



# JAGUAR JOURNAL<sup>TM</sup>

Official Magazine of the Jaguar Clubs of North America

March-April 2020

## Important: Safe Driving For Seniors

Rallying revival, laugh-a-minute fun

E-Type tools: concours-level info

XK Radiomobiles, part two



**STOP-PRESS**

JDHT RESPONDS - PAGE 36





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# JAGUAR JOURNAL

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**Photo:** Nothing to do with this issue, but we hope Jaguar get the hint – the E-PACE is the only model we've never tested.



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website!







## Blowin' Smoke

"... there are old drivers and there are bold drivers..."

Peter Crespin

### ALL THINGS MUST PASS

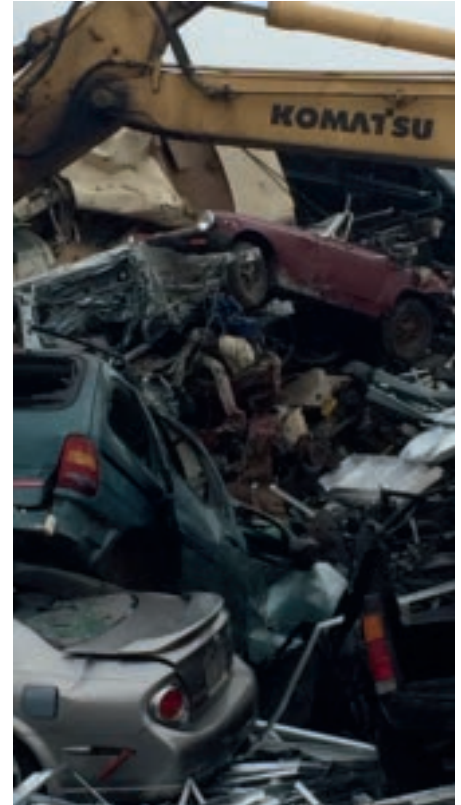
The road to Rockville's Grainger outlet passes a yard where people drop off their scrap metal. No, I am not referring to my garage! You drive in with a trunkful of old pistons or other aluminum scrap and a guy weighs it, runs a magnet over it to check it's not silver-painted ferrous metal and prints out a ticket you then take to the front office. You scan the ticket into a cash dispensing ATM-like machine, confirm the details on screen and there follows a series chattering and clattering noises as the robotic box spits out bills and change to the value of your recycle. It's almost alchemy – turning base metal into cash. I've never bothered with ferrous scrap, and a large-ish bag of aluminum junk brought me only a few dollars, but an old V12 radiator and some brass faucets reached double figures. Anything is better than zero at the nearby municipal recycle drop-off, and that in turn is better than landfill.

I normally glance in as I drive by to Grainger, and the other day I spotted a poor little MG Midget at the top of the scrap mountain around 40 feet high. I don't know much about MGs, although I did once have an A-series engine in a sand racing sidecar outfit. But that little MG was somebody's pride and joy 50 years ago and now look at it... In the UK, as in rust-belt North America, most old classics end up as ugly piles of ferric oxide and what you see in scrapyards has no appeal. The little MG though, looked more sinned-against than sinning, and was as likely scrapped due to crash damage or uneconomic repair as from terminal tinworm. It's probably the only time that Midget was ever 'king of the hill, top of the heap' as Sinatra sang. No matter – it was where it was and that was the end of it, literally. Sad, but inevitable.

### AS FOR CARS, SO FOR US ALL

To date, depending on your religious persuasion, being human is a 100% terminal condition. Even the late, seemingly indefatigable, Norman Dewis eventually had to doff his cap to the Grim Reaper. With luck, we get to keep most of our faculties and have a pleasant life until the final curtain. Before that time, it is highly likely that we will have declined in strength, stamina and sensory capabilities, all of which need to be in decent shape to drive safely, as Bob Wilkinson (a Professor Emeritus of physiology, cell biology and biomedical engineering) reminds us on page 6. To some extent, experience, caution and driving on familiar roads can compensate for fading faculties, but there comes a time for many when their self-perceived capability starts writing checks their residual skills can no longer cash. What ensues may be a series of minor scrapes or near-misses, easily explained away to a concerned partner or child, but in this issue we look at the specifics of age-related driving challenges, to help you decide when you or a loved one ought to consider 'preventive maintenance'. Options may include refresher training, physical therapy or cataract surgery or stronger glasses.

Four years ago I was diagnosed with early Parkinson's disease, so in my case I need to take care with a few basic issues and hopefully still have some good driving years to go, but were I 75 or 85 rather than a mere whipper-snapper at 65, it might be a different story. There was for many years in the UK a motorcycle safety campaign based on the routine response "Sorry, I didn't see you!" Since the motorcyclist was clearly there, and not invisible, the cliché response was an admission that they caused the accident either through poor eyesight, or carelessness in not having checked properly around blind spots, etc. Don't be that person, take care and drive safely.



*Top of the heap: sad MG Midget*

As the saying goes, there are old drivers and there are bold drivers, but not too many old, bold drivers. As a young man, I laughed at the joke, "Please let me die in my sleep like Uncle Bill, not scared and screaming like his passengers." Nowadays, it gives me pause... If you do decide to thin out your collection, remember too that the Coventry Foundation offers a tax-efficient way to manage disposal once you've looked after your family and descendants with help from specialists like TYCTA (see page 33).

Sorry for the gloomy tone, but it needs thinking about and it'll soon be summer anyhow. Enjoy! 🍷

*Peter*



# Generous Foundation Gift

The key(fob)s to the kingdom

By Gary Kincel

In early December, a group of Coventry Foundation faithful converged on Petersburg, Virginia, to work on updating our museum space at the Moss Motors facility. The space we are in is part of a bigger museum area and has been generously donated to us by Moss since 2017. Those gathering

were George Camp, Amos Kunkle, John MacLeod, and Bud Marston, the *JJ* editor having to bail that morning due to his VDP's 'failure to proceed' at 7 a.m. The greatest activity of the day was receiving the donation from Bud of his significant collection of key fobs that were used during the writing

of his recent book (see <https://www.daltonwatson.com/Vintage-Jaguar-Keyrings-1955-1980-s/2024.htm>).

Bud also donated books, tools and other items from his collection – the first part of his tool story appears in this issue. While we were there, we updated our display to include two cars recently donated by the late Dr. Gerry Mitchell, and refreshed the artwork using some items recently donated by the Jaguar Car Club of North Florida. These new items join the existing artwork and model car collection donated to the foundation by Jerry Turner. A great couple days that included a bit of work, some good food and drink, and sharing of some tall tales. Hopefully, the editor's XJ8 will be in better electronic health next time. 🛠️



*Looking like burglars in a key factory, John, Gary, Bud, Amos and George show off the foundation's latest bequest. Thanks, Bud!*

## Obituary

Bob Aldridge, JCSNE

By Ed Rubacha



*Alta and Bob, deservedly receiving their Andrew Whyte service award in 1916.*

On 18 November last year, but too late for inclusion in the January/February *Journal*, we in the Jaguar Club of Southern New England family lost one of our most highly-valued members with the passing of Robert C. Aldridge. In September, 1974, new members Bob

and Alta Aldridge attended their first club dinner and meeting at Wallingford, Connecticut's Yale Motor Inn. As a sign of good things to come, within three months Alta had become editor of JCSNE's *The Spotted Cat*.

Two years later Bob was first elected president, going on to lead our club five times over the following decades, for a total of eleven years. His many years of leadership were significant for JCSNE because Bob supported initiatives in many areas. Examples included the club's annual concours d'elegance, the annual 'British Wheels on the Green show,' many weekend getaways and a number of JCNA-level projects, including participation in the early 1980s team that rewrote

significant sections of the concours judges' guide.

While Alta continued as newsletter editor (until this day!), it's fair to say that Bob was her willing and able assistant in that endeavor, as well in their family life. Their joint efforts to the benefit of our club were recognized, nationally, when they received the 2015 Andrew Whyte Service Award from Kim McCullough, VP Marketing, at the 2016 AGM.

Bob's passing leaves behind his wife of nearly 60 years, a daughter, two sons, their spouses and a much-loved granddaughter. He leaves, also, a void in JCSNE's board of directors and will be greatly missed as our club enters its 52<sup>nd</sup> year. 🛠️



# To Drive or Not To Drive

Hanging up the keys

By Robert Wilkinson and Peter Crespin



*Modern cars have radar and camera assistance, but good driving is still critical.*

## EXCUSES, EXCUSES

If anyone has an excuse for keeping a car as merely a beautiful object, most Jaguar drivers do. There can't be a current or former XK, E-Type or even XJ owner, alive or dead, who never ran his or her hand over those curvaceous flanks, or thrilled at the almost organic symmetry and tactile pleasure of their car's form. The Museum of Modern Art in New York City certainly appreciates the ageless fusion of art and technology. Nor was that magic confined to the glorious E, since Swallow and Jaguar styling before and after the E was a huge selling point. Even during the eighties, when straight edges were in and curves were out, the XJ40 managed to retain subtle arcs and a beauty of proportion that made new XJ8 owners glance back in the parking lot as late as 2003, and still does to this day. Today's models compete in a vastly more crowded market, where aerodynamic efficiency and safety constraints mean there is little scope for maverick brilliance and the same 'swoop-coupe' or 'crossover' shapes emerge behind badges from the Far East, Europe and North America.

Few of us, however, can afford to keep a car purely for its looks – we ask it

also to get us from A to B, on demand, safely and reliably. We may like to think otherwise, but until autonomous cars reach maturity, the least reliable part during most car journeys is the nut behind the steering wheel. So far, recognizing that politics is the art of the possible, our legislators have confined themselves mostly to regulating/certifying automobile specifications and condition, not the drivers. In most jurisdictions, vehicle testing involves a period of grace – typically two or three years from new – before the first inspections are required. It is assumed that a new car will be safe and that any problems will be ironed out under warranty or recall, with periodic inspections thereafter to check fitness for purpose. After a certain age, it is further assumed that most cars will have come to the end of their life or be in the hands of enthusiasts – both fates requiring little or no testing thereafter.

