

THE JAG MAG

Official newsletter of the Jaguar Auto Group

December 2019 Issue
www.jcna.com



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The Jaguar Auto Group

*“A Special Club For All Who Love And Enjoy Jaguars
And Other Fine British Marques “*

Club History

Formed in 1982, the Jaguar Auto Group (or “JAG” for short) is a non-profit membership organization. Our mission is to promote the usage and enjoyment of Jaguars and other fine British marques of all kinds. Owning a Jaguar is not a requirement for membership.

Based in New Jersey, with members throughout the Tri-State Area, we are affiliated with Jaguar Clubs of North America (JCNA) which covers Jaguar clubs throughout North America.

We sponsor many exciting and enjoyable events throughout the year with the main emphasis on having fun and enjoying our wonderful cars. We value above all good company and friendship in a non-competitive environment. Many members have become long-term, close friends, drawn together by a common love for fine automobiles.

So, if you are looking for a club with members who will share your interests, please join our group!

Club Contacts

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JAG MAG is published annually, and is distributed as a pdf file via e-mail only. A copy of the current issue may also be obtained on our club’s space on the jcna website(www.jcna.com), by clicking on the “Club List” menu and finding JAG in the New Jersey section. Also shown on the website is information on upcoming events. Classified ads are free for members of JAG, subject to size and other restrictions at the discretion of the editor. If you are interested in joining our club, please contact Membership Chairman in list of club contacts above or simply complete the application form shown on the last page of this newsletter and mail it with payment to the address shown there.



3 Messages

PRESIDENTS MESSAGE.....



Once again we've managed to put in another year's worth of good times with fellow members and log some memorable miles with our wonderful cars. This year brought many new Jaguar owners to our club and it's my hope that they have enjoyed our company as much as I theirs. Our monthly Brunches have been well attended and I hope to keep you all interested with new venues this coming year as well as returning to a few of the more notable places that really stood out. As always suggestions are welcome. This year has seen some interesting events in our area, not the least of which was the JCNA AGM held at the Jaguar Landrover facility in Mahwah. Two of our board members attended, Ray Tahan and Denis Donohue as official representatives of our club. Our sister club JTC found a great venue for our joint Spring Dustoff and the weather cooperated to allow some of our members to tour together to the location. Many of us have attended multiple shows arranged by some of the other British car clubs in our area and I hope our club members will continue their support and show off their Jags. Thanks again for all the support I received this past year it's been a lot of fun. Don't forget that our annual AGM will be coming up on January 26th look for further details in your mail, I hope many of you will attend. Wishing all a Merry Christmas and Happy Holidays see you Next Year.



4 Messages

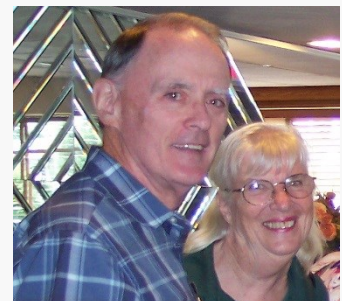
From your JAG MAG Editor.....

This year we end the year and the decade on a high note. As a result of a sizeable influx of new members, our JAG membership is at an all time high thanks in no small part to the efforts of our Club President Jeremy Dale and his best half, Joan, to find new and interesting venues for our monthly breakfasts. Another factor has to be the continuing effort to share joint events with our sister club, Jaguar Touring Club (JTC) as evidenced by the joint Spring Dustoff, The Cats in the Garden and the joint Picnic & Rally.

In this issue of The Jag Mag, I have revisited an article I did about 5 years ago on the history of our club and how it was created which should be of interest to all of our members old and new and especially those who have joined over the past few years. Also in this issue, I have used the Coffee & Crescents section to review a new Jaguar book that will be of interest to anyone who owns a Jaguar no matter the year as it details all cars from 1935 to the present day. The publisher is offering a special discounted club price based on multiple purchases which will require someone to organize the purchase and place the order.

For those of you that haven't sent in your renewal dues yet there is a form at the end of this newsletter. Please renew ASAP as John has to get the info into JCNA. Also, don't forget to mark your calendars for our Annual General Meeting on Sunday, January 26, (see details on page 21), Pat & I hope to see you all there.

