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Official Magazine of the Jaguar Clubs of North America

July-August 2020

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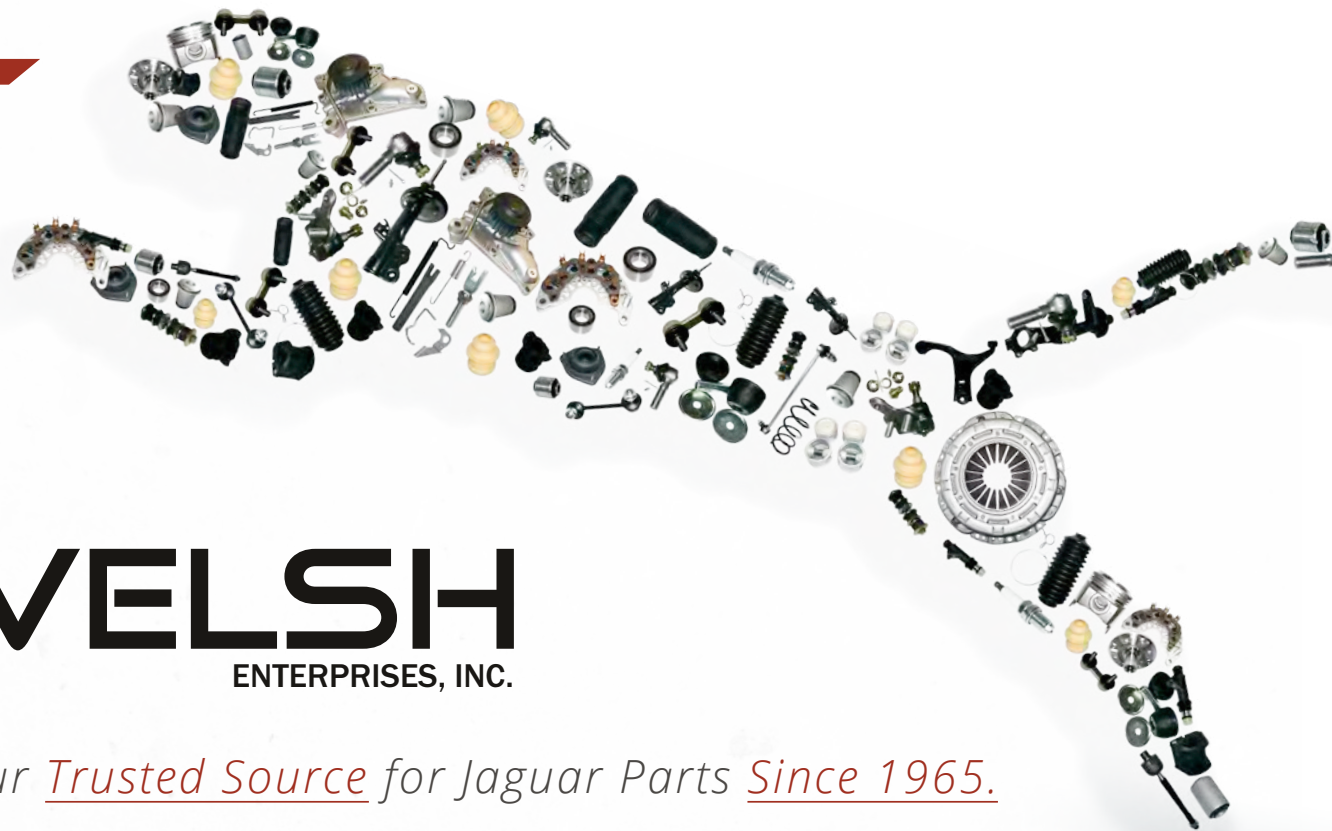
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# JAGUAR JOURNAL

WORLD'S OLDEST JAGUAR MAGAZINE  
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**Photo:** One of the most striking XK8 specials, never available from the factory but yours to special order from [JePeSpecials.com](http://JePeSpecials.com).



JULY-AUGUST 2020

Visit JCNA's  
website!







# Blowin’ Smoke

The knee bone connected to the leg bone...

Peter Crespin

As my sixth grade math teacher Mr. Nolan used to say, “Well, well, well! Three wells make a lot of water.” He was a crop-haired, barrel-chested man of medium height and military bearing, who rode a Honda 50 to school each day wearing a white Stirling Moss peaked helmet and a large canvas shoulder bag. He definitely scored high marks in our all-boys school for commuting by motorcycle, rather than by car, but since Hondas 50s weren’t exactly fire-breathing monsters he lost a few points for his choice of steed. This was during the period when Honda was trying to shed the Marlon Brando/Lee Marvin ‘Bad Boy’ image of motorcyclists, with their famous ad campaign “You meet the nicest people on a Honda.”

### #1 WELL

This is a car magazine, not a medical journal. Ordinarily we deal in automotive and motoring-related stories and club themes. But in probably a unique moment in human history, we are not only involved in an infectious disease pandemic (those have happened before) but we are witnessing its evolution in real time as the first pandemic of the information age. We know about past plagues from history books or newspapers, and recent overseas national or regional epidemics, such

as Ebola, have been covered in the media. But a pandemic is by definition a global wave of disease and 2020 marks the first time a serious illness has swept across our planet literally like an airplane shadow across a cornfield. It has spread far and fast because of international trade and travel and it has swept deep and wide because of our interdependence as organized societies. You don’t need advice from this journal, but if you know of a club friend or neighbor who might appreciate hearing from someone, why not give them a call? Stay well.

### #2 WELL

Sales and promotion of luxury cars is one aspect of automobile marketing. The average person easily conflates the two terms, not least because in smaller companies the same person may be responsible for sales and for marketing. Generally-speaking, however, marketing jobs involve long term planning of product lines to match current and emerging market trends. Sometimes, ambitious marketers with novel products can establish whole new markets from nothing, or expand them drastically, as Honda did with their clean, reliable, fuss-free mopeds and motorcycles before moving into the much bigger car market. Creating/changing such markets relies on clever and sustained advertising and promotion.

At the same time as the present virus outbreak, but not directly connected to it, JJ was sad to hear of the resignation of Kim McCullough, JLR North America’s VP Marketing since 2014, and herself the daughter of a seasoned automotive advertising executive. Pending more permanent arrangements, Joe Eberhardt, JLR’s North American CEO, will manage Kim’s work, including the important launch of the new Land Rover Defender, which will be at dealers from late

spring. As JJ readers will know, Kim and her husband Mitch took their own XK on the Mille Miglia a few years ago and she was an honorary JCNA Vice President. We will miss her and hope to see her with her cars at events in the Northeast and beyond. Go well, Kim.

### #3 WELL

So, you’re likely reading this in early July and the chances are your club has cancelled multiple events already in 2020. Who knows what the future may bring? When unusual or unique problems arise, even seasoned campaigners can be stuck for a ‘cure.’ At times like this there are pieces of advice that are inherently sensible in themselves, whether or not they fix the problem at hand. When you get sick, the chances are your healthcare professionals will suggest measures to help you eat well, sleep well and perhaps take some exercise. These are not magic bullets, but have the benefit that they are more likely to help in a range of ways than do you any harm.

As in healthcare, so in club welfare, there are behaviors and procedures that will benefit the well-being of clubs in almost every circumstance. Like the bones of a skeleton, we are all connected in some way or another. Chances are that you have heard of, or been involved in, meetings by videolink, or telephone conference call, where previously they would have taken place face-to-face. Last night I took part in our first-ever family quiz night, including members in Australia, UK and of course the USA. If it works across three continents, why not badger your club to set something up locally, if they haven’t already? Club meetings don’t have to be face to face every time – you can make new connections within and between clubs. Play well. 🏆

Peter

## JAGUAR XE SV PROJECT 8



Enjoy the Jaguar heritage of building fine luxury automobiles coupled with a mad dash of 0 to 60 m.p.h. in 3.3 ultra-high performance seconds. Add to that the exclusivity of having only 300 of these magnificent machines available worldwide, with only a handful available for sale in the United States, plus the opportunity to choose between three of them at an unprecedented price...and you have the opportunity, some may say, of a lifetime.

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# JCNA Annual General Meeting

August 21-23, 2020

Columbia, South Carolina



## Join us for the Jaguar Clubs of North America's 2020 Annual General Meeting!

Join us for a fun, productive Annual General Meeting in Columbia. Late August highs average 90 degrees and overnight lows around 70. Standing on shaded Main Street outside the Marriott Columbia, there are views of the capital's copper dome, just three blocks away, through the canopies of live oaks.

### Friday, August 21

Friday, starting at moon, Coventry Foundation will host an open house with activities, heavy hors d'oeuvres and refreshments throughout the afternoon. Frequent shuttles will be provided. Several Jags, the factory tool collection, rare Jaguar literature, media, and collectibles, as well as the JCNA archives, will be on view. There will be a silent auction, and perhaps even a 'garage sale' of extras. With model cars supplied by the Foundation, a remote-controlled car slalom will be held and champions will be crowned! Attendees may drive their Jags to the Foundation, regardless of condition, for a 'People's Choice' award.

Friday evening, JSSC will host a Southern BBQ Dinner and speaker at the Foundation, in an airy and air-conditioned tent. JSSC member and pitmaster Doug Mills will slow-cook BBQ along with traditional sides. The speaker will be Dave Yarborough from Charleston, who, with David Heinz, won the 1979 Cannonball Run in an XJ-S. Dave was a Jaguar dealer throughout the 1970s. There's talk of a movie, too!

### Saturday, August 22

Saturday, the AGM will commence at 8 a.m. following the delegate breakfast. There will be a break for lunch and then an afternoon session. After the AGM, there will be two seminars from 3 to 4 p.m., and two from 4 to 5 p.m., covering Social Media, Insurance, Slalom and Membership. At 6 p.m., a cash bar cocktail hour will be opened, followed by a buffet banquet dinner, a speaker TBA, and JCNA annual awards.

Expecting improved COVID-19 conditions by August in most of North America, the AGM has been planned to distance our group from public contact, prudently and with safety in mind. Airlines, airports and hotels have implemented cleaning and safety protocols. Columbia is "off the beaten path" and the Columbia Municipal Airport is a small facility with low traffic and quick exit and entry.

Please see the AGM registration form on the back of this issue's flysheet. Visit [jcna.com](http://jcna.com) for additional and updated information, online booking for the Marriott Columbia, and links for online registration. Please contact Rob Thuss at (888) 258-2524 (option 9) or email [rrthuss@me.com](mailto:rrthuss@me.com) for more information.



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# INTERNATIONAL JAGUAR FESTIVAL 2020



## Florida Style



October 28 - November 1, 2020

Go to [www.jaguarcclubofswf.com/ijf-2020](http://www.jaguarcclubofswf.com/ijf-2020) for additional information.  
There are nine ribbons to select from, each with an event summary.

## IJF Scheduled Events

### WEDNESDAY, October 28

- REVS world-renowned automotive museum tour – \$40 per person
- Marriott Princess dinner cruise with cash bar (*limited space available*) – \$75 per person

### THURSDAY, October 29

- Rally – \$30 per couple
- Scenic tour – \$30 per couple
- Jaguar Ft. Myers dealership celebration day
- Welcome reception at the Marriott Island Room (*hors d'oeuvres served*)
- Dinner on your own (*list of restaurants in concours packet*)

### FRIDAY, October 30

- 'On the Green' JCNA IJF Concours d'Elegance  
Champion Division – \$70, second car – \$40  
Driven Division – \$70 per car  
Special Division – \$70 per car  
Display Division – \$35 per car
- Concours award dinner in the Marriott Garden Ballroom – \$80 per person

### SATURDAY, October 31

- JCNA slalom (*helmet required*) – \$40 per car
- Slalom and Rally awards dinner poolside at the Marriott - \$60 per person

### SUNDAY, November 1

- Farewell complimentary breakfast & awards in the Marriott Veranda Room

*Note:* Please complete the registration form in full. Please share information on your car: model, year, color and any additional information that you wish.



