V12 Open Two Seater and V12 2+2 were factory fitted with Dunlop E70VR – 15-inch tires on 15 × 6K wire or solid wheels.



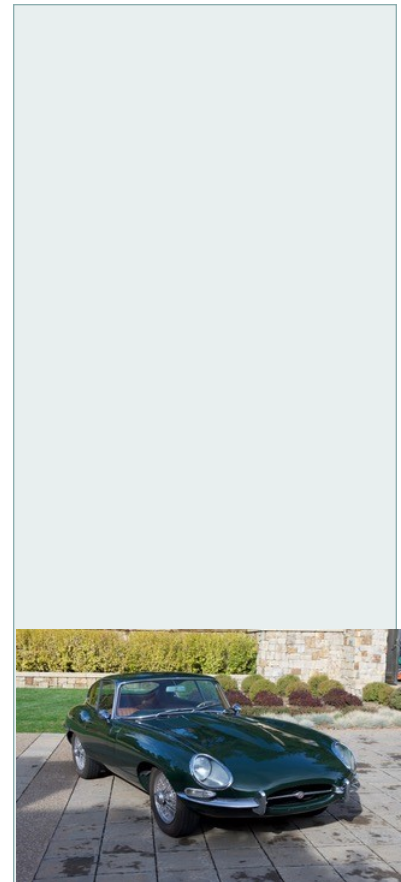
The many members of JOANT truly appreciate the beauty and performance of the E Types and own one or more of them. Our members and the E Types they own are:

Lee and Sherry Hill Anderson	1974 E Type V12
Don Batchelor	1969 E Type
George and Linda Campbell	1969 E Type FHC, 1972 E Type OTS,
Terry and Gina (Carpenter) Collins	1973 E Type Roadster
Lauren and Amy Collins	1966 E Type OTS
Steve and Elizabeth Crowley	1963 E Type OTS
Phillip and JoAnn DeNitto	1967 E Type OTS
Wayne and Davanna Garrett	1974 E Type
Bruce and Sherry (Shisler) Gelders	1966 E Type
Elizabeth and John Hawley	1974 E Type
Brett and Julia Holman	1969 E Type OTS
Glen and Katy (Fischer) Jarboe	1969 E Type OTS
Stan and Katherine Jaworski	1966 E Type
JJ and Rebecca (Richter) Keig	1969 E Type FHC
Clark and Patricia Kirby	1966 E Type OTS
Bob and Andi Kirk	1969 E Type FHC
Frank and Gerry Leftwich	1969 E Type
Lloyd Lumpkins	1963 E Type OTS
Joe and Ruth Mahoney	1968 E Type
Joe and Jackie Novotnak	1965 E Type
Matson and Jean (Stokes) Pearce	1967 E Type OTS
Kirk and Renee Phillips	1968 E Type FHC
Robert and Cathy Phillips	1974 E Type OTS
Jerry and Linda Quam	1966 E Type
Charles and Cindy (Falk) Rahm	1971 E Type V12 OTS
Gerald and Dorothy Rickey	1971 E Type
James and Susan Robb	1967 E Type OTS
Rick and Martha (Bennett) Scotto	1967 E Type FHC
Frank Shaffer	1968 E Type OTS
Miki and Starr Solomon	1969 E Type FHC
Brant and Maureen (McDonald) Weatherford	1969 E Type FHC
Rodney and Kathy Woods	1965 E Type FHC
Richard and Kelley Wright	1970 E Type FHC, 1971 E Type V12 FHC

1965 E Type Coupe For Sale

Current owner— Rodney & Kathy Woods 917-690-3823
riwoods@mac.com

This E Type has been in Dallas for 20 years and some of the older members may remember it. It has been a Blue Ribbon winner at the 2004 Texas State Fair showing for JOANT. The Heritage Trust Certificate shows the Jag was built before Christmas 1964 and delivered to New Your in January 1965 and the current numbers match that info. It is currently in Idaho for some reconditioning. Rodney wants to give the local club members the first chance at it before he puts it on the national market. At 80, Rodney is having trouble getting in and out of it so it is time to find it a new home. See pictures at right.



2021 ANNUAL GENERAL MEETING



August 26 - 28

Location: Columbia, SC



This meeting is where the JCNA policies and plans are discussed and any changes or enhancements are made. All things club related are discussed among the JCNA corporate staff and regional club directors and club representatives. More info will be published in future newsletters. Club members are encouraged to attend the meeting.



Hosted by the Jaguar Club of
Southwest Florida

Host Hotel: Marriott Sanibel Har-
bour Resort & Spa - (239) 466-
4000

Event Schedule

Wednesday Oct 20, 2021

Auto Museum Tour—Revs World Renown Auto Museum

Dinner Cruise—Sanibel Harbour Cruise Line

Thursday Oct 21

Rally or Scenic Tour

Dealership Celebration—Jaguar Ft Myers Dealership

Welcome Reception—Marriott Sanibel Harbour Resort

Friday Oct 22

Concours

Concours Awards Dinner

Saturday Oct 23

Slalom

Rally and Slalom Awards Dinner

Sunday Oct 24

Farewell Dinner

2022 JCNA International Jaguar Festival Hosted by JOANT

The 2022 JCNA International Jaguar Festival (IJF) is the sixth annual gathering of Jaguar enthusiasts from all over the nation. They will be bringing their cherished Jaguars whether that be a vintage XK120 or a new F Type. Some will be just for show but many more will be driven to the event and entered in the Slalom, Rallye, Concours, and Scenic Drive. This is just an excuse to enjoy your Jag and meet others that enjoy theirs as much as you do.

