

Felis Onca

The Monthly Newsletter of the
Inland Empire Jaguar Club



October 2021
Issue 89



A Letter from the President...

Welcome to the email version of our monthly newsletter for October 2021, *Felis Onca*.

Apologies for the tardiness of this month's edition. We just concluded the 2021 JAGSTRAVAGANZA & JOC-LA Concourse D'Elegance. Preparations took a bit longer than normal, and I just needed some time to collect my wits before getting this out.

All in attendance at the 2021 JAGSTRAVAGANZA agreed it was again the best event yet. I want to thank all of the attendees, volunteers, judges, sponsors, vendors, the JOC, JCNA, and the town of Idyllwild; your amazing spirit and cooperation made for another truly spectacular weekend.

Take a look inside for some great photos of the weekend event.

Mark your calendars for JAGSTRAVAGANZA 2022, Saturday 10/1/22.

There are still a few events on the horizon for 2021:

- SDJC Concours 10/16; International Jaguar Festival 10/20-24; JCCA Concours 10/30
- **November:** CAL CLUBS Trip to MORRO BAY, 11/4; JCSA Concours 11/13
See details and registration info for all of these events in this month's newsletter.

A brief summary of this month's *Felis Onca*:

- Is the '22 XF the best luxury deal around?
- A Brief History of Jaguar Racing
- MUCH MORE!

This month's club info section includes updates on events, including the trip to Morro Bay first week of November – you need to attend with us it will be fun.

Hey! We are moving IEJC swag, and there is still a chance to get your hands on our stylish hats, and sweatshirts to keep you warm and cool at the same time! Purchase using the form in the newsletter.

Visit [Riverside Jaguar](#) - Karla Curtsinger and her staff will provide a 15% discount on service.

Sign up to become a member of the IEJC and receive even more benefits – subscription to the Jaguar Journal, discounts at Riverside Jaguar, and the warm companionship of dedicated Jaguar owners...

See you in Oceanside on 10/16!



IEJC Officers for 2021

President - Mike Zavos
Treasurer - Ella Ghazvinian

2021 IEJC Committee Chairs

Your 2020 club officers have been elected, but we are still interested in volunteers for the Website, Event, and Sponsorship Committee chairs. Running the club takes all the help we can get, and we would love to hear from you if interested.

Website/Newsletter Chair
Events Chair
Sponsorship Chair



2021 Advertising Rates for *Felis Onca*

Ad size	6 Months	12 Months
Full Page	\$200.00	\$350.00
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2021 IEJC Member Dues

Click on the links below, or send payment to:

IEJC
2149 Saffron Way
Fallbrook CA 92028

Membership Type	Dues
Full Member (includes you & spouse/other) - \$70	
Associate Membership (already in another JCNA club) - \$30	

Classified Ads

Classifieds for IEJC members are free for 4 lines / 3 months

Non-members – fee is \$10 for 4 lines / 3 months

FOR SALE



1995 XJS Convertible V-12. The car is too nice (perfect) to ignore it. Owner keeps a second set of cosmetic pieces for the show field. Carpet, wood, front carpet, shift knobs, sill plates, radiator caps, instrument cluster and more. All receipts are in two dedicated binders. All books and manuals also.

Too much more including Jaguar Sport springs and Gaz adjustable shocks. 74K miles. Real competition-class head turner.

Entertaining offers around \$25k. Email Doug Jacobs at charles_3708@att.net



The new in bag steering wheel is for sale at \$200 and the chrome mirror covers are \$100 for the set. We think that these are a bargain.

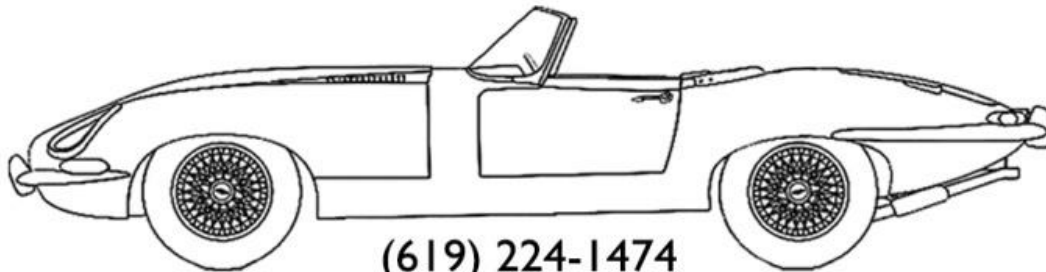
If anyone is interested, they can reach out to me on my phone (719) 641-3036

+++++

WANTED:

2003-2005 XKR/XK8 Coupe or 2001 XKR Silverstone Coupe.

Contact Don Becker (949) 246-8777 or don@eyedoc.com



(619) 224-1474

BRITISH RESTORATIONS

Our craftsmen have extensive experience in all phases of classic car restoration, and presently have space available to undertake additional projects.

We maintain an extensive inventory of new and used parts for all 1963-1975 Jaguar and Triumph models.

Several vehicles currently under restoration are available for purchase at any point in the rebuild process.

These presently include: 1937 Jaguar SS100 Replica, Jaguar XJS 6.0 V12 DHC, Triumph TR6, Triumph Spitfire.

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Lic. OG89341

ELEMENT ADVANCED FIRE PROTECTION

Fire extinguishers have not changed much in the past 100 years. A large, heavy cylinder of compressed gas filled with a messy powder is an antiquated way to put out a fire.

Element uses a tested and proven technology, created for the space program, that fights fires on the molecular level. By chemically interrupting the chain of combustion, Element safely and effectively puts out fires without the mess, toxicity, or danger associated with a traditional extinguisher.

About the size of a road flare, the Element fire extinguisher has a discharge time of 50 seconds compared to about 12 seconds for a standard 5 lb. extinguisher while taking up almost 75% less space in your car, truck, or boat. Furthermore, the Element extinguisher can be stored in hot, cold, or wet environments with no detrimental effects, *and it never expires and never needs servicing.*

Best of all, the Element extinguisher leaves no residual white-powder mess when deployed like traditional extinguishers. Also, the Element is certified effective against all types of fires (A, B, C and K) while most home center extinguishers are good for only one or two types.

Designed to fit in most glove boxes, the Element comes with a multi-purpose mounting bracket. Magnetic brackets (for mounting on a toolbox or trunk lid, for example), and heavy-duty mounting brackets suitable for high vibration environments (as in a race car) are also available.

The buzz around this fantastic new product has been terrific, including segments on several Motor Trend shows. Check out this YouTube video piece from Jay Leno's Garage which shows the Element in action. (<https://tinyurl.com/y4t46wnm>)

Element is being sold in this area by Element Fire Technology/California of Rancho Santa Margarita. Currently we are offering free shipping and we pay the sales tax to all Club Members. The E50 Element sells for \$79.95 with the standard mounting bracket.

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British Car Restorations

NEWS

Contact:

Mark Mayuga, Director of Marketing & Project Quality Control

markmayuga@verizon.net, (909) 772-1075

NEW OWNERSHIP: "It's Time for a change"

"XKS MOTORSPORT is for people who love to drive their Jaguar!", said Clive Collins, the new owner and general manager. "I purchased the former XK's Unlimited for the express purpose of providing the Jaguar owner total support for restoration, repair, and service. My philosophy is not everyone wants a show car, what they want is to live a memory, a passion, a wish of youth. To hear that roar of the engine, the wind in their face, the aroma of leather, and to drive a reliable example of automobile sculpture. This is my passion and is the mission of the craftsman at XKS MOTORSPORT, we have higher standards to offer." He continues, "My passion is to provide the Jaguar enthusiast an accurate, reliable, and beautifully presented Jaguar automobile that he or she can enjoy driving anytime, anywhere".

These are lofty goals set by Clive Collins and by the looks of the more recent examples of finished cars waiting to be dispatched to their owners, Clive and his team of technicians are living up to the higher standards that he has set. He inspects each car for historic accuracy, assembly details, fit and finish, and of course, drivability. He personally tests drive each car, inspects latches, ease of shifting, brake modulation, cold start performance, cooling system efficiency, looks for water and gasoline leaks, and smooth idle. He has one technician whose sole purpose is to balance those S.U. Carbs for idle and performance.

Clive recognizes that there are many qualified restoration businesses that produce show quality cars, the difference at XKS MOTORSPORT is that he wants to be recognized as the first choice when it comes those owners who simply want a restored driver that they can enjoy on any given day or event. Key to this pursuit is running reliability, quality materials and parts, authentic restoration, and a strict adherence to budget. His many years of business management is evident in the organization of the restoration process; cataloging each part as they disassemble each car; recording the condition in pictures; exact part location and creating a realistic timeline for reconditioning and reassembly. This process is made more easily by the fact that most of the major work, body, paint, mechanical, etc. is done internally and only certain components are farmed out to specialists. The upholstery and leather interiors are done in a separate location to guarantee cleanliness, this stage is done last so there is no possibility oil fumes or scuffing to the new interior. This is a business that has new goals, higher standards, and a new focus, you, the Jaguar driver.

Clive Collins invites you to come to XKS MOTORSPORT in San Luis Obispo California, to see for yourself the quality restorations, the professionalism of his staff, and the commitment to excellence, to you, the Jaguar Driver. Look online at our website, www.xksmotorsport.com, or call the shop, talk with Clive Collins directly, (805) 594-1585, he's more than happy to discuss your questions and plans about your Jaguar automobile.

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**BRITISH CAR RESTORATIONS
REPAIR & SERVICE**



Come to XKS MOTORSPORT in San Luis Obispo California, to see for yourself the quality restorations, the professionalism of his staff, and the commitment to excellence, to you, the Jaguar Driver. Call the shop, talk with Clive Collins directly, (805) 594-1585, he's more than happy to discuss your questions and plans about your Jaguar automobile.