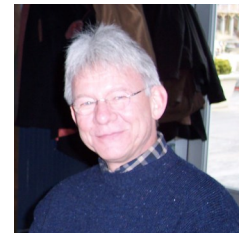
**Best wishes for happy and safe holidays to all,
Denis Donohue
Newsletter Editor**



5 Report on the AGM held on January 27, 2019

Minutes of the Jaguar Auto Group AGM January 27, 2019

Mark Denesevich
Secretary



JAG Annual General Meeting January 27, 2019

President Jeremy Dale called the meeting to order at 11:30 AM

Minutes of the 2018 AGM

The minutes having been published in the club newsletter were accepted by motion and seconded.

The Treasurer's Report

Treasurer, John Green reported that there is \$4,527 in the checking account as of this meeting, almost \$300 more than at the close of 2017. Expenses for 2018 totaled \$1,855. Membership dues totaled \$1,950 and the annual picnic had net proceeds of \$200. There are 37 paid memberships received to date. The club is in sound financial condition. The Treasurer's report was accepted by motion and seconded.

Election of Officers

Existing officers were reconfirmed with the exception of Membership Secretary, due to Bob O'Reilly's passing and Armando Castellini opted not to continue as Vice President. Ann Wheeler and Ray Tahan agreed to accept nominations to those posts.

The following is the list of Club Officers for 2019:

President: Jeremy Dale

Vice President: Ray Tahan

Treasurer: John Green

Secretary: Mark Denesevich

Newsletter Editor: Denis Donohue

Membership Secretary: Ann Wheeler

Director of Communications: Al Reda

The slate of officers was nominated and all nominees and office-holders were confirmed by voice vote.



Proposal to merge the JAG with the JTC

Ray Tahan referred the membership to the most recent JAG newsletter for a summary of the discussions and the status of the proposed merger between JAG and JTC. Joe Terracciano, current President of JTC, has also joined JAG

JCNA AGM

The AGM for JCNA will be held at the Jaguar- Land Rover facility in Mahwah, NJ. Both JAG and JTC have declined to provide sponsorship support for the AGM due to the financial liability inherent in the sponsorship structure imposed by JCNA. The Empire club from NY State has agreed to be the local sponsor. To date there has been no response from JCNA to the JAG/JTC offer of staffing and on-the-ground support for the AGM. Ray Tahan and Denis Donohue will serve as delegates to the JCNA AGM.



6 Report on the AGM held on January 27, 2019 (continued)

Coventry Cup

The Coventry Cup was awarded to Al Reda for his continuing work keeping all the members informed of club events through his email correspondence.

New Business

Membership

JAG gained four new members in 2018: Tom Paterson, Joe Terracciano, Laura Lee and Emma Zellers.

Coventry Foundation

Gerry Kunkle, representing the Coventry Foundation, spoke to the group. The foundation is looking for Patrons to make a \$50 tax-deductible contribution and Jaguar clubs to make a \$250 contribution. So far 11 clubs have signed on with donations. **JAG membership voted during this AGM to donate \$250 to the Coventry Foundation.** The mission of the Coventry Foundation is the preservation of Jaguar history. The Foundation has received 6 cars for the collection and the support of Moss Motors. They are seeking high net worth individuals to help establish a museum. The foundation is managing Jaguar archives of documents, tools and artifacts and incurs expenses of about \$33,000 per year for its South Carolina rental facility, advertising and insurance. The Coventry Foundation recently made a \$25,000 gift to the Pennsylvania College of Technology in Williamsport, PA. There is a plan to arrange a visit and tour of the school and to see some of the automotive technology being taught on site.

Operating Account for JAG

John Green noted that he is the sole signatory on the Jag operating bank account. In the interest of sound business and back-up, Ray Sharp has agreed to be second signatory on the account.

Membership Roster

Ann Wheeler will review the membership roster and contact any lapsed members to encourage them to rejoin.

Newsletter

Denis Donohue requested members think about contributing articles and photos for the JAG newsletter.

Activities

Picnic

The tentative date for the picnic is May 9th. The Dawn Patrol will confirm the date at their next meeting. Denis Donohue asked if we can have a rally before the picnic instead of a tour. Mark Denesevich volunteered to put together a rally with time and navigation components.

