



JOC LA Jag TALES



Jaguar Owners Club, Los Angeles | lajagclub.com | 909.772.1075

Summer 2019

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- Nick Berger's E-Type
- Planes of Fame Rally
- Annual Summer Gathering



PLANES OF FAME RALLY

A Word from The Editor:



factory exhibit piece. So, as the old commercial used to go...is it real or is it Memorex? Well, maybe one of the XK experts out there is willing to venture a guess as to whether or not it came from the Factory or someone's labor of love.

Members,

I'm pleased to submit to you our second, quarterly edition for Summer 2019. Between the updated format and the quarterly publication, there is a lot happening behind the scenes. The new design and an online only publication mean that there is space for more material and photos of your favorite Jaguar. We are always looking for contributions in the form of articles and photos, so please do not hesitate to send me your submission. We would love more coverage of the contemporary Jaguars which have become our "daily" drivers and are wonderful from a performance and design perspective.

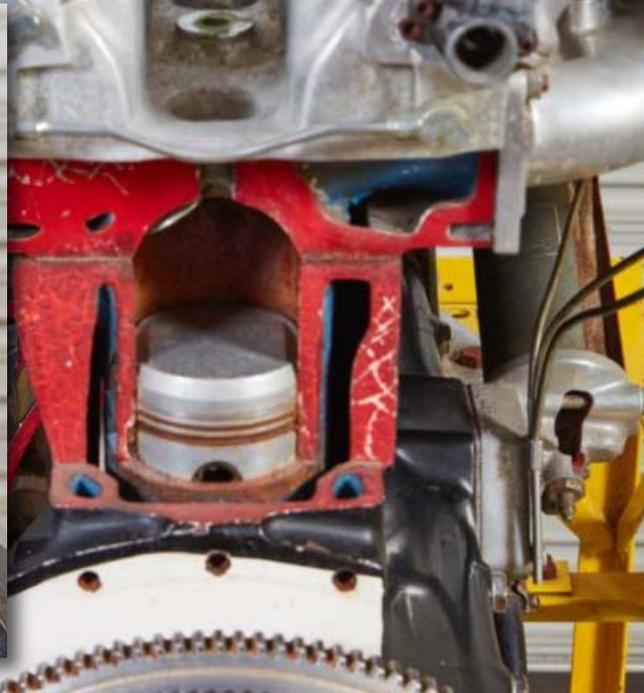
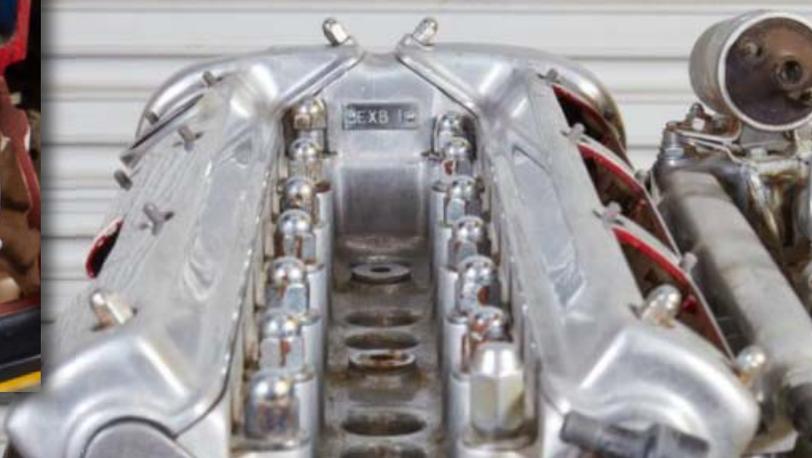
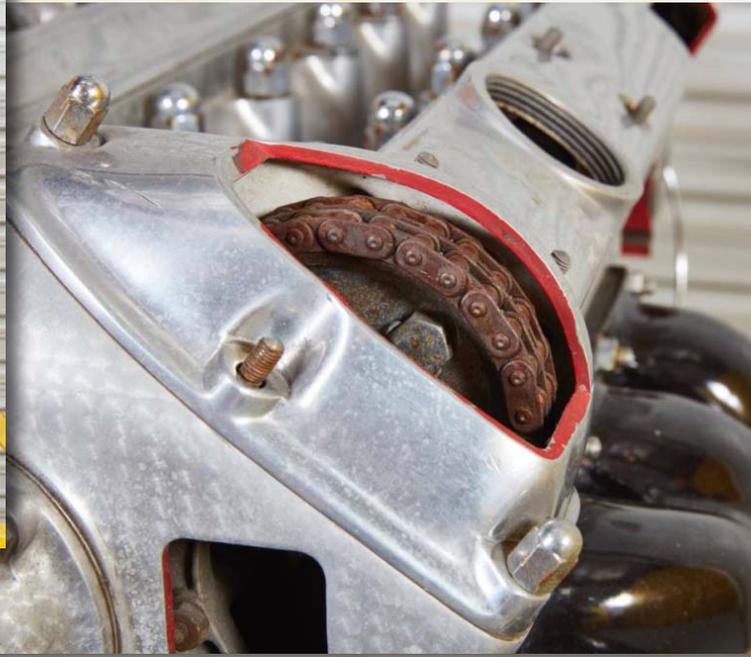
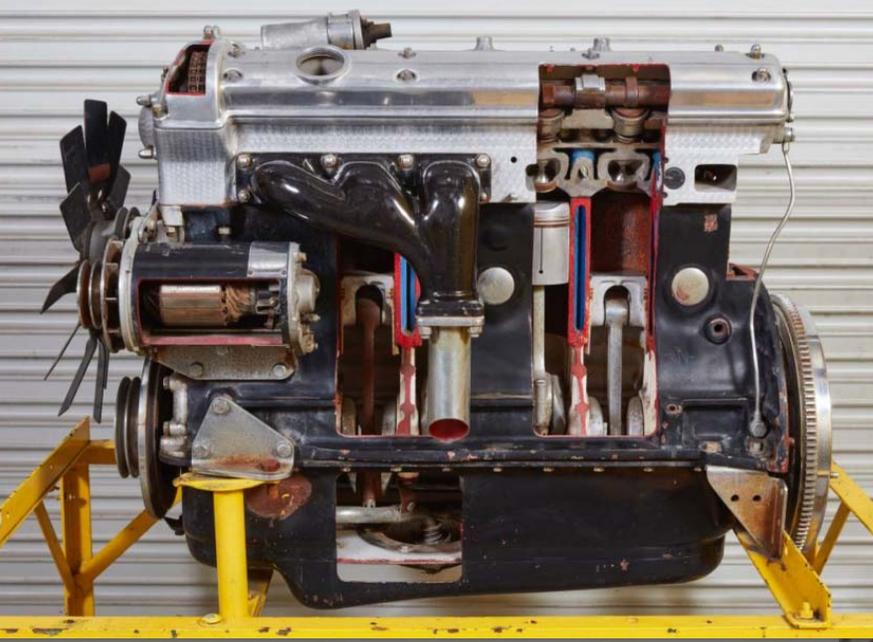
Special thanks for Mark Mayuga who seems to have limitless energy when it comes to making the Club better. As always, we are