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Jaguar News

With a fresh interior and a \$7,105 price cut, the Jaguar XF is a luxury car bargain



No matter how much money you have — or don't have — everyone loves a bargain. So what if I said you can buy a new 2021 Jaguar sedan at a price that's \$7,105 lower than last year, yet it has a dramatically improved interior, updated infotainment system and styling updates? You'd say, tell me more.

OK, I will. For 2021, Jaguar has cut the price of the Jaguar XF to \$43,995. For that, you get a 246-horsepower turbocharged 2.0-liter four-cylinder engine, an eight-speed automatic transmission and rear-wheel drive.

Now consider its German competition, all of which boast a turbocharged four and automatic transmission and cost considerably more. You could choose the 248-horsepower BMW 530i, which starts at \$54,200, or the 255-horsepower Mercedes-Benz E 350, base price \$54,950, both of which are

rear-wheel drive like the Jaguar XF. There's also the 261-horsepower Audi A6 45 Premium, base price \$55,400, with all-wheel drive.

Yet you can get 296 horsepower and all-wheel drive on the Jaguar for just under 50 grand. This nets you more horsepower and all-wheel drive, and nearly five grand in savings against the Germans. Oh, and you get five years or 60,000 miles worth of complimentary scheduled maintenance.

Have I tempted you yet? Now it's time for the fine print.

The Jaguar XF is now the brand's only sedan after last year's discontinuation of the Jaguar XE sedan. But one gets the sense that the company is redefining the Jaguar XF, as it no longer has the rip-snorting V-6 or V-8 power of its competitors. At the same time, the XF has been treated to a new interior design, one that emphasizes a sleek contemporary opulence over sporty aesthetics — even as its athleticism remains intact. It has become more a luxurious GT than sports sedan. Not that there's anything wrong with that. After all, few of us spend our days commuting on the Autobahn.

And besides, the XF's powerplants provide more than enough authority to keep things interesting. Base P250's and mid-level P250 SE's turbocharged 2.0-liter four-cylinder engine generates a respectable 246-horsepower with rear-wheel drive. P300 trims get a more powerful version of the same powerplant producing 296 horsepower and all-wheel drive, with enough gusto to keep things lively. The XF's power is more than enough for its segment market, and more than up to the task of moving this machine with the requisite passion, but without the effortless well of torque you might expect. The transmission is well-behaved, making the most of the available muscle.

And unlike German sports sedans and their blindly inferior impersonators, the Jaguar XF comfortably soaks up the worst road irregularities. It's fairly agile, with little body lean in corners and a quiet cabin. After all, this is a British saloon. It keeps a stiff upper lip and carries on, all with enough comfort to prevent you from spilling your cup of Darjeeling. The seats are comfortably well bolstered and not punishingly stiff, making them the perfect thrones for long drives. Head and leg room are generous up front, and merely adequate in the rear, which is typical in this class. Trunk space is minimal at 10.5 cubic feet, so pack lightly.

Adding to this cat's quiet, capable moves is an exquisitely redesigned interior, decorated in the finest contemporary British fashion. After a period of steering away from the wood-accented interiors it was known for, Jaguar is once more returning to them, but opting for open-pore wood rather than the glossy finishes that most people assumed were fake. It adds authenticity to the cabin that elevates its

allure, as do other divine details, such as the cricket ball stitching in the shifter, or the diamond Jaguar logo shapes on its knurled drive mode selector.

The instrument panel redesign features an 11.4-inch Pivi Pro infotainment screen with a user interface that puts most of what you need within one or two clicks. And its editorial-like layout makes it far easier to use than previous Jaguar systems. Even better, the accompanying Meridian sound system is exemplary, transforming the XF into your private concert hall. My home stereo should be so good.

All the little details create the impression of a car far more expensive than it is. True luxury is rarified, and it's something Jaguar does better than most of its competition, who to be more concerned with mass production than class production.

The 2021 Jaguar XF is something special, a unique flavor in a segment overwhelmed by mass-produced German luxury sedans. How can you tell your Bimmer, Merc or Audi apart from your neighbor's?

The Jaguar isn't produced in the same numbers. It's a sedan worth savoring, something distinctive that now costs less. And that makes it well worth considering, if you're smart enough to realize why.

2021 Jaguar XF

Base price: \$43,995-\$49,995

Engine: 2.0-liter turbocharged four-cylinder

Horsepower/Torque: 300/295 pound-feet

EPA fuel economy (city/highway): 22/30 mpg

Length/Width/Height: 195/78/57.4 inches

Ground clearance: 4.3 inches

Cargo capacity: 10.5 cubic feet

Towing capacity: Not rated

Looking Back On Jaguar's Epic Racing History

Jaguar have had highs and lows across their racing history.



Earlier in September, Jaguar unveiled the continuation of one of their most legendary cars, the C-Type; the limited run celebrates Jaguar's victory at Le Mans in 1953. But this wasn't the Jaguar's first or last racing success. According to Motor Sport Magazine, the D-type followed the C-type and shared many parts but once again went on to victory in 1954. Before these cars, there was the speedy XK120, yet another race win. Jaguar as a

brand had started as a nameplate that appeared on Swallow Sidecar Limited's sports saloon models.

The unfortunate abbreviation led the brand to rebrand as Jaguar in 1945. Blending comfort, athleticism, style, and grace has long been the brief of Jaguar, and this can be seen in the brand's current lineup; the F-type is an excellent grand tourer even in its most aggressive guise, and the XJ is one of few British limousines left in production. Like all major brands, the manufacturer has competed across different disciplines of motorsport.

Jaguar have had highs and lows across their racing history.



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Jaguar's Endurance Racing



After that first Le Mans victory with the C-type, which according to MSN news, stands for "competition", Jaguar continued with the D-type and then the iconic E-type, which raced as the E-type, Lightweight. The E-type was never intended for the track. Instead, it was to capitalize on the Coventry-based manufacturer's racing success as a sporting grand tourer.

[Stratsone's article](#), *The Racing History of the Jaguar E-type*, charts the E-type's progression from a true grand tourer to a racing car. This decade-long journey began with the vehicle's launch at the 1961 Geneva Motor Show and ended with the release of the V12 E-type in 1971. But the revision which made the E-type a successful racer

was that lightweight version that came in 1963; such an imposing force on the track led Ferrari to produce the 250 GTO.

The previous Jaguar to race at Le Mans, the D-type, had won at Le Mans, but this Jaguar could only achieve ninth, which was an obvious disappointment for the manufacturer. But this wasn't the end of the brand's entrance into Le Mans and Grand Tourer Racing. These races provided the marque with the perfect opportunity to prove stereotypes about British cars wrong and that they were, in fact, reliable and could go the distance. For a modern audience, the XJ name means the most expensive saloon that Jaguar produce.

However, in the late 20th century, the XJ was a sports coupe and Le Mans racer. Goodwood list the XJ-S, a homologated racing car and Jaguar's prototype racers such as the XJR-9, XJR-12 and XJR-14 as Jaguar's greatest racing cars. Between 1988 and 1992, these cars racked up victories and championships before the brand withdrew from racing.

Recently, the brand has seen success in the GT classes with the XKR racing in GT2 and GT3 classes. Jaguar's news department showcased the F-type as being produced to GT4 specification for Invictus Games Racing in 2018, but it hasn't been widely adopted.

A Not So Successful Chapter For Jaguar's Racing History



However, not all of Jaguar's racing history has been so successful; in 1955 the company were caught up in the Le Mans tragedy which saw 83 spectators die and 180 more were injured. The Yesterday channel has called it the "worst disaster in the history of motorsports". Jaguar Cars have tried to race outside of their traditional realm of Le Mans racing, notably under Ford ownership, their entry into Formula 1.

After acquiring Stewart Formula 1, the team that Jackie Stewart founded, it was renamed to Jaguar Racing; the team raced between 2000 and 2004 before becoming

Red Bull Racing. After hiring Adrian Newey, they found their way to the World Championship success. Back in 2000, Autosport reported on an interview with Jackie Stewart regarding his old team, Jaguar was continuing his five-year plan started in 1997 and that it wasn't falling behind. Ford funded the team well, bringing in racing genius Niki Lauda.

In 2002, Autoracer reported that Lauda had taken the team's car out on the track at Valencia and hiring driving talent like Eddie Irvine and Mark Webber. But unable to hold on to key staff and drivers, the team didn't develop the momentum to achieve success only touching the podium twice. The writing was long on the wall for the Formula 1 team, Crash reported that Jaguar withdrew from Formula 3 racing in 2001 with the team focusing purely on Formula 1 and not developing driving talent at the junior level.

An Electric Future For Jaguar

Jaguar's recent I-Pace has set its sights on the Tesla Model 3 as a more affordable electric car but still with that hint of luxury. To build the same prestige which had come with their Le Mans victories which translated into E-type and saloon sales in the 1950s and 1960s the brand entered Formula E and created the Jaguar I-Pace eTrophy. With the team's first entry to Formula E being

in the 2016 season the team have been more successful than in their Formula 1 days.

In July, Race Tech reported that Jaguar is fully committing to the third generation of Formula E car which means that they are committed for a fair few more seasons to come, with Jaguar aiming to become a key player in the electric vehicle market by 2025 Race Tech suggest that these two goals complement each other and allow Jaguar to develop the same reputation that they had during their early years. The I-Pace trophy has gone less successfully, running as a support series for the Formula E championship for the 2018 and 2019 seasons.

Autocar drove one in the run-up the first season in 2018 and described driving the EV as like a form of sensory deprivation, remarkably similar to an internal combustion engine racing car but with less sound. The electrification of racing has placed Jaguar incredibly well moving forward into the next era of vehicles, Jaguar racing has entered its next stage and continues its racing history.

Invest.Restore.Keep.\$ell. - Part 2 Restore

Mark Mayuga, President JOCLA |

Invest.Restore.Keep.\$ell.

By Mark Mayuga, President, Jaguar Owners Club of Los Angeles
Photographs provided by XKS MOTORSPORT and JOCLA Members

This Four-Part Series of articles is about the future of our fascination with the JAGUAR Automobile. The automobile collecting hobby, business, and culture is a 20th Century phenomenon brought on by wealth, mobility, super-highways, and the wide-open spaces of this great country.