Monthly Breakfasts and Tours

Tours and breakfasts will continue of the first Sunday of each month. There was a suggestion for a Fall tour to the Brew House in the Catskills, NY. An overnight tour suggestion was for Cooperstown, NY. There will be no February monthly breakfast due to the timing of the AGM.

The spring 'Dustoff' is pending the announcement of a date by the JTC.

Adjournment

The meeting was adjourned at 12:45 PM



OUR HISTORY

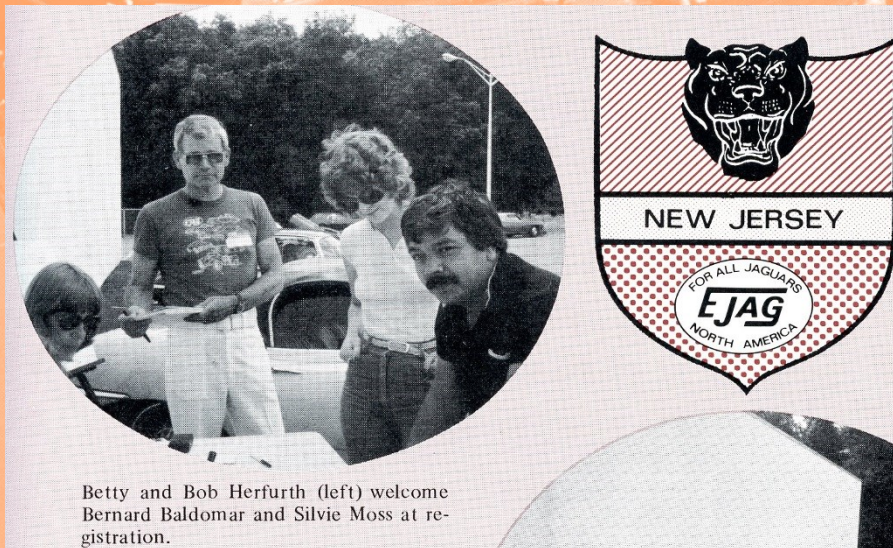
\$1.50
BY: DENIS DONOHUE

The EJAG

FOR ALL ENTHUSIASTS

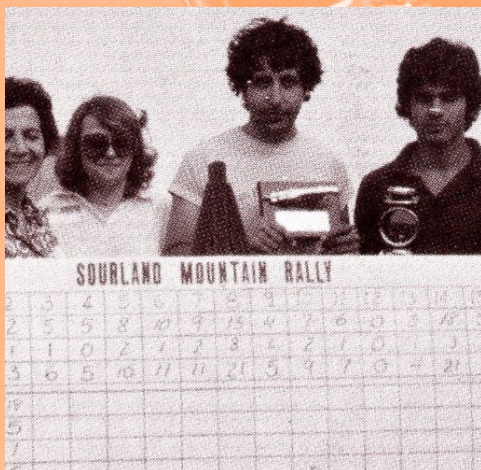
I am not certain of the exact dates but from the early 1970s through at least 1991, there was a Jaguar enthusiast magazine published by "Wolf" and Laurie Toepel in Carlisle, Massachusetts titled "EJAG". Despite the title, the magazine covered all models of Jaguars and was a must-read for any serious Jaguar fan. EJAG was originally promoted as a club with a monthly publication with membership included in the price of your subscription. Local chapters were formed around the country by Regional Coordinators/ subscribers who planned local events with the support of and under the banner of EJAG, with results and photos being published in subsequent issues of the magazine.

The year was 1978 when a couple named Bob and Betty Herfurth, who lived in Neshanic Station, NJ with their young daughters, and were avid Jaguar owners, restorers and enthusiasts, volunteered to coordinate the New Jersey region for EJAG. In July of that year they ran their first event called The Sourland Mountain Road Rally which was a great success.



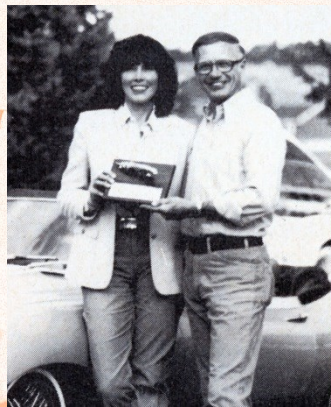
Betty and Bob Herfurth (left) welcome Bernard Baldomar and Silvie Moss at registration.