## WOULD YOU PASS INSPECTION?

In the case of drivers, the reverse applies, in that they are tested when new and normally never again. It is assumed and/or required that drivers will self-regulate and report any safety-related conditions at license renewal

time, if renewal is ever required. There are generally (so far) few if any regular re-testing regimens for car drivers. Cars can be programmed to record and report issues, but so far *Homo sapiens* has not been fitted with on-board diagnostics, or a protective 'restricted performance' mode to prevent serious damage, yet the stakes are far higher. A car which seizes or falls apart generally only damages that one vehicle. A driver who seizes or collapses may take others down, too. That's why the classes of 'drivers' who could kill dozens (pilots, train/bus drivers and truckers) are tested rigorously.

## THE SCIENCE OF AGING

Two of the three legendary attributes of a Jaguar automobile – grace and pace – are realized by elegant design, but also dependent on how the car is driven. Travelling smoothly yet swiftly is the domain of high-level driving skills, applied with care and full concentration. Those skills deteriorate with age. We were reminded of this inconvenient fact a year ago in January when Jaguar fan Prince Philip, age 97, had an accident in a Land Rover which left his car overturned and another motorist slightly injured. The lady concerned was subsequently fined for four prior traffic offences, but



the prince hung up his keys after the accident, setting a powerful example. Because many Jaguar enthusiasts not only love the classic older models but are older themselves, it seems a good time to review the consequences of aging, particularly as they relate to driving skills.

Aging itself is a poorly-defined concept. There is chronological age measured by time, and physiological age – defined less precisely but based on various medical/biological parameters. By comparing your data to those of others the same calendar age, you may show up as a healthier than average oldie, or more worn out. Physiological/biological age is somewhat influenced by lifestyle choices that you can control, and genetic factors that you normally can't. Psychologically-speaking, aging is construed as crossing some threshold, making one feel and act 'old.' This too can be influenced by lifestyle and mental attitude, although genetics and luck also play a large role. The maxim "You're as old as you feel" has some sense to it.

Increased susceptibility to diseases, many of which affect driving ability, is a major factor we will come back to, but which is largely beyond the scope of this article focusing on senescence. Defined as the aged condition that is physiologically normal, senescence is in fact a well-studied cellular and molecular biology phenomenon. Much like an automobile, the human organism is simply the sum of its parts. And, just as the reliability of an automobile depends collectively on that of its parts, so does that of its driver.

## THE CIRCLE GAME

© JONI MITCHELL

The cycle leading to senescence begins before birth. We are programmed to decline, cell by cell and the term 'apoptosis' has been coined to describe the phenomenon whereby different types of cell are able to divide and replace themselves at varying rates and a certain number of times, before they finally 'run out of gas' and are lost. Skin cells and areas like the lining of the mouth and gut protect us physically from abrasion and noxious substances and are constantly being

"Sixteen springs and sixteen  
summers gone now

Cartwheels turn to car wheels  
thru the town

And they tell him take your  
time it won't be long now

Till you drag your feet to slow  
the circles down"

© Joni Mitchell

shed and replaced every few days. Red blood cells, squeezing through tiny capillaries to bring food and oxygen to the furthest tip of your accelerator foot, last a few months. Bone cells are far longer lived but brain cells are longest lived of all. The cells you use today when driving are the ones you were born with and will still have when the flag drops for the end of life's final lap. Judging by some road behaviors, those cells don't get used much in between times either.

To borrow from the argot of retirement planners, there is an 'accumulation' phase where we grow stronger, smarter and more agile. Then follows the 'distribution' phase, where these very qualities, having peaked, begin to diminish with time. Surprisingly, the peak in native ability (ignoring the advantage of experience) occurs early on, around age 20-30. Scientific studies demonstrate this, but so does a consideration of human attributes like intellect and athleticism. For example, the most elite among us in these areas make Nobel prize-winning discoveries or excel in professional sports. These achievements occur nearly exclusively in the 20-30 year age range. Experience, if relevant, can contribute to some extent; the oldest current Formula 1 driver is 40.

Our decline in ordinary driving skill, and other non-competitive capabilities, goes unnoticed because we start with an excess of neurons and reserve potential, much of which is unneeded in quotidian life. Senescence seems to be the point where we start noticing deterioration,

and should consider our driving safety. What follows are particular things to watch out for in deciding when to hang up the keys (or fobs for owners of newer Jaguars). People vary and this is not intended as specific medical advice (consult your own professionals for that), but does indicate average deficits and their typical ages of onset.



*Night driving and small-print instruments are early problem areas.*

## VISION

The ability to focus our eyes for close vision is diminished early on (by age 50). This is of relatively little consequence for driving, except when reading instruments. One thing to watch out for is cataracts (beginning age 40 or so, virtually inevitable by age 60). These can impair night vision, by causing flaring of oncoming headlights and signal lights. Often, this is the first symptom, before day vision is affected. Cataract surgery is highly successful, and the median age for electing it is coming down (currently about 65). There are several styles of lens implants available; for serious driving the ones that aim for best vision at long distance in *both* eyes is suggested. Regardless of cataract status, be sure to have your eyes refracted at least once every two years, and get new glasses if needed.

## REACTION TIME

The ability to react quickly to unforeseen events while driving is essential. An example is applying the brakes when the brake lights of the car in front appear unexpectedly. More complex situations, like hearing a siren or seeing an accident ahead, require some additional thought. The latency, or time required to react, depends on this complexity as well as what's 'in the loop.' In terms of brain function, hearing is a bit faster than seeing, and pushing a button is a bit faster than activating your leg to apply the brake.





*Prince Philip's Land Rover on its side after his mishap.*

Different stimuli and reactions enlist specific neural pathways. Braking, for example, is eyes-brain-spinal cord-sciatic nerve-leg muscle. Some people have faster reaction times than others (it's correlated with IQ, because both depend on similar neural functions). But like everything else, whatever you have declines with age, beginning in one's mid-twenties. There is a steady decline thereafter, which accelerates in the seventies and eighties. Age-related weakness, reflected for example in ability to quickly and firmly apply the brake, or apply steering input, negatively affects reaction time.

Typical driving reactions require the better part of a second. If, after this period, your brake lights are illuminated, a similar time passes before whoever is following you reacts. If you are driving an older Jaguar, with hydraulic stop lamp switch, you can add in an additional similar period of ~0.5 sec or so, for your car's 'reaction time.' Force applied to the brake pedal must translate into hydraulic pressure to be sensed by the brake light switch, and the filaments in the brake lights must warm up to the temperature at which they emit visible light. This latency, unlike that of the driver, can be improved by fitting a switch triggered by initial movement of the pedal, and LED brake lights. It is also one of the first driving functions to be augmented by technology, whereby many (and before long all) cars already use radar, infrared, ultrasonic or other detectors to calculate the collision risk from nearby moving or suddenly-slowing obstacles. If it judges an impact is imminent, the collision-avoidance system applies the brakes automatically before the driver reacts, to avoid or minimize injury. Few perceive this as an insult to their driving skill, but if drivers were reliably hyper-vigilant and always drove within defensible limits, there would be little need for automation.

## STRENGTH AND MOBILITY

Muscle mass declines with advancing age. You may be someone who prides themselves on being the same weight as when you were in college 40 years ago – and kudos to you if you are. Sadly, the 180 pounds you may weigh today is a rather different mixture of muscle, fat and bone mass than it was four decades ago. A relatively recent consensus is that function of the muscle that remains declines as well. This dual phenomenon is called sarcopenia, and it begins in the mid-fifties. The result is loss of strength, power and physical performance.

Unlike, say, cataracts, sarcopenia can in principle be countered with activity or exercise. But if you habitually drive a car rather than riding a bicycle, you are probably among those negatively affected overall and need to be aware of the consequences. Obviously, the physical effort required to drive a manual transmission car, particularly in cities or hilly terrain, could be problematic and automatic transmission cars are to be preferred, even if reluctantly. Another concern is emergent situations that require strength, such as failure of power brake servos or hydraulic as opposed to electric power steering, or both if the engine itself shuts down. Having experienced these failures in a SWB XJ6 and V12 E-Type, the authors can only imagine what they would be like in the larger saloons both older and newer. Mobility requires strength, but can be inhibited by muscle stiffness, joint stiffness and limits to the range of motion available to both muscles and joints.

## AGILITY

This is an imprecise term, by which is meant some combination of strength, reaction time, skeletal or muscle stiffness, joint or muscle range limit, vision and other age-related phenomena, like

impatience. Its loss with age is well-documented, and has both mental and physical components. Range of neck rotation is an important example. According to one recent study, it decreases from an average of 70 degrees each way in middle age, to an average of 45 degrees by the eighth decade. Consequently, driving visibility to the rear, and in left turns, is diminished. Left turns are particularly dangerous even for the agile. Delivery services like UPS, try to avoid them when route-planning, even with youthful drivers. Various external and back-up cameras are a boon to older drivers, and some can be fitted to our older cars.

## SHORT TERM MEMORY

Where were we? Oh yes, having finally located your car keys in the freezer, it might seem that memory problems are of no concern once you are behind the wheel. This is perhaps true, but with caveats. Turning the wrong way, or forgetting to get into the correct lane before an intersection, will require an immediate decision as to how best correct the error. While age removes some of the risk-taking associated with the quick decisiveness of youth, there are still vestiges (at least if you are male). As a result, there is the usual tendency to react quickly, but the inability to do so (e.g., Vision, Strength and Mobility, Agility sections above). The correct approach is patience, even if it means proceeding in an aberrant direction until corrections can be made deliberately and safely. This has to be learned, often by experience, unfortunately. The purpose of this article is obviously to help you reassess your capabilities and improve them where possible.