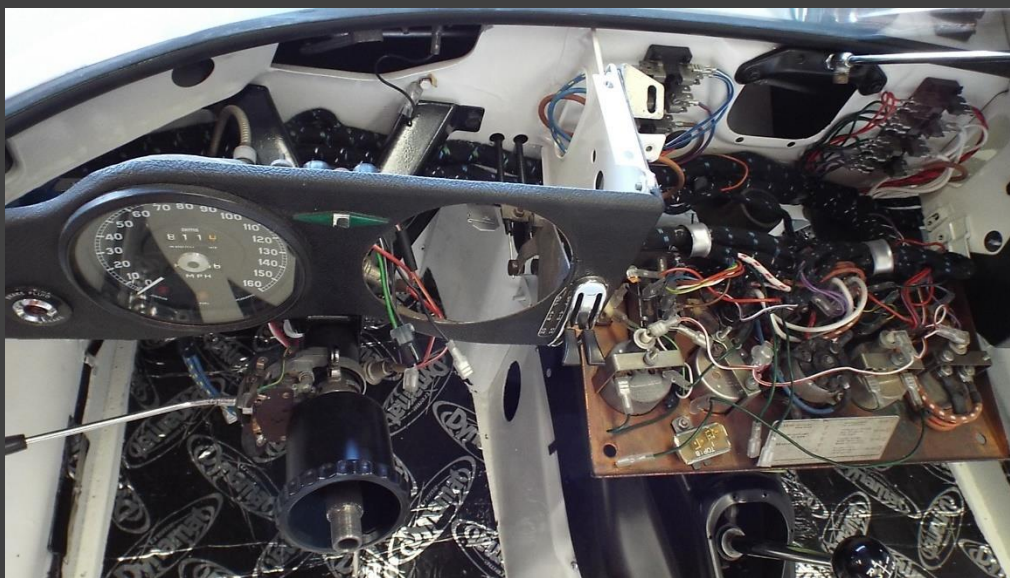
PART 2. RESTORE...

So, you want to restore an older JAGUAR and you're not sure what your first steps are.

... Answer these questions first!

- 1. Have you found an automobile that still has most if not all its original major components such as the engine, transmission, suspension, body parts, electrical systems, etc.**
- 2. Have you determined the value of the automobile after your restoration process is complete? In other words, the market value if you were to sell it or auction it off. Will the car be worth less or more when you factor in your restoration investment?**
- 3. Is the resale value important to you or do you just want to have the "car of your dreams?" in the garage.**
- 4. Ask yourself, is this a car you will keep for the long term?**
- 5. How much of the restoration process are you willing to do, and do you have the skills?**
- 6. What is your budget for outside restoration services i.e., engine/transmission rebuild, mechanical assembly, upholstery, electrical, body and paint, suspension, purchasing new body panels, etc.?**

7. **Have you talked with car owners who have gone through the process and have restored their cars? Their insight is invaluable!**
8. **Do you have the space and tools for your project car? Sometimes special tools and processes are required that are not part of the usual DIY mechanic/restorer toolbox?**
9. **BUDGET, have you really researched the cost of parts, outside services, and have you set aside enough money to cover unforeseen expenditures?**
10. **Have you considered having your project car restored by a professional restoration business? And, if so, have you seen their work, talked with car owners who have used their services.**
11. **Are you prepared to live with a "best estimate" process, there are many unknowns until they start to disassemble your automobile? Remember, there are many years of old dirt, gasoline, oil sludge, and rust hiding everywhere.**
12. **Have you thoroughly researched your project car for its uniqueness, maintenance requirements, problem areas, performance, and part's availability?**
13. **Who will maintain it once you finish restoring it?**
14. **Researched insurance costs, stated value or total replacement?**
15. **Finally, are you ready for a long and detailed process that you have thoroughly researched in terms of originality, preservation, and authenticity? A heavily modified or unoriginal car is worth less to a collector.**



Choosing a Professional Restorer:

Before we get into specific JAGUAR models, a quick word about automobile restorers. These businesses have special skill sets, business ethics, a history of successful restorations, client relationships, and reputations in the collector car world. The **Collector**

Car Restorer is not your everyday service mechanic and paint and body shop. These are businesspeople foremost who provide a skill that includes forensic discovery, paint and body restoration, mechanical assembly, electrical systems upgrades, brake systems overhaul, and suspension expertise of an era long since passed. They work in a world that has been relegated to the independent automobile shops. Do not be surprised to see technicians with gray hair listening to cool jazz or Mozart. These are craftsmen who are rare indeed.

They restore cars that the dealerships refuse to even work on. They are romantics, scroungers, detectives, specialists, hands-on mechanics who use their reasoning skills rather than a OBDII computer. They work bent and rusted metal shapes back to original curves and surfaces, they reconstruct and resurrect engines that have not run for decades, they build new interiors long neglected by their owners back to the original condition. These folks are skilled craftsmen of another time!

So, how do you determine which restorer to use if this is your decision? Here are some basic questions and tasks to consider before starting a project. You also have a certain responsibility in this process:

1. Go to car show events, find the car you want to restore and ask the owner about his process of restoring his car, that's valuable insight.
2. Before you ask about costs, ask about how it was to work with that shop owner and his technicians, were they responsive? Responsible? Did they Return phone calls?
3. Ask about the project estimate process, how close was it to the Estimated Budget. Were they informed when the budget phase was exceeded?
4. Did the restorer provide timely updates and costs? Receipts.
5. Did the shop inform the owner of outside services costs before proceeding?
6. Did the shop provide a restoration schedule with milestones of completion of specific components? Was the project scheduled in Phases?
7. Did the shop photograph the automobile before tear-down and did they provide a written description of the condition of the car pre-restoration? Did they write a description of what to expect when the restoration process was complete?
8. Did the shop require a DOWN PAYMENT to start the project, it is customary to provide a 25% DEPOSIT of the estimated cost of the restoration? The shop must pay its technicians along the way too!
9. A good shop will have a progressive billing program with an hourly rate listed, estimated hours of technician labor, parts costs, and a schedule of completion of each phase as part of the restoration process.
10. Did they specify OEM (Original Equipment Manufacturer) replacement parts, or reproduction parts that met the original specifications?
11. Can you provide build documentation on the specific car, paint codes, colour combinations, interior fabrics, engine performance, JAGUAR HERITAGE

CERTIFICATE, books written specifically about the car, factory workshop and parts manuals, aftermarket parts catalogs, etc.

12. Have you collected printed photographs, published books, advertising brochures, etc. that describe your automobiles original condition so that the restorer has accurate reference materials to work from? Remember, if he must research this information, he charges you for his time. This detective work and gathering of information is the fun part because you get to really learn about your automobile's history.
13. Are you prepared for the surprises that can occur in the restoration process? Remember, you are asking someone to restore a machine that has long out lived its purpose, but you deem it a valuable piece of history and you want to own that piece of history and enjoy it. Your passion is this automobile and all that it represents to you and the Collector Car World, and you OWN IT!



JAGUAR Sports Cars: making them better...

Once again, we lead off with the sports car segment for JAGUAR cars. Though Swallow Side Car & Coach Building evolved into JAGUAR CARS, the history of this fabled marque and its humble beginnings has only inspired such fantastic automobiles like the SS 100, XK-120, E-Type, and XJ Saloons. Sir William Lyons was adamant about offering elegance, performance, and value for dollar. These cars were never intended to last this long or to

have values 5 or 10 times their original selling price. So, with that in mind the selection of a JAGUAR SPORTS CAR restorer is important from several perspectives.

The three most important decisions are, 1. Can you afford to restore the car yourself? 2. Does your budget allow for a professional restoration shop to do the work? 3. Are you keeping the car for fun or are you intending on selling upon completion?

Selection criteria of a restoration shop...

First, make sure the shop has restored more than just one of your models of car. A One Car Restoration does not make a restorer an expert! JAGUAR SPORTS CARS were initially hand built cars by workers who were learning on the job. They had basic skills but at the end of the day, their training was minimal, and their pay was just as bad. Lyons also was a shrewd businessman and was always looking for a deal on available parts for his new cars. It was not uncommon for his parts purchasing department to buy from several suppliers on any given day and sometimes those supplies would only last for a short period of time and they would have to search for other sources of similar parts. This created a frustration in the workforce and lead to inconsistent build quality through a model run. Such was the British Car industry after WW2 when the economy was shifting from making bombers and fighter planes to making luxury and sports cars.

Second, the JAGUAR XK-120 sports car was a test bed for the sedan line of automobiles. Lyons did not anticipate the popularity of the XK-120. A qualified restorer of early XK-120, 40, 50's and E-Types should have done at least a dozen of these cars to qualify as expert restorer. They should have expert technicians in paint and body to either make new body panels or restore them to the original shapes. They should be well versed in steel and aluminum forming, welding, pre-paint preparation, and painting.

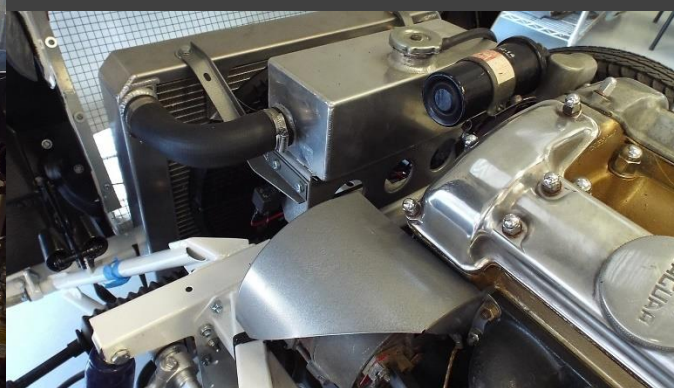
Final Assembly is also a key factor to consider. Visit several shops, ask to see how ongoing projects are progressing. Look for a clean working area, potential scuff areas taped off with masking tape or protective plastic sheeting. Look at the technicians, are they wearing gloves, clean uniforms, floor free of oil and dirt, no food in the work area, NO SMOKING near cars, are other cars covered with protective covers while waiting for work to be completed on them.