The winner of the Rally that year, with a perfect score, was none other than our own Ray Tahan, a bit younger and a lot more hair!!!



8 OUR HISTORY

The Herfurths continued their efforts in 1979 with the EJAG sponsored Cushetank Mountain Road Rally. Bolstered by their successes in the first two years, in 1980 they expanded their event with the first Autumn Rally and Show which they held at the Ryland Inn located in Whitehouse Station, NJ, a short distance from their home and again, sponsored by EJAG. This was the first year they combined a fun rally/ tour followed by a popular vote show which became an annual tradition we still carry on today. For 1981, the event was greatly enhanced when it was held for the first time on the grounds of The Stable Ltd. located in a converted barn in a bucolic setting in Peapack/ Gladstone which was graciously offered by owner Tom Rossiter. This provided an added bonus of being able to view all of the exotic cars for sale at The Stable. Tom still operates The Stable in Gladstone and is a long time member in good standing of JAG. The winner of the rally that year was a dapper Jim Louden.



Florie Siemon and Jim Louden took first place in the rally

Sometime between 1981 and 1982, the Toepels decided to end their club program and the subsequent support of local events. I believe the story at the time was that the cost of insurance to cover the events was getting too prohibitive, so from then on, EJAG became just a monthly magazine. Bob and Betty, with the success and popularity of their Autumn Meet, decided that they wanted to continue with the event even without the support of EJAG. To do that, they decided to start a local Jaguar club which would give them the umbrella to sponsor, and obtain the necessary insurance coverage for, the event. So Jaguar Auto Group was formed and held our first event, the J.A.G. Autumn Meet in September of 1982 at The Stable where it would continue to be held until the 90s. As a side note, in my research for this article, I discovered that the motto for the original EJAG club was "The Independent Jaguar Automobile Group". It's a natural extension to conclude that the motto was the influence for Bob and Betty to name their new club "Jaguar Auto Group".

Over the following years, the Herfurths and many other volunteers planned and executed many other events including many outstanding weekend trips to interesting areas within a day's drive. In keeping with their goal of dedicating the club to fun, friendship and using our cars, membership in JCNA was avoided because of their requirement that member clubs annual shows had to be concours events which was not what we were about. As Ray Tahan once wrote "when we found out that duct tape was not an acceptable material in JCNA Concours, we said no thanks". Once JCNA dropped the requirement for Concours events in the late 90s, JAG voted to join and we continue to be members. Over the years, Bob and Betty did the lions share of the work to keep the club running and to plan and conduct all of the events.



9 OUR HISTORY



So now you are probably wondering how I can be so sure of the dates and events. Certainly an old goat like me couldn't remember details like that from so long ago. Well the eagle eyed readers among you already know the answer to that by carefully reading the printing on the photo on the front page of this newsletter. That is a photo of the dash plaque that was given to all attendees at the 1982 meet, and that I kept in the glove box of my Jaguars all these years. Note it describes the 1982 Autumn Meet as the Charter Event of JAG.

I also had subscribed to EJAG magazine from 1978 through 1992 (which I believe is when it ceased publication) and kept all of those issues safely stored away for future reference. By going back and reading through them to research this story, I was able to find detailed articles on the events from 1978 through 1981 which was the final EJAG sponsored event. I could find no coverage of any of our JAG events after that.