## COMMON DISEASES

The topic of disease states and their effect on driving ability is well beyond our purview, but some maladies are so common that they almost rank with general senescence. Adult-onset diabetes, for example, affects about one in four of those over age 65. Visual problems are common among these individuals, as is peripheral neuropathy, which manifests as numbness and loss of feeling in the extremities. Both can affect driving ability. The joint pain and stiffness of osteoarthritis affects strength



and mobility. It is the most prevalent age-related disease, affecting about one-half of those over 65. Dementia and Alzheimer's disease, including mild cases, affect 15-20% and obviously exacerbate the short term memory problems of senescent individuals discussed above. Neurological diseases that adversely affect control of muscles and hence driving ability are also common among the aged. The most common is Parkinson's, which occurs almost exclusively in those over 60. About 1 million Americans are estimated to have the disease, and that number is expected to reach 1.2 million by 2030. Luckily, all of these diseases progress relatively slowly, and are not directly life-threatening.

Thankfully, a few diseases tend to decline with age, too. Migraines and allergies often seem less common or severe. This is useful, in that some treatments can make you drowsy. Some skin conditions resolve and sweat glands are few and far between—handy if you drive a classic with no AC. Surprisingly perhaps, although short term memory declines, long term memory persists and vocabulary keeps

improving, so long as you expose yourself to appropriate sources. To 'cap' it all, teeth become less sensitive. Putting those together, even if you're miles from a police station, you should be awake enough to remember fully the license number of any car that cuts you up, as you chew them out in three languages.

### SO, WHEN TO QUIT?

Some of us probably know when we're ready, particularly after a reminder like Prince Philip's experience. Others might not, and should seek advice from family and friends. Driver's tests and evaluations vary among states, but many are lenient, particularly compared to other countries. It's a serious issue, which we all face either now or in the future. If in doubt, don't.

A 2002 study from the National Institute on Aging applied life table methods to 4,699 elderly persons who were driving in 1993 and reassessed in a 1995 survey. The authors found that drivers aged 70 to 74 years had a driving life expectancy of approximately 11 years. Because men tend to die earlier, more



*When push comes to shove, there are still some amusing mobility options besides cars.*

of them quit driving for that reason, whereas more women quit for other reasons. Overall both groups had similar driving life expectancies. The authors concluded that nationwide, many elderly drivers quit driving each year and must seek alternative sources of transportation. Because of differences in life expectancy, women require more years of support for transportation, on average, than men after age 70. 🛒

## movable FEAST

THE ART OF BILL PACK AND DAVID TOWNSEND

Amelia Island Concours d'Elegance, March 5-7



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## President's Perspective

A whole new decade has arrived

*Les Hamilton*

In this the first president's message of the 2020s, I would like to wish all JCNA members, our friends and our important partners a very happy New Year. If I had thought ahead in my last message, I would have wished everybody a 'Happy Hogmanay.' Hogmanay is the traditional Scottish celebration on the last day of the year and a New Year's Eve party celebration that goes into the wee small hours of New Year's Day, accompanied by several quaint customs. Although I grew up just south of the Scottish border, our community was not one to miss out on an excuse for a good party and followed most of the Scottish Hogmanay traditions (apart from the wearing of kilts).

Traditions are also important in JCNA but we must also evolve to meet new needs and new members. JCNA's collective memory is preserved in the exceptional combination of the Mike Cook Archives, JCNA Archives, *Jaguar Journal* files and the Coventry Foundation. This body of knowledge and articles continues to grow and is a great resource for anyone wishing to know more about JCNA or Jaguar history. If you have, or know of, any records or items that could enhance our archives, please contact George Camp (scjag@juno.com).

### KEY EVENTS

Looking at traditional JCNA activities, 2020 is shaping up to be a great year, with the March AGM in Las Vegas (thanks, Steve and Deanie) and the International Jaguar Festival in Florida in October. The information and booking form for the AGM are in this issue and on [www.jcna.com](http://www.jcna.com). Ensure that your club is represented and your votes are used, and come to get acquainted with your board and help the officers to get to know you and your club.

The IJF planning is well advanced under the stewardship of Phil Mannino, president of the Jaguar Club of

Southwest Florida, with great support from the other clubs in the state and from Mark Mayuga, JCNA's IJF coordinator. This is will be a spectacular event, with a great concours, rally and slalom and other activities such as a cruise and visit to the Collingwood Museum. Mark your calendars and celebrate Halloween in sunny Florida.

### MEANWHILE, IN CYBERSPACE...

JCNA needs your help to create a Wikipedia entry. If you see any mention of JCNA in a book, newspaper, magazine or web page, please send the reference to me at [president@jcna.com](mailto:president@jcna.com). We need a list of published references to qualify for a Wikipedia article. For some unfathomable reason, 65 years of *Jaguar Journal* citations don't quite do the trick, LOL.

On a trip to the UK in late November I had a chance to meet with James Atkins of SNG Barratt for a great discussion on how we can best support each other. SNGB, Moss Motors and Welsh Enterprises are great vendors and great supporters of JCNA and our clubs. So if you interact with them, don't forget to thank them for providing critical parts and supporting our passion.

I also dropped in, unscheduled, at Jaguar Land Rover Classics, to meet Tony O'Keeffe and Steve Clark. Their

restorations and continuation builds of classic Jaguar and Land Rover models are a great contribution to the Jaguar history and tradition, as shown in the November-December *JJ* cover story. They will soon be providing more popular classic parts, including Lucas-branded items. Steve was kind enough to give me an impromptu tour of their spotless workshop where I spotted a car that was very non-traditional, the CX-75 featured in the James Bond movie, *SPECTRE*. This one-off real supercar retains Jaguar lines and looks the part. Unfortunately, there are no plans for production, so I couldn't start a new family Christmas tradition by placing an order (lack of funds notwithstanding). Darn it!

On a closing note, you will have read of Jaguar Land Rover's sales challenges. By the time you read this, the UK should have left the EU and the markets will pick up everywhere. Sales are improving in China and hopefully that trend will continue. Go Jaguar!

A final reminder to get your plans in place for the AGM and provide your thoughts for a vigorous and exciting JCNA future. Looking forward to seeing you on the road or at the AGM. 🚗



*CX-75: a genuine car from a fictitious film. We can dream.*



# South Central Regional Report

Ready, steady, and they're off!

By Dave McDowell and Ron Wallis

2019 was a very active year for the ten JCNA South Central Region Jaguar Clubs. Here are some highlights and a brief look ahead:

## CENTRAL OKLAHOMA JAGUAR ASSOCIATION

The COJA had a fun-filled year with a trip to Eischen's for the best fried chicken ever, a lovely Valentine's dinner at the OKC Golf & Country Club, an African Queen boat ride and dinner, a delightful Spring Fling to Eureka Springs, Arkansas, and a visit to the Crystal Bridges Museum in Bentonville. Our annual concours was a big hit, plus we enjoyed a joint lunch with the Tulsa Jaguar Club at the aquarium in Jenks, Oklahoma. A Fall Fling to Lake Murray Lodge finished the year.

## JAGUAR OWNERS ASSOCIATION OF NORTH TEXAS

JOANT experienced amazing membership growth this past year. We participated in parades, car shows, indoor go-kart racing, winery and brewery tours, driving tours around North Texas and a river boat cruise. In April we held our annual concours and a slalom event with other local car clubs. We hosted the annual Texas Spring Fling with our Texas clubs for great time in historic Granbury, Texas. Our club now supports the local Genesis Women's Shelter and we participated in several fundraising events with them. The year finished with a country roads drive ending at Eagles Canyon Raceway to exercise our cats. In 2020 our members will participate in concours in Oklahoma City, Austin, Houston and San Antonio.

## SAN ANTONIO JAGUAR CLUB

The SAJC had another fun-filled year with many events involving local club members and our Jaguar friends from



*Recognize any of these North Texan November rallyists? I'll have some of what Santa's drinking.*

across Texas. We finished the year with our big cats roaring down Main Street in the Boerne, Texas, annual Christmas Parade. Our 31<sup>st</sup> annual Luckenbach Rallye was held in January. This was a time/distance rallye through some 100 miles of amazing Texas Hill Country back roads. It ended in the tiny little but wildly famous town of Luckenbach, Texas. We invite everyone to join us next year.

## JAGUAR CLUB OF HOUSTON

The JCOH's year kicked off with our annual dinner at the Black Labrador Pub in Houston. In February we visited the Liendo Plantation Home in Waller. We enjoyed a bluebonnet drive in the country to view fields filled with our Texas state flower. In June we visited Sam Houston Race Park for the UK Royal Ascot event. The rest of the year saw trips to Bellville Castle, the George Bush Presidential Library, plus a very informative tour of Jeff's Resurrections in Taylor, Texas, where members have had cars restored. Our annual English tea event was held at the Tea Kettle Café in Spring, Texas.

## THE JAGUAR CLUB OF TULSA

2019 seemed to be the year of driving events for JCOT. It started with a trip to Wiederkehr Winery in Arkansas, then a drive on the 'Pig Trail,' a challenging winding road to Rogers, Arkansas. Our next drive converged on the Gilcrease Museum for Sunday brunch. Our annual concours went well, in spite of rain and floods, and raised \$555 for the Sand Springs Animal Shelter. The year ended with our annual Christmas 'socks and underwear' drive for the Tulsa Day Center for the homeless. Come join us for a busy 2020 year!

## UPCOMING 2020 EVENTS

**April:** JOANT's 50<sup>th</sup> concours, Dallas

**Spring:** Texas clubs' Spring Fling weekend, JOANT slalom, Dallas

**May:** Heart of America Jaguar Club concours, Kansas City

**Oct.:** JCOA annual concours, Austin  
Jaguar Club of St. Louis concours

**Fall:** JCOH concours, Houston SAJC concours, San Antonio 🍷



# Canada Calling

## Race from space

By Malcolm Baster

I envy you as you read this. Dancing just ahead of you is spring, and the roar of Jaguar engines as they fire up for the first time this year. But as I write, I am still in the icy heart of winter. Well, not that icy, really, here on the west coast. But our Ontario members are experiencing said icy heart big time, if recent weather reports are to be believed.