Are parts arranged on racks for final assembly, written instructions to where and how they are to be fitted, are they clean, freshly painted, or polished, has the technician pre-fitted the parts prior to final mounting, and are the parts installed and aligned correctly with the appropriate hardware. Overtightening is a common problem with technicians who are not familiar with working with older cars, aluminum, wood, and leather are fragile and require a "soft touch" when installing.

Third, reviewing the restorer's inventory of completed cars is important because it will describe the breadth and depth of the skills his technicians are capable of and might

influence your degree of restoration. In other words, his shop might have an upholstery expert that can produce finished interiors beyond what was installed at the factory, and you might want to upgrade your project to take advantage of that skill and quality. Those technicians are far and few between and when you can get high quality work installed, it might mean the difference of several thousands of dollars when it comes time to sell. In other words, find a shop that offers more quality and has experience producing authentic and accurate restorations, you might pay a little more but the way the market is going your investment will benefit you in the long term with a higher value.

Fourth, decide if your automobile is to be restored to original condition, preserved as an example of a well-maintained original car that left the factory, or you just want the car to be a safe reliable example and requires only minimal freshening-up. These options really are the basis for your choosing a restorer. Your next steps are to find a reputable local independent JAGUAR service shop and have these basic systems checked; suspension, brakes, cooling, carbs or fuel injection, engine, and transmission, and have them serviced.





Options & Up Grades:

The early JAGUAR sports cars, XK and E-Type, were produced from 1948 to 1974. They were examples of the use of the latest technologies, materials, electrical systems, suspension, ignition systems, engine cooling, and carburation of that period. Now, if you have been to England, you will understand that the weather there is rather coolish compared to sunny Southern California or the Southwest part of the country. And, as we all know cars run their best at the designed temperature for combustion efficiency.

So, the average temperature in the UK hovers in the mid 60's and mid 70's degrees, whereas in the SoCal area we are a bit toastier, how about 75-110 degrees. So, overheating was a major problem for English cars sold in America, especially here in the Southwest parts. The cure for the overheating problems were an auxiliary electric fan mounted in front of the radiator, a larger radiator with increased fin surfaces, aluminum radiators, and glycol coolant which raised the boiling point. Also, higher pressure radiator caps were fitted, assuming the system could handle the higher pressures and temperatures. Lesson to learn, the cooling system is the single most important system in a JAGUAR and the maintenance of that system is paramount!

Other options and upgrades to these cars included replacing the drum style brakes on XK's with after market disc brake conversions or using first generation DUNLOP DISC BRAKES from a XK-150 with a vacuum assisted booster. E-Type brakes were good in the beginning, but required more maintenance, in the SERIE 2 E-Types the up market GIRLING DISC Brake proved to be superior in use. The S.U. HD carburetors were a basic design and were very efficient in use and maintenance. The only real issue was to make sure the vacuum damper was topped up with engine oil and the fuel jet rubber diaphragm was soft and sealed the bottom of the carb from leaking gasoline. The lead foots in crowd were inclined to replace these units with Italian WEBER carbs which gave better mid to top end performance and power but also doubled the amount of fuel consumed. They were also difficult to tune though once you spent the time and got them right, the result was dramatic.

More upgrade options included wider wire wheels of stainless-steel construction which improved the handling on both models and took advantage of the newer performance tire sizes. Electronic ignition systems solved the running problems, electric assisted steering became available, better folding top materials were now standard, stainless steel replaced chrome plated bumpers and window frames. The leather for interiors was being processed differently and was more durable in the hot Southwest sun. Body paint was no longer oil based; it became water base with a clear overcoat. This two-stage system revolutionized the paint and body business, no more paint fading, better matching when there was body damage, and the paint no longer was cracking or crazing under the hot sun. There are upgrades to the suspension systems which include better leaf springs, polyurethane A-arm bushings, and suspension mounts, sealed front ball joints, adjustable shock absorbers, solid rack and pinion mounts, upgraded power steering hoses, electric assisted rack and pinion steering gear, smaller modern steering wheels, competition lowering kits, and more powerful disc brake calipers and hydraulics.

The electrics on British cars were notorious for failure, The "LUCAS PRINCE OF DARKNESS" was the usual culprit in electrical failures. Unfortunately, this was not always the case, many a time the proper switch gear or wiring loom was available but Lyons wanted to keep the cost per unit car low, so he opted for a slightly lesser quality, thus failures came sooner rather than later. In those early days, wiring looms were covered in cotton, had steel male and female connectors which tended to come loose over time or rusted away. Also, American mechanics were not use to the European POSTIVE GROUND systems and many times they would hook up the battery in the wrong polarity. Modern wiring looms are now available with brass connectors, plastic coverings, and better code colouring. Do not be surprised when you see a restored car with a modern wire loom, it is a guarantee that you will not have an electrical meltdown. These are some of the major items to consider and reflect on when you look at a JAGUAR Sports Car.



JAGUAR: Early Sedans 1958-1967: luxury with performance...

JAGUAR was initially a sedan body manufacturer. Their sedans were famous for style, ample interior space, and sports car performance. Restoring one of these wonderful examples can be a pleasurable experience, BUT look out, they are expensive to restore to original condition. The reasons are obvious, these cars were luxurious and well appointed. Burl Walnut throughout, full front and rear leather seats, picnic tables, automatic and manual overdrive transmissions, climate control systems, electric windows, sunroofs, wool headliners, spacious boot (trunk) with a full spare tire, tool kits, tinted windows, power steering, disc brakes, AM-FM radios, driving and fog lights, and more were standard in most models. Several engine capacities were available from 2.4L to 4.2L, with the 3.8L and 4.2L coming to North America.

A few restoration shops specialize in restoring these wonderful automobiles, BUT be incredibly careful when choosing one, these cars require an expertise that has long since disappeared and it takes a lot of research to accurately restore a sedan. The interiors of these cars require more restoration attention. The refinishing of the wood trim can be the most expensive part of the interior restoration. That wood furniture was unique to English cars, especially JAGUARS, the wood was finished in marine type varnish and the veneer was glued to a mahogany substrate. Moisture and sun were the main enemies of these beautiful wood appliques.

The engine, transmission, suspensions, and electrical systems were common to the sports cars was also integrated into the sedans. Additional creature comforts such as Air Conditioning, power steering, multiple speed interior fans, four headlights, driving and fog lights, electric operated sunroofs, AM-FM radios, automatic chokes, first generation electronic ignitions, four-way emergency flashers, and tinted glass were added to the sedan line.

The interior seats were usually pleated and bolstered with foam. Again, considering the age of the cars and the quality of the leather and foam, be prepared to replace both with new materials and expect a hefty bill as these interiors were labor intensive. Multiple leather hides were required to outfit a car. The result can be amazing when done properly and the enjoyment of the experience long lasting. The values of these sedans do not parallel the sports cars, investment would be purely sentimental or just the sheer pleasure of having one of these automobiles to drive, own, and enjoy. A good friend describes his experience of ownership as "when I drive my JAGUAR sedan, I feel like a rich man!". I would agree with him. There is a refinement and elegance that compliments the civility of these fine automobiles.

The early sedans to look for are the MK IX, MK X, MK 10/420G, 3.8 Mk2, 3.8S variant, 420 Sedan, and 340 models. The 3.8 MK2 series is the most popular and continues to rise in value. The 3.8S variant and 420 have E-Type suspension upgrades and more posh interiors.





JAGUAR: Modern 1968-2007, XJ6, XJS, XK8, XJ8/R

In 1968, Jaguar moved into the modern age of automobiles that were starting to comply with USA FEDERAL EMISSIONS and CRASH requirements. The XJ6 Series 1 was in 1968 considered the most beautiful sedan in the world. Creature comforts, driving performance, fit and finish, value for dollar, and design were the criteria for this accolade. The XJ6 platform was to serve JAGUAR models well into 2007 before being replaced to accept the new JAGUAR V8 engine. This chassis was to be the basis for the XJ6 Series 1, 2, 3, XJS, XJ40, and finally the XK8 models.

This was an extremely robust platform to build upon and the longevity of these cars was famous. Only the "evil tin worm" of rust would be the only enemy. This chassis provided the platform for one of the most iconic and sophisticated independent suspension systems ever. This suspension system created the "JAGUAR RIDE" that every luxury car manufacturer tried to copy, but rarely imitated. It is simplicity of design, and the suspension geometry was very advanced for the time.

Restoring an early example of a XJ6 S1 sedan would be a fun project. Many of the original parts are available at moderate prices. Even the reproduction parts are fairly accurate and available. I would recommend you stay away from the XJ6 S2 sedans as they were the next generation of FEDERAL modifications their value is exceptionally low and good examples are hard to find. The **XJ6C Limited Edition Coupes**, their value is climbing to near original prices when new. The **XJ6C** is a car to seek-out and restore, especially the **XJ12C Coupe** which are now the most sought after and rarest of all the XJ6 S2 automobiles. Once again, there are a few restoration shops that have the capacity to restore these automobiles and it is important that you do your research and require examples of their work to view.



Enter the **XJ6 S3 Sedan**, the **JAGUAR that saved JAGUAR!** In 1979 JAGUARS fortunes were not good. Life under the UK Government owned British Leyland was at best horrible! Bureaucrats were running the company, none of them had automobile manufacturing experience. They renamed the Browns Lane Factory with a new name, PLANT 53, removing the JAGUAR name. Enter John Egan from SHELL OIL COMPANY. He made a proposal to the British Government on how to save JAGUAR CARS. He took over the reigns and the rest is history.