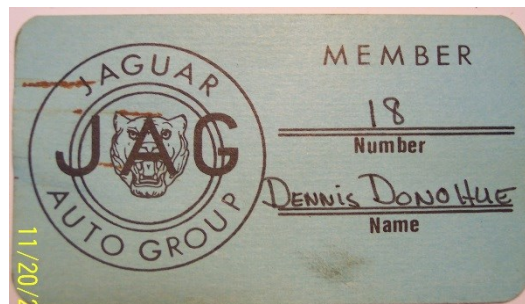


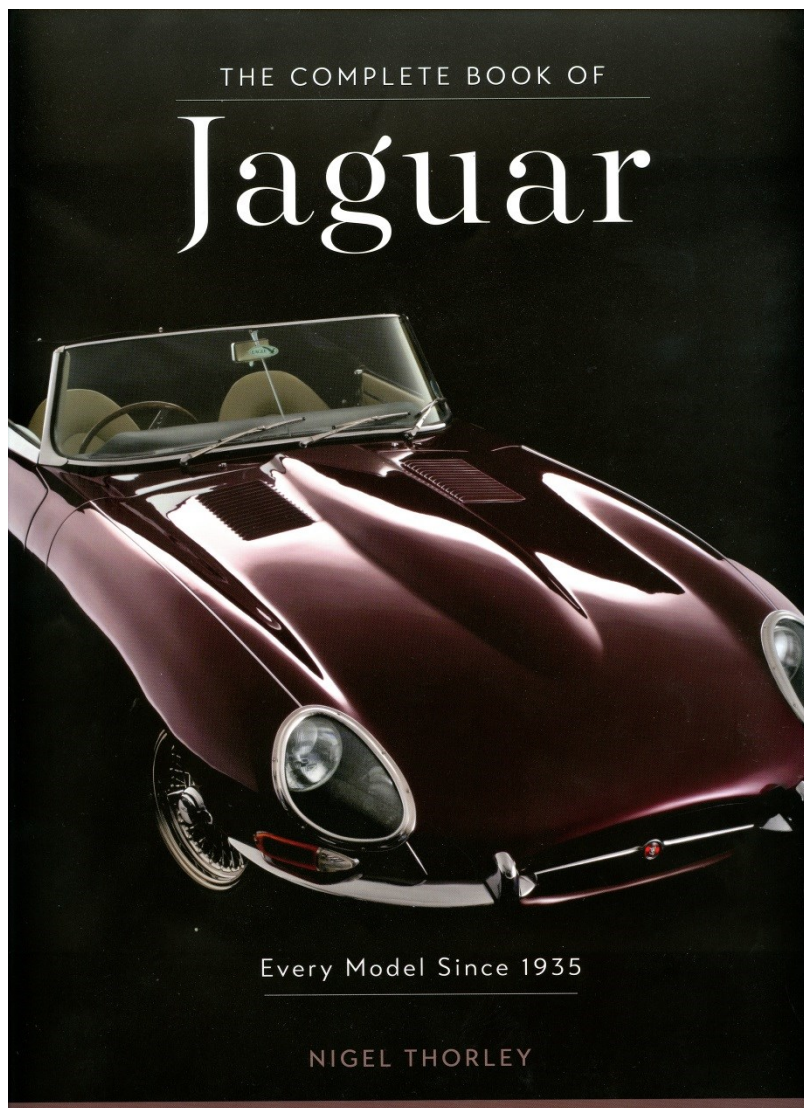
Along with the 1982 plaque, I also found the 1983 plaque that now describes the event as being held at The Stable. In addition to the plaques, I also found our original JAG membership card which shows us to be member number 18 which was probably based on our position in the signup line for the 1982 event.



I hope you have enjoyed this look into the history of our club which has had a long and successful past and continues well positioned for the future. Our club members have always been brought together by our love and appreciation of Jaguar cars but more importantly, it has provided all of us with great fun, interesting adventures and lasting personal friendships and has provided us with a way to escape from the problems of the world.

HAPPY JAGGING





This book has something for every Jaguar owner no matter which models you own. It has sections containing in-depth discussions, history, illustrations, photos and specifications on each model from 1935 to the present Jaguar lineup.

For a change of pace this issue we are going to review a new book on Jaguars by renowned Jaguar expert, Nigel Thorley

IN 1935, WHEN A SMALL ENGLISH motorcycle sidecar company launched a sporting sedan called the SS, it set in motion what would become Britain's most beloved line of high-performance automobiles.

Written by one of the subject's foremost experts, *The Complete Book of Jaguar* covers the SS and every subsequent Jaguar production model right up to today's F-Type sports cars, F-Pace SUVs, and X-Type sedans—eight-plus decades of cars.

Author Nigel Thorley approaches this sprawling subject chronologically, offering narratives discussing the cars and their designs and technologies. More than 300 photos depict the cars inside and out while tables distill key technical and performance specs.