a work in progress and open to your feedback, so do drop me a note with your thoughts on the Tales.

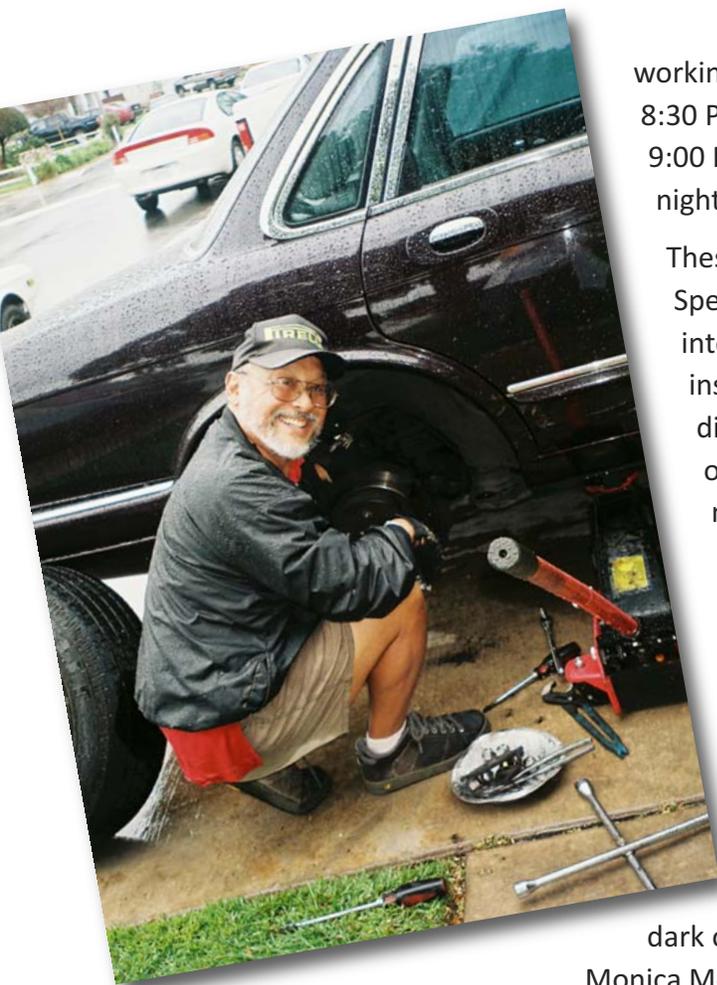
I found an interesting item on CL, a cut-away 3.4L Jaguar XK engine and the photos follow. This is an exhibit engine as you would have seen at a period car show. All manufacturers have a history preparing engines in cut-away form to showcase their latest technological advances. In many cases, these engines were actually turned manually or by a small motor so that the inner workings could be seen in action.

This particular example may be over 60 years old but there's not a lot of supporting documentation that comes with the engine and I can't find anything on the internet. It needs to be restored also as it is frozen solid, but worth the endeavor of a "rebuild" if it was a





PresidentsMuse...



Drivers Wanted! When I joined the JOC in 1969 I was driving a XK-150S roadster back and forth to work, Long Beach to Westwood every day on the newly completed I-405 Freeway. On the weekends it was wash and shine and find a local RALLY to participate in. In Santa Monica there was the FRIDAY NIGHTERS rally club. We would meet in the SEARS parking lot about 7:30 PM in the evening, everyone would be checking their headlights and fluids, putting new "D cell" batteries in flashlights or making sure their Q Beam was

working. Drivers meeting at 8:30 PM and first car out at 9:00 PM sharp, finish at mid-night.

These were Time Distance Speed rallies that were very intense because the instructions were directional and distance only, no street names were provided. Instructions were in miles, tenths of miles, east or west, sometimes north, you had to have a sense of direction, a compass was standard equipment. All this was done in the

dark of night in the Santa Monica Mountains, Hollywood Hills, or out by Thousand Oaks. Before these areas were developed like they are today. We had other starting points too, Pasadena, Pomona, Corona, and West Covina. These were rallies that traveled through the San Gabriel Mountains, San Bernardino Forest, or even out to Victorville and back to Palmdale and finish in Pasadena or Hollywood. They always started at 9:00 in the evening and would finish well after midnight, sometimes 6:00 AM depending.