Egan gave the Unions an ultimatum. Be a part of the comeback or get thrown out! He also held the suppliers accountable for defective parts and either sent the parts back for credit or he looked for other sources. Next, was to refresh the current models of cars offered, XJ6 and XJS. He asked PininFarina, famous Italian design house, to freshen the look of both cars. The "new look" was successful and appreciated. Next, the build quality of both cars was dramatically improved with more reliable parts sources, a new High Efficiency head for the XJS, electronic fuel injection from BOSCH for both cars, redesigned interiors, a DELCO sourced AC system, better electrical systems, on-board electronic ignition-fuel injection management systems, and more. JAGUAR was finally coming into the modern age and the sales of the cars were robust.

The XJ6 sedan is probably the easiest of the sedans to restore and maintain. Much of the old "issues" were solved and the quality was getting better. The XJ6 is a simple car to restore and own. Parts are available from many sources and a well maintained XJ6 can be a daily driver if routine maintenance was performed. I personally have a 1985 XJ6

Sovereign with 287,000 miles on the engine and still runs strong. Good examples are out there with lower miles and the value for dollar is high. The main thing to look for is the maintenance records of the car. Routine oil changes, cooling hoses replaced, spark plugs replaced every 30,000 miles along with air filter and gasoline filter replaced, AC charged every two years, and the interior leather maintained. These are wonderful cars, powerful, elegant, comfortable, safe, and easy to live with.



Enter the **XJS-HE**, the V12 powered car that put JAGUAR into the Grand Touring market segment. The E-type could not survive in the new FEDERAL EMISSIONS and CRASH requirements of 1968-1975. LYONS decided to build a Grand Touring car to compete with Mercedes, Ferrari, and others. This was the thinking of the time and the XJS S1 was the product of that decision. Early examples are exceedingly rare now as they did not survive the initial 5 years of production. Many cars either suffered from owner neglect, rusted away, were abused, or simply stopped running. These early cars required more maintenance than most people were used to in the USA. This was a true 150MPH Coupe with exceptional performance and refinement not matched by its rivals Mercedes, Porsche, Audi, or Corvette. Restoring an early XJS would be a labor of love to be sure. Group 44 won the TRANS AM races with the XJS V12 beating the Cobras, Mustangs, and Camaros consistently.

Eagan's efforts to reinvent the JAGUAR line included the 1975-1979 XJS, the result was the **1981 XJS H.E., High Efficiency**, model. Those two-letters meant better running, better fuel economy, reliable electronic ignition, better cooling, better build quality, a third generation Air Conditioning system from DELCO, improved interior with wood accents, redesigned front and rear bumpers, better paint quality, stainless steel exhaust system, more accurate instrumentation, and more reliable cooling systems.

The **JAGUAR XJS H.E. V12 and 4.0L 6 cylinder** are future classics in the making. In Europe, they are commanding higher prices as there were fewer sold there compared to the North American market. The models to consider are the 1989 ROUGE, 1990 "Classic Edition", 1992 XJS-R, 1992-1997 XJS 4.0L and 6.0L "Facelift" cars. The heart of the XJS

H.E. is that wonderful V12 engine and the AJ16 4.0L engine, both will seduce you, keeping them on song will produce joy forever, BUT, if not maintained properly can be an expensive proposition. The 4.0L six cylinder came with optional manual transmission in 1994 and was a pleasure to drive quickly.

The most important information is a comprehensive history of scheduled routine maintenance, cooling hose and thermostat replacement, frequent oil changes, 30,000-mile Major Service performed, suspension bushings maintained, steering rack leaks on high mileage cars is common, AC hoses and compressor upgraded to 134A refrigerant, check front wheel alignment, and the emissions vacuum hoses have been replaced. The interior and paint on these cars were good quality and rarely need refreshing. The only issue might be the driver's seat back.

The RECARRO style seats tended to wear on the left side bolster and the piping would fray and the bolster facing would wear. Interior seat kits are available at reasonable prices and are of a superior quality than original. The headliners tended to sag because the glue would become brittle. The solution was simply to replace at an auto upholstery shop using new materials and better glues. Most parts are available for either model going back to 1981 except for the pre-H.E. cars, finding interior/exterior parts body parts could be challenging. Is the XJS a car to consider as a future classic and good investment? If you want a unique JAGUAR that was designed by LYONS, DEWIS, and SAYER, then this is the car to have.

It was Sir William's favorite car, DEWIS enjoyed motoring in it more than any other JAGUAR model, and SAYER believed it was his finest design. The XJS is the most aerodynamic JAGUAR model ever designed and produced, including current models. I personally have enjoyed four XJS's and my current XJS-HE ROUGE is by far my favorite to own and drive. It is as close to a ZEN CAR as you could own, quiet, powerful, sleek, unique styling, and luxurious! TWR, (Tom Walkinshaw Racing) won the LE MANS 24 HOURS three times using the V12 engine, his XJS HE won the TOURING CHAMPIONSHIP several times.





The next car to consider restoring is the **XK8 OTS or COUPE V8 AJ26**, 1997-1996. Both versions are another modern classic in the making. The XK8 was designed by Geoff Lawson and was the spiritual successor to the E-Type during the retro-design period at JAGUAR CARS. The platform was the XJS chassis with the new FORD UK collaboration AJ26 V8 engine and ZF 5-spd automatic transmission with Sport Mode. The passenger format was 2+2 configuration with exceptional passenger and driver legroom, a spacious boot (trunk), jump seats for the kiddie, or pooch, a modern Air Conditioning system, GPS navigation, aluminum radiator, twin electric cooling fans, rack and pinion assisted steering, 45-55 series tires, and better wind proofing in the convertible model. An optional Roots style supercharger came with the XKR models giving 380+ BHP with the same amount of torque.

The standard XK8 had 300 BHP and gave 25+ MPG on the highway. Optional Active Suspension was available on both variants. The electric operated convertible top was simple in operation and was self-locking, watertight, and quiet at speed. It came with a nice cover and both cars had a spacious boot (trunk) with a full spare tire or emergency tire. The battery and main ECM were in the boot. An ALPINE radio system was standard along with a phone feature on the steering wheel. Projector headlights, running lights, parking lights and front/rear fog lights were standard. The exterior paint was a two-stage application with painted aluminum rims. The quality of the interior materials was good and expect the leather to be long lasting and comfortable during long trips.

The AJ26 V8 engine did have some early teething problems, 1997-2000. The piston cylinders were coated with NIKOSIL for weight saving and friction reduction. This proved to be problematic as the extended oil changes degraded the coating and lead to engine failure. Also, another victim of extended service intervals was the plastic timing chain tensioners which degraded and collapsed with catastrophic results. Jaguar recalled these cars and under warranty fixed those engines with less than 50,000 miles. The fix was to install all steel tensioners from 2000 models on. It is strongly recommended that when considering a XK8 or XKR have your JAGUAR mechanic inspect the upper and lower timing chain tensioners for the proper steel replacements. This is not a complicated task and well worth the investigation. This also applies to any XJ8 sedans with the same engine in place.

Other areas of concern are the driver side door check which tends to rip the door jamb metal. Also, the convertibles had a peculiar issue with the convertible top mechanism. Those cars that were parked outside in the California Sun tended to leak hydraulic fluid onto the lap of the passengers when lowering or raising the convertible top. It seems the hot sun degraded the hydraulic hoses that operated the locking mechanism. This can be an expensive fix as you will have to run new lines, which are of better modern materials, to solve the problem. JAGUAR also found that the fluid pressure in the system was too high and reduced it by a few pounds.

Restoring a XK8 can be a simple project or a challenge depending on the maintenance history of the car. Convertible tops can be pricey to replace; a new paint job is possible depending on where the car lived; a set of tires is about \$1000 including alignment; the engine has long-lived Iridium spark plugs and electronic ignition which requires occasional spark plug replacement; ignition coils are rarely replaced; standard maintenance on the oil and trans filters is simple, the brakes are powerful and depending on your driving style can last along time. Parts for the car are relatively inexpensive and available from most independent JAGUAR parts suppliers at moderate costs. The 134A AC system is bullet proof featuring hard lines instead of the customary rubber hoses and the control systems are straight forward and reliable. Interior seating is generous and features full adjustments for the tall and short driver and passenger.

The XK8 came with a OBD2 diagnostic system, make sure your mechanic scans this computer memory system to identify any potential problems or former issues. This will give you an accurate history of the car's performance and condition. Overall, the XK8 and XKR JAGUAR models are reliable, comfortable, economical to operate, look terrific, and have adequate performance for just about any person. Their current market value is below what they are worth and the enjoyment they deliver. Make no mistake, this is a true Grand Touring car with exceptional handling and speed, sophisticated electronics, a glorious V8 engine that delivers power on demand, a playful transmission, quality interior surfaces, comfortable passenger appointments, and unique retro-styling. Paul Gentilozzi won the TRANS AM CHAMPIONSHIP three times with the XKR coupe.



RESTORATION SUMMARY:

I have not made any recommendations regarding which restoration shops to use. There are too many factors and possibilities to consider. What I have provided are the tools to determine which restorer will fit your budget, the most valuable JAGUAR models to restore, your ability to Do It Yourself or have it done, and your reasons for keeping or selling the car after the project is complete.

The evaluation process and decision to go to a particular shop should be based on the above criteria described in this article. Spending a considerable amount of money on an automobile that's 30-50 years old is not a decision to make without proper research and thought. Choosing your car, finding a complete example, compiling a list of possible restorers, establishing a real budget, deciding who the restorer will be, creating a working relationship with that shop, and finally anticipating the outcome. All are factors to consider, define, and accept.