Host – Rally & Slalom

Co-host Florida clubs



Host – Scenic Driving Tour





### Registration Form

## JCNA International Jaguar Festival – Fort Myers, Florida

Wednesday, October 28 - Sunday, November 1, 2020

For hotel reservations go to <http://marriott.com/rswsb> or call (239) 466-4000

Name/s: \_\_\_\_\_ Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip code: \_\_\_\_\_

JCNA number: \_\_\_\_\_ JCNA club: \_\_\_\_\_ Region: \_\_\_\_\_

Primary phone: \_\_\_\_\_ Mobile phone: \_\_\_\_\_ Email: \_\_\_\_\_

October 28, Wednesday	Price	Persons	Total
Breakfast on your own			
Lunch	N/C	( )	N/C
REVS Automobile Museum tour	\$40.00 per person	( )	\$ _____
Marriott Princess dinner cruise – <i>limited Space</i> – Cash bar	\$75.00 per person	( )	\$ _____

#### October 29, Thursday

Breakfast on your own			
Rally – Lunch included – (Jaguar Ft. Myers is host)	\$30.00 per person	( )	\$ _____
Scenic tour – Lunch included – (Jaguar Ft. Myers is host)	\$30.00 per car	( )	\$ _____
Welcome reception – Marriott Island Room – Hors d'oeuvres – Cash bar	N/C	( )	N/C
Dinner on your own (list of restaurants in concours packet)			

#### October 30, Friday 'On the Green' JCNA IJF Concours d'Elegance Registration

First car: Model: \_\_\_\_\_ Style: \_\_\_\_\_ Year: \_\_\_\_\_ Class: \_\_\_\_\_

Second car: Model: \_\_\_\_\_ Style: \_\_\_\_\_ Year: \_\_\_\_\_ Class: \_\_\_\_\_

Champion \$70 \_\_\_\_ Second car \$40 \_\_\_\_ Driven \$70 \_\_\_\_ Special \$70 \_\_\_\_ Display \$35 \_\_\_\_ \$ \_\_\_\_\_

I am a **CURRENT** certified JCNA Judge and am available to judge at the IJF – YES NO (please circle one)

Class/s that you would like to judge \_\_\_\_\_

Concours Awards Dinner – Garden Ballroom \$80.00 per person ( ) \$ \_\_\_\_\_

#### October 31, Saturday

Breakfast on your own			
JCNA Slalom ( <i>helmet required</i> ) – Lunch included	\$40.00 per car	( )	\$ _____
Model: _____ Year: _____ JCNA class: _____			
Slalom & Rally Award Dinner (Marriott poolside) – Cash bar	\$60.00 per person	( )	\$ _____

#### November 1, Sunday

Farewell Breakfast & Awards – Marriott Veranda Room	N/C	( )	N/C
	TOTAL AMOUNT	\$	_____

For further information, contact Phil Mannino (407)-312-0218 or [philmannino2@gmail.com](mailto:philmannino2@gmail.com).

Go to [jaguarclubofswf.com](http://jaguarclubofswf.com) to register online OR

Mail check payable to JAGUAR CLUB OF SWF to: Janet Deile, 9436 Treasure Lake Ct., St. James, FL 33956.

Signature: \_\_\_\_\_

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## President's Perspective

Things are a little different...

*Les Hamilton*

Permit me to say, first and foremost, that I hope all JCNA members, partners and families are safe and well in the midst of the COVID-19 pandemic, and that you are weathering the disruptions without undue trouble. I am aware of some members who have been hospitalized with COVID-19 and are recovering. I earnestly hope that all members remain safe.

Shortly after my last column was submitted, the pandemic forced us to reschedule the AGM, which nullified much of the hard work of the Rocky Mountain Jaguar Club, and Steve and Deanie Kennedy in particular. Bob Matejek had also invested a great amount of time preparing for the Board Meeting and the AGM. Fortunately, we were able to make good use Bob's work with a six-hour video conference call for the board meeting and then with a video conference for the AGM presentations. The video AGM was an experiment but was very well-attended and, based on feedback, was also well-received. Remote conversation was not as efficient as face-to-face but did provide a way for members and the board to interact. On Sunday we attempted a workshop session but many lines were bad, probably due to thousands of church groups using cyberspace for virtual meetings at that time. A reschedule to the following Saturday worked much better, enabling valuable feedback from chief judges to the head judge and committee.

### AGM REDUX

The 2020 AGM is now scheduled for August in Columbia, South Carolina, and we hope to see everybody there for a face-to-face event. Columbia also provides an opportunity to visit the JCNA Archives and the Coventry Foundation offices. In difficult times such as this it is important for all

members not only to follow any social distancing guidelines that may be in force, but also to find new ways for members to stay in contact. My own club has been following JCNA's example and holding video calls for board meetings and using video conferencing to keep connected to our members. If you know how to set these up, why not volunteer? If you don't, or know another member who doesn't, ask your local leadership to help get you fixed up. Our club is experimenting with video town hall meetings, virtual 'show and shine,' video tech sessions, video member talks and possibly video Jaguar and JCNA trivia quiz nights. By the time you read this, we and other clubs will know more about how well these activities work.

Based on the popularity of the virtual AGM presentations, it has been suggested to hold club president and member status video calls in between AGMs for updates and feedback. Your opinion on this matter is appreciated, so please let me know at [president@jcna.com](mailto:president@jcna.com) or at the August AGM.

The many other communication tools available to clubs include websites, bulletin boards, social media such as Facebook, Instagram, etc., and good old club newsletters. All these tools work for one-way and two-way communications and I encourage all members to contribute, even if it is simply a thumbs up or thumbs down to express your view on a topic.

### THE ROUGH AND THE SMOOTH

You will have read the news of the death of Sir Stirling Moss. He was a rarity amongst drivers of his era in that he retired by choice whilst still active

and competitive, forging a new career as a motoring author and celebrity. I will miss seeing him as the marshal for the Pebble Beach Tour d'Elegance and as an honorary judge at the Concours d'Elegance. Sir Stirling leaves a rich history of race wins for Jaguar and other marques and was a close friend of Norman Dewis. A sad loss.

JCNA has also lost an ally at Jaguar Land Rover with the resignation of their VP Marketing and our Honorary Vice President. We still hope to see Kim McCullough and her husband Mitch campaigning their XK120 and E-Type at club events. Kim has left at a difficult time for JLR, which, like all other auto manufacturers (and most other businesses for that matter), has suffered major impacts on their sales. If any member is considering a new Jaguar this year, now is a great time to acquire one.

The current situation is a rocky road for all and I am reminded of the 2018 Oil-leak Tour around northern Arizona and Utah, where part of the route took us along the Moki Dugway. This section of Utah State Route 261 is an unpaved switchback down the side of a plateau. While driving down the 'road' in our XK8, I wondered if there was smooth pavement at the end. Indeed there was and I am certain at the end of this stretch of rough road there will be a smoother, although possibly different, road. Take care of yourselves and your loved ones. 🍷

*Les Hamilton*

## Southeast Regional Report

Our region prepares

*By Craig Kerins*

Like everyone else, the Southeast region has been clobbered by the worldwide pandemic and many of the year's initial club activities have been erased. As I write this in mid-spring there is hope of a gradual return to normalcy and many of our clubs are planning accordingly.

The North Georgia Jaguar Club intends to hold a scenic drive every month, with social distance picnicking and socializing. The Virginia Jaguar Club is investigating holding a sanctioned JCNA concours in Waynesboro, Virginia, in early October. The Jaguar Club of Florida had to cancel their concours in mid-March and rescheduled it for next year, but intends to proceed with their club slalom in mid-September. The Jaguar Car Club of North Florida has had a scenic drive to partake of the Jekyll Island Club's fabulous brunch, and intends to resume its club activities with more club drives and picnics. The club's nominee, Fields Jaguar Jacksonville, won the 'JCNA Dealership of the Year,' which was richly deserved for the time, effort and money they extend to JCCNF.

The meticulously-planned March AGM in Las Vegas was, of course, cancelled but

our Southeastern region has taken up the slack by offering to host the postponed event here in Columbia, South Carolina, on the weekend of August 21. The event will be jointly hosted by the Jaguar Society of South Carolina and the Coventry Foundation and promises a couple of unusual touches, pandemic permitting! Although the Coventry Foundation remains totally independent of JCNA, it has become a valuable asset to JCNA's mission, and a prime reference resource to both the Jaguar historian and the Jaguar hobbyist. A treasure chest of automobiles, tools, auto parts, literature and memorabilia will be on display at the Foundation's headquarters, and is sure to be a delight to all comers. We are anticipating a great turnout from the Southeastern club members.

The Concours Committee (Jim Sambold) and Rules Committee (Hal Kritzman) have cooperatively done a lot of work revising the rule book to make the judging even more uniform and somewhat more rigorous. Rules have been word-smithed to minimize ambiguity. The Rally Committee (Bill Beible) has similarly done much work to promote this under-appreciated club activity.

After the AGM, the Southeast will come alive with more events. The Jaguar Club of Florida hopes to have a make-up concours. The ever-innovative John McCarthy leads an able team in Sarasota, having monthly "virtual meetings" using Zoom software to stay connected and take care of business. This expertise is going to be applied soon to hold supplemental informational meetings, including JCNA judging updates and judge training course lectures (which will be open to all). They still intend to hold their annual concours, now in its 35th year, on the easy-to-remember date of 10-10-2020! Because of the coronavirus and in deference to the nearby IJF scheduled three weeks later, the format of this wonderful event will be significantly altered. For one year it will become more casual, with as many activities as possible taking place outdoors.

The last weekend of October will bring the IJF to Southwest Florida. Phil Mannino, the President of the Southwest Jaguar Club of Florida, has been planning this important event for well over a year. The festivities will be centered at the spectacular entrance to Sanibel Island. The previous three IJFs are tough acts to follow, but this one certainly has the potential to meet or exceed our high expectations. The five Florida clubs are collectively supporting this great event, taking advantage of a lot of talent and experience. This should not be missed.

Sure, 2020 will go down as a troubled year. The virus has affected every single one of us in some way but we all hope the latter part of the year will bring health and prosperity. The fall is coming and it will be a great time to see old friends and make new ones, all the time appreciating these beautiful machines we love so much. 🍷



*Fields Jaguar of Jacksonville – a superb club supporter.*



# Canada Calling

Much ado about nothing

By Malcolm Baster

There is not much to write about just now as the COVID-19 virus casts its malignant web. I imagine that pretty much every JCNA club has cancelled almost all activities for the duration. I know this is true in Canada.

But Vancouver’s CXXJR enjoyed some pre-shutdown activities. Jennifer Orum tells us that the Canadian XK Jaguar Register and its sister club, the Canadian Classic MG Club, managed to have several successful events before the stay at home directive came into effect in British Columbia. The annual Super Bowl party hosted by Ian and Doreen Newby in February was followed later in the month by the Octagon Motor Group open house. While originally focusing on MGs when opened in 1979, Octagon now services Jaguars and many other European marques. Twenty-five club members packed into Octagon’s shop to hear a presentation on basic electrical, charging and starting systems and enjoy the annual feast of Tim Horton’s donuts.

In mid-March, the first official cruise of the year – the Spring Run – saw a turnout of 17 Jaguars and MGs and over 40 club members. Following a two-hour drive on side roads in the Fraser Valley, past farmland, through forests, over rivers and even across some mountains, the group had lunch at Dickens Sweets & British Museum in Chilliwack. After lunch, club members dropped by Mike and Karlie McChesney’s home, perched on the side of Chilliwack Mountain, to enjoy the views. They also saw Karlie’s quilt artistry and what Mike calls his “growing pile of car parts,” aka his 1967 Vanden Plas Princess project. The fact that the temperature that day was minus two degrees Celsius (29° F) didn’t dampen the enthusiasm for the Spring Run, which is looking like it might just be last club event for a long while.

And from Allan Lingelbach in Ontario we hear that the Ontario Jaguar Owners Association entered 2020 with optimistic plans for the year, and not unlike every other JCNA affiliate club, they were significantly derailed in March. Meetings and events have been cancelled in clockwork sequence as the weeks went by.

Fortunately, we can report that the only aspect of our club which seems stable during this pandemic year is our member renewals. Years ago, our former membership director Ron Waine implemented a three-year membership program which offered a discount as an enticement. This shrewd move has been heavily endorsed by our current membership director Mike Parry, to the level where we now have signed up 55 three-year memberships. We call this program the Lyons Level Membership. Not only does this ease the annual member renewal process, but it imparts significant membership and financial stability during a year like 2020.

There is something inherently contradictory about using the phrases

‘OJOA club’ and ‘social distancing’ in the same sentence. Let’s put this oxymoron behind us and hope that we can pack as many activities as possible into the remainder of the year.

Ray Newson of the Ottawa Jaguar Club laments that everything has been cancelled or postponed there also, and naturally the same thing applies here in Victoria, though the weather is better here just now. On a personal level, I am obeying the “stay at home and keep your distance” rule. I am taking the opportunity to sleep in, and am even periodically thinking of all the useful things I might do around the house to pass the time. If things get really desperate, I might even attempt one or two of them. In the meantime, I have acquired and surrounded myself with the necessities of life, and am hunkering down. I am also wondering what the world will look like when the next Canada Calling is due. In the meantime may I encourage you to follow the advice of the medical professionals and stay well. 🍷



Caught in the act: your ‘umble scribe, surrounded by bottles of potential COVID-19 medication and about to commence rigorous informed-consent testing...