We had rallies that went to Ensenada Mexico that were over 350+ miles long starting at mid-night and finishing sometime in the early morning. We also did Monte Carlo style rallies which were staged races. You had to travel from point A to B in a certain time and distance, usually you drove flat out and then waited at a stand-off point so you could zero the check point. Many times, the check point was blind, and you had to give it your best guess on arriving on the specific time, fun stuff!

The point of all this is that our Jaguar Club use to be a driving and rally club and we are trying to bring that back. Our modern cars are better suited for rallies more than ever and they were made for driving. So, lets dust off the car covers, fill the tank, and let's get back to driving and having fun!

Mark



JOCLA Rally to Planes of Fame Museum and Wood Ranch Grill - Anaheim Results



PLANES OF FAME
AIR MUSEUM

At 9:30am on a cloudy Saturday June 15th, sixteen Jaguars, one Aston Martin and one Land Rover Discovery Sport rolled off the starting line on a 51.1 mile rally to the Wood Ranch Grill in Anaheim Hills with a one hour mandatory stop at the Planes of Fame Museum located at the Chino Airport. The Rallyers (and scenic drivers) followed a route that snaked through Carbon Canyon, various streets, interstates, highways and byways ending up at the Wood Ranch Grill some 155 minutes later – at least they were supposed to arrive at that point. All of the teams enjoyed a one hour hiatus at the Planes of Fame where they got a chance to view a large collection of Warbirds dating back to the mid 1930's through the mid 1970's.

Although there were 18 drivers and cars on the route including E-Types, both OTS's and Coupes, a Mark VII, an S-Type, an Aston Martin, a Land Rover, an XJ sedan and several XKR's; only seven score sheets were handed in to the rally steward. The results were as follows. We had a tie for 1st, 3rd, and 7th places. Tied for first were the Teams of the Friels (that's two firsts for the Friel team in 2019) and the Waite team. Tied for third were the teams of Evans and Kirby.



These teams were followed by the Boradbent, Sorensen and Wittington teams. The Waite team came in at 94 minutes driving time one minute off the par of 95 minutes. The Evans team finished within .1 mile of the allotted distance and the Waite team finished within .33 mph of the standard speed.

The other eleven drivers/teams enjoyed the scenery and roads along the way they elected not to turn in their score sheets and just enjoyed the drive and comradery enjoyed by all. We hope to see all of those who took part in this rally on **July 27th at Rally de Palos Verdes Y San Pedro**, Ole! As well as lots of other members of JOCLA.







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The Semi-Annual Great Event

CalClubsReUnion'19

Back in the Good Olde Days the California Jaguar Clubs would get together every other year between Western States events. Sequoia, Tahoe, Carmel, Cambria were popular meeting sites. Two years ago, the San Francisco and Los Angeles Jag Clubs revived and reinvigorated the event at the Sequoia National Park. It was a terrific event, lots of fun, great driving roads, and good fellowship. We are planning another get-together this year in MORRO BAY on the Central Coast. **Join us! Mark Mayuga, President JOCLA and Southwest Regional Director**

MORRO BAY, Calif., Sept.19-22

Best Western, San Marcos Inn

The **San Marcos Inn** on the waterfront. **RESERVATIONS: (805) 772-2248, mention "Jaguar Club"**

"SLO" Farmers Market- Thursday, 19

San Luis Obispo FARMERS MARKET, Fresh Produce, Santa Maria Style BBQ, Arts and Crafts, live music, mimes, a family event, antiques, funky stuff, great fun! **Cocktail party and Jaguar Coral.**

HEARST CASTLE TOURS-Friday, 20

The **HEARST CASTLE** is famous for its faux European architecture, extensive gardens, dramatic views, and European Antiques, all collected by William Randolph Hearst. The State of California now manages the estate and restoration is an ongoing effort. The CASTLE was the playground of the Rich and Famous, even infamous, tours are a step back in time and fascinating with knowledgeable docents. This is a BUCKET LIST event.

"DOCKSIDE" Friday Reception/Dinner on Morro Bay

PASO ROBLES Rally/Scenic Tour-Saturday, 21

Lunch POZO SALOON BBQ/Vineyard WineTastings

"Window on the Water" Farewell Saturday Dinner on Morro Bay

Event Information/Planning: All events are Dutch Treat

Registration Required: Mark Mayuga, markmayuga@verizon.net, (909) 772-1075 cell



JOC Annual Concours at the Muckenthaler Museum

by Charlie Hallums



May 19, 2019 dawned dark, dreary and wet on the participants arriving to the Muckenthaler Museum which was the sire of the JOC Annual Concours.

Nevertheless, many braved the weather and arrived at the concours field swearing at the elements which destroyed all their weeks of preparing and priming their vehicles.

The Muckenthaler Car Show who hosts the JOC Concours lost around 30% of their field and foot traffic was low. The JOC lost thirteen of our thirty six entrants due to weather and/or mechanical issues.

However we took the weather in stride and proceded with our Concours.

Twenty three Jaguars were judged in Champion, Driven Preservation and Special Class. There were also four Jaguars on display.

The Inland Empire and San Diego Jaguar Clubs were also represented.

Even with the poor weather we had four cars in Champion class score 100.0 points.



The day ended with many attending a early dinner at the Old Sail Ship English Pub in downtown Fullerton.

If you arrive at the establishment driving a Jaguar they will honor you with a free pint of ale. That pint was mighty tasty!