I have described our marvelous Vancouver Island Motorsport Circuit in previous Canada Callings. Sadly, all is not well there. A recent application for a building permit to extend the VIMC on land owned by the circuit (GAIN – the German Auto Importers Network) was rejected by the local municipality, despite the majority of presentations at public hearings being in favour of the expansion. The outcome was not unexpected, though. Politics on Vancouver Island is definitely in the “Green” and “Left” parts of the political spectrum, and the 5-2 vote reflected those positions. There was much fulminating against noisy, polluting, planet-destroying, climate-changing, profit-making, etc., etc., motor racing in our Arcadia, but there is hope. It seems that there was an agreement between GAIN and a previous council, indicating that a building permit would be issued, and GAIN is threatening a lawsuit. As a result, the council will reopen the debate, and a new vote will take place. We must hope. And we should support the GAIN group in any way we can, short of buying a Mercedes or BMW instead of a Jaguar, of course! If I may wander off track for a moment: Climate



VIMC in two dimensions, courtesy of Google Earth.



Jaguars on track in the third dimension – elevation (Bob Drew).

change is no doubt a serious matter, but I wonder why overpopulation is almost never mentioned as a major factor?

From Vancouver, Jennifer Orum writes:

The Canadian XK Jaguar Register and its sister club, the Canadian Classic MG Club, wrapped up the celebrations for their 50th Anniversary year with several events. On November 30, a British Invasion dinner and dance was held, with the world class tribute band Ready Steady Go playing pop hits of the 1960s. The December 10 membership meeting was a pot luck, with awards presented to those who made significant contributions to the club in 2019. At the New Year's Eve party at the home of club presidents Ian and Doreen Newby, a howitzer (actually a 1942 Montreal-made six-pounder antitank gun) was fired at the stroke of midnight. Then on New Year's Day, the annual Whimper Wonderland Drive (now renamed the Tony Cox Memorial Run) took place, along with a hat contest. The premise of this event is that if you have a convertible, the top is to be down. As for 2020 event planning, the 51st Heritage Classic Weekend will take place August 14 to 16.

And from the snowy depths of Ontario, we hear from Allan Lingelbach of the Ontario Jaguar Owners Association:

Enthusiasm to join/remain with a club is generated by the members themselves. When word gets around that a particular organization is beneficial

to associate with, then the growth and vitality of that group is almost assured. One of the functions of a club Board of Directors is to encourage that upbeat aura through activities, entertainment and structure.

The Ontario Jaguar Owners Association has been fortunate of late to have assembled a board that has been very focused on those objectives. However, within any organization, member turnover is a reality. During winter, with our felines in hibernation, the OJOA will seamlessly replace occupants of three key board positions: Activities Director, Pete Moffett, will step aside after leading the club through two years of the most annual events in at least a decade. Karen Carlson our Secretary for three years will not be standing for re-election but her detailed recording of all meetings, both general and board, should make her eligible for a 'Writer's Cramp Award.' Our President, John Myers, is also retiring after joining our board three years ago. The OJOA may have been analogous to a ship listing badly back then, but through judicious repairs to our keel and hull, John has captained us to steady waters now.

All three will be missed but there is little doubt that very capable replacements will have been voted in at our January AGM. The board and our membership look forward to exuding more of the same enthusiasm that has kept us strong for 60 years! 🐾



# Continental Drift

News from the UK and Europe

By Tim Crespin

## FROM A SPARK TO A FLAME

If you ask any petrolhead why they got into cars, there will nearly always be some emotionally-charged reason behind their passion. For many of us, it was probably linked to our favourite sports car when growing up, a feeling possibly strengthened by a poster on our bedroom wall or the memory of watching the car being driven by our favourite racing driver.

For me, it was the Ferrari Testarossa. The gleaming red paintwork, those outrageous air intakes down each side and, of course, the pop-up headlights that were the zenith of '80s supercar cool, all stood to make it the dream car of any young boy at the time. The Testarossa was not the only car with all the ingredients required to intoxicate the imagination, but it did have one thing that made it stand out, and that is the fact that I got to drive one. In fact, not only did I get to drive it as a nine-year-old boy, I did so as often and as fast as I liked, because the car was the star of the Sega video game *Out Run*. Looking at the game now it seems incredibly basic, with its 2D scrolling screen and pixelated graphics, but at the time the view of that distinctive rear end (the only angle you got to see) was enough to fire the imagination and spark a love for the car.

## GAMES PEOPLE PLAY

Fast-forward 30 years and we now have video games like *Forza*, that faithfully recreate every interior and exterior inch of cars across multiple eras. Ever wondered what the inside of an Alfa Romeo 33 Stradale looks like? No problem, go and view it in the game. A Jaguar D-Type perhaps? Again, no problem, just visit the virtual dealership and take a look around. Having said that, even the most faithfully-recreated video game can't match the real thing. The smell, the feel, the sound and the driving itself are all infinitely better in real life. But how do you go about experiencing that unless you happen to have a few million lying around to

buy some of your dream cars? Well, if you live in the UK in 2019, it appears the answer is that you buy a 'driving experience' day.

TrackDays, a leading provider of driving experiences, is reporting that bookings more than doubled in 2019 compared to 2018. Nor is it just adults who are testing their driving skills to the limit, as bookings for junior driving experiences also rose by 56 per cent compared to 2018.

Dan Jones, operations manager at [www.trackdays.co.uk](http://www.trackdays.co.uk), said: "It would appear that Brits can't get enough track and off-road action. 2019 has seen a record number jump behind the steering wheel of a prestigious model, a drift car or a 4x4, booking directly for a given date via the website [www.trackdays.co.uk](http://www.trackdays.co.uk)."

## THE CAT'S WHISKERS

In all honesty this was not a surprise to me, having been on one of these experience days myself this year. I was lucky enough to put a Lamborghini Diablo, Aston Martin Vantage and Jaguar F-Type through their paces at a racing circuit. The Lamborghini Diablo had also been one of my favourite cars growing up, so I was incredibly keen

to get behind the wheel of the former world's fastest production car. However, in much the same way that some people say you should never meet your idols in real life because they might disappoint you, the drive left me feeling less than enamoured of the Lambo, with its heavy clutch and steering and general lack of agility. No doubt it had some grunt, but it definitely felt every one of its 28 years old. The Vantage was definitely much smoother, more refined and comfortable; it was clearly a car that valued luxury at least as much as performance.

The F-TYPE though, just felt a million miles ahead of both – as you would probably expect from a newer design. The responsiveness, both in terms of throttle and steering, the precision and ease with which it could be driven and the level of comfort, made the other two cars feel like tractors. Not only that, rather than sating my thirst, the experience actually made me want to book another session almost immediately afterwards, a feeling which, if the stats are to be believed, I was not alone in experiencing. If a similar service is available in JCNA-land(s), go for it! 🏁



*The Testarossa ('red head') was a 1950s racer, but the 1980s road version made boys' hearts flutter.*



# Jaguar Series I E-Type Tool Kits (1961–1968) – Part 1

By Bud Marston

This article identifies every tool offered by Jaguar Cars Ltd for the Series 1 E-Type, including wheel-changing equipment except for jacks. Series I E-Type tool rolls/kits were an ongoing progression of the previous XK150 tool roll/kit.

Jaguar E-Type Spare Parts Catalogues, Service and Spare Parts Bulletins, and other technical literature fully document the make-up of each particular series and model of E-Type tool kit by Jaguar Part Number and simple description. To assemble an 'authentic' tool kit, significant visual variations in each tool need to be understood and addressed. To this end, Jaguar enthusiasts may find the

information in this article helpful in identifying and/or verifying the correct tools and rolls for their E-Types.

## JAGUAR SERIES 1 E-TYPE – C.5578/B TOOL ROLL

The C.5578-design Tool Roll was introduced in October 1954 for the Jaguar XK140. The opened tool roll with top flap closed measured 21" x 10-3/4", 21" x 18" with top flap opened. Its 'Rexine' material was based on a natural (off-white) cotton-fiber yarn plain-weave cloth, initially sealed before receiving a surface coat of multi-layered black-pigmented cellulose/oil-paint, dried and rolled to add a textured-grain finish, and then sealed with a thin, hard clear topcoat.

During the 1954–1968 period of C.5578 usage, the black Rexine top skin surface texture and the exact weave of the natural cotton lining evolved over many batches of tool rolls. By 1961, the texture of the black skin had changed from a relatively smooth-textured Rexine material for the C.5578/a variant to a distinctly more coarse-grained embossed Rexine pattern for the /b variant. The rectangular buckle for the tool roll depicted below is original 1961 and typical for 3.8 E-Type rolls. A more shaped and rounded buckle was typical for most 4.2 E-Type tool rolls from 1965 onward. 🛠️



*C.5578/b Tool Roll for a Jaguar Series 1 3.8-liter E-Type, c. September 1961*



## JAGUAR SERIES 1 E-TYPE TOOL ROLL/KIT

Jaguar Cars Ltd allocated a unique Part Number for each tool kit item. A Part Number was retained so long as no functional or interchangeability changes were made to the part. Jaguar Spare Parts Catalogues are quite accurate and reliable at *this Part Number level of detail*. The progression of tools with the same Part Number are identified by the suffix /a, /b, /c, etc. Highly authentic tool kits can be assembled by referring to Spare Parts Catalogs, the following Series 1 E-Type Tool Roll/Kit spreadsheet, and associated photos.

