

Felis Onca

The Monthly Newsletter of the
Inland Empire Jaguar Club



May 2022

Issue 96



A Letter from the President...

Welcome to the IEJC monthly newsletter for May 2022, *Felis Onca*.

Thanks to those of you that attended the **Virtual JCNA JUDGE SCHOOL** on Saturday, April 23. The event was very successful and resulted not only in a review of the new rules for 2022, but also in several new judges added to our ranks.

Several of you visited the OC British Swap Meet and the Queen's English British Car Show last month as well – good to see you and your cars.

Also good to see members get together in Idyllwild this last weekend. Had a great drive up the mountain and great catching up with everyone and their cars.

This month we have 2 great events going on. First is the JOCLA Concours at the USS Iowa in San Pedro. This is our first Concours event of the year – dust off your beauties and we will see you there.

Sunday, May 15- JOCLA JCNA CONCOURS,
Battleship USS Iowa Museum, 250 S. Harbor Blvd, Los Angeles, CA 90731 [Register Now](#)

Also **Saturday May 28th** all are invited to a **Day at the Lake Gregory Yacht Club** in Crestline - meet at clubhouse. BBQ, BYOB. Brats and hamburgers. Cost \$15 each.

More info for these events is in the Calendar section of this newsletter, but here are just a few:

May 7th – Shifting Gears Tour, SD Auto Museum

July 8th – SDJC Concours

August – Tour of Jay Leno Garage

And much, much more....!

RSVP for any of these events by clicking the link or emailing: inlandempirejaguarclub@hotmail.com.

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

- See a review of the radically styled XJ sedan – the Supercharged X351 model
- What makes Steve McQueen's XKSS such a special version of a special car? Read on...
- Another radical and rare styled Jaguar – the 3.6-liter version of the XJ-SC – does it appeal to you?
- In the Market for a XJ13? We review a lovingly produced replica with an interesting pedigree
- In the Club section, see a great article by our club Secretary Charley Anton on a unique location in LA - and a unique car to visit in – a 1992 XJS Coupe
- Reviews of March events
- As always, an updated events calendar and JCNA National Club news

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 at the Lake Gregory Yacht Club on 5/28!



Great condition 1972 XJ6 found a new home

IEJC Officers for 2022

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Vice President – Jon Alvord
Secretary – Charley Anton
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2022 IEJC Committee Chairs

Your 2022 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.

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Events Chair
Sponsorship Chair



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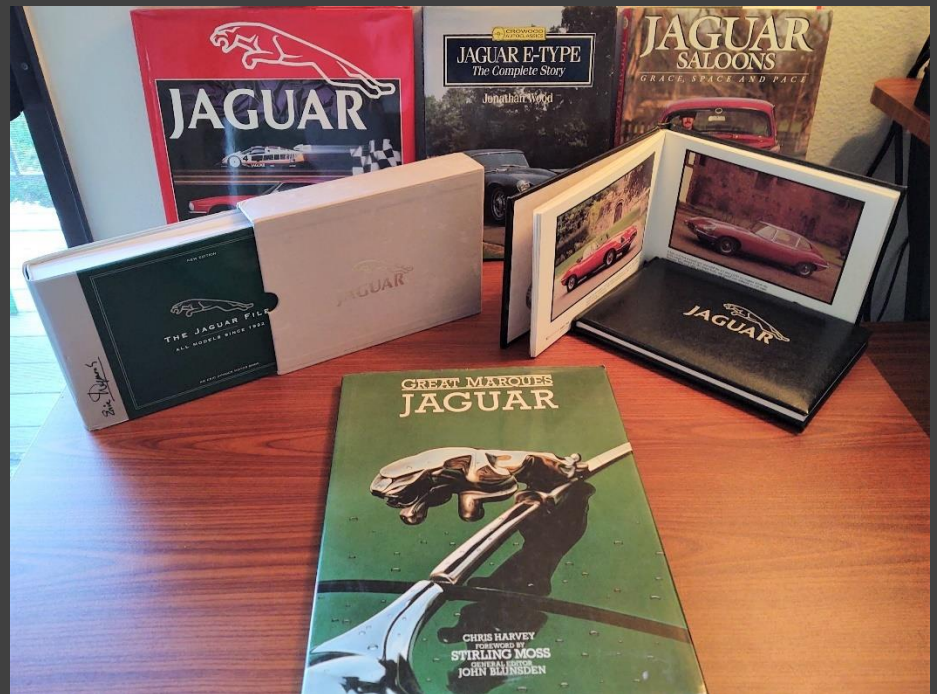
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Jaguar Models/Books for Sale – Make Offer + Shipping. 1:18 Maisto: XK180 Concept, XK8, XJ220s, Mark II, modern S-Type sedan. 1:43 Minichamp and Corgi Mk IIs, Vitesse XK8 Coupes, Cabriolets. Assortment of hardcover Jaguar reference books. All models/books in excellent condition. Call for more details. Jan Zverina, jazverina@san.rr.com

Thanks!

Jan Zverina (*yon ziv-ree-na*)



I've just bought an XJ so I'm staying in the family, and now I'm putting my XK on the market.

.....

2007 Jaguar XK Coupe 50,000miles \$22,500

4.2L V8 produces 300hp, 6-Speed Automatic Transmission, Frost Blue with Ivory/Slate interior includes 19" Sabre alloy wheels, Appearance package, Navigation and Premium sound system. This Jaguar is in excellent condition and has been lightly used and regularly maintained by Hunt Automotive. It scored 99.93 in last years Concours d'Elegance, and has received many other trophies over my 7 year ownership. Always garaged and service history is available for review.
For more info call John on 313 289 9874





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.

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FOR SALE: 4 Montreal Wheels.

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Don
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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>)

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Jaguar News

Jaguar XJ Supersport (X351)

It doesn't get more super than a supercharged Supersport



The arrival of the P530 version of the new Range Rover earlier this week marks the debut of the new BMW N63 4.4-litre twin-turbo V8 set to take higher-end JLR models through to the end of combustion. This created an introspective huddle next to the watercooler to consider the merits of the long-lived engine the German donk is effectively replacing, that being the supercharged V8 that has featured in most of the more interesting Jaguars and Land Rovers of the last 20 years.