Club News



**WELCOME
TO THE 2021
AWARDS
BANQUET
INLAND EMPIRE
JAGUAR CLUB**

















Current JCNA SW Region Calendar

Saturday, October 16, 2021 58th Annual Concours d 'Elegance at Classic Showcase, Oceanside CA
Thur-Sun, October 20-24, 2021 JCNA International Jaguar Festival at Sanibel Harbor Resort, FL
Saturday, October 30, 2021 Jaguar Club of Central Arizona Concours d 'Elegance, Scottsdale AZ
Thurs-Sat Nov. 4-6 Cal Clubs Drive to Morro Bay, CA
Saturday, November 13, 2021 Jaguar Club of Southern Arizona Concours d 'Elegance, Tucson, AZ



Please click on the [link](#) and visit Clive and the gang for all your Jaguar needs

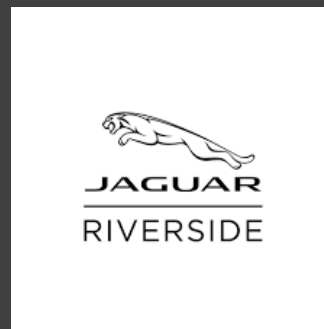
“XKS MOTORSPORT is for people who love to drive their Jaguar!”, said Clive Collins, the new owner and general manager. “I purchased the former XK’s Unlimited for the express purpose of providing the Jaguar owner total support for restoration, repair, and service. My philosophy is not everyone wants a show car, what they want is to live a memory, a passion, a wish of youth. To hear that roar of the engine, the wind in their face, the aroma of leather, and to drive a reliable example of automobile sculpture. This is my passion and is the mission of the craftsman at XKS MOTORSPORT, we have higher standards to offer.” He continues, “My passion is to provide the Jaguar enthusiast an accurate, reliable, and beautifully presented Jaguar automobile that he or she can enjoy driving anytime, anywhere”.

These are lofty goals set by Clive Collins and by the looks of the more recent examples of finished cars waiting to be dispatched to their owners, Clive and his team of technicians are living up to the higher standards that he has set. He inspects each car for historic accuracy, assembly details, fit and finish, and of course, drivability. He personally tests drive each car, inspects latches, ease of shifting, brake modulation, cold start performance, cooling system efficiency, looks for water and gasoline leaks, and smooth idle. He has one technician whose sole purpose is to balance those S.U. Carbs for idle and performance.

Clive recognizes that there are many qualified restoration businesses that produce show quality cars, the difference at XKS MOTORSPORT is that he wants to be recognized as the first choice when it comes those owners who simply want a restored driver that they can enjoy on any given day or event. Key to this pursuit is running reliability, quality materials and parts, authentic restoration, and a strict adherence to budget. His many years of business management is evident in the organization of the restoration process; cataloging each part as they disassemble each car; recording the condition in pictures; exact part location and creating a realistic timeline for reconditioning and reassembly. This process is made more easily by the fact that most of the major work, body, paint, mechanical, etc. is done internally and only certain components are farmed out to specialists. The upholstery and leather interiors are done in a separate location to guarantee cleanliness, this stage is done last so there is no possibility of oil fumes or scuffing to the new interior. This is a business that has new goals, higher standards, and a new focus; you, the Jaguar driver.

Clive Collins invites you to come to XKS MOTORSPORT in San Luis Obispo California, to see for yourself the quality restorations, the professionalism of his staff, and the commitment to excellence, to you, the Jaguar Driver. Look

online at our website, www.xksmotorsport.com, or call the shop, talk with **Clive Collins directly, (805) 594-1585**, he's more than happy to discuss your questions and plans about your Jaguar automobile.



Indigo Auto Group is proud to announce the opening of the brand-new Jaguar of Riverside!

Thank you to Jaguar Riverside for supporting the **2020 Jagstravaganza Weekend Oct 2-4**

Karla Curtsinger | General Manager
Jaguar Land Rover Riverside, An indiGO Auto Group Company | 8051 Auto Dr. Riverside, CA 92504
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JAGUAR CLUBS OF NORTH AMERICA *News Update*

Membership cards

Please remind your members that their membership cards are now printed on the Jaguar Journal flysheet sent with their monthly subscription.

Concours Rules for 2022

As you were notified by Hal Kritzman, the JCRC Chair, JCNA will be using the last Rule Book that was last approved by AGM delegates in 2019. As you probably detected from Hal's mail, he and the members of the JCRC were very disappointed given the amount of work they spent on the substantial number of changes. However, as they say, "Rules are Rules" both on Concours field and in JCNA's operations and so we must wait until our 2021 AGM to hear from all constituent clubs and vote on the changes.

Thank you for taking the time to read and if you have any feedback feel free to email me at president@JCNA.COM. See you on the road. Les Hamilton

2021 IJF

The 2021 IJF is scheduled for October 20th-24th in Fort Meyers, Florida.

JCNA Logo Masks

Unfortunately, it appears that we all will have need for masks to venture out in public for some time. Masks with the JCNA Logo are now available from the JCNA merchandise provider at <https://www.estoresbyzome.com/JCNA.php>



The Jaguar Club of Southern Arizona

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Save the Date - Oct 29th - 31st

Registration will Open August 1st, 2021

The McCormick Resort in Scottsdale AZ will host the annual

JCCA Saloons in the Old West Concours. The festivities begin on Friday October 29th at our opening Welcome Reception.

This year's Concours includes Beautiful cars, Food and Beverages, Entertainment, Door prizes; Fun for ALL

Saturday, the Concours showcases the club members' beautiful examples of the luxury Jaguar marquis on display. For cars being judged rags down is at 10am. Continental Breakfast is provided for all Concours registrants, followed by a Box lunch at 11:30 am, Upon concours conclusion we will move to the lakeside patio for a reception to announce the Concours Award winners. Our Hospitality Suite opens Friday at 5pm

The weekend closes Sunday with a drive to a no-host brunch location yet to be determined.

Friday, 29th	CONCOURS SCHEDULE
5:00 - 7:00pm	Early registration check-in available at the Hospitality Suite
5:30pm	Welcome Reception (Apps, Wine Tasting & Beverages) – Preregister
Saturday, 30th	
8:00 am to 3:00pm	Concours D'Elegance - Judging commences at 10:00am
10am - 3:00pm	Hospitality Suite Open
3:30pm to 5:30pm	Awards Reception at the Lakeside Patio
6:30pm	No Host JCCA Concours Dinner - please preregister
Sunday 31st 10:00am	Driving Tour with a stop for a no-host brunch. No Charge; please preregister for restaurant count

The S.W. F Jaguar Growler Newspaper



JAGUAR CLUB OF SOUTHWEST FLORIDA



October 20 - 24 2021

Vol. one

International Jaguar Festival 2021

The Jaguar club of Southwest Florida, host club for
the 2021 International Jaguar Festival.

By Phil Mannino

JCSWF President and IJF Chairperson

jaguarclubofswf.com



The **IJF**, held at the beautiful Sanibel Harbour Marriott Resort and Spa, Ft. Myers, Florida.

For reservations: [Book your group rate for Jaguar Club of Southwest Florida](#)



Plan to indulge yourself in luxurious guest rooms, each with a private balcony, and stunning views of the Sanibel and Captiva Island. Forty-two inch flat screen TV, luxury bedding and Hi speed internet.



Wednesday, October 20, 2021



The collections are stored at a consistent and controlled temperature and relative humidity. They recommend that visitors consider long pants, sweaters or other appropriate attire for their cool indoor climate. Each automobile at the Revs Institute is of considerable historic importance, a valuable artifact and an irreplaceable object of art.

To maximize your enjoyment and understanding of the motorcar collection, there are no ropes separating you from the exhibits, but they ask to please do not touch any of the cars or exhibits, placards or cases, remaining at least one foot away from the automobiles at all time. They depend on their guests to exercise appropriate behavior, thanking you in advance for adhering to their policies and procedures. Guided tours is led by one of their docents. This is the best way to explore the institute's sprawling exhibit space. These guided tours take a minimum of 2 hours to complete.

The Revs Institute is housed in a three story, 80,000 square foot building in sunny Naples, Florida, and stewards of some of the rarest automobiles in the world. The Institute has taken extraordinary steps to ensure its collection remains viable for generations to come. Not only is the building pressurized but the air is twice filtered to minimize dust and other possibly harmful contaminants.



Wednesday Evening, October 20,

The Marriott Princess Yacht



SET SAIL WITH US!

Jaguar Club of Southwest Florida invites you to join us on a unique evening dining adventure aboard the Sanibel Harbour Princess Yacht. Depart for a sunset dinner cruise from our dock behind the hotel, where you'll be treated to a lavish buffet.

You also have a choice of settings from which to take in the view the outdoor observation deck or two indoor, air-conditioned salons. The waterfront setting on beautiful San Carlos Bay provides a picturesque backdrop for a memorable cruise. 🐾




Thursday, October 21, 2021

IJF Car Rally 2021

Rally Event Sponsor **HAGERTY INSURANCE CO.**

No matter the **MODEL** or **YEAR**, all **JAGUAR CARS** qualify!



Rally is a form of motorsport that takes place on **public or private paved roads**. It is distinguished by not running on a circuit, but instead in a point-to-point format in which participants and their co-drivers drive between set control points, leaving at regular intervals from one or more start points. Rally trophies are honored for the best time through the Rally. 

Thursday, October 21, 2021

IJF Scenic Driving Tour 2021

Scenic Driving Tour Event Sponsor - CLASSIC SHOWCASE



Sharing the flavor of Southwest Florida:

Scenic drive with waterfront views

Delightful destination and a delicious

- 100 mile round trip Scenic Drive with multiple stops.
- Ft. Myers renowned Shell Factory and Historic Sites
- Unique lunch venue.



SHELL FACTORY & NATURE PARK

<https://www.shellfactoryandnaturepark.com/>



2.5 Hour Driving Tour

We depart from the Harbour Point Marriott, explore Sanibel Island, drive to Royal Palm-Lined McGregor Blvd. to Edison Estates. Cross the Caloosahatchee River, and visit the well renowned Shell Factory, in N. Ft. Myers. Drive out to Pine Island Rd through Matlacha to Pineland.. And lunch at Tarpon Lodge



McGregor Blvd



Edison and Ford Winter Estate



WELCOME RECEPTION

International Jaguar Festival

Thursday, October 21, 2021

Welcome Reception Sponsorship - JAGUAR NAPLES

Please accept our invitation to the 2021 *Welcome Reception*

Cocktail Hour - **6:00 pm** - Dinner at **7:00 pm.**

Held at the Marriott **Island Room.**



Enjoy Hors D' Oeuvres, a delicious Dinner and great conversations with something in common...**JAGUAR**

The Pass . The Present . The Future



Friday October 22, 2021

International Jaguar Festival

Concours d'Elegance


Concours Champion Division Sponsor **MOSS MOTORS**
WELCH ENTERPRISES Concours Driven Division Sponsor

HEAD LINE

“A Year To Remember”

And that it was! The pandemic, as we know it, is not behind us by any means, however, we, at the Jaguar Club of Southwest Florida believe it's time to get back on the horse. That said, JCSWF is **Willing, Able and Ready** to host the 2021 Concours d'Elegance... *“Florida Style”*.