From the XK models that made Jaguar an automotive icon in the bleak postwar years to bar-setting sporting sedans like the Mark 2 and Mark X and the beautiful E-Type sports car, Thorley examines all the classics. Although Jaguar lost its way periodically in the modern era—foibles which Thorley examines and explains—the company has bounded forward with the strong contemporary lineup explored here.

Exhaustive and authoritative, *The Complete Book of Jaguar* is the essential and only guide of its type to this key sport and luxury marque.



11 COFFEE & CRESCENTS



CHAPTER EIGHT GRAND TOURER: XJ-S A Cat of Nine Lives

The XJ-S had a lot going for it, with high hopes of challenging its major rival, the Mercedes SL. Yet mired as it was in the dismal British Leyland era, it fell into near oblivion within a few years. Fortunately, with the support of Jaguar's new boss John Egan, the XJ-S received a new lease on life. Time after time, the model was improved and modernized over an incredible 21-year lifespan to become Jaguar's most successful sporting model of all time

1975: A Major Contrast

The XJ-S derived from the XJ6 when the latter was only about a year old. Utilizing as many common components as possible would keep costs down and accelerate the new model's launch. The established excellent ride from the XJ could be maintained, while providing sporting drivers with more room inside than in the outgoing E-Type.

The XJ's floorpan was shortened 6 inches by moving the rear suspension area and bulkhead forward and stiffening up the frontal areas. The internal structure around the boot was different due to US legislation that required fuel tanks to be repositioned. To accommodate a

single fuel tank over the rear axle and behind the rear bulkhead, a platform was created. Also, to gain sufficient space for a reasonable luggage area, the boot floor was lowered and the spare wheel mounting was upright against the fuel tank.

Aerodynamicist Malcolm Sayer laid down the body design's basic principles with approval from Lyons. Unfortunately, Sayer died before the project was brought to production. Sir William retired, also before launch, but retained "consultancy control" over the final details.

The styling was low set with fewer curves and flatter paneling, presenting a more modern look with better

aerodynamics. The design had a drag coefficient of 0.772 compared to the E-Type's 0.810. One of Sayer's principal features was at the rear, where what became known as the "flying buttresses" swept down from the roof to the rear edge of the wings. The feature added style, high-speed stability, and enhanced structural integrity.

To meet federal requirements the car was equipped with 5-mile-per-hour impact-absorbing bumper bars covered in solid black plastic front and rear. Instead of different bumper treatments for various markets, the aim was to have one type for all.

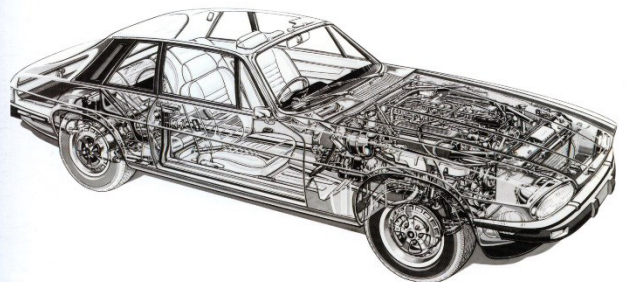
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This is a high quality hard-cover book with 256 pages printed on premium glossy paper. The 256 pages contain 350 high resolution color and black and white photos with the material being presented chronologically. The entries for each year highlight the cars and technology while the specification tables detail the technical and performance specs.

A very thorough and detailed chronological history is provided for each model. Technical details and changes are discussed in depth along with the reasons for the changes and production info.



The XJ-S as it was launched to the world—a culture shock for many Jaguar traditionalists with hardly any chrome, no leaping mascots, and no wood veneer inside the car. And those "flying buttresses" at the rear were highly controversial.



A lot of the structure and mechanics were taken from the XJ12 saloon.

GRAND TOURER: XJ-S /// 139



12 COFFEE & CRESCENTS



The book is published by Motorbooks as an imprint of Quatro Group Publishing. The company is offering us a 50% discount on the \$60.00 list price for club members and free shipping on orders of \$75.00 or more. That's a pretty reasonable price for such a high quality book and I believe it will be a must have whether you have a classic or modern Jaguar.



(ABOVE) The final models, the Celebration 4.0-liter coupe and convertible with diamond turned alloy wheels and fully fitted interiors.