You can probably fill in the gaps on the rest of the decision-making process: the sometimes heated argument over what was the best exemplar of this brawny,

characterful powerplant. The office consensus was that the early Jaguar F-Type R took this particularly biscuit, being a car only slightly less exciting than a firefight in a piranha tank. But a trawl of the classifieds failed to turn up any sufficiently Pill-like candidates. Which is why you are looking at Plan B, a well depreciated example of a handsome 2012 Jaguar XJ Superport LWB, one being offered for just under 20 percent of its original list price.

The Covid timewarp brings the disconcerting revelation that it is more than three years since the X351 Jaguar XJ was axed. The official plan at the time was that it would be replaced soon afterwards by a fully electric version of the XJ, a car that Jaguar had designed and engineered at huge cost. We know how that one ended: in ignominious failure. Which means that, aside from the vague possibility of a future EV, the X351 marks the end of one of the most famous dynasties in the history of the British car industry.

While all X351 XJs were good, only a couple of variants achieved true greatness. The basic design is well on its way to listed status. Jaguar's long serving head of pencils, Ian Callum, had been frustrated by the retro styling of the X350 XJ he inherited when he took on the roll. The X350 was a hugely advanced car built around an aluminium structure, yet tried to look as close as possible to the 1968 original. The X351 was Callum's response, a car that sat on the same alloy architecture but which got radical, forward-looking design.

It was also successful, a detail frequently overlooked in the narrative of Jaguar's decline and fall. At its peak the X351 was selling over 20,000 cars a year - much more than its predecessor had managed - thanks in part to its popularity in China. Yet much of that success was despite what were, we can now admit, some frankly dull engines: a diesel V6 in Europe and the greater indignity of a four-cylinder 2.0-litre petrol for some capacity adverse export markets. Fortunately Brits were still able to choose the V8 in 5.0-litre form, this offered in both naturally aspirated and supercharged guises.

In the three previous XJ generations superchargers brought R branding, but Jaguar turned strangely reticent about applying this to the spiffy new X351. The exact reasons seem to have been lost in the mists of time, or certainly below the point at which they can be easily extracted from t'internet, but the range-topping XJ was called the Supersport, with buyers able to choose between regular and long wheelbase versions. Power came from the same 503hp engine that was available on the lowlier Portfolio trim, but the Supersport got an electronically controlled limited slip differential nabbed from the XKR to sharpen its responses. The XJ's aluminium structure also saved enough weight to allow the regular wheelbase Supersport to be 1kg lighter than the smaller XFR.



It looked sleek and elegant, but the Supersport was a proper monster when roused. I remember driving a press car to one of the more visually interesting parts of north Wales for a photoshoot. It was early in the morning, the roads were quiet and on a straightish bit of A5 I was travelling at what felt like a semi-legal cruising pace. Then I glanced down at the digital speedo to see the needle adjacent to a number which, if recorded by radar gun, would see me breaking rocks in quarry. I wasn't even trying; it was that sort of car.

The Supersport was a short-lived variant, Jaguar opting to change back to its former naming nomenclature in 2013 with the arrival of a brawnier 542hp XJR. But the more discreet Supersport is an absolute sleeper; the sole clue on the car is the small badge on the front wing inlets. This is a car that can launch from 0-60mph in under five seconds which most onlookers will presume is a



Gerald-spec V6 diesel (an impression you could choose to reinforce with an aftermarket leaper or some stick-on badging.)

While Supersport prices haven't finished falling yet, they already look like spectacular value for something so potent. Our Pill is a LWB example up for £17,950 - it would have been £90,455 when new before any options ticked. The stretched Supersport served as the basis for the Sentinel armoured version which has been used to ferry Prime Ministers around for more than a decade, so there is the small risk somebody might think you are ferrying Boris Johnson between work related wine and cheese tastings. Regardless, the

body stretch gives spectacular rear legroom and this one has the rear seat screens and detachable media controller.

Yes, it's wearing what more wussy types will regard as a tooth-sucking 94,000 miles, but it is also being offered with a full service history and the promise of six months' warranty from the selling dealer. The MOT history is an interesting one, recording both a non-alarming fail last October for worn rear discs and two split driveshaft boots, but also confirmation of some annual totals by previous keepers, these doubtless coming with significant spend in both fuel and consumables.

The X351 is reckoned to be reliable by Jaguar standards, which might sound like faint praise but isn't meant to be. The engine is tough and takes big mileages if treated to attentive care, although early water pumps rarely make it to a ripe old age. Some owners report niggling electrical faults with the XJ's multitude of systems, but others do not. As Jaguar's medium term future is going to be a series of size-graduated EV crossovers it's not unduly optimistic to foresee a future where a well-chosen X351 is regarded as the exemplar of the qualities that made the brand's saloons so good.

It's certainly hard to think of a better encapsulation of that line about the combination of grace, pace and space. This Supersport has them all in abundance.



EXCLUSIVE: Up Close And Personal With Steve McQueen's Jaguar XKSS

The Petersen Automotive Museum offers a closer look at Steve McQueen's iconic Jaguar XKSS.



The Petersen Automotive Museum recently offered me a chance to get up close and personal with Steve McQueen's Jaguar XKSS, which I can comfortably say has been my number-one favorite car of all time for many years now. Way back before Leno drove the car on his YouTube show, before the Petersen even began including it in exhibitions, and before I ever considered a career in automotive journalism, I knew about the XKSS because my dad always told me stories about his own formative automotive years watching McQueen drive the car he nicknamed "The Green Rat" around Hollywood.

Of course, I generally visit with McQueen's Jag every time I stop by to check out new shows or morning cruise-ins, but this time around, I found myself alone in the Petersen's photo cave with one of the single most valuable cars on the planet. And to my great surprise, I even climbed into the (right-hand) driver's seat to sit where the King of Cool himself used to squeeze in and blast his way down to the studio lots while filming some of the most famous movies of all time.