# Continental Drift

News from the UK and Europe

By Tim Crespin

## THE EIGHTH COMMANDMENT

I had the odd brush with the law growing up, but despite getting into a few scrapes as a youth I was never arrested for stealing cars. The main reason for this is that I have never stolen a car. However, just from watching crime movies and TV shows over the years I have concluded that back in the day all one required was a coat hanger, a screwdriver and about 15 seconds of twisting wires together in order to drive away a vehicle. You might unclip the distributor cap and remove the rotor, but car alarms were rare and trackers were people skilled in hunting animals.

Nowadays, of course, automotive security has moved on to include things we could never have imagined back then. One of the main security/convenience features employed by nearly all current automakers is keyless entry, whereby as long as the key fob is nearby, the car will unlock and start without actually having to unlock anything. While this has doubtless increased convenience, it has also bypassed the two main features that prevent car theft – the door and ignition locks.

True, a coat hanger and screwdriver are useless nowadays, but criminality develops almost as quickly as security technology. In fact, in the UK the race is currently being won by the criminals. TWOC’ing (taking without owner’s consent) of cars has risen 50% in the last five years, with a 14% rise in 2018 alone. It seems that COVID-19 is not the only disease sweeping the country.

So what is going on? Granted, the answer to this question is multi-faceted, but there is a clear link between keyless entry and this rise in TWOC. Firstly, although widely available on a range of makes and models now, keyless entry was initially the preserve of the luxury brands. That meant cars featuring this technology were already the most

desirable to thieves. Secondly, although improvements have since been made (more on that in a minute), there remains a significant number of desirable cars featuring early less-secure tech, making them a target market for thieves. Finally, and in my opinion most important, is the ready availability to thieves of the equipment required to copy your fob’s signal, which can then be used to open and start your car without ever having to obtain your keys. Thieves can clone your security fob and steal your car as if they had used the actual key and without alerting any security systems or damaging the car in any way. This is an incredibly attractive proposition to car criminals.

It is this ability of the thieves to scan your fob, and copy the code it sends to your car, that is the biggest driver behind the TWOC epidemic. Typically thieves will approach your home at night, stand near your front door with their scanner and try to ‘read’ the fob transmitter code from outside. If successful, they can send the code to another piece of equipment which acts as a copy of your original keyfob to let the criminals open and drive the car. Some manufacturers have installed motion sensors in their fobs, shutting them off after a period of no movement, preventing the signal being ‘read’ by thieves. Jaguar Land Rover’s approach is instead to make keyfobs that send varied codes over a wide range of frequencies so that thieves cannot trace the correct code.

## PREVENTION

A good way to combat this crime wave could be making purchase of scanners illegal. However, garages and dealerships are legitimate users, as are companies that offer to unlock your car should you misplace your keys. This means that although tighter regulation may help, inevitably this equipment will still find its way into the hands of thieves. There are at least some steps you can take to protect yourself, even if you have one of the early keyless entry vehicles.



### 1. Keep your keys, and yourself, safe and secure

Most thieves need the keys to steal your vehicle, so keep them away from the doors or windows to prevent criminals from ‘fishing’ them through openings.

### 2. Double-check central locking

Always manually check your vehicle is locked before walking away. Electronic devices that are not clones but can jam the signal from any key fob are becoming common and can prevent your car from locking.

### 3. Consider turning off keyless technology

Many systems can be temporarily switched off to prevent electronic compromise and keyless theft. If you live in an urban or apartment environment where isolation is impractical, you can consult your local dealer to help do this. You may also wish to place your keys into a signal-blocking Faraday pouch.

### 4. Review your home security

Consider installing motion-detecting CCTV at your home to deter thieves. Virtual ‘neighbourhood watch’ schemes via social media or WhatsApp can also help alert each other of suspicious activity in the local area. Be ‘car-ful’ out there! 🍷



# The tera™ Project

## Part One: Introducing the tera™

By Neville Swales and Peter Crespin

### IS THE 12-CYLINDER ENGINE DEAD?

Jaguar Journal has followed Neville Swales' eBay purchase of a mid-sixties, ex-works, quad-cam V12 engine for several years – an engine left with Jaguar Germany after various corporate publicity uses. Having just sold a house, pending relocation to the USA, your editor had cash burning a hole in his pocket and almost contested the sale, which eventually went through for close to my target figure. Thankfully, Neville won this unique prize and began the long journey to building a close copy of the one and only XJ13 in its first pre-crash form.

During his study of Jaguar's archive material (courtesy of their Heritage Trust) to help in building an accurate copy, Neville was simultaneously aware that engine and chassis technology had moved on since the Jaguar engineers had designed their intended Le Mans racer. Meanwhile, the uniqueness of the quad cam meant that he had to create his own spare parts, and so began to immerse himself in the mysteries of computer-aided design and manufacture. Once he started down that road, and customers were approaching him for similar parts, it was almost inevitable (in-Neville-table?) that he'd explore the possibility of subtle and more radical tweaks – initially for dressing up standard V12s and eventually complete custom assemblies. After a series of UK meetings and correspondence, what follows is the story of how the gleam in one man's eye ended up as a new engine that anyone could be proud of – a gem of which Messrs. Hassan, Heynes, Mundy and Baily would surely approve.

### DELICIOUS OR DINOSAUR?

JJ: The world is going electric, Neville. What made you decide to build a V12 of all things?

NS: A week before the public launch of our tera™ quad-cam V12 at Race Retro outside Coventry, I asked myself, "Is the twelve-cylinder engine dead?" I was about to introduce the tera™, Building The Legend Limited's own unique quad-cam V12 engine. The type of power unit which could have been heard howling down the Mulsanne Straight at Le Mans in 1966 and beyond. But why did I embark on this craziness? Why design and build a V12 engine? Why the name "tera™"?

JJ: Tera™ as in terabyte? JJ records and raw materials occupy a small part of a two-terabyte external drive, but what's the connection?

NS: A terabyte is a million million, which is ten to the power twelve: 10<sup>12</sup>. Can you think of a better name for one of these engines?

We wanted real 'beef,' not artificial turbo boost with miles of ugly tubing criss-crossing everywhere. The tera™ is naturally-aspirated and comes in capacities of 6.1 or 6.8 liters (372 or 415 cu in) with power and torque in abundance. An electric motor may silently propel you forward more swiftly but certainly not with such a big smile on your face...

JJ: Mercedes and BMW and even Bentley have come to the twelve-cylinder party since the Italians and Jaguar were the only game in town. Today, Ferrari are downsizing V12 models to a twin-turbo V8 and Lamborghini are considering a V8 for their 2024 Aventador. In the mainstream markets even V8s are being dropped for forced-induction V6s. BMW are on record as saying they don't see a new twelve-cylinder model in the foreseeable future. Isn't the twelve-cylinder powerplant a dinosaur?

NS: I completely understand that it's not easy to justify 12 pistons these days, and we're not aiming at the mass markets with ours. This is an engine for the connoisseur – the sort of driver who can sit in the cockpit of a Ferrari 812 Superfast, a Pagani Huayra, or an Aston Martin DB11, or, dare I say it, a successful JCNA petrolhead with a collection of Jaguar V12 models and a head full of dreams. Those people understand what happens when you sit or stand alongside a tera™, put a finger to the start button and then listen to the resulting sound.

That, sir or madam, friends and fellow enthusiasts, is the sound of life. The song of a living and breathing twelve-lung entity, the

most soulful mechanical invention since the dawn of the Industrial Revolution, twitching on its mountings, itching to be unleashed. That is the melody of a dozen cylinders working in harmony, full of anima (the part of the psyche which is directed inwards, in touch with the subconscious) and heart and fury. Sir William had it right when he said, "The car is the closest thing we will ever create to something that is alive."

Even if it's no longer the obvious choice (or even the most logical), the twelve-cylinder lives...

JJ: It has a storied history, that's for sure. Did you have particular examples in mind?

NS: In the past, a twelve-cylinder engine was the only certain way to guarantee power with refinement. They powered the cream of early automobiles, from Sunbeam to Packard to Cadillac. They were called upon for the ultimate duty to gain control of the skies in the planes of World War I and II, and the Ferrari V12 was – and is – considered a hallowed Italian treasure, at least equal to anything in the Vatican.



The Merlin V12 saved a nation.

The late Cecil (Sam) Clutton, CBE, wrote after driving a Hispano-Suiza Twelve, "There is an indefinable magic about every V12 I have driven, whether it is this one, the [Rolls-Royce] PIII, the splendid Packard, or the one-and-only 10½-liter world speed record Delage."

In this era, a V12 is no longer a necessity. All those superchargers and turbochargers coax as much or more power from smaller, more efficient engines which are lighter

and less complicated. This means that buying V12 engine, or a car thus equipped, becomes a matter of choice. You opt in because – just like the best mechanical watches – you love the connection with a long and wonderful history, a bridge from one bygone era to today – a little bit of a Supermarine Spitfire lives on in your garage. It comes from the heart.

JJ: Enzo Ferrari once said, "Every man should plant a tree, father a child and drive a V12 once in his life."

NS: Try to explain the magic of a V12 to a novice, and you may talk about the boundless torque, the ability to rev into the stratosphere, and the smooth delivery of power. But soon enough you'll turn to the sound, the defining element which simply can't be recreated by a trick turbo. While each car model has its own personality, the V12s share a glorious commonality. The smooth, *basso profundo* rumble at the start is followed by a rise in pitch and decibels as you coax the revs higher and higher.

I don't know if Graham Hill planted a tree but he drove V12s occasionally, won the E-Type's debut race, and fathered F1 champion Damon Hill who said, "I don't know what it is about V12s, but this arrangement delivers a peculiar pulse that is the sonic equivalent of strawberry mousse and cream." Conductor Herbert von Karajan wrote to Enzo Ferrari, "When I hear your 12 cylinders, I hear a burst of harmony that no conductor could ever re-create."

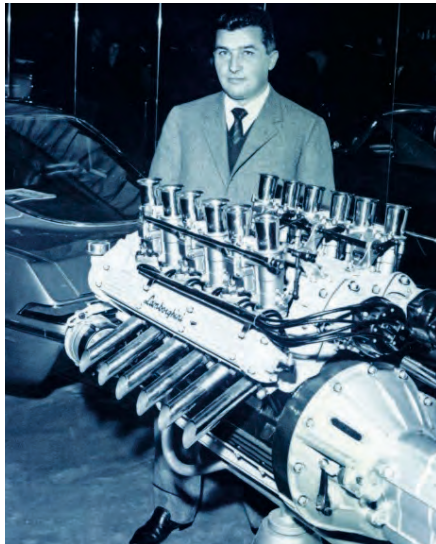
At full tilt, a V12 produces a howl so sharp that it could cut meat from bone. 'A sound like tearing calico' is one expression. And with a wide-open throttle, a roaring V12 resonates throughout the entire frame of a vehicle. It's all around you – even your sternum vibrates like a tuning fork. With the throttle pinned down, the engine sends a thrum through the entire car – irrepressible, exultant... magical. Yes, the twelve-cylinder lives.



The tera™ full-frontal, waiting to be installed in your Jaguar.