The Concours, to be held at the *Sanibel Harbour Marriott Resort and Spa, Ft. Myers Florida*, the 2021 host hotel. 



Saturday, October 23, 2021

IJF Slalom 2021

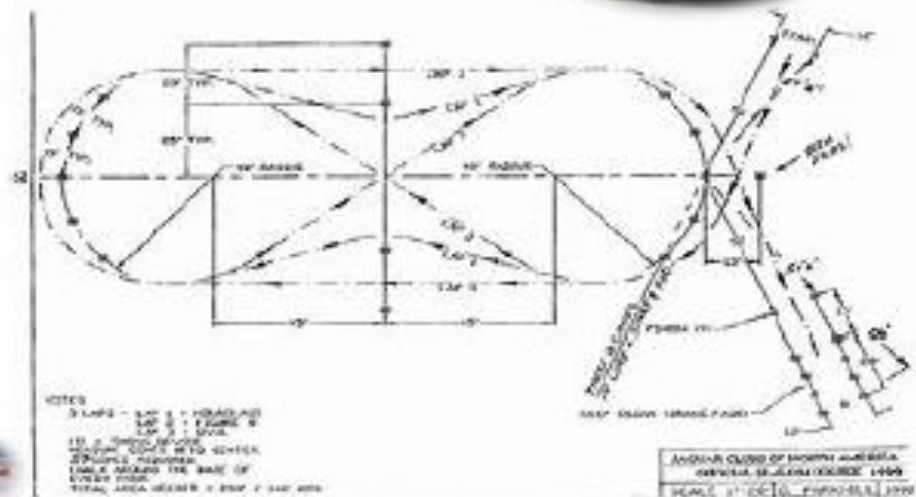
Slalom Event Sponsor **MUNCIE IMPORTS & CLASSICS**

No matter the MODEL, YEAR or Condition...all JAGUAR automobiles qualify!

WHAT IS A CAR SLALOM It is the speed at which a car can travel around a course made up of many left and right hand sharp turns. This type of course tests a cars handling ability more than top speed. Auto Slalom, sometimes known as Auto Cross or Solo II events are low to medium speed auto timed trial events. Slalom Video - <https://www.bing.com/videos/search>



HELMET IS REQUIRES



Typical Slalom Track



Saturday Evening, October 23,

Marriott Poolside/Dinner Buffet. Rally and Slalom Awards. Enjoy Music Under the Stars



An evening of relationships, and conversation with past friends and new found friendships at this year's International Jaguar Festival.

A thank you toast from the Jaguar club of Southwest Florida,



Sunday, October 24, 2021

Farewell complimentary

Buffet Breakfast

Rally and Slalom Awards



The Jaguar Club of Southwest Florida and Jaguar Club of North America would like to thank our supporting area clubs: Jaguar Club of Florida (*Rally and Slalom*) SunCoast Jaguar Club (*Scenic Driving Tour*). Thank you so much for your tremendous help and support. To speak for all of us, we are looking forward to the **2021 International Jaguar Festival**. For additional IJF information go to jaguarclubofswf.com

The Past . The Present . The Future

Jaguar 

CalClubs2021

Jaguar Owners Club LA, San Diego Jaguar Club, Jaguar Associate Group,
Sacramento Jaguar Club, Inland Empire Jaguar Club, Reno Jaguar Club

It's time for another CalClubs Meet!

The 2019 CalClubs Meet in MORRO BAY was such a success that we are going to do it again! This time a little different with the great dining venues, driving roads, the POZO SALOON, *XKS MOTORSPORT, MORRO BAY DINNING al Fresca at DOCKSIDE OYSTER BAR, wine tastings in PASO ROBLES, and whole bunch more. We have two genuinely nice hotels to choose from. La Serena (event HQ) and the San Marcos Hotel, both on MORRO AVE a few blocks from the ocean.

Event SPONSOR: **XKSMOTORSPORT**

NOVEMBER 4th Thursday- Arrive/check-in La Serena Hotel, Welcome Reception XKS MOTORSPORT host, Dinner in Morro Bay, SLO Farmers Market

NOVEMBER 5th Friday- Rally/Tour to HISTORIC PASO ROBLES Downtown Park, SHOW & SHINE, Tour Historic District, wine tastings, shopping, etc., Pappy McGregor's Pub for Lunch, CRICKET Match on the Green, Dinner in MORRO BAY at DOCKSIDE FISH MARKET & Oyster Bar

NOVEMBER 6th Saturday- Rally/Tour and BBQ Lunch at POZO SALOON, visit the many wineries on the way back to MORRO BAY, dinner is your choice at DORN'S, Window's on the Water, STAX Wine/Bistro, Dutchman's Seafood Galley, and more...

NOVEMBER 7th Sunday- *Back Home, Thanks for Joining Us!*

Mention you are with the JAGUAR CLUB Meet!

HOTELS: La Serena- \$69-159/rm+tx [Queens-Kings] Th, F/Sat (805) 772-5665 res.
San Marcos- \$85-179/rm+tx [Queens-Kings] Th, F/Sat (805) 772-2248 res.
Information: markmayuga@verizon.net (909) 772-1075 Cellphone

Restorations & Service: Clive Collins, **XKSMOTORSPORT:** (805) 594-1585
Event weekend mobile # (805) 462-7634

Jaguar Club of Southern Arizona

48th Concours d'Elegance

November 13, 2021

The Jaguar Club of Southern Arizona's 48th Concours d'Elegance is scheduled for Saturday, November 13, 2021, at La Encantada Shopping Plaza in Tucson. This event is a great opportunity to show off your beautiful Jaguar to compete for awards and acclamation. Our Concours is sanctioned by the Jaguar Clubs of North America which means you can compete for awards nationally in the class of your particular Jaguar. Or, you can just put your beauty on display for our usual crowd of visitors to admire.

We expect entrants from throughout the southwest US. This will be the final Concours in the Southwest Region this calendar year, so join us in Tucson. Registration, schedule of events and more details are on our website at <https://jcsaz.com/concours-registration/> Note that entry fees increase on November 1.

For attendees outside of Tucson, Embassy Suites, 3110 E. Skyline Drive, has been selected for the Concours hotel, conveniently located across the street from La Encantada Shopping Plaza. We have arranged a special rate of \$189/night (not including taxes or fees) for November 12 and 13. Reservations must be made by October 23 to secure this rate. Please call the hotel directly at 520-352-4000 (not their 800 number) and reference the Jaguar Club.

Judging questions to Concours Chair: Cameron Sheahan, camsheahan@juno.com
Other questions to JCSA President: Abbe Meyer, president@jcsaz.com

SoCal Monthly Events

(if you have an event to add please send to inlandempirejaguarclub@hotmail.com)

San Diego Cars and Coffee is a monthly gathering conveniently located in Miramar

San Diego Cars and Coffee -Home | Facebook

Every Saturday morning

South OC Cars & Coffee

San Clemente Outlets

South OC Cars and Coffee -Home | Facebook

Every Friday, April through September

Cruisin' Grand, Escondido

facebook.com/cruisinggrand

Each Thursday of the Month June-August

La Mesa Car Show

La Mesa Village, La Mesa

50s cars along La Mesa Blvd Imvma.com



Breaking News! JLR Increases JCNA Special Discount

JAGUAR LAND ROVER NORTH AMERICA IS PLEASED TO ANNOUNCE AN INCREASE TO THE PRIVATE OFFER PROGRAM

MEMBERS OF JCNA IN AMERICA ARE NOW ELIGIBLE FOR SPECIAL PRICING OF 10% BELOW MSRP ON SELECT JAGUAR AND LAND ROVER MODELS

PLEASE SEE FULL DETAILS IN THE LINK BELOW AND FORWARD TO MEMBERS ACCORDINGLY

JCNA members are now eligible for 10% below JLR's Manufacturer's Suggested Retail Price (see the Terms and Conditions). This is for 'select' Jaguar and Land Rover models, but in practice includes almost every 2019-2020 models including F-Type and I-Pace, subject to availability. SVR models, being limited editions, are not included.

This program may also be combined with other offers or deals you negotiate, so go see your local retailer for more information. For details and online entry form, follow this link: [Jaguar Land Rover Private Offer Program](#)

Jaguar

Model Year	Models (All)*	Customer Base Price**
2019 / 2020	XE	10% below MSRP
2019 / 2020	XF	10% below MSRP
2019	XJ	10% below MSRP
2019 / 2020	F-TYPE	10% below MSRP
2019 / 2020	E-PACE	10% below MSRP
2019 / 2020	F-PACE	10% below MSRP
2019 / 2020	I-PACE	10% below MSRP

Land Rover

Model Year	Models (All)*	Customer Base Price**
2019 / 2020	Discovery Sport	10% below MSRP
2019 / 2020	Discovery	10% below MSRP
2019 / 2020	Range Rover Evoque	10% below MSRP
2019 / 2020	Range Rover Velar	10% below MSRP
2019 / 2020	Range Rover Sport	5% below MSRP
2019 / 2020	Range Rover	5% below MSRP

* Subject to vehicle availability and retailer participation. SVR models excluded.