Thank you for those who competed and attended. Onward to the next Jaguar Concours in San Diego on July 13, 2019!



JOC Annual Concours at the Muckenthaler Museum *(continued)*

THE RESULTS

Driven Class

D1/PRE	Tom Meinhold	JOCLA	1959 XK150	9.982	1st place
D2/E1	Vladimer Lang	JOCLA	1967 E-Type	9.996	1st place
D3/E2	Mark Mayuga	JOCLA	1969 E-Type	9.990	1st place
D4/E3	Dominic & Audrey Valvano	JOCLA	1973 E-Type	9.764	1st place
D5/SLS	Dave Weisbert	JOCLA	1962 Mark	9.270	1st place
D11/XK	Jim & Betty Friel	JOCLA	2007 XKR	9.997	1st place
D11/XK	Ben Washington	JOCLA	2011 XK	9.983	2nd place
D14/FJ	Gene Cohen	JOCLA	2016 XFS	9.996	1st place

Special Class

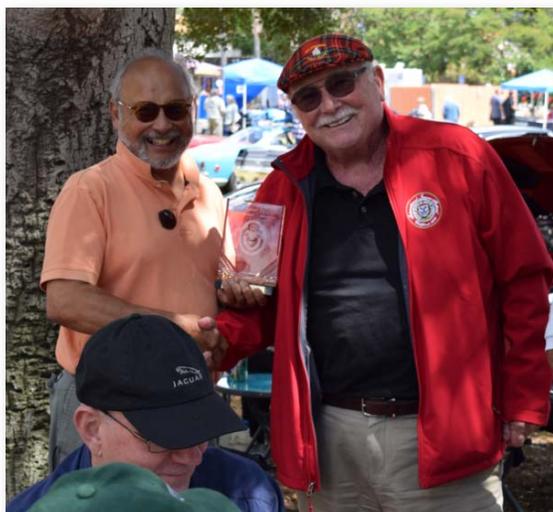
S2/MOD	Steve Kirby	JOCLA	1958 XK150	9.995	1st place
S2/MOD	Nick Berger	JOCLA	1968 E-Type	9.993	2nd place

Champion Class

C2/120	Craig Turner	JOCLA	1950 XK120	99.78	1st place
C8/SLS	Robert Baumhefner	JOCLA	1960 Mark 2	99.60	1st place
C9/XJ	Paul & Debby Novak	SDJC	1990 XJ12 VDP	100.00	1st place
C9/XJ	Mike Zavos	IEJC	1972 XJ6	99.93	2nd place
C11/JS	Charlie Hallums	JOCLA	2003 XJ Sport	100.00	1st place
C11/JS	Pat Harrington	JOCLA	2005 XJR	100.00	1st place
C11/JS	Eric Gruver	JOCLA	2008 XJ8	100.00	1st place
C13/JS	Mike Zavos	IEJC	1995 XJS	99.99	1st place
C13/JS	Brian Ellis	JOCLA	1996 XJS	99.94	2nd place
C15/XK	Mark Hodges	SDJC	2014 XKR	99.98	1st place
C18/Preservation	Charles Anton	JOCLA	1992 XJS	98.54	1st place
C20/F	Chuck Leuthen		2016 F-Type	99.96	1st place

Display Only

Elena Browdy 2001 XKR Coupe Mistreal Blue
 Ralph Gidwitz 2013 XKR Convertible Silver
 Patrick Harrington 1964 E-Type FHC Red
 Paul Novak 1984 XJ6 Antelope



Do You Remember Your First Trophy Win?

by Charles Anton



Good day to all and thanks for those who brought their cars out despite the weather. Vehicle attendance only saw a few vehicles decrease from last year. First off, the lighting was not to my favor this year. Oh well, that's the way it goes sometimes. No blurry shots though. Can't stand those.

This year could have been a total washout, but I just saw everyone having a blast like the sun was shining all day. I wiped my XJS off 6 times. Some folks did this even more than I did. It was raining when I got there and it rained most of the time through 11 or so. The blue tape didn't come off until just before 10. Mark and I shared some good humor about the painters' tape. He laughed that great laugh as I endured jokes like, "Aww...That's a POS." Hahaha! Mark is such a funny guy. Give the SNL cast of '76 a run for their money. But hey...he even helped me score a few cleanliness points by wiping my car off! See the photo! Then we went over to Gene and joked about him holding about "50 yellow diapers!" Yessiree....It was jokes the whole morning with a bit of KJZZ 88.1 coming from that radio with the cassette in the background.

About 3 weeks before I put my (Melody and me) 1992 XJS COUPE (can you fix the roster entry Mark,

hehe), I did not know that Preservation cars had to be judged as Champion. This did not give me a whole lot of time to get this car together. However, the term "Preservation" is important to me because a car is only original ONE TIME, that's it. Nut and bolt restos are great and the final product is stunning. On the flipside, if anyone is lucky to get a decent Jag that has not been touched in major ways, the patina has its own story. So that's why I decided to roll the dice and go with it. Whatever the score, that's what it is. The final result is at the end.

Do you believe in karma? Well....I judged 3 cars in the same class. Mark was on my team. He has judged many more cars than I have. So, I asked him a couple of questions about this and that and he replied to my satisfaction. I swear our team could not find anything wrong with any car. I can get really picky since I evaluate vehicle damage as my primary job. Trust me, I was looking for a deduction but could not find one. The result was three perfect cars.