Part No.	Description	Remarks	Time Frame
C.5578/b	<b>Tool Roll</b>	21" x 10-3/4" w/top flap closed, 18" w/flap open, 12" strap, 14 lower pockets, Rexine/cotton	1961-1968
C.4651/b	<b>Adjustable Spanner</b>	Garrington, 4-3/8" long, forged steel, jaws/raised plinths machined/polished, black oxide	All 3.8 E-Type tool kits
C.23296/a	<b>Adjustable Spanner</b>	Gedore, forged steel, JAGUAR front/No.91-4", GEDORE, Made in Germany rear, grey-steel	August 1964 onward
C.23296/b	<b>Adjustable Spanner</b>	Bahco, as-forged steel, JAGUAR front, 4" BAHCO 969/Made in Sweden rear, grey-steel	~ November 1966 onward
C.996/f	<b>Pliers</b>	SSP, 6-1/8" long, forged steel, fine-machined surfaces, large central pivot, black oxide	All Series 1 E-Types
C.4670	<b>Tire Pressure Gauge</b>	PCL, DUNLOP / Pressure Gauge / No 6J-50LBS, diamond head, 6-50 [lb/sq.in], solid end	E-Types to January 1965
C.11753/a	<b>Tire Pressure Gauge</b>	WAD, Jaguar Wings/PAT No. 418693, round head, screw-out extractor, 10-48 LBS PER [ ] IN	3.8 E-Type tool kits
C.11753/b	<b>Tire Pressure Gauge</b>	WAD, Jag Wings/PAT No. 418693, round head, pointed end for tire valve, 10-48 LBS PER [ ] IN	4.2 E-Types from early 1965
C.5444/b	<b>Screwdriver, for Distributor</b>	Lucas, 2 1/8" long, cadmium-plated steel, feeler gauge bright steel, solid aluminum rivet	All Series 1, 2, 3 E-Types
C.5587/c	<b>Feeler Gauge</b>	2-7/8", blades etched w/double-stroke [fat] numerals 4, 6, and 8, steel pivot-rivet, black oxide	3.8 E-Types until 1964-1965
C.5587/d	<b>Feeler Gauge</b>	Single-stroke numerals, two variants: w/serifs from ~ August 1964, sans serifs from 1967-68	Series 1 4.2, Series 2 E-Types
C.993/d	<b>Extractor, for Tire Valve</b>	Dunlop (unmarked), first E-Type tool kits, 1-1/2" long, 3/8" diamond-knurl grip, natural brass	Until mid-1964
C.993/e	<b>Extractor, for Tire Valve</b>	Introduced in mid-1964, 1-1/2" long, injection-molded natural yellow 'Delrin' plastic	Series 1 4.2, Series 2 E-Types
C.4585	<b>Screwdriver</b>	7-1/2", molded Bakelite six-fluted handle, 'JAGUAR' in raised flat, fixed blade gun-blued	S-1 E-Types to January 1963
C.20482	<b>Combination Screwdriver</b>	7-1/2", molded Bakelite six-fluted handle, 'JAGUAR' at base of flute recess, blades gun-blued	S-1 E-Types January 1963 >
C.10155/a	<b>Box Spanner, Spark Plugs/Cyl Head</b>	7" x 1" diameter steel tube, circumferential stamps—1/2" B.S.F. and 3/4" A/F, gun-blued	~ March/April 1961 E-Types
C.10155/b	<b>Box Spanner, Spark Plugs /Cyl Head</b>	7" x 1" diameter steel tube, end-stamps 1/2" B.S.F. and 3/4" AF, black oxide/oil sealed	By May 1961 to last Series 1
C.10155/c	<b>Box Spanner, Spark Plugs/Cyl Head</b>	7" x 1" steel tube, circumferential stamps—1/2" B.S.F. / 3/4" AF, painted thin gloss black	1965-66, overlapped 155/b
C.4094/a	<b>Box Spanner (7/16" x 1/2" S.A.E.)</b>	[Nesting] 5" long x 5/8", center-stamp 7/16" x 1/2" A/F, holes misaligned 90°, gun-blued	Correct to December 1961
C.4095/a	<b>Box Spanner (9/16" x 5/8" S.A.E.)</b>	[Nesting] 6" x 13/16", center-stamp 9/16" x 5/8" A/F, holes misaligned 90°, gun-blued	Correct to December 1961
C.4096/a	<b>Box Spanner (3/4" x 7/8" S.A.E.)</b>	[Nesting] 6" x 1-1/16", center-stamp 3/4" x 7/8" A/F, holes misaligned 90°, gun-blued	Correct to December 1961
C.4094/b	<b>Box Spanner (7/16" x 1/2" S.A.E.)</b>	[Nesting] 6" x 5/8", end-stamps 7/16" A/F and 1/2" A/F, holes misaligned 90°, black oxide	From December 1961 >
C.4095/b	<b>Box Spanner (9/16" x 5/8" S.A.E.)</b>	[Nesting] 6" x 13/16", end-stamps 9/16" A/F and 5/8" A/F, holes misaligned 90°, black oxide	From December 1961 >
C.4096/b	<b>Box Spanner (3/4" x 7/8" S.A.E.)</b>	[Nesting] 6" x 1-1/16", end-stamps 3/4" A/F and 7/8" A/F, holes misaligned 90°, black oxide	From December 1961 >
C.2896/a	<b>Tommy Bar (Long) for Box Spanners</b>	9-1/4" x 7/16", 'hemispherical head' shape with beveled rim, oil-black protective finish	From first E-Types onward
C.2896/b	<b>Tommy Bar (Long) for Box Spanners</b>	9-1/4" x 7/16" x 11/16" head—same as C.2896/a, 'spherical cap' shape, black protective finish	Overlaps C.2896/a 1965-66



Part No.	Description	Remarks	Time Frame
C.34/b	<b>Tommy Bar</b> (Short) for Box Spanners	6" long, spherical cap, tapered shaft, machined point, black oxide, occasionally steel C.34/a	To mid-1964 (most 3.8 kits)
C.20825	<b>Tommy Bar</b> (Short) for Box Spanners	6-1/4" long, parallel 5/16" shaft, spherical cap slightly fuller than C.34 cap, black oxide	Mid-1964 > (3.8/4.2 E-Types)
C.4594/a 95/a, 96/a C.4638/a	<b>Open End Spanner</b> (3/4 x 7/8") (9/16 x 5/8") (1/2 x 7/16") (11/32 x 3/8") - all A.F.	Garrington; 8-1/2", 7 1/4", 6 3/4", 6 1/4" long, respectively; 'JAGUAR' forged/sizes stamped in shanks, polished faces, gun-blued	Predominant 1961-early 1964
C.4594/b 95/b, 96/b 4638/b	<b>Open Ended Spanners</b> (3/4 x 7/8") (9/16 x 5/8") (1/2 x 7/16") (11/32 x 3/8") - all A.F.	T/W, same lengths as Garrington, 'JAGUAR' forged, sizes and /T/W logo in raised relief on shanks; black oxide	Sets or mixed w/Garrington 1961-64, last seen March '65
C.4594/c 95/c, 96/c 4638/c	<b>Open Ended Spanners</b> (3/4" x 7/8") (9/16" x 5/8") (1/2" x 7/16") (11/32" x 3/8") - all A.F.	Snail Brand, same lengths as Garrington and T/W spanners, 'JAGUAR' forged, brand and sizes debossed in shanks, black oxide	~June 1963 >: mostly T/W & Garrington; early 1964: T/W, mostly Snail Brand to early '67
C.4594/d 95/d, 96/d 4638/d	<b>Open Ended Spanners</b> (3/4" x 7/8") (9/16" x 5/8") (1/2" x 7/16") (11/32" x 3/8") - all A.F.	SSP, same sizes as Garrington, T/W, and Snail Brand spanners; debossed 'JAGUAR' and SSP, sizes in raised relief both sides of shanks, black oxide	~ Mid-1964 >, often 4 SSPs or mixed w/Snail Brand, SSP dominant 1966-early 1967
C.3993	<b>Valve Timing Gauge</b>	3-1/2" wide x 2-1/2" high x 1/8" thick, natural flat-steel plate, black oxide/oil-sealed	All Series 1 tool kits
C.13269	<b>Grease Gun</b> (Tecalemit G.C. 3020)	8-5/8" x-1 3/8", die-cast aluminum, 'Tecazerk-connector' steel-nozzle, Instruction for Filling	All Series 1 tool kits
C.13620/a	<b>Bleeder Tube</b> , in Container	Dunlop, DUNLOP BLEEDER TUBE, Maize Yellow, 18-19" tube, 3" diameter pressed-steel tin	E-Types to November 1961
C.13620/b	<b>Bleeder Tube</b> , in Container	Dunlop, revised DUNLOP DISC BRAKE SPARES painted artwork now black/white/primrose	November 1961-- mid-1967
C.13620/d	<b>Bleeder Tube</b> , in Container	Girling, same Bleeder Tube and container dimensions as found for C.13620 /a and /b variants	Late 1967 to last 4.2 E-Types
C.992/c	<b>Hammer</b> (Copper & Rawhide)	Thor, 12" L, 2-1/4 lbs, SIZE2 REF212, painted cast-iron head, clear varnish hickory handle Thor, 12" L, 2 1/4 lbs, SIZE2 REF212, painted cast-iron head, clear varnish hickory handle	1961 to February 1968
C.27290	<b>Mallet</b> , for Hub Nuts	Simmons, 10-3/4" L, aluminum-painted/likely zinc alloy head, clear varnish hickory handle	Series 1 from March 1968
2072	<b>Budget Lock Key</b>	3" x 5" cast steel, tapered square key, rod-shaped handle w/domed ends, natural steel	Bonnet locks first 500 E-Types
C.19524	<b>Fan Belt</b>	'Double-V' 40-1/2" outside circumference water-pump/generator-pulley belt, emergency part	From Eng. R5250 (May 1962)
C.18636	<b>Special Wrench</b> (for Handbrake)	4-1/8" x 5/32" AF Allen key, hardened steel, chamfered short end bent 80°, black oxide	Until September 1961
C.14927	<b>Tool</b> , for fitting/removing Hub Caps	For 'earless' two-lobe hubcaps', required by German/Swiss safety regulations, cast bronze	German, Swiss until 1968
C.28687	<b>Hub Nut Spanner</b> (Wire Wheels)	For removal of 'earless' three-lobe hub caps with C.27290 Mallet, cast bronze finish	October 1967 onward (LHD)

## Terms

SSP: Sheffield Steel Products, Ltd.