A Family Connection



I can't even pinpoint exactly the first time I heard about the XKSS because my dad began weaving his own mythology so many years ago. The way he tells it, McQueen used to come around a wide bend on Lookout Mountain Avenue every morning, four-wheel drifting on his way to work every day. While most kids might chalk such a story up to fatherly exaggeration, though, I believed my the stories because my grandmother designed McQueen's costumes for some of his most famous roles, including *Bullitt* and *The Thomas Crown Affair*. Growing up with close ties to the silver screen, dad can rattle off about a million anecdotes of celebrity encounters, from growing up alongside Beau and Jeff Bridges to strange, not-too-distant links with the Manson Family.

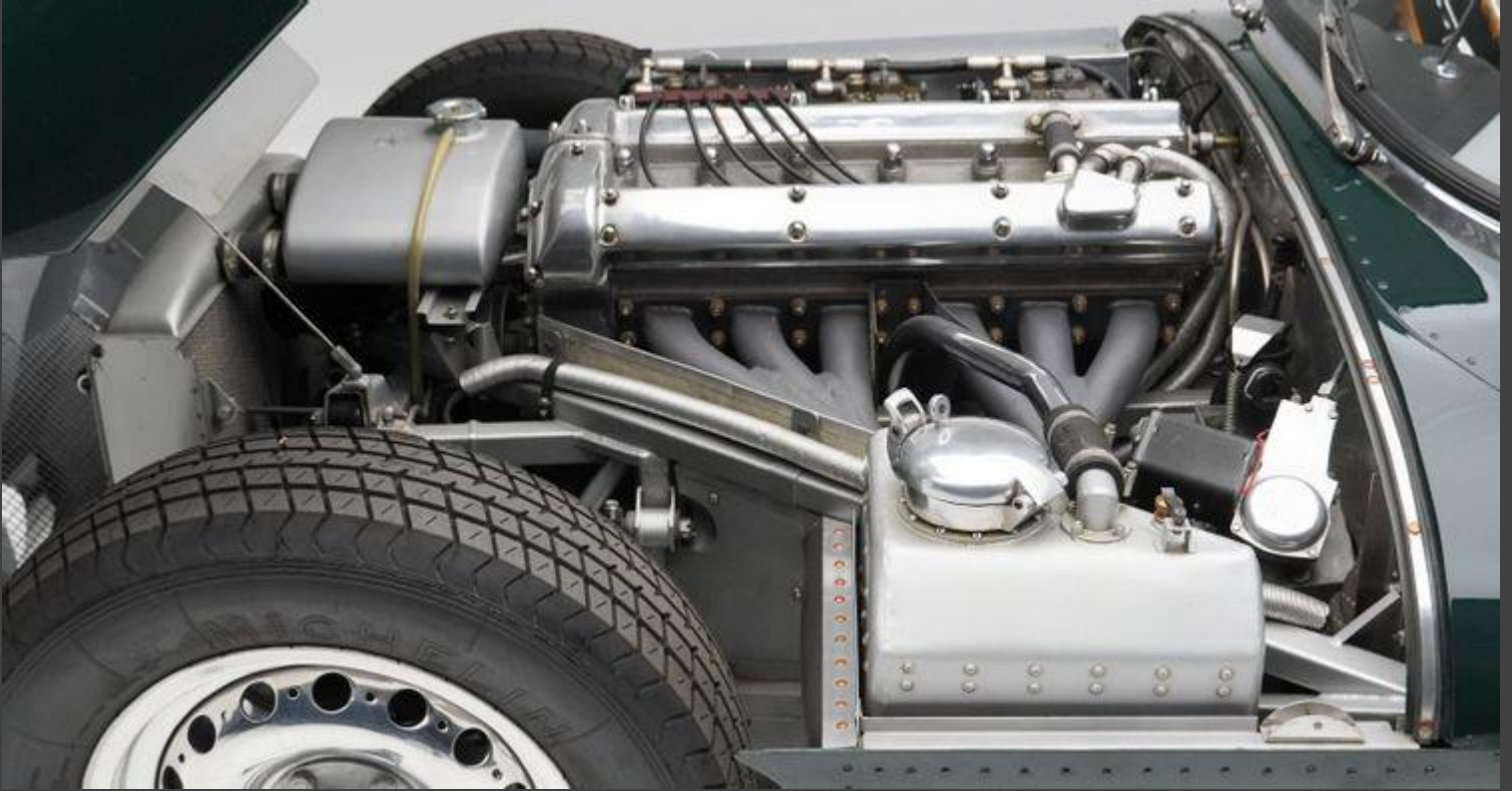
Of course, growing up in the golden automotive years of the 1950s and '60s, dad can also talk about all the incredible cars he drove, rode in, or owned—Lancias, Austin-Healeys, Fords, Chevys, and more. And some of my own earliest father-sun memories include checking out a Dodge Viper on Rodeo Drive during the Beverly Hills Concours d'Elegance or detailing a Jaguar XK150 before showing the car for a friend on the roof of the Petersen's garage.

Actor And Racer Steve McQueen



Of course, McQueen quickly established his own bonafides as a genuine car guy who also happened to find success as the most popular movie star of his era. He raced in sanctioned and unsanctioned competition, drove the *Bullitt* Mustang through San Francisco in the greatest car chase the world had ever seen, piloted a Meyers Manx on the beach for *The Thomas Crown Affair*, and directed his own love letter to racing in the iconic, if somewhat dragging, film *Le Mans*. All of which seems to indicate that he just might have sent that XKSS sideways around the bend at the bottom of grandma's driveway each morning, back in the days before traffic rendered all of the Hollywood Hills into a borderline parking lot.

The Roadgoing D-Type



Even without my family's personal connection to McQueen and his XKSS, this particular Jaguar would remain one of the greatest cars ever made still. Built as a roadgoing version of the D-Type racecar, only 16 ever left the factory before a fire destroyed another nine planned for production. Modifications (or concessions) to street-legality included a windshield, removing the fin behind the driver's seat, and adding a second door on the passenger side. Meanwhile, that 3.4-liter inline-six breathing through Weber carbs still routed power to the rear wheels through a four-speed manual transmission—period estimates peg output at an impressive 250 horsepower, good enough to scoot the 2,050-pound aluminum-bodied roadster to 60 miles per hour in only 5.2 seconds on the way to a top speed of 149 miles per hour. And this was back in the late-1950s, mind.