While I waited for the judging team to finish up with my car, Steve K., one of the judges, said he knew "a great mobile body guy that could take care of that." Trust me, I knew this car was not perfect, but it's as close to original as I could get it, right down to the black valve stem caps. Mike Zavos also told me about a cleaning tool that I did not know existed to get down deep into a V12 engine compartment. I did the best I could with a toothbrush and whole lot of Simple Green. Then awards ceremony commenced and, go figure, our car was the only one in its class. I knew that, but the score had to be related to that "karma" I was talking about earlier. It was higher than I expected. Our first "in class win". What a rush. What a great bunch of people to hang out with for the day. I worked my tail off getting this car ready. I work a lot of hours during the week and just did my best once I found out about having to go Champion for preservation class. However, Karma just might be in play here. Now I have a whole year to really get my merde together. I wonder if anyone else out there can remember their first "In Class Win"? Let's hear it!



LETTERS to the Editor...

Hi Kevin

Black roadster has been painted and is on wheels but I put it on hold.

Coupe has been completely restored mechanically and is now in for paint, which hopefully will be finished in September. It turned out to be a very clean -straight body . Not much metal work. Going back to original color-opalescent silver blue. See attached photo.

I'm using RNJ Paint and Body in Northridge. They did the paint on my roadster and it looks pretty amazing. Hopefully, the coupe will as well. Painters are a difficult lot apparently. I went through three before the roadster was finished .

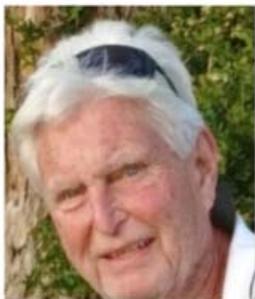
Patrick



Chuck Keas and Gene Cohen in Woodland Hills for Lunch and Parking Lot Slalom XFS vs F-Type



Tunnell, Timothy



Tim Tunnell, 83, of Laguna Beach, CA, passed away on 04/12/19 from a stroke. He born in Tampa, FL and grew up in Newport Beach & Costa Mesa. He was an avid swimmer, sailor, and lifeguard. He joined the US Navy in 1955. He loved to dance and enjoyed Music in the Park at Bluebird Canyon in Laguna. He also danced at the Press Box west coast swing club in Westminster, CA with his sister Shelby. He enjoyed the Jaguar clubs in LA and San Diego and participated with many car shows. He worked for John Hancock for over 30 years and loved retirement. His big smile and great attitude will be missed by his family and neighbors. His wife Patricia predeceased in 2016. He is survived by 5 children, 3 grandchildren, and 2 great grandchildren. Services pending.



Nick Berger's E-Type

“Adding His Personality to a Classic”



Kevin

The E-type is done and the launch party was last month. Lots of photos are attached. Not sure if you know this, but I am the original owner of the car.

My Jag and Avanti go together besides the fact that Raymond Lowey used the E-type as inspiration for the Avanti. Here is my story on both my Jag and the Avanti.

I was a sheet-metal apprentice at the Brooklyn Naval shipyard so when they in 1965 closed, they offered me a job at the Long Beach Naval shipyard which I took. Two years later I bought the house that I still live in. Meantime my ex-wife started saving to buy my E-type. I wrote a check put it in the salesman's hand and spent the next hour negotiating for that price.

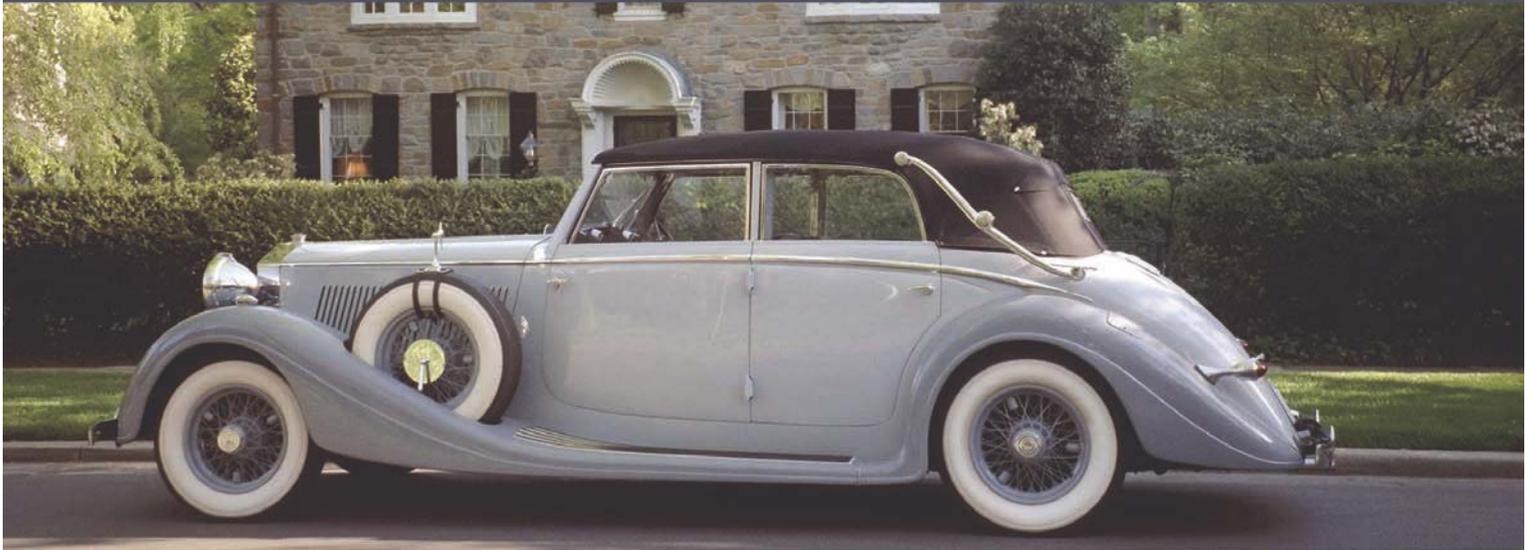
After I bought it, I called AAA for a quote. Back then, they would send an agent to your house to check out the car. When he saw my Jag he told me that AAA would not insure that car unless I had a FAMILY car. I told him the jag was 2 seats husband and wife! He said I had to have a 4 seater car. I then bought my Avanti from the original owner. When I got home I called him to tell him that I had a family car now. He came out saw the Avanti and started laughing, "I thought you said you bought a family car!" He then told me it was worse now as they would not even insure the Avanti. So, I got Allstate and kept it there until went to Hagerty.