WAD: Walters & Dobson, Ltd., Sheffield

Snail Brand: Thomas Smith & Sons, Saltley, Ltd., Birmingham

PCL: Pneumatic Components, Ltd., Sheffield

Bahco: AB Bahco, Enköping, Sweden

AF or A/F: Across Flats

Garrington: Garrington, Ltd

Girling: Girling, Ltd., Birmingham

BSF or B.S.F.: British Standard Fine

T/W: T. Williams, Ltd., of Tilton Road Works, Birmingham

Gedore: Gedore Werkzeugfabrik Otto Dowidat KG

SAE: Society of Automotive Engineers (non-metric)

Most details were provided by noted Jaguar researcher Roger Payne, Australia, whose 22 articles on tools in *The E-Type* magazine during 2017-2019 provide exceptional commentary and photos. All tools depicted are original; some were refurbished. Dinos Metaxas, Cleveland, Tennessee, and Classic Showcase, Oceanside, California, helped to locate some elusive tools. Photography by Jessica Marcotte of Alexandria, Virginia





*C.4651/b Garringtons (top), C.23296/a Gedore Adjustable Spanners*



*C.23296/b Bahco Adjustable Spanner*



*C.4670 PCL (top), C.11753/a WAD Tire Pressure Gauges*



*C.11753/b WAD Tire Pressure Gauges*



*C.5444/b Screwdriver, for Distributor  
C.18636 Handbrake Wrench*



*C.993/d (top), C.993/e Extractors, for Tire Valves*



*C.34/a, C.34/b Tommy Bars (Short)*



*C.20825 Tommy Bar (Short)*



*C.5587/c Feeler Gauge, Double-Stroke Numerals*



*C.5587/d1 Single-Stroke w/Serifs (left) /d2 Sans Serifs Feeler Gauges*



*C.4585 [Conventional] (top), C.20482 Combination Screwdrivers*



*C.10155/a Box Spanner for Spark Plugs*





*C.10155/b, Box Spanner for Spark Plugs*



*C.10155/c, Box Spanner for Spark Plugs*



*C.4094/a, C.4095/a, C.4096/a Center-Stamp Nesting Box Spanners*



*C.4094/b, C.4095/b, C.4096/b End-Stamp Nesting Box Spanners*



*C.4595/a (top), C.4594/a Garrington Open End Spanners*



*C.4638/a (top), C.4596/a Garrington Open End Spanners*



*C.4638/b T/W, C.4595/c Snail Brand C.4594d SSP Open End Spanners*



*C.3993 Valve Timing Gauge*



*2072 Budget Lock Key*

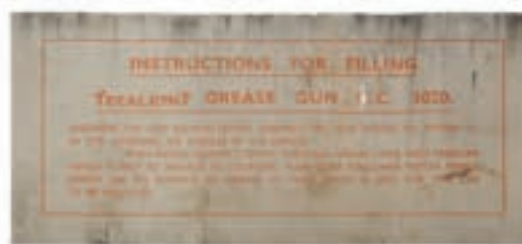


*C.996/f SSP Pliers*





*C.13269 Grease Gun (Tecalemit G.C. 3020)*



*C.13269 Grease Gun Instructions for Filling*



*"German Hub Nut"*

*C.14927 Tool, for Fitting and Removing Hub Caps*



*C.28687 Hub Nut Spanner, for Wire Spoke Wheels*



*C.13620/a (left) and C.13620/b (Dunlop), and C.13620/d (Girling) Bleeder Tubes, in Containers*



*C.992/c Thor Hammer (Copper & Rawhide), C.27290 Simmons Mallet, for Hub Nuts*



*C.2896/a and C.2896/b Long Tommy Bars, for Box Spanners*





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# The Path to the X100

Charting the course for Jaguar's sporting V8

By Paul Trout

Not very long ago I was acting as the starter for the annual Delaware Valley Jaguar Club slalom, at Garnet Valley High School, home of their Jaguars team. I enjoy being the starter as it reminds me of my racing days. At the start line of a hill climb or on the false grid at a road race, someone would always lean their head into the car to ensure the driver hadn't forgotten to put all of his or her belts on, buckle their helmet strap, zip up their driver suit or have a potential missile (water bottle, wrench, etc.) laying on the floor. You'd be surprised, or maybe not, how many times I had the top part of my driver's suit zipped up for me. It gets hot sitting in line waiting your turn to run up a hill. While the JCNA slalom isn't a high speed event, it is still important to ensure that seat belts are buckled, chin straps are fastened and the course is clear before the driver starts his or her run.

The last time I raced my XKR there was an F-PACE and the F-TYPE racing as well. Of course, my fondest memory from that slalom has nothing to do with XKR's or F-PACEs or F-TYPEs, it is of the late Kurt Rappold wallowing his Mk 10 around the course toward a North American Championship. This year the slalom field was a bit smaller than usual, with an XK8, an XKR, an XK and an XJC. So, with the XK8/XKR representing 50% of the field and, of course, my fondness for the model anyway, I decided this would be a nice time to take an in-depth look at the genesis of those models, which went by the internal project name of X100.



*An early X100 at our slalom – complete with characteristic 'Revolver' 17" wheels.*

Jaguar is known for its longevity of models. Even the X-Type ran from 2001-09 and the modern S-Type from 1999-2007. The XK120-150 ran strong from 1948 to 1961. The E-Type had a good run from 1961 to 1974. Its successor, the XJ-S was on the market for over twenty years. However, by the late eighties the XJ-S was getting a bit long in tooth. By that time Jaguar engineers had already started working a suitable replacement sports car under a project code name XJ41, loosely based on the XJ40 project which became the 'new' (XJ40) XJ6 in 1988 (1986 in the UK). The XJ41 later became known as the F-Type, a two-seat sports car design meant to be a suitable replacement for the iconic E-Type which, at that point, had been gone for well over ten years. With Jaguar's limited resources primarily focused on the XJ40 saloon project, the XJ41 F-Type project trundled along quite slowly. Eventually, following the Ford take-over in 1989, the project was scrapped. Scrapped for Jaguar, that is. Through the efforts of Tom Walkinshaw's TWR Racing and a young designer named Ian Callum, the XJ41 eventually became the Aston Martin DB7. But that's another story – a good one – but for another time.



*The DB7: Aston Martin/Ian Callum's take on an XJ-S update.*

By 1991 the next evolution of the XJ6, the X300, was well into development and Jaguar, under Ford's leadership, was able to consider future plans for the XJ-S. Later that year the decision was made to invest 50M GBP into a facelift for the XJ-S and rename it the XJS. Additionally, Bob Dover was named head of the Sports Car Team and charged with looking at an XJS replacement; code name X100. The team of 24 had a budget of 300M GBP and a directive that the new sports car had to use an existing floorpan and accommodate the new AJ26 engine, which at that point didn't exist.

## **The Jaguar X100 mission statement and design philosophy**

- An exciting and elegant luxury sports car
- Delivering refined power for effortless class-leading performance
- Stylish and aesthetically-pleasing interior appointments, avoiding gadgetry and ostentation
- An exterior style that refreshes and restates classic Jaguar themes
- A feature specification dedicated to practicality and excellence of execution



Closely following the mission statement and Ford directive, the existing XJS floorpan was the obvious choice for the styling team and engineers to build upon. Initially, four full-scale clay models were commissioned based upon specific themes: Evocative, Radical, Progressive and Evolutionary, all using what would become the XJR6 wheel for consistency. The Evolutionary design was created by an external team headed by Moray Callum, brother of Ian Callum. It sported an 'S-Type' oval grill and bore some styling hints from the Porsche 911.



*The 'Evolutionary' clay model. Verdict? Too much Neanderthal.*

It made it through the first review, but was dropped after the second vote. The Radical design, done in-house, had a bit of an inverted bathtub look about it with a 'C-Type' flattened oval grill. It, too, did not make it past the second review. The Progressive design was carried out by Ford in the US. It looked like the result of a mating between an XJS and a Porsche 911. Thankfully, it did not make it past the first review. The Evocative design, again done in-house was meant to create style reminiscent of earlier Jaguar sports car successes.



*The 'Evocative' clay: good proportions, flowing, elegant lines.*



*Getting there. Neutral color and wheels mean the beauty is in the shape.*

Some cues of the final design were evident, particularly from the side view. After the third review, the Evocative design, known then as "Clay no. 4", was selected for further development and another clay model was commissioned – Clay A. This clay, with its nose carrying hints of the E-Type and an overall shape that was quite consistent with the Jaguar heritage of Sir William Lyons, bore a very close relationship to what eventually became the final production car. Subtle changes would be required, but the X100 was well on its way toward the beautiful cat it became.

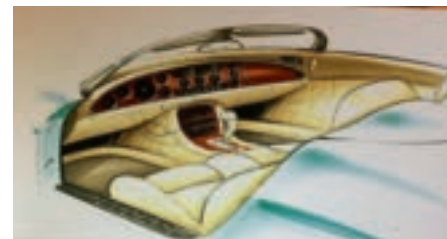
## STYLE MORE THAN SKIN DEEP

A similar design selection process was carried out for the interior design. Five design themes were constructed in mock-up: Traditional, Progressive, Evolutionary, Avant-garde and Radical.