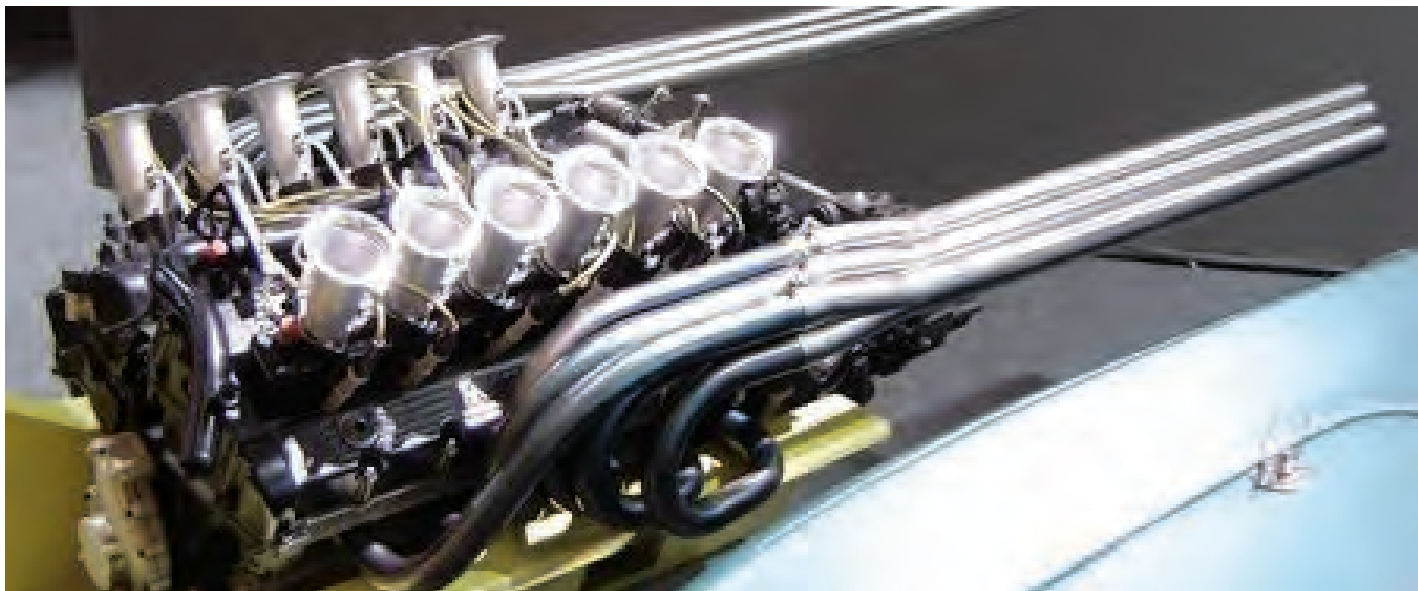
JJ: It sounds like after the XJ13 replica build, you had a serious twelve-cylinder itch that just needed scratching?

NS: Hopefully, the above goes some way to answering "why did I embark on this craziness?" It's something that just had to be done, and time is running out in many different senses. I'm sure most JCNA readers will 'get it.' After all, for how much longer will we be able to buy one of these wonderful engines? The large automakers are driven by the bottom line, answerable to investors and restricted by regulators rushing headlong towards an all-electric future. Our choices are increasingly limited.



Ferruccio Lamborghini and his V12.





Matra V12 pure race engine.

JJ: OK, so what was your main focus – your ‘mission’ perhaps – with the tera™?

NS: From the outset, the tera™ aims to be a beautifully sculptural engine and unashamedly “of the period.” An engine designed to be seen and with a purposeful beauty hinting at the power within.

The tera™ draws inspiration from Claude Baily’s (former Chief Designer, Jaguar) legendary quad-cam racing engine – an engine designed to return the company to its glory days of Le Mans triumphs and domination. Before any of our friends at Jaguar make any sort of claims about the tera’s™ origins, I should emphasize that the tera™ is NOT a replica or copy of Jaguar’s prototype quad-cam V12. Instead, it draws its inspiration from Baily’s stillborn engine as well as other engines of the period. Baily’s V12 was meant to power the company’s return to Le Mans with the XJ13 – which was ultimately shelved when it to was rendered obsolete by regulations and technological advances. By never turning a wheel in anger, the potential of Baily’s mighty power unit was never fully explored, being used instead as the basis for the single overhead cam road engine that unobtrusively wafted luxury saloons and a grand tourer across continents.

In the words of Jaguar’s Walter “Wally” Hassan, “Between 1949 and 1957 Jaguar were actively involved in motor racing in order to create the sporting image for their cars.

Amongst their successes were the winning of the Le Mans 24-Hour Race in the years of 1951, 1953, 1955, 1956 and 1957, as well as Sebring and many other international races and rallies.

These cars were powered by the six-cylinder XK twin-cam engine and it was thought to be desirable to develop a successor to compete in future races, particularly Le Mans... in order to provide the maximum potential in power, a twelve-cylinder ‘vee’ configuration... was conceived to provide for safe running at 8,000-8,500 rpm.

By way of comparison the six-cylinder twin cam XK engine had been designed without racing in mind.

“... during the development period it was decided to withdraw from racing and these policy changes eliminated the need for a competition engine and emphasis shifted to the production (SOHC) version.”

Drawing inspiration from Baily’s V12 and other classic racing engines of the period, Building The Legend’s tera™ represents an evolution of Baily’s concept. It is, in effect, an exercise in ‘what might have been’ for that design – an engine born to race but never brought to that level – until now.

SYNOPSIS

The engine is, of course, normally-aspirated and drivers of these cars will gain the full visceral experience of a howling V12 race-engine.

Distributorless ignition is used.

Choice of period Lucas mechanical fuel injection or a modern electronic system.

Safe rev-limit of 8,000 to 8,500 rpm.

Available from street-spec to full-race.

The engine’s weight is similar to the classic six-cylinder engine with its cast-iron block.

APPLICATIONS

The tera™ It can be installed in cars as diverse as the:

- Series 3 V12 E-Type
- XJ12 coupe and four-door
- V12 XJS

Many other classic Jaguar saloons such as 420G/Mk10, one of which was used to develop the original V12)

Tera™ can even be installed in six-cylinder cars with some modification (six-cylinder E-Types included). We don’t necessarily recommend you build a quad-cam V12-powered XK120, but anything is possible. How about a twin-engine power boat? The engine does bear cosmetic similarities to those powering classic V12 Lamborghinis and Ferraris – applications of this engine are limited only by your imagination!

ENGINE SPECIFICATIONS:

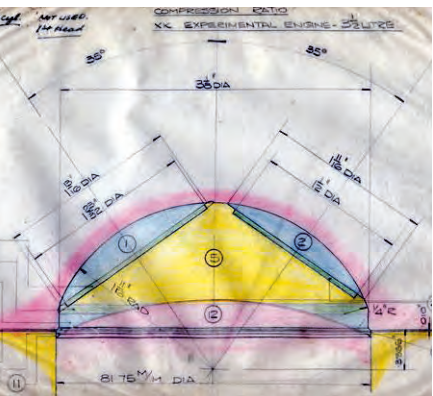
- Capacity: 6.1 L (372 cu in); 6.8 L (415 cu in)
- Bore x Stroke: 96 x 70 mm (3.78 in x 2.76 in); 96 x 78.5 mm (3.78 in x 3.09 in)
- Power: 350-650 hp (261-485 kW)
- Torque: 300-600 lb ft (407-813 Nm)
- Compression: 12.7:1
- Two-valve, over-square architecture, duplex chain-driven vernier adjustable cams

A BIT OF BACKGROUND...

The V12 was Jaguar’s second in-house engine design. After WW2 but before the V12, Jaguar’s racing cars and practically all road cars were powered by the renowned XK straight-six double overhead-cam unit. This engine had its origins in penciled sketches drawn during the London blitz by Sir William Lyons and his engine designers: William Heynes (Chief Engineer), Walter Hassan and Claude Baily. These sketches and original designs were followed by working prototypes as early as 1943. The first 3,442cc production unit saw the light of day in the beautiful XK120 of 1947. The same basic engine continued in production into the 1990s.

As can be seen from the original drawing from Neville’s own archive reproduced above, Jaguar ended up with a design where both inlet and exhaust valves were inclined at 35 degrees from center-line of the hemispherical combustion chamber. This was changed to 30° inlet and 45° exhaust for the

ultimate ‘wide angle’ head used in racing engines to allow the use of larger inlet valves.



Original drawing of the first XK 3½ liter XK 35/35-degree head (© N. Swales).

Since the 1930s, hemispherical combustion chambers were considered ideal for high-performance car, motorcycle and aero engines because of reduced valve ‘shrouding’ and low surface-area to volume ratio compared to flat-head designs. As can be seen in the photo of a head Neville sectioned, the ports and valves were arranged more or less in-line across the engine. However, Harry Weslake worked closely with Jaguar when the engine was being designed and he introduced a curvature to the inlet port in an attempt to impart charge movement inside the cylinder (“swirl”). This was done to aid combustion efficiency and is evident in the photo.



Sectioned Jaguar XK cylinder head – “curved” inlet port on right (© N. Swales).

Weslake’s modification, whilst introducing swirl (mostly at wide open throttle and high engine speeds), was compromised by the need to place the spark-plug off to the side so as not to interfere with the valves. A central spark-plug would have been ideal in this situation. Many designers of similar engines tried to improve the situation by introducing a second spark-plug on the other side of the chamber but this was never really successful. As owners of XK-engined cars will testify, these engines seem to prefer richer mixtures and rather a lot of ignition advance (10° static or more). This generally indicates combustion is not as good as it could be. In the end, Jaguar’s ‘wide-angle’ racing head probably reached the limit of its potential because it could breathe better than it could burn. Food for thought...

Harry Weslake was a cylinder head specialist who had been instrumental in modifying the side valve Standard engine used in the first SS sports car.

He also worked on the larger SS engine which gained an OHV power unit with Weslake combustion chambers, giving over 40 bhp per liter. He also designed the cylinder head for the overhead valve version of the Austin ‘A’ series engine that was used in the Morris 1000 and the Mini and received royalties on each of these engines manufactured.

He was involved in the cylinder head air flow porting design of the Jaguar XK and development of the Rolls-Royce Merlin. As late as 1975 Weslake updated the Triumph twin cylinder hemi engine to eight-valve pent-roof form, giving a major power and tractability increase, just as the Jaguar AJ6 did over the XK.



MORE FOOD FOR THOUGHT

See the very limited water passages in the above photo as well as the large amounts of metal in the casting? Square exhaust ports? Nowadays, and especially with the advent of 3D visualization using tools such as CAD, it is possible to design optimal ports and heads with far greater and more efficient cooling surfaces – as well as optimal air flow characteristics.

Whereas the thinnest port walls in the XK head are more than 10mm thick, today's cylinder heads tend to be closer to 4.5/5.0mm thick, with considerably increased cooling surfaces. Whilst I don't pretend to be any sort of expert in this field, it seems to me that the port shapes, by today's standards, could also be improved?

One thing which did work in the six-cylinder engine's favour may have been the side-entry and curvature of the inlet port which assisted combustion. In common with other engine designers of the period, Jaguar's Claude Baily anticipated that further improvements could be made to this basic design by making use of down-draft porting.

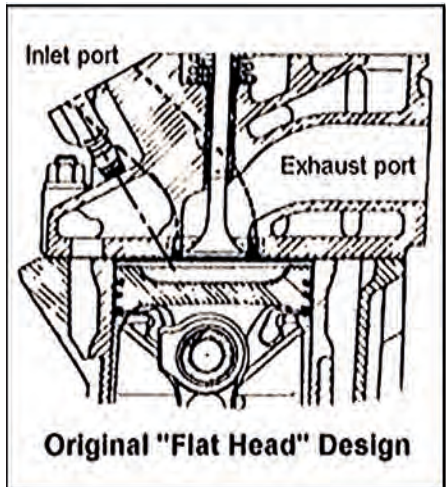


Baily's prototype quad-cam engine showing down-draft arrangement (© N. Swales).

Baily adopted this when he designed his successor to the XK engine, the quad-cam V12. In theory, there just had to be a benefit of down-draft porting but Baily (and other designers) found these benefits weren't achieved in practice. Flow may have been excellent but this arrangement simply didn't allow useful swirl/charge-movement within the cylinder and combustion suffered as a result. Others who wandered down this cul-de-sac included Ferrari, BRM, Matra and Ford – Jaguar wasn't alone in this.

A breakthrough came from work carried out by GM's Sam Heron in the 1950s (Heron became famous for his work with aircraft piston engines and the sodium-cooled exhaust valve). Rover were probably the first to adopt his scheme, which consisted of a flat cylinder head with the combustion chamber in the piston crown – a feature later adopted by Jaguar in their first SOHC V12 engines.

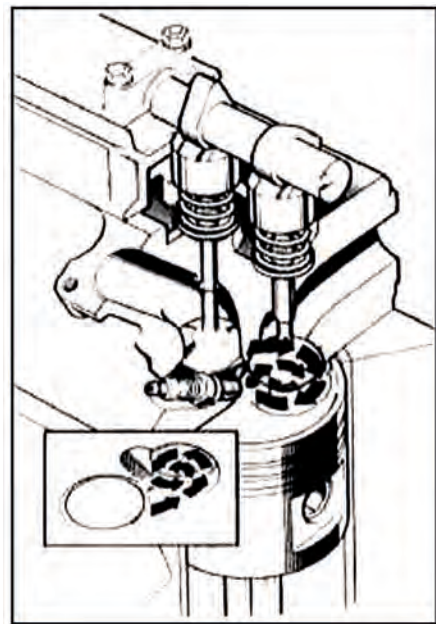
These heads became known as "Heron Heads." In the mid-1960s Ford (of England) adopted the Heron layout for their entire range of engines. A close relative of the Heron layout was the very successful Repco V8 engine that powered Jack Brabham's team to two F1 World Championships in 1966-67. Why was this basic layout found to be better? The increased



The SOHC V12 used this kind of "Heron head."

combustion efficiency as a result of increased swirl and charge-movement may have pointed the way. It is all very well having superb flow, but this is to no avail unless the charge can be adequately and rapidly burnt.