Iconic Style For The King Of Cool



Today, McQueen's XKSS typically sits on display at the Petersen (when not on the way to Leno's Garage or in the museum's photo cave for lucky journalists to drool over). Estimates place the car's value likely around \$30 million, though given the current state of the collectible car market, the recent auction record set by the *Bullitt* Mustang, and the limited production run, all on top of McQueen's celebrity provenance, and calling the car "priceless" is probably closer to reality.

In person, the XKSS commands attention, even if like so many celebrities, it seems smaller than in photographs (and unlike the E-Type, which feels bigger in person). Those bulging fenders actually sit about knee-height, the side exhaust looks pretty small, and the knock-off wheels only measure 16 inches in diameter.

Right-Hand Drive In LA Traffic



I expected the XKSS to look small sitting all alone in a photo studio, but I still wondered whether I'd fit—and whether the Petersen would even let me try. Luckily, I received the go-ahead and pulled the driver's door out and up before gingerly lowering myself into the driver's seat. The seat backs look extremely vertical in pics and from outside the car, but in reality, they're actually quite comfortable. The pedal box similarly felt less cramped than expected, and the big straight-six requires less offset than I imagined. At 6'1" tall, my eyes line up just below the top of the windshield chrome and my left hand rests right on the forward-canted shifter. All of a sudden, I felt a strong urge to buy some Persols and complete the look.

A Spare In The Boot



While I played around with the XKSS, shooting the engine bay and fenders and interior, I learned that McQueen actually never purchased the car personally. In fact, probably because he spent all his money on racecar when between roles, his wife at the time, Neile Adams, wrote the check in 1958. Meanwhile, I also discovered a hilarious rear boot hidden inside the aerodynamic-for-the-1950s tail end that houses a full-sized spare and even a mallet for the knock-off wheels.

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Lightweight Aluminum And Leather



Everything on the XKSS feels incredibly lightweight, almost fragile. I wondered about the days of 'Birdcage' Maseratis and Shelby Cobras, when cars started putting out huge power with little concern for safety considerations. Wonderfully, McQueen's Jag still wears excellent patina on top of the British Racing Green he commissioned a repaint in to replace the original white. Despite a refurbishment about 20 years ago, the chrome, the wooden steering wheel, and the leather straps holding the clamshell hood closed as insurance all look period-perfect. Clean, yes, but certainly no Concours job here.

The Petersen originally invited me to go on a ridealong but alas, a fuel pump forced a change in plans—usually parked cars get old quickly but this one kept me riveted. And I don't typically say yes to ridealongs, either. A serious question: am I even brave enough to drive it if the opportunity arises? My insurance only goes so high but that's a "*Yep, just say when and where*" kind of offer.

As with all the cars in the museum's collection, a single mechanic (though they just hired a second) performs regular maintenance in the hopes of keeping the McQueen Jaguar running. For now, I can hardly believe that this career offered me a chance to even sit in the XKSS, daydreaming about *the* car famously owned by *the* guy, out of all the cars and guys, probably the two greatest automotive and celebrity icons that my own dad grew up idolizing and passed along to me at such a young age.

Jaguar XJ-SC - So wrong it's right?



Some victories are knockouts, and others are won on points. This week's Pill falls into the latter category when it comes to braveness. Lots of the elements of this well-priced Jaguar XJ-S might seem only moderately courageous on their own, but lumped together it is definitely one of our bolder offerings.

The first part of the prosecution's case is the famously shonky build quality that was still affecting all Jaguar products in the mid-80s, with this borne out by our Pill's MOT history being chequered enough to use as a chess board. Next comes the purple colour scheme that even

the Artist Formally Known as Prince might have regarded as excessively mauve, plus a rear spoiler that couldn't look more incongruous if it was covered in fairy lights. Then consider the fact that this is one of the earlier Targa-style XJ-S convertibles, the ones that left a substantial amount of framework in place even with the fabric roof folded. And finally there's both the six-cylinder engine in place of a creamy V12, and the unexpected sight of a chunky gear lever where the delicate selector for an autobox would normally go. Yep, this is a very rare manual convertible.

Stuck together, that list in a car that is always going to be fishing in a very small pond for potential buyers. Something the selling dealer has acknowledged with an enticing price tag. Granted, £8,995 isn't the bottom of the market for an XJ-S these days - the imbalance between supply and demand that has dogged the car for most of its existence means rougher examples do still turn up cheaper. But our Pill has also been given some extensive recent restoration work, including a bare metal respray into the eye-bruising colour.

The six-cylinder XJ-S felt like a car that arrived well after it should have done. The original XJ-S had been launched with a V12 engine, reaching the market just before the mid-70s fuel crisis arrived to make the GT's low teens mpg look unacceptable. Jaguar quickly developed a revised 'high efficiency' engine, although 'higher' would be closer to the mark - revised cylinder heads and fuel injection moved economy closer to 20mpg, if rarely getting it over the mark. Fearing that didn't go far enough, Jaguar also commissioned a smaller engine XJ-S that would use a 3.8-litre AJ-6 six-pot for better mpg and lower entry-level pricing.





By the time this arrived in 1983 the decade was booming and the fuel crisis over. The six-pot XJ-S had 225hp, which was still enough to qualify it as a proper sports car by the standards of the age, and some reviewers reported that the lighter powerplant did indeed improve handling responses. But as with many of the era's attempts at downsizing it didn't actually save much fuel; real-world economy wasn't much better than the V12 when driven at a similar pace. So the 3.6 and later 4.0-litre sixes were always seen as poor relations to the V12s.