(LEFT) Later interior of the XJ-S with new seating, steering wheel, center console, and controls. These last, exceptionally well-equipped cars were the best models produced.

SPECIFICATIONS

MODEL	5.3-liter XJ-S	5.3-liter XJ-S HE	3.6-liter XJ-S	5.3-liter XJ-S	4.0-liter XJ-S
ENGINE SIZE	5,343cc	5,343cc	3,590cc	5,343cc	3,980cc
CARBURETION	Fuel Injection	Fuel Injection	Fuel Injection	Fuel Injection	Fuel Injection
MAXIMUM BHP	285@5,500	295@5,000	225@5,300	290@5,750	223@4,750
MAXIMUM TORQUE	294@3,500	318@3,500	240@4,000	309@3,150	277@3,650
GEARBOX	4-speed	n/a	5-speed	n/a	5-speed
AUTOMATIC	3-speed	3-speed	4-speed	3-speed	4-speed
O TO 60 MPH	7.5 sec.	7.5 sec.	7.8 sec.	7.5 sec.	8.7 sec.
STANDING ¼ MILE	15.7 sec.	15.6 sec.	16 sec.	15 sec.	16.7 sec.
TOP SPEED	142 mph	153 mph	134 mph	153 mph	136 mph
AVERAGE FUEL CONSUMPTION	14 mpg	16 mpg	18 mpg	17 mpg	18.5 mpg

MODEL	6.0-liter XJ-S
ENGINE SIZE	5,994cc
CARBURETION	Fuel Injection
MAXIMUM BHP	308@5,350
MAXIMUM TORQUE	355@2,850
GEARBOX	n/a
AUTOMATIC	4-speed
O TO 60 MPH	8 sec.
STANDING ¼ MILE	16.3 sec.
TOP SPEED	150 mph
AVERAGE FUEL CONSUMPTION	15 mpg

MODEL	5.3-liter XJ-S	5.3-liter XJ-S HE	3.6-liter XJ-S	5.3-liter XJ-S	4.0-liter XJ-S
ENGINE SIZE	5,343cc	5,343cc	3,590cc	5,343cc	3,980cc
CARBURETION	Fuel Injection	Fuel Injection	Fuel Injection	Fuel Injection	Fuel Injection
MAXIMUM BHP	285@5,500	295@5,000	225@5,300	290@5,750	223@4,750
MAXIMUM TORQUE	294@3,500	318@3,500	240@4,000	309@3,150	277@3,650
GEARBOX	4-speed	n/a	5-speed	n/a	5-speed
AUTOMATIC	3-speed	3-speed	4-speed	3-speed	4-speed
O TO 60 MPH	7.5 sec.	7.5 sec.	7.8 sec.	7.5 sec.	8.7 sec.
STANDING ¼ MILE	15.7 sec.	15.6 sec.	16 sec.	15 sec.	16.7 sec.
TOP SPEED	142 mph	153 mph	134 mph	153 mph	136 mph
AVERAGE FUEL CONSUMPTION	14 mpg	16 mpg	18 mpg	17 mpg	18.5 mpg

Note: I will have a copy available to pass around at our AGM get together next month so you can see it for yourself.



13 Jag/ JTC Spring Dustoff

Our April event was the Spring Dust off which was a joint event between JTC and JAG and was arranged by Paul Maletsky. It was held at the Hearth & Tap Co. restaurant in Montvale which is owned by Fintan Seeley who also is the owner of a beautiful MK2 Jaguar.



It was a perfect spring day and Jeremy led a group on a fun drive to the restaurant.



Excellent attendance and a great mix of Jaguars which included Fintan's outstanding MK2, made for a fun car show in the parking lot.



We even had a british "Bobby" to keep any unruly Jagophiles under control.



14 Jag/ JTC Spring Dustoff



Fintan and his wife Kelly, who manages the restaurant, were very gracious hosts. They provided a special breakfast menu for our group along with very attentive service. As a surprise bonus, they raffled off a gift basket from Big Eds Car Wash in Fairlawn, NJ. We were fortunate to take it home when Pat was holding the winning ticket. After the event, Jeremy led a road trip to the Alpine Lookout on the Palisades



15 2019 JAG/ JTC Picnic



16 Monthly breakfasts

Our monthly breakfasts continue to enjoy good attendance and with 12 gatherings a year they provide everyone an opportunity to attend at least some months. It also helps that Jeremy has continued to find interesting new venues to explore.