Jaguar later improved the efficiency of their V12 further by adopting Michael May's "Fireball" combustion chamber.



Jaguar's "Fireball" HE combustion chamber.

In this design, the exhaust valve is deeply recessed into the head, forming a compact oval chamber with the spark plug at one end. As the piston advances up the bore it forces some of the charge into a shallow channel around the flush inlet valve from where it is squeezed tangentially. This creates a high-speed vortex in the combustion chamber, with lots of movement and 'squish.' Might it be possible to design a down-draft, hemispherical head with the necessary degree of charge-movement to allow combustion to match this design's superior flow characteristics?

Tune in next issue... 🎧



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THE ART OF BILL PACK AND DAVID TOWNSEND



# X100 Special Editions

Many versions, one purpose: moving metal

By Paul Trout

Over the ten-year run of the X100 XK8/XKR, a considerable number of special editions were produced by Jaguar. Sporting GT cars are a motive purchase and special editions highlight competition success or company history, amongst other things.

## XKR SILVERSTONE

With Jaguar's entry into Formula One racing in 2000, Jaguar decided to celebrate its return to the famed Silverstone circuit. Jaguar had seen many victories in the '50s and '60s at this historic home of the first-ever British Grand Prix in 1948. Jonathan Browning; Managing Director at the time, said:

*"The XKR Silverstone is a celebration not only of Jaguar's return to racing through Formula One, but of our long association with the world famous British circuit, scene of over twenty Jaguar racing victories. But above all, the XKR Silverstone, with its supercharged engine, finely tuned chassis and distinctive style, is a sports car for the true driving enthusiast."*

In April of 2000, Jaguar announced the launch of 100 Silverstone special edition XKRs; 50 convertibles and 50 coupes, all in Platinum Silver. Other than the 20-inch Detroit R-Performance alloy wheels, the only exterior difference were unique bonnet and boot badges that read "Silverstone" rather than "Supercharged."



*Good luck finding a replacement badge if you crash a Silverstone!*

The big 20-inch wheels gave the XKR Silverstone a menacing stance and the R-Performance handling package with Brembo brakes and CATS (Computer Active Technology Suspension) promised great roadholding. The 370 hp supercharged V8 engine delivered performance to match. There were special sill plates with a "Silverstone" inscription and Warm Charcoal leather interiors with red contrast stitching, including carpet trim and leather steering wheel. The dash was gray-stained birdseye maple with a "Silverstone" logo on the passenger side. There were 102 XKR Silverstones built, all right-hand drive for the UK



*A track visit to Silverstone was offered to all Silverstone buyers.*



*The convertibles were hot stuff, too.*

and costing about 10K GBP over the standard XKR.

Lucky buyers of the XKR Silverstone were invited to bring their cars to Silverstone on the final test day leading up to the British Grand Prix to watch Eddie Ervine and Johnny Herbert prepare their Jaguar Formula One race cars for the event.

Demand from North America and the rest of the world was enough for Jaguar to make 500 left-hand drive Silverstones as 2001 models. In practice only 456 were built, for a total of 558 Silverstones. Today they still sell for several thousand more than standard XKRs.



*Low, dark and handsome – the XKR 100 convertible.*

## THE XKR 100

Commemorating the 100th anniversary of the birth of Sir William Lyons in 2001, Jaguar announced commemorative centenary editions of the XKR and XJR; the XKR 100 and XJR 100. Browning's rationale this time was:

*"The commemorative XJR 100 and XKR 100 embody traditions that Sir William Lyons himself established for the company right from its earliest days – a combination of performance, luxury and style that is unique to Jaguar. The XJR 100 and XKR 100 bring these traditions fully up-to-date, and with the inclusion of exciting new sports features from our evolving R Performance range, represent the ultimate road-going Jaguars for the driving enthusiast."*

Available in both coupe and convertible, all XKR 100s were finished in Anthracite Black with 20-inch BBS Montreal wheels being the most distinctive exterior feature. A special bonnet badge in red, black and silver identified each as the XKR 100 special edition. The standard 370 hp supercharged V8 was complemented by Brembo brakes, CATS suspension and the full R-Performance handling pack.

Inside, Recaro sports seats were finished in Warm Charcoal leather. There were aluminum-trimmed instruments, J-gate and pedals. Alloy commemorative plaques adorned the gray smoke-stained birdseye maple dash. The leather-wrapped Momo shift knob and sport steering wheel both carried the R-Performance logo. A total of 500 XKR 100s were produced as 2002 models for about 11,000-13,000 GBP more than a base XKR. Valeurosport, in Apex, North Carolina, specializes in X100 Jaguars and usually has examples for sale.

## THE XKR 400

After the success of previous special editions, UK dealers wanted more. In 2003 when the 4.2 liter V8 was introduced, the supercharged version made 400 hp: hence the XKR 400 special edition. This UK-only model sat on 20-inch BBS Montreal wheels with bright red Brembo calipers.

Most of the distinctive features were in the cabin. The leather and Alcantara seats were complimented by a leather R-Performance steering wheel, leather shift knob, chrome J-gate surround and



*The best seats in the house – comfort to match performance.*



*Lots of panache for the cash.*

drilled aluminum pedals under a piano black dash. Only 60 coupes and 40 convertible XKR 400s were produced and dealers were limited to five of each, maximum. The XKR 400 price premium was only 2-3k GBP over stock, whereas today in the UK they sell for a bigger premium over standard XKRs.





North America's special – the colorful Portfolio.

XKR PORTFOLIO

As 2003 drew to a close, sales in North America were slumping and Jaguar decided to offer a special edition focused on our market. The Portfolio came only as a supercharged convertible wearing 20-inch Detroit alloys and in unique colors of Jupiter Red or Coronado Blue.

The interior, however, boasted many less subtle features, with Recaro seats having exterior-color center panels and matching door panels, shift knob and center console stitching. The normally

wooden upper and lower steering wheel sections also came in exterior color leather. The dashboard and J-gate came in bronze-stained Sapele wood. All 200 Portfolios (100 blue, 100 red) had black tops and were sold as 2004 models.

CARBON EDITION

Jaguar introduced carbon fiber to X100 in the UK-only Carbon Edition – a fully-loaded XKR coupe or convertible featuring a distinctive carbon fiber dash and J-gate trim sold as the “most

well-equipped” Jaguar ever to that date. There was a compass integrated in the rear view mirror, a dual-band telephone, a first aid kit and a stand-up warning triangle that had actually been available on high-end UK/European XJs since 1994. As if that wasn't enough to bring on buyers in droves, each new owner got a free short holiday in either Scotland or Dartmoor, fully paid by Jaguar! Production was limited to 100 – perhaps lest the company be bankrupted by promotional lodging expenses...



Unsubtle, but sporty Portfolio interior.



Portfolio driver's eye view (driver's eyeful?).



Any color so long as it's black: UK Carbon edition. Pass...

STIRLING MOSS EDITION

The Stirling Moss Edition is by far the most exclusive X100, since only five were produced. Where most special editions had subtle exterior clues to their exclusivity, the Stirling Moss Edition identifies itself immediately as a truly special cat. Finished in silver with double racing green stripes and red “Grand Sport” flashes on each wing, it is the most striking of the X100 special editions. With 466.9 hp under the bonnet, Brembo brakes, Super-Sport suspension, 20-inch BBS Detroit wheels and a Borla exhaust system, it performs as well as it looks, with a boot interior plaque personally signed by the late Sir Stirling. Despite its rarity, our DVJC concours was graced with one of these impressive Moss editions last June.



A special special – the Stirling Moss edition.



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VICTORY EDITION

In March 2005 Jaguar announced another UK-only special edition called the 4.2 S. In June they followed that with the Victory Edition for the US market. The cars are essentially the same except for the steering wheel position. The Victory Edition commemorated Jaguar's fourth Racketsports racing XKR Trans-Am Championship win. A tidy 1,050 cars were sold, being mechanically a standard XK8/XKR but dressed up with unique growler badges and sill plates incorporating a checkered flag emblem.

The XK8 Victory Edition models had 19-inch Atlas wheels as standard and the XKR version wore 20 inch split-rim BBS Pereus alloys. Optional upgraded wheel selections were also available and the cars were available in all standard paint choices plus four exclusive Victory Edition colors: Copper Black Metallic, Front Blue Metallic, Bay Blue Metallic and Satin Silver

Metallic. Both models had darkened taillight clusters. Inside, the dashboard and trim were finished in Elm for the XK8 and carbon fiber with Elm as an option for the XKR. Buyers received a very attractive hardbound brochure. The cars were built with pretty much every option in the catalogue and as well as highlighting the XKR's Trans-Am racing success, the Victory Edition was a fitting tribute to one of the world's greatest-looking and performing sports GTs. The Victory Editions were the last X100s to roll off of the assembly line at Browns Lane.

XK180 – THE ONE THAT GOT AWAY

The XK180 is either not a special edition of the X100 or the most special X100, depending on your point of view. Using a shortened floor pan and built as a styling concept echoing the faired-in D-Type headrest, two were made. A right-hand drive version

stayed in the UK for European shows and one left-hand drive car went to Jaguar's western HQ in California. Both survive and there are people who will make you a close copy today ([www.jepespecials.com](http://www.jepespecials.com)). Phone: +(31) 6 52 55 93 98. X100 or not, it remains a great looker, if not the world's most practical car. 🏎️



Victory edition sill plates and badging.



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# Treasure Trove

## Ontario Jaguar Owners Association inventory

By Allan Lingelbach

A club is defined as “an association or organization dedicated to a particular interest or activity.” The Ontario Jaguar Owners Association fits that definition and our particular interest is obviously Jaguar automobiles.

However, despite that close connection between a particular marque and the owners, it is the people part of the club which gets most of our attention, and that is to be expected. In most clubs, the stories will focus first on their members and activities, and then follow up with less narrative about the common interest, which in our case, is our signature cars. That priority is evident when a new member is introduced. He or she is asked their name and where they live, before they’re asked to reveal what Jaguar they own. In other words, people first, Jags second. The intention of this article though, is to switch that around for a change. Let’s focus on our club’s Jaguar inventory.

Of course, as members come and go, the data fluctuates, so while this may seem like herding cats (pun intended), the following represents a snapshot as of mid-February 2020.



The 2014 XKR-S and the ex-Gene Cernan 2009 XKR: Two special cars.

### THE XJ

Not surprisingly, the XJ model, from its earliest version up to today, lays claim to a large following in our club. We have 39 examples reported, spanning from 1977 to a new 2019 limited edition XJ50L. When a model is this popular, it’s the model year diversity which is remarkable. Our club ‘XJ inventory’ has at least one representative in 27 individual model years, with no more than three cars in any particular year.

### THE XJS

Close in popularity to the XJ Jaguar sedan is the XJS. This grand touring Jag was launched in 1975 to less than enthusiastic reviews and yet a favorable improvement in perception and features over the years kept that model in production through to 1996. This desirability of later models (technically XJ-S before the facelift versions) is very evident within the club. The majority of the 36 on our list are ‘92 to ‘96 editions and none are earlier than 1985. The model year diversity shown with the XJs is certainly absent with the XJS.

### THE XKs

The XK models need to be split into two eras. The early version, in production from the late ‘40s to 1961, is now quite rare and understandably very valuable. The OJOA has much to be proud of in this category, given that we have seven examples from 1952 to 1961, including representatives of the XK120, XK140 and XK150. We would love to add a C-Type and a D-Type to this fraternity, so as a shout-out to those owners out there, what’s preventing you from joining our club? It’s probably not the cost of our membership fee!

The more recent (X100) XK, launched to replace the XJS, failed to match the production volume of the XJS, despite a run almost as long from 1996 to 2014. This is also reflected in our lower club ownership total of 28.

### OTHER SEDANS AND MODERNS

A very noteworthy statistic is the club’s roster of nine Mark 1 and Mark 2 compact sedans, which were in production from the mid-‘50s to 1967. For years, none were seen at any of our events, and only recently have we witnessed the odd one in displays such as our 60th gala and at our concours.

That same quantity of nine also holds true for the turn of the century S-Type. By Jaguar volume standards, this was a reasonably popular model. Based on that and its relatively recent era, this might represent one of the few models where we may have expected a larger ownership in the OJOA.