The original XJ-S Convertible's awkward roof was another half measure, although one that Jaguar couldn't be entirely blamed for. The combination of increasingly tough American roll-over protection standards and the risk aversion of British Leyland's lawyers had created a belief within the company that some external protection framing was necessary for crash compliance, leading to the structure created for the Triumph Stag. The XJ-SC arrived more than a decade later, but it sported a very similar exoskeleton, with a full-width bar running between its B pillars when the roof was down, and the continued use of the coupe's fully framed doors. The quantities of wind in hair were similar to those of a full convertible, but it looked inelegant.

In this fashion conscious part of the market inelegant struggles to sell, especially as rival manufacturers were still offering fully convertible convertibles. Soon after the XJ-SC was launched an American

coachbuilder, Hess & Eisenhardt in Ohio, started to produce its own fully decapitated convertible XJ-S, which looked much better and seems to have encouraged Jaguar to try again. A new fully convertible XJ-S arrived in 1988, and from that point onwards the Targa cars looked as if they had got lost down an evolutionary dead end.

Our Pill is a 1987 Targa-style XJ-SC convertible, and one that had clearly led an interesting life to judge from its MOT record. It failed its first digitized test in July 2006 on the basis of pitted discs, a below-par parking brake and a corroded suspension attachment. All these issues were sorted, with a clean pass recorded the following month. But the Jag's next MOT came five years later, producing a much more serious list of failure points including an insecure steering rack, excessive corrosion in both sides of the front structure and an excess of exhaust carbon monoxide. The car was put in for another test two weeks later in what seems to have been a triumph of hope over experience. The engine was now in tune, but none of the structural faults had been addressed and the tester even managed to find a few more for good measure.





It was the sort of 'not even close' MOT fail that would be a death warrant for most cars, but somebody clearly loved this XJ-S. Another five years passed before another MOT produced an even more grizzly fail sheet in April 2016, the reported rust now spreading to the rear structure and front crossmember. But then, in an act that seems to have been driven by pure love and what must have been a sturdy bank account, the car got properly sorted out - with a clean pass recorded four months later. Another gap in use followed, but the MOTs in 2020 and 2021 were both advisory free, although with

only 50 miles between them.

The advert says our Pill's body kit, alloy wheels and rear spoiler are genuine TWR parts, applied at the same time as the rebuild. The combination of the pseudo-wing and the fabric roof looks deeply odd to me, although you may regard it as the height of sophistication. No matter; it would be relatively simple to remove it given the helpful shot showing it is held on by just four bolts inside the bootlid. The rest of the car looks pretty decent in the images, and presuming the structural work accurately targeted the car's corrosion it may well be that rarest of things, an inexpensive, rust-free Jaguar XJ-S. The manual gearbox is also a real novelty, just four of the 44 XJ-S currently listed in the classifieds have one; it might not suit the car's character as well as the auto but it will always be a conversation starter.

So, to summarize, our Pill is the wrong convertible with the wrong gearbox wearing both a courageous colour and an oddball bodykit. Yet the basics actually look well sorted and sensible when compared to the rust and risks common to cheaper versions of the XJ-S. You could never accuse this one of being a dull or obvious choice, which is one sort of brave.



Greatest road tests ever: Jaguar XJS 3.6

Back in 1984, we were particularly taken with this six-cylinder Jag



Tested 21.8.84

Halving the number of cylinders under the bonnet of the sleek [Jaguar XJS](#) made it one of our favourite grand tourers of the mid-1980s.

Different wheels and badging and a bigger power bulge distinguished the 3.6 from its V12 HE big brother. The new all-alloy AJ6 straight six was wonderfully elastic, pulling from very low revs in fifth, and was barely slower than the XJS V12 between 50mph and 90mph.

However, the five-speed manual gearbox was heavy and notchy, with a pernicky clutch, while driveline shunt irritated and the otherwise subdued engine became thrashy at high revs.

Cruising refinement was impressive, though. The steering was enjoyably quicker than in the V12 model but wanted for feel. Powerslides were possible in the wet, although understeer was the default stance. While occasionally prone to floatiness, the ride was wonderfully supple on all surfaces, and the brakes were responsive and resilient.

Inside the walnut-trimmed cabin, the leather seats could have perhaps provided a bit more lateral support and adjustment up front, and head room was particularly limited in the rear seats. The interior had plenty of cubbies and a capacious boot, though.

For: Ride quality, performance, flexibility, refinement

Against: Lacklustre gearchange, inappropriate seats



What happened next...

Introduced alongside the 3.6-litre engine, the Targa-style XJS cabrio was replaced by a full convertible in 1988. An optional four-speed auto was installed into the six-pot XJS in 1987, and the engine grew to 4.0 litres in 1991. But the beefiest model was 1993's 6.0-litre V12, with 306bhp. The XJS was replaced by the V8-only XK8 in 1996.

Factfile

Price £19,248 **Engine** 6 cyls in line, 3590cc, petrol **Power** 225bhp at 5300rpm **Torque** 240lb ft at 4000rpm **0-60mph** 7.4sec **0-100mph** 19.7sec **Standing quarter mile** 15.9sec, 92mph **Top speed** 141mph **Economy** 17.6mpg

Reproduction Racer: 1973 Jaguar XJ13



The automotive world is full of “what ifs.” These questions are not limited to road cars because motorsport contains its share of unanswered questions. For instance, what if the great Jim Clark had not lost his life at Hockenheim in 1968? Would he have secured more championship crowns? What if Ford’s bid to buy Ferrari had been successful. Would we have seen the legendary GT40?

The Jaguar XJ13 poses similar questions. If the company hadn’t dragged its feet on development, would it have tasted success at Le Mans? We can never answer these questions, but one thing seems certain; The XJ13 was one of the most elegant race cars never to race. Jaguar only built one example, which is safely tucked away in British Motor Museum. Several companies have produced replicas, with this one appearing from The Sports Car Factory of Frederick, Maryland. It presents superbly, but due to unforeseen circumstances, the owner has chosen to part with it before genuinely enjoying the experience it has to offer. Located in Santa Barbara, California, the Jaguar is listed for sale [here on eBay](#). The owner has set a BIN of \$165,000, although they may entertain offers.