*One of the rejected interiors. High on gadgets, low on subtlety and elegance.*

All were rejected. More choices were commissioned as sketches only. One of the sketched designs, known as the "Spitfire Wing", clearly met the requirement outlined in the mission statement as "Stylish and aesthetically pleasing interior appointments, avoiding gadgetry and ostentation." It had full width wood veneer with a curved leather top. The choices of veneer (walnut, gray-stained wood, brushed aluminum, carbon fiber and Chinese lacquer) were tested with focus groups around the globe.



*Sketches are adequate (and cheaper) to assess initial concepts.*

Traditional walnut and gray-stained wood were the overwhelming favorites. Clearly, in both exterior and interior design, the Jaguar heritage of sleek lines wrapped around leather and wood was what Jaguar enthusiasts craved. Many of us still do today!

In June of 1992 photos of "Clay A" with the "Spitfire Wing" interior were shown to focus groups in the US and UK. Based upon the favorable response, the decision was made by Jaguar to move the X100 project forward with those designs. Ford, however, had not yet given approval for the project to go into final development and production. In November, as Jaguar began sourcing parts for the yet to be approved project, they were finding great enthusiasm from suppliers. The automotive world was hungry for a new



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# The Path to the X100 (Continued)

Jaguar sports car. That same month *Autocar* magazine published an exclusive article on "The New Jaguar V8 Sports Car." The cover sported an artist rendition of the front of a car that bore a very close resemblance to "Clay A." In smaller type under the chin of the car on the cover was printed "E-Type's heir gets the go-ahead." Much of the inside content was more closely linked to the cancelled F-TYPE project than the X100 project. However, the closing statement of the article indicated that *Autocar's* sources had some credibility: "For lovers of Jaguar sports cars, the next three and a half years are going to seem interminable."



*Autocar scoop could have backfired.*

By June of 1993 Ford had still not given financial approval for the X100 to move to production and a couple events put the project on potentially shaky ground. First, Tom Walkinshaw, who was already moving forward with the Jaguar XJ41-based Aston Martin DB7, announced plans to build a two-seat sports car similar to the Jaguar E-Type with a £30,000 price and an annual production of 5,000 units. Launch was targeted for 1996; the same timeframe

as the X100. More troubling was the decision by the British government not to provide any financial support to Jaguar for the X100 project. This was a huge slap in the face to Jaguar, as the UK government had recently committed significant financial support to Nissan. Ford was beginning to question the viability of the project going forward. A bit later in the year the government of Portugal offered significant financial support to Jaguar if they were to build the car in Portugal. Keeping heads down, the X100 team continued forward and in September of 1994 the first complete prototype of the X100 was completed on an XJS floorpan, with a pre-production AJ26 V8 and newly-designed bodywork. High-speed testing commenced. In December the British government countered the Portuguese offer and Ford committed financial support for the X100 to go to production. Phew – that was close!

While the XJS floorpan, around since 1968, was recycled for the X100, the suspension was not. The existing XJS rear suspension was considered, but the newer design of the X300 was selected. Due to height restrictions with the new AJ26 engine, neither the front subframe from the XJS or the X300 were going to be suitable. A new, unique to the X100, alloy front subframe was developed. Due to poor sales of the XJS and X300 models with manual gearboxes, the X100 would only be offered with an automatic transmission. The task of developing the transmission was passed to the German firm ZF. The subsequent ZF 5HP24 gearbox would be Jaguar's first electronic and first five-speed automatic transmission. It would utilize the well-tested J-gate operation introduced in the XJ40.

As Jaguar entered 1994, the X100 had a newly-designed body and interior, a recycled floorpan, a borrowed rear suspension, a newly-designed front subframe, a new ZF transmission and a new V8 engine. The target launch date of late 1996 was rapidly approaching.

## FOURTH TIME IS A CHARM

The heart of any Jaguar is the engine. The AJ26 engine would be only the fourth new engine ever developed by Jaguar in its long history. While parent company Ford was already developing its own new Romeo V8, it was vitally important that the AJ26 V8 be designed, developed and built by Jaguar. Development in the former Daimler factory in Radford was assisted by some Ford personnel, as Ford had been building V8s since 1932. However, despite some reports in the press of the AJ26 being a revamped Ford engine, it was a totally new engine which shared only two parts from the Ford parts bin; a woodruff key and the oil sump plug. The quad-cam, 32 valve 4.0 liter V8, later renamed the AJ-V8, was in production just twelve months after its official approval and the plant in Bridgend, South Wales, even exported the same basic engine for various Ford/Lincoln models. Unlike many previous Jaguar projects, it was delivered on time and under budget. It was also a foot shorter and 90 pounds lighter than the AJ16 that it replaced. A few of the weight reduction efforts (single-row timing chains, plastic tensioners and Nikasil bores) were to create some post-production problems, but the technology had been used elsewhere with success.

## TECH IN THE SKIN, NOT JUST BENEATH IT

With Ford's influence, several new body building processes were adopted for the X100. Previous Jaguar bodies were engineered and built with adjustable hinges and panel tolerances to allow for manual adjustments on the assembly line. With Ford's new "no adjust" process utilizing tighter tolerances and better build quality, there was no need for panels to be hand-fitted and shimmed on the assembly line. This resulted in a faster, easier, and lower cost build with better quality. The wiring harnesses were multiplexed, reducing the build time by two hours. Production



time was also reduced by having sub-assemblies made by the suppliers and delivered to the line as required. Ford's buying power and worldwide supplier network was leveraged for delivery of high quality components at a lower cost.

The body tooling was designed and built by the Japanese firm Ogihara. In another close call for the X100, the Ogihara factory suffered major damage from an earthquake just after the tooling left for the UK.

## TESTING, TESTING: ONE, TWO... THIRTY

By February 1994 thirty prototypes, mostly still XJS-based, were engaged in comprehensive testing. By May, two actual X100 prototypes (a coupe and a convertible) were being tested. Many of the cars were clad in rubberized molded camouflage for hot and cold climate testing on public roads in various parts of the globe. The testing was conducted 24 hours a day, in eight-hour shifts. High speed testing was conducted in Italy at the Nardo racing circuit. As a Ford consultant, Sir Jackie Stewart was involved in the high-speed testing.

While the initial prototypes were being tested, production tooling for over 1,700 new parts was accomplished. Some additional parts came from the existing Jaguar parts bin. Twenty-two different



*Disguise to surprise. Camo reduces pre-launch spy photo scoops.*

styles of seats were evaluated before the final selection was made. In October thirty-two evaluation prototypes were built with pre-production AJ-V8 engines on a fully tooled, but scaled down production line at Browns Lane.

In the beginning of 1996 things were starting to come together for a launch toward the end of the year. The software for the ZF transmission was approved in February and the first one left the



*Shaken, not stirred – pre-production tests included Belgian cobbles.*



*Probably great protection against supermarket trolley dings.*

production line in March. Also in February the first production AJ-V8 left the production line. A few of the fully functional X100 prototypes were released to the advertising department for evaluation and photography purposes.

## A ROSE, BY ANY OTHER NAME...

Entering the middle of 1996 with fully-functional prototypes running around, major components rolling off of the production line, and advertising evaluation underway, the X100 was yet unnamed. Because of its association with the abandoned XJ41 project, "F-TYPE" was off the list. With a nod to the common reference to the E-Type, XKF was considered. However since MG had recently introduced their MGF sports car, XKF dropped off of the list as well. XK160 was considered as a continuation of the XK120-150 series from the fifties. A bit too retro for such a significantly new model, it too fell off the list. In the end, with reference to the XK sports car heritage and Jaguar's first V8-powered sports car, XK8 was selected.

Media hype was building up with spy pictures and massive speculation in the motoring press. *Autocar* said the car would be introduced at the Geneva Motor Show in March and it would be the "biggest launch of the year!" They also indicated having exclusive knowledge that a supercharged version was already in the works; they called it the XK8R.

The X100 was, under its new name XK8, pre-launch previewed at the March 1996 Geneva Motor Show. The bonnet was not opened and no specification details were made



available to the press. Since the E-Type had been launched at the 1961 Geneva Motor Show, Jaguar felt it appropriate to showcase the XK8 at the same show 35 five years later. Much like the launch of the E-Type, the Antigua Blue XK8 coupe was shrouded by a wooden crate on a revolving platform. The crate was, with great flourish, hoisted away to reveal Jaguar's new sports car to the eagerly awaiting world. Unlike the E-Type, the 'preview' teaser launch meant there were no actual cars for test drives, let alone an extra car for driving to Geneva overnight to satisfy demand for demonstration rides. The Geneva pre-production XK8 coupe in Antigua Blue presently resides in the Gaydon Heritage Centre in Warwickshire.

The first true production XK8 (Job 1) rolled off the production line at the Brown's Lane factory on June 4, 1996. It was followed by the first run of 169

more. Twenty of these were taken in-house for management evaluation and the rest became part of the inventory build-up for the late October launch. Following the first run, production rate ramped up to 250 cars per week. The XJS could only be produced at a rate of 110 cars per week. By August, more than 2,000 XK8s were ready to head to the dealers. The build ratio was three convertibles to two coupes.

The pre-planning and development of the X100 project prior to the official approval by Ford paid off. The XK8 with 80% of its parts new and unique, a new engine, transmission, axles and suspension, was delivered in less than 30 months after program approval. The build quality was dramatically improved over the XJS and the chassis was 25% stiffer.

In the months leading up to the British Motor Show in October, Jaguar began 'drip feeding' information on the XK8 to the motoring press. An early statement

from Jaguar Sales and Marketing to the dealers set the stage: "The new model will revitalize Jaguar's sports car range and rebuild the company's sports car presence in markets around the world. The XK8 will compete in the luxury sports car market, primarily against the Mercedes SL, BMW 840, and the Porsche 911." The marketing slogan for the XK8 was oh so appropriate... "The Cat is Back!"