Jaguar is one of the very few British marques still in production, and therefore we can expect a healthy sample of our membership to be seen tire-kicking in Jaguar Land Rover dealerships. The consequence of that has brought 24 newer models into our midst. This excludes XJs, which have already been counted above, but would include F-TYPE, XE, XF, I-PACE



A classic in the making, this Project 7 now has a Project 8 sibling.



1950 Mark V: Green paint, green wheels, green interior, making others green with envy.





*XJ8 on the move: Family fun on the concours polo field.*

and F-PACE. We appear to have failed to attract any E-PACE owners, but aside from that, we have a good cross-section of current offerings.

E-TYPE ALLURE

This brings us to the iconic E-Type... the sculptured piece of art which first lured many of us into Jaguar lust. Without this car, the OJOA would be a much smaller entity. We have a staggering 45 E-Types in conditions ranging from a collection of rusty parts scattered throughout the garage to cars of Cobble Beach and Amelia Island quality. Almost every year from 1961 to 1974 is represented, with a surprising and uncharacteristic skew to V12 models. The odds of seeing all of our close to four dozen E-Types roadworthy and displayed all together may be comparable to having the Queen of England address our club at a meeting, but it would be quite a sight indeed (though not to diminish in any way the spectacle of HRH Queen Elizabeth at the Symposium Cafe)!

E-Types became more refined and driveable during the 14 years of production, but now almost 60 years after the stunning launch, enthusiasts still

wax nostalgic for the first 1961 models. Though quite rare, the club has more than one from that vintage year.

RARE BEASTS

At the opposite end of the spectrum from the E-Type horde, lie the models of which the OJOA exhibits very few examples. We have a single Mark IX and a mid-'60s S-Type, and fewer X-Types than the fingers on one hand.

A remarkable model, which the club can be proud of, is a 1947 Jaguar 3.5 liter saloon. This gem has been a regular at our concours over the past three years, and under prior ownership, this same car was a frequent concours participant around 35 years ago!!! This early example of grace, space and pace represents the oldest model in our club at a stunning 73 years young, and counting.

Celebrating a seventieth anniversary this year is a 1950 Mark V, which is a very recent addition to our prowl of Jaguars. This is an automobile of distinction, having earned Best in Class multiple times in the overall JCNA North American concours standing. Not being content with just that, it went

on to become best car at the massive British Car Day a few years ago, which required beating about a thousand other British entries. Tied for first in our OJOA concours Senior Division, and Best in Class at Cobble Beach this past fall is good proof that perfection is being maintained.

The OJOA membership claims ownership of over 200 Jaguar automobiles. Each one is special in its own way, given the heritage passed down by Sir William Lyons. However, the club has bragging rights on a few supermodels which are worthy of note.

The XKR-S was a limited production version of the XK series. Seeing one is uncommon, but as an example of double vision, we have two. Considerably more uncommon would be to catch a glimpse of an F-TYPE Project 7, or even better, an XE Project 8. Yep... we have those as well.

Now, head back a quarter century and the automotive feline to dream about was the XJ220. They continue to pop up here and there, but let's not settle for a run-of-the-mill 220, when ownership of an XJ220 'S' version is possible. TWR created only six models of the road-legal 'S' version of the Le

Mans race car. Take a stock XJ220, strategically alter some bodywork, pump up the V6 from 550 hp to 680 hp and you're left with a fire-breathing monster compatible with any supercar today. The OJOA can check that one off the bucket list, too.

And sometimes it's not just the car that stands out but also the circumstances surrounding it. In 1992, the aforementioned 1947 Jaguar 3.5 liter was on public display at the Canadian Warplane Heritage Museum during a visit by former Prime Minister Margaret Thatcher. Not to be overshadowed by this international notoriety, we have another Jag in our midst which is the subject of 'out-of-this-world' fame. This notoriety is bestowed upon a 2009 XKR originally purchased by astronaut Gene Cernan... the last man to walk on the moon! From Iron Lady to iron-laden moon dust, these are just two isolated experiences with our Jaguars, of which there must be many other stories within our membership waiting to be uncovered.

With all this club car data splayed out in front of me, I'm sure there are two questions which everybody is anxious to have answers; then again, maybe not, but that won't stop me from giving you the answers!

What is the most common colour, and which model year is best represented? (I can see this being a prize-winning trivia Q & A sometime, so here we go.) Green is the most common colour (38), followed very closely by black (35). The most frequent model year on our roster is 2014 with eight examples. This is evidence that we are not just a club comprised of vintage Jaguars, and this fact should be communicated regularly to the Jaguar Land Rover dealerships who are instrumental in our club financial health through sponsorships.

There you have it. Compiling this report yielded conclusions about our OJOA Jaguar inventory which were unexpected to me, and hopefully are of interest to you. 🐾



*Not the best pic, but this is the heavily modified motor of a rare '83 TWR XJS.*



*A supercar in its day – a gorgeous Indigo XK120 coupe.*



*As seen by Maggie Thatcher: 1947 MkIV, in what looks here like a perfect English back garden.*



# The Specialists

Quality shines through

By Peter Crespin

Love them or loathe them, The Carpenters were a class act. I was into rock music but even I was hooked by the guitar riffs in “Goodbye to Love.” Then suddenly Karen was gone and you couldn’t go to see them even if you wanted to. It was too late. In early 1983, I visited the Triumph motorcycle factory to buy a bike combining the eight-valve TSS engine with cycle parts from other models – they were building so few that they’d happily mix and match. Days later they went into bankruptcy. I was too late.

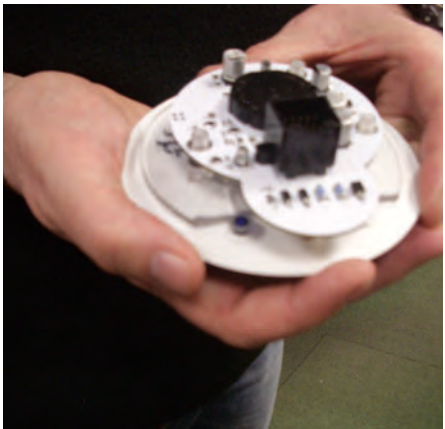
Norton, BSA, MG, Austin, Morris, Wolseley: the roll-call of bygone marques is huge, although a new Triumph has been very successful since the late 1980s. Yet there are brands, like Smiths Instruments, that have steadfastly survived the carnage and are quietly thriving by adapting to the new whilst preserving the best of the old.

For these proud names it’s not too late and they can still be contacted today, just the same as when a Browns Lane buyer like Arthur Whittaker would pick the phone up in the boom years to haggle over price and delivery of a thousand oil pressure gauges. Smiths originally sold the automotive instrument business to Lucas and the business changed hands a few times before coming to rest with private owners as Caerbont Automotive Instruments Ltd. (CAI). The business retains much of the original Smiths tooling and builds to the original drawings with the right to print ‘Smiths’ on their instruments. They fully own the brand in North America and license Nisonger in Mamaroneck, New York. Non-automotive 21<sup>st</sup>-century Smiths businesses are also thriving in high-margin medical and aerospace markets. So if you’re an anesthetist with a private pilot’s license and a classic Jaguar in the garage, you may be one of their favorite people... The opportunity to do business with an historic British brand is still there, which is nice for a change.



Northerner Neil Meakin, seen here in a corner of the Smiths ‘Skunkworks’ R&D lab, is a hands-on manager and clearly liked by his long-serving colleagues.

So whether you need a rare SS gauge, or classic road car or motorsports dials off the shelf, CAI help - always at great value and even more so for North Americans shopping with a strong dollar. Not that they stop at classic instruments – they are very much R&D oriented and fully up-to-speed on the latest measurement and controls technology. So when Jaguar Classic came calling for new instruments for their continuation Lightweight E-Type, XKSS and D-Type, they were not only able to supply perfect new oil and water mechanical gauges and a cable-



Not your usual Jaguar speedo contents – this is an experimental electronic version.

drive speedo, but also a visually identical RC167 Smiths racing tachometer. The original chronometric tachs had an obsolete watch-like mechanism with a needle that jerked from speed to speed, quite unlike today’s smooth-moving cable or electronic instruments. Caerbont delivered an instrument that not only looked perfect, but mimicked the tell-tale jerky movement via a programmed electronic stepper motor. Ingenious, and suitably reliable for Jaguar to place their Classic division’s instrument business with the Welsh wizards.



A bench racer’s dream – 140 mph standing still.



No, your eyes don’t deceive you – the trip digits are different colors and can be programmed at will. An example of targeted R&D that enables Caerbont to deliver a wide range of products without massive, unwieldy infrastructure.

## SCOPE OF OPERATIONS

Back in the day, and still now, it was not unusual for vehicle, marine or aircraft customers to commission components marked with their own brand name on a third-party component. Smiths did and still do serve that market, but in doing so they are almost entirely self-sufficient, making practically everything themselves, from dozens of different case and dial pressings, through special castings, down to machined parts of horological delicacy. Being a light industrial engineering company, Caerbont have never needed the huge industrial facilities that the deep pit coal mines, steelworks and other local heavy industries required, enabling them to survive when other less nimble industries foundered. There is still a Tata steelworks nearby, which is a second cousin to Jaguar Land Rover, although the former AJV8 engine plant at neighboring Bridgend no longer has JLR connections.



This workstation is for making bi-metal electrical gauges as used on countless classic cars. Note the crib sheet for different types of assembly.




Since basic physics doesn’t change, why should a solidly-constructed calibration bench? This one dates from the WWII era, when lives of soldiers, airmen and sailors depended on good instrumentation. Notice the mirrors behind each pair to avoid parallax error.







And you thought Jaguar speedos were big! These dials are early Mini.




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DHC	Roadster SIII	2702		<b>MKII Saloon</b>		
FHC	FHC SI & II	3481	Front Seats	Front Seats	1272	
	2+2 SI & II	4361	Rear Seats	Rear Seats	1642	
<b>XK150</b>	2+2 SIII	4254		<b>MKIX Saloon</b>		
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WORKFORCE

We've all seen the photographs of Jaguar employees at work. Any JJ readers who have spent time in a factory environment can fill in the gaps by recalling the sounds, scents and general atmosphere of shop floor working, and Caerbont is no different. Due to heavy traffic and no GPS, it was a late afternoon visit, and many staff had already left, so the snapshot picture may not have been typical. But if you ever wondered what it was like in the bustling Browns Lane trim shop, or at the end of the line where delicate jobs and nimble fingers suited female workers, my guess is today's Smiths gauges are put together by a very similar demographic, apart from the lilting South Wales accent.

The range of skills encompasses professional engineers, designers, printing staff, assembly workers and quality control specialists, plus the typical roster of managerial, clerical, maintenance and despatch workers. Your purchase price is not going towards lunchtime yoga sessions, in-house baristas or a parking lot full of Teslas and Porsches. These are regular folks, proud of their product and glad to be in steady work. They deserve our support, so be sure to buy genuine Smiths gauges, from reliable parts retailers who don't sell fakes. For JCNA members, Nisonger in New York are Smiths licensees.

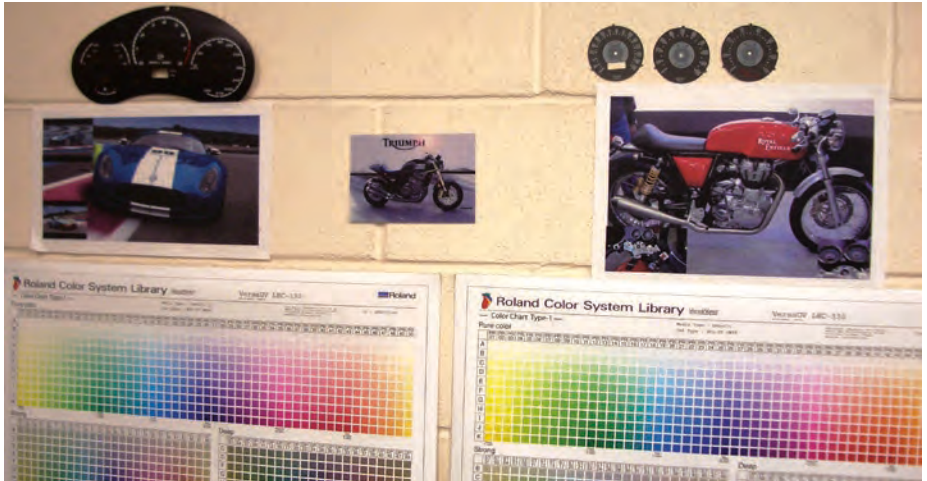
THE FUTURE

Being involved in modern motorsport means Smiths will never rest on their own laurels. Even in the classic field, there is demand for improved products. Meanwhile, the 'classic' category itself is constantly changing and more recent technology begins to re-emerge, such as modern backlit plastic dial faces, digital versus analog gauges, and advances in senders to match novel gauge formats and capabilities.