** Manufacturer's Suggested Retail Price (MSRP) excludes destination/handling charge (\$995 for XE, XF and E-PACE, Range Rover Evoque and Discovery Sport; \$1,025 for XJ, F-TYPE, F-PACE, I-PACE, Discovery and Range Rover Velar; \$1,295 for Range Rover and Range Rover Sport), tax, title, license, and retailer fees, all due at signing, and optional equipment. Retailer price, terms and vehicle availability may vary. See participating Retailer for details.

Vehicle Price

All participants will receive a base purchase price of 5% or 10% below the selected vehicle's Manufacturer's Suggested Retail Price (MSRP Subtotal). See Terms & Conditions below and your local retailer for more information.



Greetings!

I am thrilled to announce that indiGO Auto Group purchased the Jaguar franchise from Alvarez Jaguar in Riverside in December of 2018. We have officially re-opened for business **as indiGO Auto Group's Jaguar Riverside** at the same location. Whether you are a former Alvarez customer or a Jaguar enthusiast, we look forward to exceeding your expectations at every turn.

It is an honor and a privilege to introduce our nationally acclaimed and award-winning Pride of Jaguar client service and passion to the Inland Empire. Jaguar's tremendous heritage and history is something we celebrate at the highest level at our Jaguar dealership in Rancho Mirage, California every day, and we look forward to bringing that same elevated enthusiasm for this iconic brand to your ownership experience.

In June 2019, we will begin construction on a new state-of-the-art facility, with a completion date set for January 2020. This new facility will enable us to bring the Land Rover brand to Riverside for the first time in history. Jaguar Land Rover Riverside will offer unparalleled access to the most desirable luxury automobiles in the world.

While indiGO Auto Group facilities are timelessly modern and offer incredible boutique experiences, our client satisfaction stems from our mission and five organizational certainties which include prioritizing continuous improvement, passionately honoring the heritage of the brands we represent, always maintaining a consciousness for uniqueness & authenticity, exceeding client expectations, and embracing change.

You can expect the ultimate concierge sales and service experience during our transition. Our executive team will be closely involved in day-to-day operations to ensure all of your needs are met and your questions answered. To contact the dealership directly, please call (951) 602-5481 or visit us at www.jaguarriverside.com.

We look forward to serving you.

Sincerely,

Todd L. Blue
Founder & CEO



IEJC Swag Order Form (give in to the power of the IEJC...)

IEJC
2149 Saffron Way, Fallbrook, CA 92028
858.688.3385



SHIPPING INFORMATION

NAME	ADDRESS
Phone	EMAIL

QUANTITY	ITEM/SIZE/COLOR	PRICE/ITEM	SUBTOTAL
2 (EXAMPLE)	TEE / LARGE / BRG (EXAMPLE)	\$20 (EXAMPLE)	\$40 (EXAMPLE)

ENCLOSE CHECK OR CC INFORMATION

Total

SHIPPING
Amount Due

\$3.00

CC #

EXPIRATION DATE

CCV

IEJC TEES

\$20



**TEES COME IN BRG WITH BISCUIT LOGO OR
BISCUIT WITH BRG LOGO**

IEJC SWEATSHIRTS

\$30



SWEATSHIRTS COME IN BRG WITH BISCUIT LOGO OR BISCUIT WITH BRG LOGO

IEJC HATS

\$25



HATS COME ONLY IN BRG WITH BISCUIT LOGO

Enjoy your Jaguar even more with a Membership in the IEJC

The Inland Empire Jaguar Club is a group of people that want to get the most from their Jaguar automobile and from their club.

This group of Jaguar owners enjoys frequent JCNA club-events, scenic weekend-drives, social gatherings at the classiest venues in the area, long walks on the beach... You get the idea – we like to have FUN. Plus, we host one of the finest annual Concours d'Elegance on the west coast to show off our prized cars.

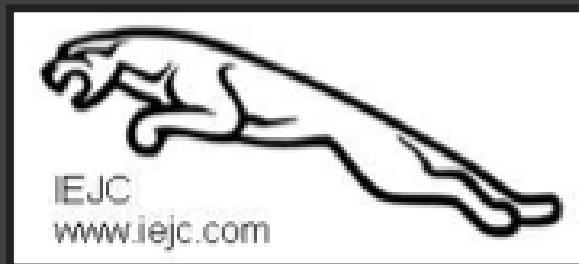
The IEJC is a small club, and we need you to help make our organization grow. Please sign up today. Our Club is the host of the Wine Country Concours, a JCNA-sanctioned event that gathers Jaguars from all around the Southwest in October.

For detailed information on IEJC Events, please contact Mike Zavos at (858) 518-5898 or m_zavos@hotmail.com

Membership Application:

Name: _____

Address: _____



Jaguars Owned: Year & Model

Email: _____

Monthly newsletter, *Felis Onca*, will be emailed to you.

\$70 for full membership

\$30 for associate membership (already in a JCNA affiliate club)

Send to:

IEJC

Mike Zavos

Membership Director

2149 Saffron Way

Fallbrook, CA 92028

IEJC/ JCNA Member Benefits

Here's what our low-cost membership fee buys

Camaraderie / Fun:

- 🏆 The opportunity to enjoy camaraderie in many ways with others who share the love of the Jaguar marque
- 🏆 12 full months of JCNA membership, including an official membership card and all of the benefits associated with membership including these herein and others too numerous to list
- 🏆 12 full months of membership in local affiliate regional clubs of Jaguar Clubs of North America (JCNA); or if preferred Member-at-Large status without local participation
- 🏆 12 full months of JCNA membership for spouse or partner. Our memberships always include spouses.
- 🏆 Special memberships available for “Young Enthusiasts” (Adults between 19-24 years)
- 🏆 Monthly meetings to learn, share and just be with fellow enthusiasts
- 🏆 Fun trips each month organized by our special Event Team. There's something for everyone.
- 🏆 Annual General Meeting (AGM) opportunity to meet others from around the nation, attend really fun events, participate in competitions, serve as local club designate, etc.
- 🏆 Annual Special events that vary by local club and region
- 🏆 Regional and Annual Concours d'Elegance events to show your Jag, see other Jags, earn points and compete with fellow members from around the nation
- 🏆 Opportunity to attend and participate in JCNA National Challenge Championships events that offer a plethora of attractions, competitions, etc. to suit every desire
- 🏆 Discounts on Heritage certificates
- 🏆 Concours, Rallies, Slalom programs
- 🏆 New Jaguar Foundation which will enhance services provided by JCNA – details being formed

Financial:

- 🏆 Discounts on parts, labor and merchandise from our participating Jaguar dealerships
- 🏆 Instant savings off of the final negotiated price for the purchase or lease of a new Jaguar for current members after 12 consecutive months of membership. Savings of up to \$1,000 on the purchase or lease of any new Jaguar (For 2014; discounts were granted up to \$4500 depending upon model chosen). See JCNA.com for details
- 🏆 Discounts on and special insurance for your beloved cat through Hagerty Insurance. Applies to most states. Some states are exempt by law. Discounts of 5% through JCNA membership.
- 🏆 Club Trophy buy-back program so no guessing for local club leadership with 1-day shipping

Communication:

- 🏆 Full year subscription to the renowned *Jaguar Journal*, a bi-monthly publication with regional, national and international information pertaining to all matters of Jaguar. The *Jaguar Journal* alone is a tremendous value for your membership dues.
- 🏆 Full year subscription to our own local newsletter to keep you in the know with great articles, calendar of events, and newsworthy items of interest
- 🏆 Opportunity to submit articles to national and local newsletters
- 🏆 Some local club affiliates produce Regional Membership Directory of names, vehicles and contact information for other members to confidentially retain as a resource for connecting with other members for sharing a multitude of matters, such as technical care, advice, etc. Also includes our club's by-laws, leadership and committee chairs, etc.
- 🏆 Excellent website – www.jcna.com.
- 🏆 JCNA Shoppe with rare and desirable Jaguar publications, regalia, etc. at fire sale prices. Great service and delivery.

Jaguar Repair / Technical / Maintenance / Care:



- 🏆 Free Tech Line Help and Forum Advice with Jaguar expert via toll-free access to technical advice, 24/7, to help you maintain, service, condition or repair your Jaguar
- 🏆 Free technical advice from fellow members
- 🏆 Free tool loan program from JCNA

Participation / Competition / Points:

- 🏆 Opportunity to compete locally, regionally and nationally for JCNA points and awards in various special events such as Slaloms, Rallies and Concourses
- 🏆 JCNA Official Membership Card that identifies members for competition, participation and fun
- 🏆 Confidence of knowing you have liability insurance for all sanctioned JCNA events
- 🏆 Opportunity to be a part of the leadership in the regional and national club
- 🏆 Regional and National Awards at end of year

Becoming an IEJC Member is easy!

For quick payment use the PayPal link below:

Membership Type	Dues
Full Member (includes you & spouse/other) - \$70	
Associate Membership (already in another JCNA club) - \$30	

Or send your payment to:

IEJC
2149 Saffron Way
Fallbrook CA 92028



Inland Empire Jaguar Club
No meeting minutes for September 2021

EXPAND YOUR HORIZONS

With Associate Membership



SDIAG.COM



JOCLA.COM



IEJC.COM



JAGS.ORG

Since you're already members of one of these great clubs and you've paid your annual JCNA membership fees why not take advantage of becoming ASSOCIATE MEMBERS of one or more of these other great clubs? Associate Membership offers the same advantage as your home club offers at approximately half the dues of home club membership while helping to support these other great California clubs!

Make new Jaguar friends while experiencing new venues in uncharted territories! Find out more about each of these clubs by click the link below each of the club logo the simply contact the Membership Chairs listed below and sign up!

Club	Membership Chair	Email	Phone
San Diego Jaguar Club	Nedra Rummell	nedra@rummels.com	(760) 519-5400
Jaguar Owners Club, Los Angeles	Donte Neal	donte.neal@aol.com	(562) 704-2531
Inland Empire Jaguar Club	Mike Zavos	inlandempirejaguarclub@hotmail.com	(858) 518-5898
Bay Area Jaguar Associate Group	Phil Endless	treasurer@jags.org	(650) 854-4445