The prototype XJ13 featured all-aluminum construction, but this car is slightly different. The panels are fiberglass, but considerable effort has gone into capturing the spirit of the original vehicle. This attention to detail extends to molded seam joints and faux rivets. The effect is eye-catching, and you need to look closely to identify the differences. The panels cover a TIG-welded



aluminum monocoque tub, with these two materials ensuring that rust will not be an issue that the new owner will ever face. The panels wear Brooklands Green paint with Silver stripes, as was the case with Jaguar's prototype. The paint shines beautifully, with no visible flaws or defects. There are no signs of fatigue or cracking in the fiberglass, while the trim and glass appear flawless. The car rolls on 17" Daytona wire wheels, and while these deviate from the magnesium items found on the original, they perfectly suit this car's character.



When developing the original XJ13, Jaguar engineers focused on a mid-engine design. They created a unique all-aluminum DOHC V12 engine producing 503hp. The power found its way to the road via a five-speed ZF transaxle. While initial testing proved encouraging, it also revealed that the XJ13

would need considerable development to prove a competitive proposition. However, the appearance of Ford's GT40 rendered the XJ13 obsolete before it could turn a wheel in anger, and the project was scrapped. This replica stays faithful to the original by featuring a V12 engine, although it is no surprise that it is a production version rather than the prototype unit. It was sourced from a 1993 Jaguar XJR-S and breathes through a bank of Weber carburetors. The power finds its way to the road via a Porsche G50/993 six-speed manual transaxle. A Petronix ignition ignites the mixture, while an aluminum radiator with three fans provides effective cooling. The seller doesn't indicate how well the car runs or drives, but the drivetrain combination and low overall weight should ensure exhilarating performance.



In keeping with the XJ13's roots, the interior of this replica would be classed as spartan. After all, when you're roaring down the Mulsanne Straight at more than 200mph, who will be worried about air conditioning, power windows, or luxurious upholstery? Upholstered surfaces are limited to the body-hugging bucket seats that wear green leather with contrasting

yellow piping. The wood-rimmed wheel is a nod to the model's racing heritage, as is the dash. It contains the gauges necessary to monitor the health of that V12, along with a set of basic controls and switches. A stubby shifter for the six-speed falls easily to the driver's hand, while a Tilton pedal box rounds out the racing theme.



Unforeseen circumstances can come in many forms, but the one motivating the seller to part with this 1973 Jaguar XJ13 comes under the heading of unusual. After purchasing the vehicle for \$175,000 last September, he discovered that he was too short to drive and enjoy this classic. With no scope to modify the car to accommodate his modest stature, he is left with no choice but to send it to a new home and to someone who can appreciate it as its creators intended. He is taking a toweling on the sale price, but his loss could be your gain. Have you ever dreamed of owning a car like this? If so, would you consider pursuing this one further?

Club News

IEJC Members spend a day in Idyllwild - food, drinks, movies and fun



Thanks to all who joined us in Idyllwild last weekend.

We enjoyed a great lunch, some shopping,



A small car show, drinks, a movie



Great weather!

And some great scenery on the drive up and back down

Although some of us did not have to go back down the mountain



Classic at Christy's

Most of us who own classic Jaguars, or any Classic, take the time to look up the history of the car company that put out our wheels. For example, this 1992 XJS was made in 8-1991, delivered to Hornburg on Sunset in early 1992, and sat on the lot for a year before being sold Valentine's Day 1993 to a doctor's wife. Furthermore, the graph on the Heritage Site shows just 352 of these coupes made with a V12 in 1992. There are further tidbits of info on this car, but I digress.

While most of us research the vehicles we drive on the weekend, how many of us take the time to research our favorite places to take these cars? Here's a bit of help to make your drive in a classic a bit more fun. Research the places you go, especially those places near your residence that you go to on a regular basis. Who lives in California and has never eaten a donut? Yeah, I thought so.....NOBODY. There are car cruises in California that meet at donut shops on the weekends. They are impossible to get a spot in unless you are there by 5 or 6. Trust me, this is experience talking.

Submitted for your perusal is a donut shop in Fullerton, California. Nothing special at first glance, in a strip mall with a boarded-up grocery store at 326 Euclid, Fullerton, CA. Melody and I went there once or twice when we first moved to Fullerton in 1991, although I cannot remember this. We moved to other locations and forgot all about this little donut shop.

We moved back to Placentia in 2009 and found other mom-and-pop donut shops like B&B on Harbor, Donut Star on Chapman and Yorba Linda Blvd locations, and K&M at Bastanchury. I still forgot all about Christy's on Euclid until.....



Melody and I saw a streaming plug for a documentary called The Donut King. This is a true account about Ted Ngoy and his wife **Christy**. **Can you see where I'm going with this?** Ted and his wife fled Cambodia to escape Pol Pot. This family landed in Camp Pendleton during the last year of Gerald Ford. Ted Ngoy and his family arrived with nothing but a small number of belongings. He worked two to three jobs, just did

not quit on the American Dream. During his interview, he reveals that, while working at a gas station in La Habra, he walked across the street to investigate the wonderful smell of donuts. He did not know what a donut was, but the light bulb went on. He tasted great pastry, like Cambodian pastry, and the opportunity to make money.



After getting educated at Winchell's Donuts school of bakery, he saved every penny and opened the first Christy's Donuts in Orange County. Does anyone ever wonder where all those Winchell's Donuts went? You guessed it....Ted's business model, great tasting donuts, and his families' tireless work ethics very nearly put Winchell's under. Ted and all those families he sponsored opened thousands of donut shops and single-handedly drove Dunkin Donuts out of California in the

early to mid 1980's. I have had Dunkin and KK donuts and there is no comparison to the Cambodian donut.

During the documentary, I noticed a photo of Ted in front of the unassuming store on Euclid Street in Fullerton. I looked up the address and, sure enough, it's the same donut shop that has been there since 1983. This was when Ted was just getting ramped up. This store is one of three left with the original yellow sign. So, I have come full circle since 1991. I'm back at Christy's once again, this time in a Jaguar instead of a rusty 1973 Chrysler New Yorker.