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With some of the fabrication work stations in the background, the sign highlights Smiths three main product lines – Classic, Motorsport and Marine ([www.smiths-instruments.co.uk](http://www.smiths-instruments.co.uk)).

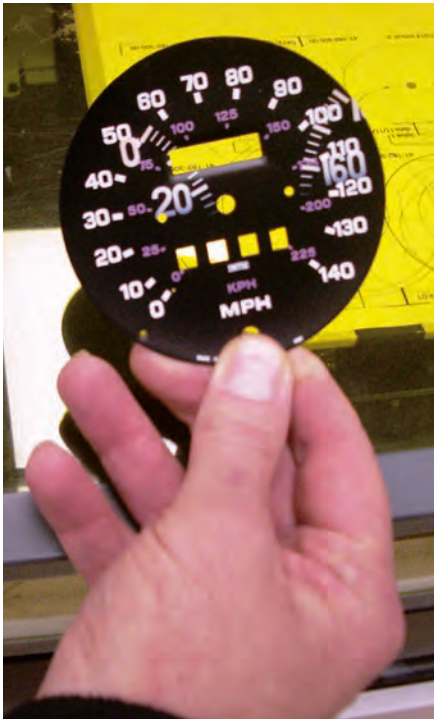


Printing operations are important to gauge manufacture and the department looks similar to any modern bespoke print shop, with efficient and versatile machinery needed to print on a range of shapes and substrates.



Special equipment prints batches of more modern back-lit instruments.





Errors are common during machine set-up. If your own car's dials look like this, you've drunk too much!



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1961 XKE 3.8L OTS VIN: 875781



1959 XK-150 S 3.4L OTS VIN: T831604DN



1965 XKE SERIES I 4.2L OTS VIN: 1E10502



1958 XK-150 3.4L FHC VIN: S834923BW



1968 XKE SERIES I 5.4L FHC VIN: 1E35314



1958 XK-150 3.4L OTS VIN: S830667DN



1966 XKE SERIES I 4.2L OTS VIN: 1E12333



1963 XKE SERIES I 3.8L OTS VIN: 877429



1966 XKE SERIES I 4.2L OTS VIN: 1E10843

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# Auction News

## Not the best of starts

By Ramsey Potts

Just when I thought this column was going to have another auction report detailing recent Jaguar results, along comes a global pandemic, and quite literally overnight, the collector car hobby changes. Whether a collector was planning to acquire a car, pass a classic on to a new caretaker, restore, vintage race, or just enjoy a summer of touring and concours... everything has fundamentally changed, at least for now.

It seems like a lifetime since the Amelia Island Concours, but here is a quick review. It all went off without a hitch, just days before the quarantine orders, and was a beautiful first weekend in March for petrol-heads from all over the world. Unfortunately, the Amelia Island auction results did not represent a turnabout in what has been a gentle decline in most Jaguar values. Bonhams

sold nine of their 10 examples offered, with a C-Type being an unfortunate no-sale. At RM Sotheby's, all nine Jaguars on offer did find new caretakers, with the newest example (and the only one after 1967) being a 1978 XJS SCCA Trans-Am racer from the Group 44 stables. It was one of my favorite cars of the Amelia weekend, and it sold just over its low estimate for \$207,200.

And then COVID-19 came to the States, and we all became acutely familiar with the inside of our own homes in ways we never imagined. Coronavirus caused everyone's schedule to come to a screeching halt, and the traditional ways of enjoying our Jaguars had to be abandoned with haste. For the collector car auction business that relies on a live environment, the constraints of social distancing meant an immediate change

to the way things have always been done. Like many businesses that count on a gathering of crowds, changes had to be made swiftly to survive and thrive. Fortunately, I can speak from personal experience and share how RM Sotheby's is doing what had to be done... pivot! Sites like Bring-A-Trailer have already proven that cool cars can successfully be auctioned in an online environment, and RM Sotheby's has the tools to do the same, but with our own unique brand of marketing, communication, research and service.

The next big auction on the North American calendar was our annual South Florida sale at Palm Beach International Raceway. It was just 14 days after Amelia Island, but COVID-19 had arrived, so with fewer than 10 days 'til the hammer went up, down came

the tents and a new reality began—from a live in-person auction to the first RM Sotheby's Online Only catalogue event in less than two weeks! There were 259 cars offered in a timed seven-day bidding window, and with great success, producing \$13.9 million in total sales with a 69 percent sell-through. We witnessed an unprecedented level of interest, with nearly 900 registered bidders from 44 countries, 36 percent of which were bidding with us for the very first time.

Specifically, for our beloved marque, 10 Jaguars were offered; they saw an 80 percent sell-through with especially strong results for the early post-war cars, and the top three earned a cumulative \$588,500! A dazzlingly well-restored 1961 3.8L E-Type roadster in non-original Opalescent Blue with Red interior (did you read my column on how colors impact value?), a flat-floor and outside bonnet latches was the top cat at \$280,500. At the other end of the value spectrum was one of only two "youngtimer" Jaguars to be offered: a well-presented 1991 Jaguar XJS Convertible which found a new caretaker at \$27,500. It became quickly evident that collectors were still collecting, and great cars found new owners at consistent market values.

History will look back on 2020 with many biases and through many different lenses. However, I am going to prefer the perspective that says genuine petrol-heads stayed true to their passions to the extent that their budgets permitted, and they continued to buy, drive and care for the Jaguar models they love. Undoubtedly, the world will snap back to center and we will once again do the 'car things' we have always done, but I'm willing to make a small wager that the collector car auction business will have meaningful changes that linger for years to come. I can't wait to see all of you again at a fun concours, rally, or the next International Jaguar Festival, club meeting, etc., but I'm okay with an online environment for some activities. I think all of us should get a great deal more comfortable with that idea... it might just be how you find that next cool cat for your collection! 🐾



A contemporary shot of a Group 44 XJS in action – leading, of course!

A relative bargain at \$200K. The sale car turned heads.



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# Tales from the Trade

## Ghosts in the machine

If you Google "ghosts in the machine," you get hits on a critique of René Decartes' mind-body dualism, a 1967 book by Arthur Koestler, and an entry about The Police's fourth studio album of the same name. And no, it's not every car magazine that puts a 17th century philosopher and two 20th century cultural icons in the same sentence... What you won't see in the Google results is a reference to Jaguar electrical systems, but many owners of mid-eighties Jaguars could probably compile a sizeable dossier of phantom faults and ghostly gremlins.

Meanwhile, it remains unproven, but widely suspected, that the Los Angeles conurbation includes a greater than average number of folks for whom the most prosaic and elementary tasks, such as finding both of last night's shoes, or their car keys, are preternaturally difficult until after their second cup of Folgers or a 'hair of the dog' – with or without raw egg. LA-LA Land indeed.

The problem is that even for the most sober and temperate owner, or professional armed with all the right tools, today's cars can be so fiendishly complex that some faults, especially intermittent ones, are almost unfixable at economic rates in terms of hours billed and parts fitted. If they cannot be repaired after one or two attempts by a dealer (who has to charge for good faith diagnostic hours, if not always parts) these faults can take on the characteristics of a mysterious malevolent persona – ghosts in the machine – or as they say in Tinseltown, *Gremlins*®. One JCNA resident of LA, recently had such a problem, the solution of which offers hope of success without calling for *The Exorcist*®, or *Ghostbusters*®. If your XJ40 or XJS alarm is toast, or your X300 or X308 for that matter, read on.

Mr. JCNA has a 1992 XJS V12 that he doesn't drive very much. It's a fun ride to Palm Springs and Beverly Hills



*When your alarm doesn't work, who are you gonna call? Gremlinbusters.*

and he'd had a few gremlins with the electrics (which by then were more likely to be German or far eastern in origin, rather than Lucas). He had been having trouble with the alarm for about a year and it went into reset mode when he turned the key off. The remote quit working and the driving lights didn't come on, just the parking lights – little things like that.

He took a drive to Fogo de Chão in Beverly Hills one day. When he got there, the alarm went into reset mode, just chirping, and the remote would not stop the reset mode. After about 50 presses, the remote reset the alarm. He made up his mind to fix the alarm at the same time as fixing the FF36 error that also occurred that day. He took it to Import Service Centre on Lambert, in Brea. The shop has been there for over 40 years and had done everything right on previous visits, so he asked them to see what was up with the alarm. After tinkering between the other stuff for two weeks, they told him it was one of those things that could be the remote or the alarm box in the car. They felt a weak signal from the remote might well be the cause, maybe...

Then they call him after two weeks more and say "We got it!" They tell him that if he touches the remote onto the radio antenna, the alarm works. Disbelieving, he asks are they serious? So while he's on the line the tech takes the phone outside to the car and presses the remote standing by the door. Nothing. Then he presses again with the remote on top of the retracted radio antenna and over the phone the owner hears the beep and the doors locking and unlocking. He gets a ride over to Brea to collect his V12 and sure enough, the alarm works just as described provided he touches the remote to the antenna. The tech says the remote is sending its radio signal through the antenna to the module. The grateful owner, not wishing to annoy the gremlin through lack of faith, asks for no further explanation of the mystery, he just laughs and says, "Whatever, dude! As long as it works."

So before you give up on DIY fixes, and potentially spend hundreds of dollars for Bosch, Valeo or Nippondenso diagnostics and parts, if your remote doesn't work, look at Charley's picture and hit the button. You might beat that gremlin yet... 🐛



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**XK Parts:** (No Photo Available) XK120, 140, 150 through XKE S1. Prefer to sell as one lot, or in large batches. Approximately 30 years accumulation. Well below wholesale at \$6,500. Jerry Bensinger. 330-759-5224 days.



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**CLUB NEWS:** *Jaguar Journal* club news and event reports. – *Jaguar Journal* Associate Editor, Gregory Wells, greg@slotblog.net, 2482 Westhill Ct., Norcross, GA 30071, 404-610-4524.

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**SPECIAL AWARDS COMMITTEE:** – Bob Matejek, 1900 Pine Valley Ct., Oakland, MI, 48363, 248-842-1046, awca@jcna.com.

**WEBMASTER:** Maintains JCNA Website and coordinates all postings, event results, forums, etc. – Jack Humphrey, 2760 Roundtop Drive, Colorado Springs, CO 80918, 719-930-4801, jagluver2@cs.com.



Events Calendar

NOTE TO ALL CLUBS:

*This information is compiled just prior to deadline from the events calendar online at jcna.com. The COVID-19 pandemic has resulted in events being canceled or postponed and not all of these updates may have been made to the online calendar. Please check event status before entering or travelling.*

**July 5, 2020:** The Ottawa Jaguar Club Concours and Family Day will be held again in 2020 on the beautiful grounds of the Cumberland Heritage Village Museum. This museum is a recreation of a rural village from the 1920s with many exhibits as well as heritage buildings including a period gas station. All Jaguar owners are invited to bring their cars. Contact: John Blais, 613-256-4462, email: john.blais3@gmail.com.

**July 11, 2020:** The Jaguar Affiliates Group of Michigan will be back at the Old World Canterbury Village, 2359 Joslyn Ct, Orion Charter Township, Michigan for our 52nd annual concours on July 11. Details are still coming together. Contact: Bob Matejek, 248-842-1046, email: bobmatejek@aol.com.

**July 11, 2020:** Registration is now open for the San Diego Jaguar Club’s 56th annual Concours d’Elegance to be held at Cancer Survivor’s Park at Spanish Landing East, 3400 North Harbor Drive. Concours registration is online only through our website at <http://www.sdjag.com/2020concourspage.html>. Note that there are significant changes to our Concours and Concours registration from years past. Contact: Mark Hodges, 619-890-0149.

**July 25, 2020:** The Illinois Jaguar Club will present its 2020 concours d’elegance at the historic St. James Farm Forest Preserve in Warrenville, Illinois, featuring more than 100 acres of woodlands, prairies, wetlands, structures from late-1800 farmsteads, and 300 species of plants and wildlife. The event will conclude with an evening banquet. Contact: Mike Ksiazek, 630-789-2257, email mksiazek@aol.com.

**August 1, 2020:** Jaguar Drivers & Restorers Club of Northwest America’s ‘Jaguars on the Green’ Concourse d’Elegance at Swinomish Casino & Lodge in Anacortes, Washington. Contact: Joey Manley, 206-

458-1178, email: joeymanley@gmail.com.