The event will start on a Thursday and go until Sunday. There may be some events on Wednesday and later in the day on Sunday. This event is not until October 2022, so things are not finalized yet, but the initial planning has the activities scheduled as follows:

Wednesday—Welcome activities at the host hotel and maybe a slalom in the afternoon.

Thursday— Slalom in the morning if not Wednesday, Road Rallye in the afternoon, Welcome Reception in the evening

Friday— Concours

Saturday—Scenic Drive ending at the location for the Awards Banquet

Sunday—Farewell Brunch

Past IJF events have had attendance of 80 to 100 cars and around 200 people. Those events have been on the east coast or west coast. Since JOANT is in the middle of the US we are expecting a larger than normal participation.

Even though the event is more than a year away, the planning has started. Most of the critical venues and locations for events, must be locked in and down payments made before October of this year. The core team for this event will need the help of most of the membership to pull this off successfully. With that in mind, we are looking for people that have some time and want to be part of making this a great event. Right now we are forming sub committees that will select the host hotel, select the location for the Awards Banquet, determine the location for the Slalom event, determine the location for the Concours, plan the route for the Rallye, and the route for the Scenic Drive. If any of these activities interests you, contact Don Marpe.

As more of the activities and events are firmed up, we will let everyone know. One other area that is more urgent is qualified judges for the IJF concours. It will take over 30 judges to handle the requirements for the 100 Jags expected. We have about 10 qualified judges in the club now. To address the gap, Dave McDowell will be having a Judges Training session in May. After this training, the apprentice judge will need to perform judging under the guidance of a qualified judge at the June 5 JOANT Concours. Once that is complete, the apprentice becomes qualified. If you have any interest (and we hope you do) in being a judge, let Dave McDowell (xjjags@gmail.com 214-649-5275) know.

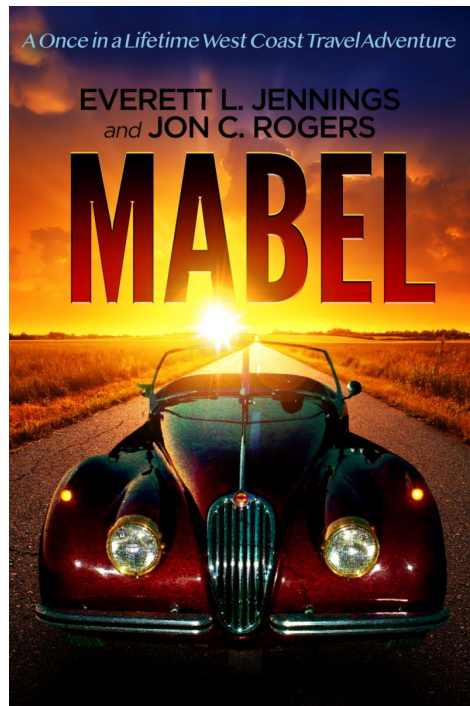
JCNA Discount program to all North American Jaguar dealers

Program Description

Jaguar Clubs of North America members receive a 10% customer cash offer upon verification of current membership. A Customer PIN form will be given to the organization member by selling dealer. It asks for basic information and the JCNA member will be required to produce a current JCNA membership card. This form must be completed and kept in deal jacket for audit purposes. The full amount of the Customer Cash must be applied to the purchase or paid directly to the customer.

There are, however, certain vehicles that are ineligible - Special Edition and Limited Edition Production Models are not eligible

Ben Davis can tell you what a great benefit JCNA this is.



CLUB MEMBER'S EXCITING JAGUAR TRAVEL ADVENTURE - *MABEL*

Bow, WA – *Mabel* is a fun, funny, first-person story of 3 buddies and a JAGUAR XK140 OTS (roadster) on a several-thousand-mile road trip over seldom traveled back roads from the SF Bay Area to Canada's Vancouver Island that's filled with humor, surprises, adventure and even danger.

Mabel, (a vintage Jaguar with an attitude) is the heroine in a story that will transport you to majestic mountains, ghost towns, mysterious islands, with awesome view sights, humor, some nostalgia, and a couple truly scary moments. *Mabel* includes photos of the adventure and internet links to the places she visited in case you want to follow her tire tracks.

Mabel was co-authored by the late Everett Jennings who wrote the story firsthand and Jon Rogers who completed the book. As fellow Seattle Jaguar Club members who reviewed the book, said about *Mabel*: "... informative, fun, fast and hard to put down ... vivid descriptions of some of the most beautiful geography in the United States ... It will have you on the edge of your seat until the very end."

Mabel, by Everett L Jennings and Jon C. Rogers is available for pre-order March 1, 2021 in both eBook and paperback online at Amazon.com, BarnsandNoble.com, or a bookstore near you. Delivery begins, March 30, 2021

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Contact: Jon C. Rogers at rogerservice@wavecable.com