This donut shop is a short 4 mile drive down Bastanchury Road. Folks drive 60mph down this road. I can really get Ol' BugEyes going here without freeway driving. Christy's in Fullerton represents significant donut history in California for anyone who cares about how donut culture has evolved here. Car folks love to go for a donut run in their classics. However, most car meets require getting up a 4:30am and arriving at 5-5:30 for a spot in the lot. None of them are close to my house. I'm too old and busy for that. I get lots of compliments on this XJS every time I go to Christy's and catch up on magazines for at least two hours over a donut.

I may miss some Jaguar Club events because my business has really blown up, but I will rarely miss a Saturday morning at this historical 1983 donut shop that represents Ted Ngoy's dream of escaping war and terror. I get there at a leisurely 7:30am. There are 5,500 donut shops in California. A full 95% are owned by Cambodian families and their descendants, including famous ones like DK's in Santa Monica/Orange, many Donut Stars, B C Donuts in Pasadena, and others. If you happen to be up early on a Saturday morning, crave a donut, and don't want to drive a long distance, skip the big crowds for a change and bring your "Classic to Christy's".

Charles Anton

Los Angeles Club Photographer

Inland Empire Club Secretary beginning summer 2022

Current 2022 JCNA SW Region Events Calendar

Fri, May 6 - May First Friday Niter - Bank of America - Rear Lot, Mission Hills, CA

Saturday, May 7th, 2022 - 2nd Annual "Shifting Gears" Car Rally! Balboa Park to Cabrillo - coffee, donuts, photos and breathtaking views. \$75 entry Includes rally entry, SDAuto Museum membership, t-shirt, participation ribbon, swag bag, photo, coffee/donuts, and lunch for driver and one passenger.

Sun, May 8 - OnGrid Buttonwillow 13CW Time Attack & HPDE, Buttonwillow Raceway , Buttonwillow, CA

Fri, May 13 - Platinum Track Days @ AMP - Arizona Motorsports Park , Litchfield Park, AZ - Open Track

Sat, May 14 - Track Night 2022: Auto Club Speedway- May 14 - SCCA - National - Track Night in America
Auto Club Speedway , Fontana, CA - Open Track

Sunday, May 15- JOCLA JCNA CONCOURS, Battleship USS Iowa Museum, 250 S. Harbor Blvd, Los Angeles, CA 90731 [Register Now](#)

Thu, May 19 - Fast Toys Club @ Willow Springs Int'l Raceway - Willow Springs Int'l Raceway, Rosamond, CA

Sat, May 21 - British Extravaganza 2022 - Buttonwillow Raceway, Buttonwillow, CA

Saturday, May 28th – **IEJC Monthly Event!!** - Lake Gregory Yacht Club - meet at clubhouse. BBQ, BYOB. Brats and hamburgers. Cost \$15 each.

June 11th , Saturday* Drive and Lunch at a Winery *Tentative TBD SDJC

June 19- "FATHERS DAY" Tour/Rally, lunch, dinner or potluck, BBQ

July - JOCLA PICNIC, Beach Party, pool party, cocktail party?

July 9- San Diego Jaguar Club Annual Concours, Cancer Survivor Park

July - "Tour of Orange" picnic Craig Regional Park

August 13th, Saturday Concours Afterglow at Rancho Santa Fe Golf Club Diah/Nedra SDJC

August - Tour of JAY LENO Automobile COLLECTION

September- Tour/Rally/ Picnic, **Westside LA**, Santa Monica Mountains

October 1-2- Idyllwild Weekend, **JAGSTRAVAGANZA, Southwest Regional Concours**

October 2022* International Jaguar Festival – Dallas *Tentative JCNA

November 3-6 - "CalClubs" Meet, Solvang/Santa Ynez, San Diego Jag Club Hosting (date TBD) **XKS MOTORSPORT EVENT SPONSOR**



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.



POINT LOMA ROAD RALLY

SAVE THE DATE
SATURDAY MAY 7, 2022

HONORARY CHAIRS

Judith and Perry Mansfield & David Young of

PRECIOUS METALS
FINE MOTORCARS OF SAN DIEGO



The Mission of the San Diego Automotive Museum is to tell the story of the social and technological past, present, and future of motorized vehicles throughout its collections, exhibitions, and educational programs.

www.sdautomuseum.org | FRANKIE@SDAUTOMUSEUM.ORG

JAGUAR OWNERS CLUB, LOS ANGELES ANNUAL CONCOURS, BATTLESHIP USS IOWA AND WHALE & ALE PUB



May 15, 2022, JOCLA Annual Concours at the **USS IOWA, Battleship of Presidents**, the new location. Centrally located in Los Angeles Harbour/San Pedro. 0800-1500 event hours, discounted tours of the battleship for club members and their guests, "VICKY'S Famous Hot Dogs and Sausages on the fantail. Awards Dinner at the "Whale & Ale" Irish/British PUB just up the street, lots of parking.

The ANNUAL JAGUAR OWNERS CLUB INC.
JCNA CONCOURS 'd ELEGANCE will be held at the

BATTLESHIP IOWA

May 15, 2022 | 0800-1500 | 250 S. Harbor Blvd | Los Angeles, CA 90731

Open to all JCNA Members,

Champion, Driven, Special, Display classes

\$75 Champion*/Driven, \$55 Display*

*Includes donation to the BATTLESHIP IOWA FOUNDATION

Event Website

<https://lajagclub.com/>

Chairperson Phone

9097721075

Event Chairperson

MARK MAYUGA

Chairperson Email

markmayuga@verizon.net



JOIN THE IEJC FOR A PICNIC EVENT- BEAUTIFUL DRIVE, BREATHTAKING SCENERY, AND A RELAXING DAY ON THE LAKE!