**August 7, 2020:** Please Join with Wisconsin Jaguars and the Corners of Brookfield for our 2020 ‘Cats at the Corners’ Concours, a day of showing and shopping. We will be displaying our cars around and on the Market Square in Brookfield, Wisconsin. Contact: John Boswell, 414-840-1317, email: jboswell1@wi.rr.com.

**August 8, 2020:** Jaguar Association of Central New York’s Slalom #2 in DeWitt, New York. Registration begins at 9:00 a.m. with inspections and driver meetings at 9:30. Runs begin at 10:00. Sanctioned by Jaguar Clubs of North America, all JCNA members are eligible. Member registration fee is \$20, fees for non-members of JCNA is \$25. Location for the slalom is behind Shoppingtown Mall, 333 Butternut Drive. Contact: Vars Smith, 315-485-5911, email: varss@varssmith.com.

**August 9, 2020:** ‘Jaguars and Warplanes – The Sequel.’ By popular demand, the Ontario Jaguar Owners Association’s 53rd Concours d’Elegance will be held once again at the Canadian Warplane Heritage Museum ([www.warplane.com](http://www.warplane.com)). All JCNA classes will be judged, as well as OJOA club categories. There is a block of rooms available at our host hotel, the Best Western Brantford, the location for our pre-concours meet and greet dinner. Contact: Mike Parry, 647-472-3465, email: mikeparry617@gmail.com.

**August 14-16, 2020:** The Canadian XK Jaguar Register’s 51st Heritage Classic Concours, with JCNA Judged and Enthusiast Classes, will be held at Waterfront Park in North Vancouver. Enjoy a spectacular setting with a Vancouver Cityscape backdrop across Burrard Inlet. Dining and shopping

options a 5 minute walk away. Contact: Malcolm Reith, 778-987-5858, email: globalsalesmanagement@gmail.com

**August 14-16, 2020:** The 48th Jaguar Association of New England Concours d’Elegance Festival will be held on Saturday, August 15 at the Sturbridge Host Hotel along beautiful Cedar Lake in Sturbridge, Massachusetts. The celebration will start Friday afternoon with a welcoming reception; the Saturday afternoon awards ceremony will be followed with a gala dinner; and the event will end Sunday. A block of rooms at a reduced rate is available until August 1. Plenty of parking for those who wish to trailer. For further information, go to [jagne.org](http://jagne.org). Contact: Daniel Graf, 617-216-9703, email: danielgraf100@yahoo.com.

**August 15, 2020:** The San Diego Jaguar Club’s 56th Concours d’Elegance will be held at Cancer Survivor’s Park at Spanish Landing East. Registration is now open on our website only. Go to the San Diego Jaguar Club website’s registration page at <http://www.sdjag.com/2020concourspage.html>. Please read through all the info as there are significant changes to our concours and concours registration from years past. Contact: Mark Hodges, 619-809-0149, email: sdjagclubwebmaster@outlook.com.

**August 21, 2020:** Rescheduled date for the 2020 JCNA Annual General Meeting (AGM). Please reserve this weekend for the AGM. More information on location and schedule to follow. Contact: Les Hamilton, 408-759-2921.

**August 28-30, 2020:** The Capital Region Jaguar Club of New York Ltd presents ‘Jaguars at Saratoga,’ a lawn show at the Saratoga Automobile Museum, 110 Avenue of the

Pines, Saratoga Springs, NY. Go to [www.saratogaautomuseum.org](http://www.saratogaautomuseum.org) for more information. Show time: Saturday, August 29 from 10 a.m. to 2:30 p.m. Rain date is Sunday, August 30. Dinner is at Prime at the Saratoga National Golf Club on Friday evening, August 28. New this year: a JCNA-sanctioned rally on Sunday, August 30. For more information about this three-day event, contact: Andrew Mair, 518-283-4534, email: contactcrjcnny@gmail.com.

**August 29, 2020:** The Jaguar Touring Club will be holding a British Car Festival and Polo Match at Tinicum Park Polo Club, 961 River Road, Erwinna, Pennsylvania, on Saturday, August 29. Gates open at 1 p.m. and the polo match begins at 2 p.m. Admission to the polo field is \$10 per car. Tailgating is encouraged and prizes will be awarded. In case of inclement weather, please check the Polo Hotline at 908-996-3321. Contact: Laura Lee, 201-415-5239, email: jaglady1012@gmail.com

**September 5, 2020:** The Jaguar Affiliates Group of Michigan will be back at Canterbury Village again in 2020 for our annual concours. Friday evening is a party at our host hotel, The Springhill Suites, 4919 Interpark Drive, Lake Orion, Michigan, four miles from the concours site. The concours will be held in conjunction with a British Showcase for other British cars. Stay tuned for more details. This event was previously to be held on July 11. Contact: Bob Matejek, 248-842-1046, email: bobmatejek@aol.com.

**September 12, 2020:** Come join us for the Pittsburgh Concours d’Elegance at the Fox Chapel Yacht Club, located north of Pittsburgh, PA. The site is conveniently located close to Exit 48 (Allegheny Valley) of the Pennsylvania Turnpike. The Yacht Club restaurant is open to all attendees. Contact: Bryan Williams, 412-751-2355, email: allwrite2@aol.com. 🍷



# Member Spotlight

Stephen Thomas

By Gregory Wells



Stephen Thomas

‘The apple doesn’t fall far from the tree’ is considered a cliché, but there is a whole lot of truth to it. That ‘Tarheel’ Stephen Thomas would become a rabid ‘car guy’ was almost preordained. As far as is known, oil and gas fumes are not classified as addictive chemicals, but a strong case could be made for adding them to the list.

Born in March 1947 in Greensboro, North Carolina, Stephen was the oldest child of a WWII veteran father and a homemaker mother. After the war, his dad hired on with Esso, a brand that ensued after the breakup of the Standard Oil monopoly in 1911. As an Esso field rep, he called on service stations and distributors on a regular basis, and almost as regularly son Stephen tagged along. The memorable cars and experiences he encountered (along with some mind-altering whiffs of high octane gas, no doubt) hooked him hard. “My life has been defined by cars and coffee,” he quips.

After attending a succession of elementary schools in North Carolina, he advanced to Needham Broughton High School in Raleigh; founded in 1929, the school is famous for its imposing castle-like stone facade and tall bell tower and is the oldest high school building in the state still in use.

The car addiction had already taken its hold on Stephen at this point, and he purchased his first car, a 1960 MGA roadster, a vehicle he stills owns! (His love for the car is seen in his insistence that the MGA’s styling is superior to all except the E-Type.) The \$10 high school parking permit that relegated him to a long walk from his assigned space was soon replaced with a \$20 permit that parked his car between a T-Bird and an XK150 but the shorter walk was fine, too.

Addictions are hard to kick, and Stephen just couldn’t stop. His ‘stash’ came to include another pair of rarities, a black ‘76 XJ12C and a silver ‘75 XJ12C; the former a restored prize-winner and the latter a successful preservation class contestant. These coupes are his favorite cars to show. And, of course, there had to be a strong ‘hit’ of E-Types: a 1968 OTS, a 1970 OTS, and a 1970 2+2. Maybe the recently-purchased 1935 MG-PB is a sign of his recovery.

His last Jaguar ‘ingestion’ was when he purchased a rare 1988 XJ-SC, a body style many people, including Jaguar enthusiasts, have never seen. For seven years, Jaguar had been criticized for only producing the XJ-S in coupe form, whereas the car it supposedly replaced, the E-Type, was available as an OTS. When Jaguar decided to fill the void, the rumor (later dispelled) was that convertibles were to be banned in certain US states, and

almost certainly in California. Ergo, the XJ-SC Cabriolet, a ‘non-convertible’ convertible, perhaps described more accurately as a T-top coupe with a roll bar and a fold-down rear hood.

This unusual model was in Jaguar’s catalog from 1983 to 1988; a total of 5,013 were produced, with roughly 40 percent imported into the US. Stephen’s car is the final year of production, 1988, when only 60 of these cars were designated for the States; contrast this with US imports of between a thousand and nearly two thousand over the previous three years. The car checks a lot of boxes: low-mileage, purchased from the original owner, and with all of the factory paperwork.

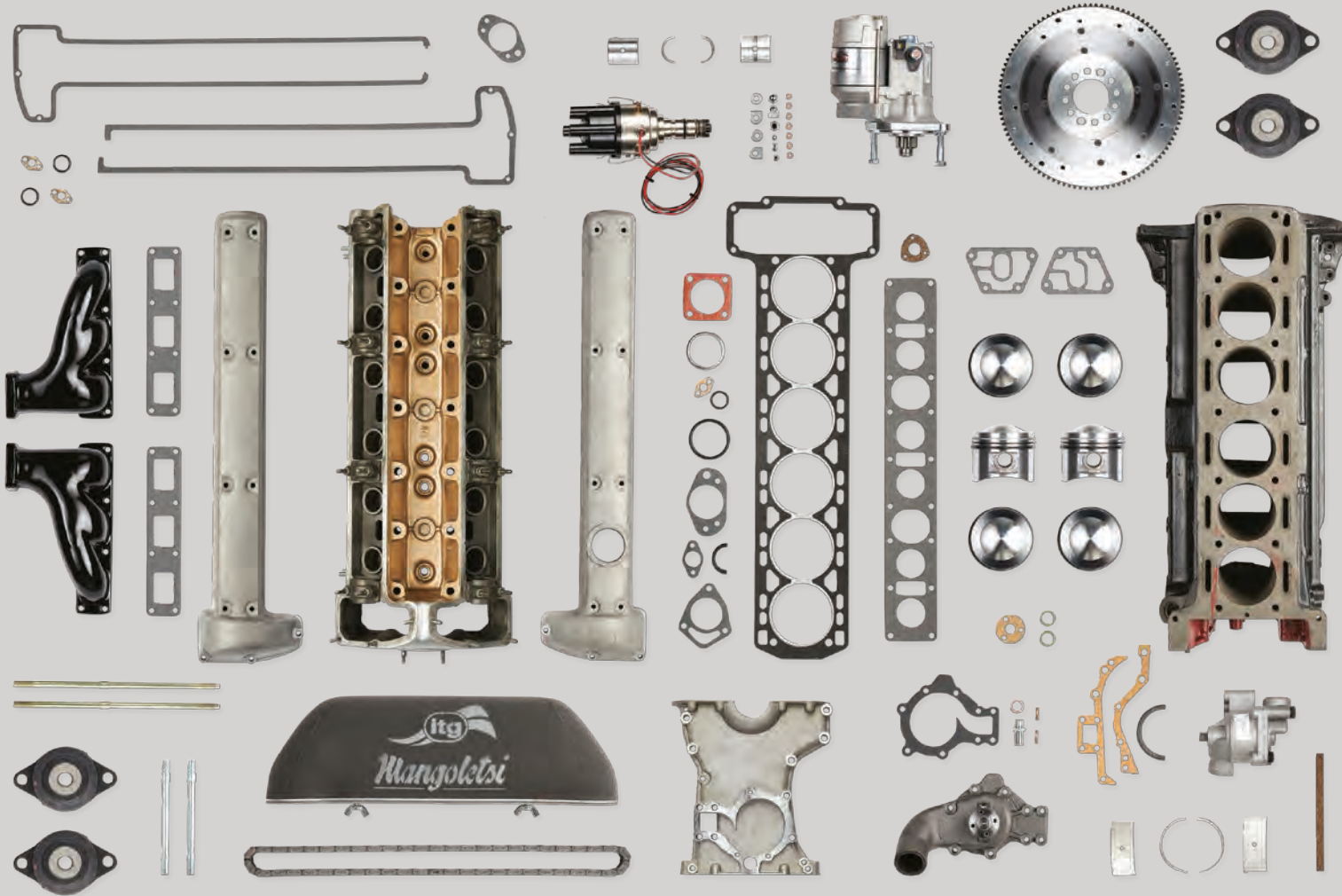
Stephen has worked tirelessly to inflict his addiction on others. As an area coordinator for EJAG magazine, he placed an ad in the newspaper in March 1980 seeking those interested in the marque and was astounded by the response. The club, later to evolve into the Carolina Jaguar Club, drew 48 cars at its first show! Stephen has been the Chief Judge for CJC since January 2019.

While you will find Stephen and car at just about every major show, home for wife Mary Ann and him is Bahama, North Carolina, a small town outside of Durham. Their son, Marshall and their three grandchildren are frequent visitors and it is fervently hoped they only partake of the garage atmosphere responsibly. 🍷



Black Beauty: The V12 XJC carries plenty of horses under its bonnet.

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