Nick



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NUTS & BOLTS:

Through the years of use, our Jaguars develop a patina that starts to define our cars as used. There are many products that promise to restore, maintain, and rejuvenate various items on your car that have shown signs of aging or deterioration. I can tell you from my own experience there's nothing better than ongoing maintenance on your car's bits and pieces.

Older Jags have real **chrome plated parts**. That means that copper, nickel, and finally chrome, coats those original bumpers and trim bits around the windows and doors. Maintaining chrome is a fulltime commitment, especially with all the stuff in the air. And this is more difficult if you live near the ocean like I do. The best maintenance for real chrome is waxing it with car wax. You use chrome cleaner to remove the rust and oxidation (NAVAL JELLY), stains and tarnish but you use car wax to seal the surface from the pollution in the air. Modern Jaguars, from 1981 to present, use stainless steel in place of chromed steel parts. Stainless steel is much easier to maintain, just wash it off with soap and water and wax it with car wax. There are cleaner/polishes for stainless available, but if you wash your car regularly the surface should perform as designed, bright and smooth.



The **paint** on your Jaguar is the next area to give your undivided attention. Old Jaguars were painted with one stage enamels. This paint was adequate for the time and technology available. Waxing was the only way to protect the finish from rust, UV ray oxidation, bird droppings, tree sap, and smog. It was work keeping that paint looking great! Paint jobs in a few years was common. Enter

the new chemical technologies, two stage paint systems started to appear in the mid-80's. Two stage is when the first stage is the colour coat and the second stage is the clear coat. There were first generations of this method in which the primer/colour base coat was water based and the clear coat was synthetic based. They didn't work out too well, the oil and water issue, both materials





handled heat and weathering differently and so you get the clear separating from the colour coat. You've seen the cars where the paint looks like its turning white or peeling off the surface of the car. Early XJ6's/XJS had this issue, you would see small crazing or white oxidation appearing. Solution, you must repaint your car, this includes taking the water-based primer off too. Today's two stage systems are light years ahead of that old technology. Today's cars clear coats are UV resistant, compatible with primer and base coats and they are multi-layered, they perform much better. Just keep them clean and an occasional clay cleaning and hand wax application, touch-up with Instant Detailer once a quarter.

Interior surfaces on our Jags varies from varnished wood, wool carpeting, leather touch surfaces, and plastic vents and knobs. For

the older Jags, the leather was finished very differently from today's processes. The leather was vat dyed, color added to the entire leather skin, this process removed a lot of the natural oils from the leather and required weekly if not monthly liberal applications of oil replenishing solutions, i.e. HIDE FOOD which is lanolin, so to find any Jaguar with leather in good shape is quite rare indeed. Today, leather is dyed with a topical colour solution, vinyl based and considerably more durable in use. The leather still has much of its natural oils and last a lot longer. Keeping the leather clean can be as simple as a damp cloth with mild facial soap to clean or just plain water. There are solutions out there to use for tough dirt stains, but be gentle when you use these solutions, especially making sure the surface is cool and pliable. Strong detergents can break down

the vinyl coating which will allow dirt to become embedded into the leather. Think of it this way, your leather seats should be treated the same way you treat your face or your skin, use soap but be gentle. The older Jags used varnish on the wood trim pieces without UV and so the varnish would crack and become brittle, removing and refinishing was mandatory and expensive. Today the wood trim is coated in UV resistant polyurethane coatings and require basic maintenance and seldom go bad.

If anyone has any recommendations or questions about maintaining your car just drop me a EMAIL (markmayuga@verizon.net) and I can provide you with a recommendation or answer your questions. Cheers, Mark M



JULY 21 Sat., Annual JOCLA

**“SUMMER
GATHERING”**

Well gang, it's time for the Annual Club Summer Gathering and this year it's going to be a combination of car show, Rally/Scenic Tour/and Luncheon. We gather at the **ALL BRITISH CARS and COFFEE** event at **Golden Cove Shopping Center**, a TDS RALLY or Scenic Tour of Palos Verdes, finishing at the Whale & Ale British Pub in San Pedro.

Golden Cove Cars&Coffee

Golden Cove is located at the intersection of Palos Verdes Drive South and Hawthorne Blvd. on the Palos Verdes Peninsula. Event starts at 9:00-11:00AM **Sunday July 21th**

TDS Rally/Tour of Palos Verdes

If you haven't ever toured the Palos Verdes Peninsula, here's your chance. Ocean views, beautiful gardens and estates, twisty roads, and fresh sea air! Your choice of a Time Distance Speed Rally or relax and do the Scenic Tour,

Luncheon at “Whale & Ale” San Pedro

Well, it seems like this British Pub has become a watering hole for the Club. This is the end of the Rally/Tour. The Club will pay for half your food bill, you pay the other half, drinks are on you. Menu: Fish 'n Chips, Prime Rib Sandwich Dip, Shepard's Pie, Pasta and a killer salad.