We started the year off in January at Pavinci's Italian Grille on Lake Hopatcong. They have the largest Brunch spread of all the places we go and the food is excellent.



The bonus at Pavinci's is the great views of the lake from our tables. The snow on the lake made the scenery even more festive.



March found us back at our old haunt, The Rockaway River Barn where the spread is always great



17 Monthly breakfasts



June was back to Pavinci's Grille which has become a favorite.

Later in June was a road trip to the Walpack Inn with a stop after at a local winery.



While in July we had a return trip to the Gladstone Market.



18 Monthly breakfasts



For August we had a new venue, The Barrow House in Clifton where we were seated in The Barn Room which was a really interesting environment with high ceilings, hanging plants and old fashioned chain driven ceiling fans...and the food was excellent.



For September a group of us met in Wharton for a fun tour to The Windlass on Lake Hopatcong. It was a perfect day with great scenery including our own car show in the parking lot



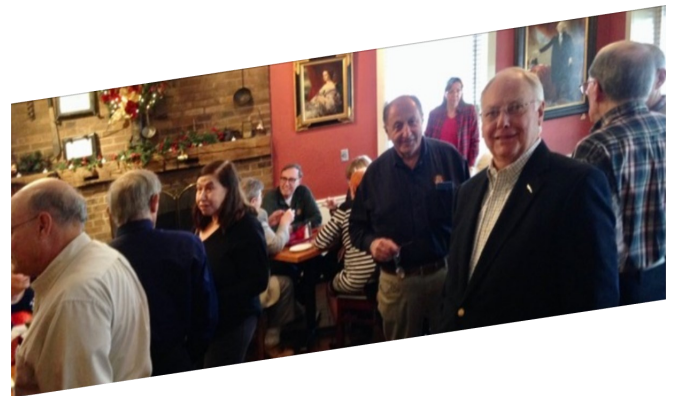
While November had us back at the Clover Leaf Tavern in Caldwell. They probably tie with Pavinci's for the best Brunch spread.



19 Monthly breakfasts



For our December Christmas brunch we chose The Publick House in Chester. This historic Inn was a great venue to wrap up the years' events.



Kudos go to Joan and Jeremy Dale for all their hard work in arranging all the interesting and varied venues we visited during the year.



20 JAG South report

For those of you that are not aware, over the past few years, 4 long time JAG families retired to the same Florida neighborhood in Tequesta FL. We now unofficially call them JAG South. Here is a current report from JAG South spokesman, Paul Delatush. *ED.*

Greetings from JAG South

Hope all of you are doing well and are healthy



Jim and Lynda Louden with Maggie, Steve and Alisa Weinstein, Paul and Marianne Delatush, Art and Geri Steinberg.
P.S. Come on down... The golf is great.





ANNUAL GENERAL MEETING

January 26 2020

10:30AM

Potbelly's Riverside Cafe

26 E Main Street

Rockaway, NJ 07886



JAGUAR AUTO GROUP

New Membership & Renewal Application
Affiliated with Jaguar Clubs of North America JCNA

Name(s): _____ Tel: _____

Address: _____ Fax: _____

City, State, Zip: _____

E Mail Address: _____

What activities would interest you most? _____

Where did you hear about Jaguar Auto Group? _____

Jaguar's owned: _____

Other British Marques: _____

JCNA Membership Number Through JAG: _____

Dues are \$50. (\$30. JCNA \$20. JAG) Includes Bi-Monthly Jaguar Journal Magazine and JCNA Membership. THERE IS NO PRO-RATING OF JCNA MEMBERSHIP.

Make check payable to JAGUAR AUTO GROUP and mail to:

**John Green, 73 Inwood Avenue, Upper Montclair, N.J. 07043
973-783-7499**

**If you are a current JCNA Member through another club YOUR JAG DUES ARE \$20.
If so include your current JCNA Membership # _____.**

**New Members joining after July 1st pay \$40 (\$30 JCNA and \$10 JAG)
for the remaining JCNA membership and Journal issues.**

(Rev. 12/17 AR)