SATURDAY, MAY 28, 2022 10:00 am - 4:30 pm

MEET AT CLUBHOUSE

BBQ, HAMBURGERS, BRATS, BYOB – COST ONLY \$15 PER PERSON
ALL ARE ENCOURAGED TO BRING A BOTTLE OF WINE FOR A GROUP WINE
TASTING! YOUR HOSTS ARE RICK AND MARLYN DINON
RESERVATIONS LIMITED, SO RSVP TO:

INLANDEMPIREJAGUARCLUB@HOTMAIL.COM





You are invited to the following [event](#):

58th Annual Concours d'Elegance

When: 9 Jul 2022 8:00 AM, PDT

Where: Spanish Landing East (Cancer Survivor's Park), 3600 North Harbor Drive, SD CA 92101

EVENT DETAILS:

2022 San Diego Jaguar Club Concours d'Elegance

Saturday, July 9, 2022; 8 am to 4 pm

3600 North Harbor Drive

Spanish Landing East - Cancer Survivor's Park

REGISTRATION IS NOW OPEN

Our Concours is returning to Cancer Survivor's Park at Spanish Landing East, which is public lands owned and operated by the Port of San Diego. The Concours field opens at 8 am and all registrants must check in with their vehicles and be on the field by 9:30.

Feel free to attend even if you are not showing a Jag to be judged. Just register as a Display Vehicle. We reduced our Display Entry fee to compete with the fee for parking in the parking lot. Entry into the park is free, but the Port of San Diego does charge for parking in their parking lots. They have a 4-hour time limit - you'll have to re-feed the meter for additional time. For the same price, you can park on the field with all of the other display vehicles. If you are not sure and wait until the last minute to decide, don't worry. We'll take day of show display registrations because we again have plenty of room.

Judges, if you are coming down in your Jag, go ahead and register as a display vehicle. Why park in the parking lot and then have to leave at an inconvenient time just to re-feed the meter.

Port rules dictate that only show cars are allowed on the grass. All non-Jaguars must park in the parking lot. Pay at the port parking kiosk to get a parking approval ticket.

Day of Show Display Registrations:

Cash or check only (made out to San Diego Jaguar Club) when we register you at the entrance to the field.

Registration Options:

\$10 JCNA Member - Display Entrant

\$50 JCNA Member - Judged Entrant

\$50 Not a JCNA Member - Display Entrant

\$90 Not a JCNA Member - Judged Entrant

The JCNA insurance rates were raised for non-JCNA entrants, which is why there is such a cost difference.

Review these Documents Before Registering:

1. [2022 SDJC Concours Flier.pdf](#)
2. [2022 SDJC Concours Competition Classes.pdf](#)
3. [2022 Concours Rules for the Entrant.pdf](#)
4. [2022 Concours Event Information.pdf](#)
5. [2022 Directions for Filling out the Registration Form.pdf](#)

Once you register, you will receive an automated response confirming your registration. You will receive periodic automated reminders thereafter, with the final reminder just a few days before July 9. The final reminder will have any changes / additional information / updates / etc.

Concours Registration Dates:

Online Registration closes for Judged and Display entries on June 30. This gives us eight days to set the field, print registration forms, set the judging schedule, print all other documents, and finalize all plans.

If you do not register by June 30, you may still enter as Display Only on the day of the show. Just bring a check or enough cash with you to the show and you'll fill out the Day of Show Display Entry form before driving on to the field of entrants.

Lunch:

- Bring your own and have a picnic
- Order from Delish Dogs at the Concours
- Go to a local restaurant (You'll either have to walk or take a different car since vehicles are not allowed to leave the field before the end of the show.

We will close the event with an awards ceremony.

Thank you all and hope to see you at the park.

Mark Hodges, Concours Chairman

[San Diego Jaguar Club](#)

DANA POINT 2022
Classic Car Show
SUNDAY, AUGUST 28 10AM-3PM DEL PRADO AVE

FREE FOR SPECTATORS

250 CLASSIC CARS • AWARDS • VENDORS • BEER GARDENS • FOOD TRUCKS • MUSIC

DANAPOINTCARSHOW.COM

[@DANAPOINTCARSHOW](https://twitter.com/DANAPOINTCARSHOW)

REGISTER NOW

Start your engines! The Dana Point Classic Car Show returns Sunday, August 28, 2022, from 10am-3pm on Del Prado Ave. Registration is now open!

This show features 250+ classic cars, awards, vendors, delicious local bites and food trucks, beer gardens, music and more. FREE for spectators.

Registration and event details can be found at
DanaPointCarShow.com

\$35 Early Bird Registration ends June 30

\$45 Regular Registration July 1 - August 22

One event t-shirt is included with each registration

REGISTER NOW

No refunds. Event is rain or shine.

We hope to see you at the show!



[Become a Sponsor](#)



[Vendor Booths](#)



[Volunteer](#)



Contact the Event Organizer:
Dana Point Chamber of Commerce
34813 Pacific Coast Highway, Suite A
Dana Point, CA 92629
carshow@danapointchamber.com
(949) 496-1555

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](https://www.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



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

Thank you to Jaguar Riverside for supporting the **2021 Jagstravaganza Weekend**

Karla Curtsinger | General Manager
Jaguar Land Rover Riverside, An indiGO Auto Group Company | 8051 Auto Dr. Riverside, CA 92504
Phone: (951) 687-1212 |
kcurtsinger@indiGOautogroup.com |
www.indiGOautogroup.com





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



The Jaguar Club of Southern Arizona

[READ OUR LATEST NEWSLETTERS](#)

[VIEW OUR LATEST EVENT VIDEOS](#)

[COME TO DINNER!](#)

[JOIN OUR CLUB](#)

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.

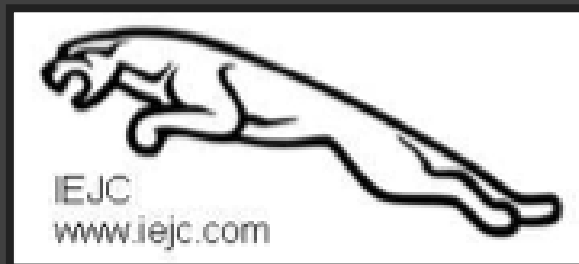
The IEJC is a small club, and we need you to help make our organization grow. Please sign up today. Our Club is the host of the Wine Country Concours, a JCNA-sanctioned event that gathers Jaguars from all around the Southwest in October.

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.

\$80 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) - \$80 |  |
| 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 March 2022

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