Reservations are Required: ralphg@mindspring.com, markmayuga@verizon.net



Keeping it Clean! Inside your Car

Keeping your Jaguar looking showroom bright is a straightforward process, "Do it Yourself" car wash, professional detailer, automatic carwash, and the traditional car while you wait. Today, you even have crews that will come to home or business and give your car a complete wash and spa day. Well, don't forget to keep your engine and other mechanical bits just as clean. I'm talking about your engine, transmission, brakes, and air conditioning systems.

These important parts of your car need your undivided attention as much as your paint and leather interiors. Today's car manufacturers have designed cars that will give longer service intervals and extended mileage service warranties. Those services eventually expire and it's up to you to maintain your car to the highest standards. Don't wait until something breaks or starts to leak. I still change my oil and filter every 3,000 miles to keep those piston rings and bearings as good as new. Extended oil changes were the downfall of the early Jaguar V8 engines, the oil acid buildup attacked the plastic timing chain

tensioners and boom, when they let go, new engine. 5,000 miles is the absolute maximum I would allow on any oil despite what the manual says.

"Stop and Go" driving is killer, moisture in oil creates acids in your oil, short trips to the market never really gets your oil and exhaust



system hot enough to burn away that moisture, result, sludge that builds up on the piston rings, oil passages, and engine sump, rusted out exhaust systems. The fuels today are much cleaner and burn more efficiently. No more lead in the gasoline so no valve jobs every 30,000 miles or spark plug changes. Keeping the fuel injection system is imperative to long life and fuel economy and top performance. Most quality gasoline

is rated TOP TIER, this means that the gas contains solvents that keep your fuel injectors clean at the spray nozzle, BUT they also are exposed to carbon from the combustion cycle and can and do get dirty. Solution use a quality fuel injection additive like TECHRON, SEA FOAM, LIQUID MOLY, or LUCAS

FI cleaner once a month. If you do a lot of slow commuter driving, I would recommend twice a month.

Oil thickeners are ok if you have 100,000 plus miles and you notice oil consumption, some work like LUCAS OIL CONDITIONER, but again, keeping your oil very clean will delay piston ring wear and keep your bearings and seals fresh and

working properly. Most Automatic Transmissions today are sealed for life, don't you believe it, they have synthetic oil in them, and it also oxidizes like any oil and becomes dirty, change your oil every 50,000 miles. If you still have a traditional transmission that uses DEXTRON or MERCON Transmission oil, I recommend a change every 30,000 miles or sooner if you do stop and go. Also make sure the trans cooler lines are kept fresh, they become



Keeping it Clean! Inside your Car (continued)

hard from heat and chemical reaction. I use TRANS X in my older transmissions, keeps the seals soft. I had transmission in my XJ6 that lasted 255,000 miles when it finally decided it had enough.

Change your brake fluid every 50,000 miles with DOT 4 Synthetic Brake Fluid. Make sure you flush the system to get rid of the moisture that accumulates from use, cold to hot to cold, this cycle creates a chemical reaction and your brake fluid attacks your piston seals, not good, leaking calipers,

expensive fix. Check your AC system before summer, the R 134 systems run at a much higher pressure and "O" rings can start to leak, check your system once a year, look for oily residue around the AC hose connections, that indicates the AC hoses or "O" rings need changing. Also, check your AC belt it gets a lot use in California. The Jaguar V8 and V6 engines use a serpentine belt to run the AC, Alternator, Power Steering Pump, Air Pump, and Water Pump, usually that belt will last 100,000 miles with normal driving, if you do a lot

of stop and go, I would start thinking about changing it around 65-75,000 miles. That constant jerking strains the belt and they do break!

These are just some recommendations for you to consider if you want to enjoy your Jaguars performance and manage your maintenance costs. If you have any questions, please email me and I will try to answer your question or find someone who can help you. Cheers, Mark Mayuga, markmayuga@verizon.net

BirthDays...

7/1 Hema Ratnayake

7/4 Elena Browdy

7/4 Rose Thommen

7/6 Eric Gruver

7/7 Larry Currie

7/9 John B Campbell

7/10 James Waite

7/11 Janet Sowell

7/11 John Tester

7/12 Kathy Leuthen

7/13 Bruce W Evans

7/15 Kevin Easton

7/16 Brian H Ellis

7/18 Carolynn Weflen

7/21 Linda Carpenter

7/25 Thomas A Johnson

7/25 Alice Eichert

7/25 Colee Hallums

7/28 Guy Browning

7/29 Frank Gauer

7/29 Patty Forecast

7/30 Ed Sowell

8/6 Jack Murphy

8/10 Keith McKenzie

8/12 Anthony Santarelli

8/14 James Holbrook

8/20 Bo Buchynsky

8/23 Marc J Arnold

8/28 Bill Bennett

8/30 Kathleen Gibbons

9/1 John Lisowski

9/3 Mark Eichert

9/7 Catherine Campbell

9/9 Patti Fox

9/11/ Darleen Lyons

9/15 James Waite

9/15 Maureen London

9/15 Nathan Guillory

9/20 Juliette Meinhold

9/20 Robert Funari

9/21 William Fleischman

9/24 Erica Bass

9/24 Barbara Willburn

9/24 Gerry Willburn

9/2 Ann Becker

9/26 Melody Anton

9/26 Allen Quale

9/27 Daniel Landfield

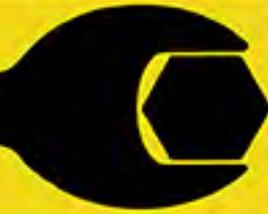
9/27 Bruce Patterson

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9/29 Jim Collins

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10 August
Mullin Museum, Oxnard, Tour and Luncheon

19-22 September
Cal Clubs Reunion MORRO BAY, San Luis Obispo,
Paso Robles



5 October
Inland Empire Concours, Idyllwild

19 October
Jaguar Club of Central Arizona,
Chandler

26 October
Jaguar Club of Southern Arizona, Tucson

26 October
PETERSEN AUTOMOTIVE MUSEUM VAULT TOUR,
Drago Luncheon



10 November
Pasadena to Wrightwood Rally/Tour,
Luncheon

21 December
Annual JOCLA Holiday Luncheon Party, Shoreline
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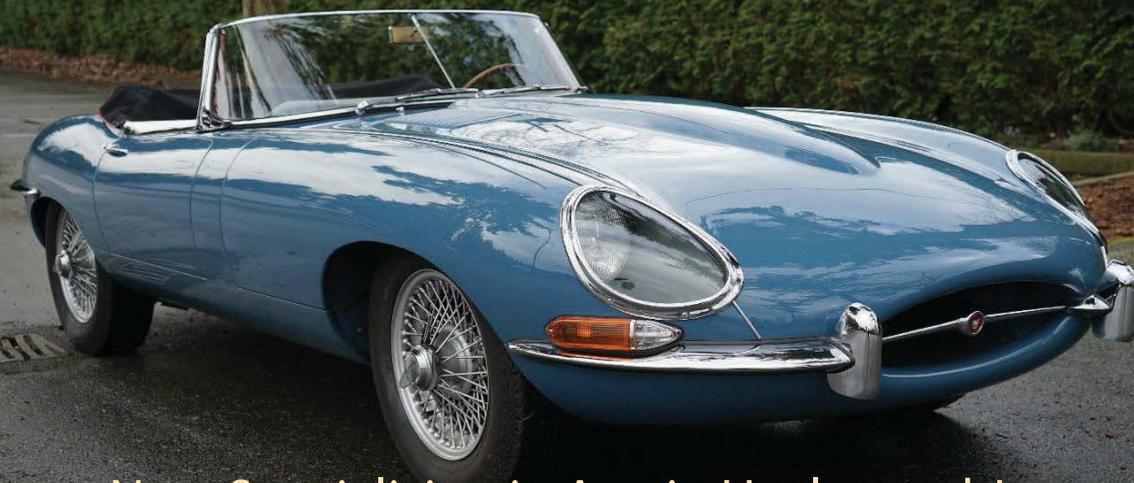
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MEMBERSHIP INFORMATION

The JOCLA Membership Yearly Dues for New Members and Continuing Members is **\$60**. The JOCLA quarterly Newsletter, "**JAG TALES**", will be sent via electronic media. This new format allows for more pictures, longer articles, more advertising and informational resources. To support our member communications, JOCLA is also making weekly and monthly event announcements via **Eblast** and **EClubNEWS** electronic emails. You can still print out the electronic newsletter.

Membership Registration:

The **Annual Membership Dues** amount for the electronic "**Jag Tales**", sent by email, and your one-year membership is **\$60 payable by Check, Credit Card, or PAYPAL**.

Go to: **lajagclub.com** for JOCLA Membership Registration. Your membership includes the Jaguar Clubs of North America (JCNA) international organization, sanctioned by Jaguar Land Rover, Mahwah, NJ. Your JCNA membership provides participation in Regional, National, and International events and you will receive the "**JAGUAR JOURNAL**" quarterly magazine included in your membership. Rally, Slalom, Concours, and regional and national events are the highlights of JCNA membership. Go to: **jcna.org** for more information.

HUGE JCNA ARCHIVES SALE

In order to make some room for new arrivals JCNA Archives needs to clear out a bit of lingering materials. Almost every item has been reduced to half of the market price. Several items in the JCNA publications section have been drastically reduced also. As always with the archival material you should assume that these are the last we will have of any item as the steady supply dried up the year the publication was printed. Orders over \$100 will rec 2 surprise publications both collectible and desirable. www.jcna.com/shop

MONTHLY MEMBERSHIP REPORT

	<u>As of</u> <u>04/01/19</u>	<u>As of</u> <u>7/23/19</u>	<u>Change</u>
No. of Members	223	285	28%
No. of Households	108	153	41%
Number of Jaguars	273	286	4%

New members joined between 5/31/2019 and 6/8/2019:

Anne Becker
Donald Becker
Robert P. Dick
Daniel J. Harman
Mark Lackey
Vladmir Lange

New Jaguars:

1952 XK120 FHC WHITE - Donald Becker
1962 C-TYPE BRITISH RACING GREEN - Donald Becker
1964 E-TYPE FHC WHITE - Donald Becker

1967 E-TYPE SERIES 1 OTS - Vladimir Lange

2000 S type 3.0L - Mark Lackey
2003 S type R - Mark Lackey

E Type SII - Daniel J. Harman

Total number of members: 285 in 153 households. Total number of cars: 286

Jaguar Tales Commercial Advertising Rates

The JAGUAR TALES is the official newsletter of the Jaguar Owners Club, Inc and is published monthly by the Board elected editor as a member benefit. Members are encouraged to contribute their experiences, whether technical, sheer enjoyment or informative.

SEND CAMERA-READY AD AND PAYMENT (CHECK PAYABLE TO: JAGUAR OWNERS CLUB, INC) BY THE 15th OF THE MONTH TO APPEAR IN THE FOLLOWING MONTH TO: JAGUAR TALES, KEVIN J. EASTON, 21300 VICTORY BLVD STE 525, WOODLAND HILLS CA 91367, PHONE 818-419-6697 EMAIL: easton@eastonrobertson.com

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