Two XK8s graced the Jaguar exhibit introducing the new sports car to the world; a British Racing Green Coupe and a Carnival Red Convertible. The Autocar stand also sported an Ice Blue Coupe that had been used for a road test analysis.

As result of pre-launch events at numerous dealerships, Jaguar was able to announce at the Launch that they already had 5,000 orders in hand with a waiting list of up to five months and growing. 🐾



*Pre-launch reveal in Geneva echoed the 1961 E-Type launch.*





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# Lucas Brothers Great Dixie Brit Car Rallye

Putting the fun back into rallying

By Robert Delmar

Who in the automotive world would dare call themselves the 'Lucas Brothers' then invite other car guys and gals on a road rally? Well, about eight years ago, Jaguar Car Club of North Florida (JCCNF) members, Harold Kelly and David Simes, did just that. "It gave us an easy out if anything went wrong," explained Harold. "Besides, we didn't want folks to have high expectations for very low standards." He smiled and added, "After all, we had never done one before!"

After a hiatus of over three years, having produced annual rallies in 2011-13, the 'Lucas Brothers' (related only in their love for Jaguars) are back at it and working to rejuvenate interest in fun rallying among JCNA affiliates and other car clubs across North America. Their 'Great Dixie Brit Car Rallye' was a notable success, primarily attributable to charting out good routes, writing a computer program to quickly process the results, having enthusiastic friends and neighbors as 'volunteers,'... and inviting other Jacksonville area British car club members to join the fun! That last bit is important...

Registrations were limited to 30 British vehicles and were quickly filled: 11 JCNA members, plus 19 from other car clubs, including three presidents of their respective clubs. (Ed. note: *Mount Rushmore on wheels, but not as pretty.*)

This rally started at Jacksonville's monthly 'Cars & Coffee,' which often attracts over 400 cars of all different makes and models. This created a buzz and meant that those arriving early had something to do whilst the group assembled. With the British flag flying high over our rally cars, many spectators came over to see Britain's finest, each sporting the stick-on 'meatball' vinyl numbers provided for every competing team.



*Ed Lewis (right) drove his early 1950s Rolls-Royce.*

Lining up the cars and reviewing rules of the road were among the most fun times of the day. It allowed opportunities to meet and greet friendly competitors and admire exotic cars like Peter McMenemy's gorgeous 1998 Morgan Plus 8.

In addition to meticulously detailed information previously emailed, Lucas Brothers, Dave & Harold, seemed to anticipate the attention span [or lack thereof] of participants. In the old days, and probably to the delight of their wives, Dave and Harold spent many Saturday mornings planning the routes of the initial rallies, selecting checkpoints and choosing memorable objects to be recognized along the way. But with current GPS and computer mapping programs 90% of that can now be done online. So only road-testing the routes for those last-minute updates is required.



*Instant street-cred: non-adhesive numbers are available, too.*





*To some, wooden Morgan framing and a Moss gearbox is 'exotic.' V8 transmission is nicer.*



*Mother/daughter team, Terry and Cathy Sopher, seemed to have doubts leading off in car #1.*





*Kathy and Richard Gross seemed much more confident.*

Many folks are of the opinion that northeast Florida is flat as a pancake, mostly swamp and populated by alligators and mosquitos. Soooooo, little argument. However, Lucas Brothers can always be expected to find the unexpected and this trip was no exception. Twisty, narrow roads and even some hills were discovered – to the great delight of those of us with stick shifts and paddle shifters.

Our first checkpoint was near the St. Johns River and allowed a pit-stop. It just happened that one of the 'scavenger hunt' items was just down the road, but cleverly disguised. Nope, it wasn't the pink pig atop the local Bar-B-Q. You had to be observant to spot the woodpecker painted on the building. Sneaky, but just one example that rallies don't have to be contests of testosterone and burnt rubber. Let's face it, out-smarting men is SOP for the ladies...

Our next checkpoint was in the beautiful riverside village of Green Cove Springs, Florida. With our rally masters calling themselves the 'Lucas Brothers,' it was not surprising to see several competing vehicles traveling in the wrong direction – or were they? What was likely the most memorable excursion turned everyone around in a cul-de-sac, so we were passing one another going in opposite directions whilst still on the correct route!

A JCNA-sanctioned rally is supposed to be fun, so everyone entering the turnaround smiled and waved at 'the idiots' leaving in the wrong direction. Priceless. After almost 2½ hours of fun-filled driving, we arrived at Mojo Smokehouse Bar-B-Q and Blues Bar at Fleming Island. ('Bar' was the operative word for many of us). Harold and Dave picked it as one of very few places that wasn't filled with TVs and patrons for Saturday college football. Not an easy task in Florida! But they knew we would provide our own noise.

After "dutch" dining on really great food, and perhaps a few libations, our rally masters presented trophies and wrapped up a great day. Try it, you'll love it! 🍷



*Jeremy Chase and Alison Young won in their Mini Cooper Countryman, with only 4:16 minutes of penalties.*



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# Radiomobile radios for Jaguar XKs (1948-61) part 2

Company in the car

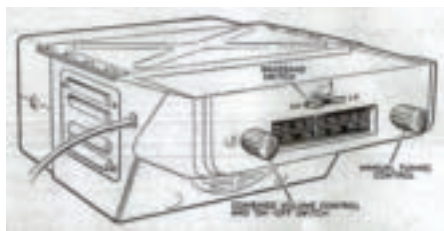
Story and pictures by Bob Knijnenburg

## XK120 INSTALLATIONS, CONTINUED:

The 100 series were used in most European countries. Medium wave radios in 1950s Europe had a scale running from 200 to 550 meters and a long wave scale from 1,000 to 2,000 meters.

## MODEL 4012 & 4014 (1948-51)

The Model 4012 with medium wave was used on the OTS version of the XK120 in North and South America and some southern European countries. IN Europe the medium wave frequency spectrum was defined starting from 531 kHz to 1,600 kHz, but in North America the upper limit went up to 1,700 kHz. The radio in the photo below has the MW scale in MHz/10 (instead of metres), running from 6 to 16 so it may have been a European version. The 4012 used the same power unit as the Model 100 and had Jaguar part number C.4608.



*Radiomobile 4012 with medium wave only.*

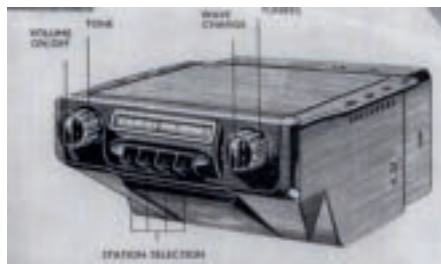
The Model 4014 (Jaguar part number C.4609) with medium wave was only used in Australia and New Zealand. In Australia MW radio broadcast allocation was from about to 535 kHz

to 1,700 kHz. Note that radios sold in Australia normally had special dial faces for each state with local station codes printed on them.

## MODEL 4050 (1949-51)

In the autumn of 1949 Radiomobile introduced its first radio with short wave in addition to medium wave. There were seven short wave bands, each with a separate indication on a drum-type tuning scale. Although part of the single-unit construction range (like the Model 100), the front of the 4050 was clearly different. It had four push buttons (to pre-select medium wave stations) below the scale. The tone control used one tuning knob with four positions instead of the two tone control push buttons of the Model 100 version. Apparently the 4050 had provision to install a remote speaker.

Model 4050 (Jaguar part number C.4610) was not destined for the main markets such as Northern America and Europe and was only used on the OTS model of the XK120 (and other contemporary saloons). Note that the 4012, 4014 and 4050 have sequential Jaguar part numbers.



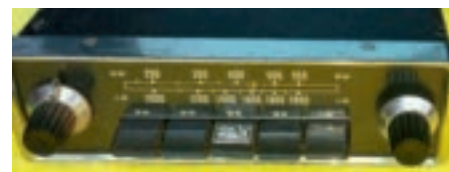
*The rare Model 4050 model with four push buttons.*

## MODEL 4200 & 4202 (1951-54)

In July 1951 an improved version of the Radiomobile 100 and 4000 series became available: the 4200 series. Models that were offered on the XK120 are the Model 4200 and

Model 4202, introduced on the FHC models in 1951. At the same time the OTS got this radio option, replacing the older types. Also available on the DHC from 1953 onwards.

Model 4200 (with Jaguar part number C.5363) was a long and medium wave receiver, replacing the Model 100 version. It was the first of the three-unit construction, replacing the single-unit of the 100 and 4000 series. It had five push buttons: four for pre-selected MW stations and one for selecting the LW band. The face was black with a chromed rim and knobs available in various choices. The standard version is shown here below.



*Model HMV 4200.*

The total power output of the radio system could be increased by opting for a 'heavier' amplifier. Radio- mobile offered two versions: A-type and B-type; the latter version was recommended and used by Jaguar. The complete car radio is therefore sometimes referred to as Model 4200B.

Model 4202 (Jaguar part number C.5370) was a simpler version of Model 4200 with medium wave only. Note that the scale is in metres and MHz/10. Compare the 4202 front below with that of the 4200 shown above. This version was only available in 1952-53.



*Model Emitron 4202.*



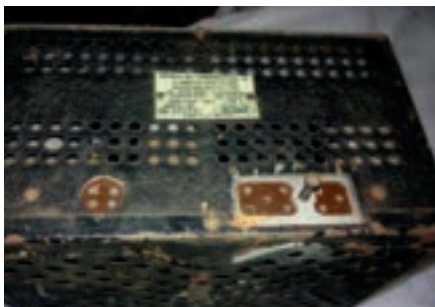
## RADIOMOBILE MODEL 4300 WITH LONG, MEDIUM AND SHORT WAVE RECEPTION (1954-55)

Although listed for the XK120 in the Spare Parts Catalogue this radio was in fact more used on the XK140 and is described later.

## AMPLIFIER UNITS FOR THE 4200 SERIES

The 4200 series radios had two remote amplifier units available: a medium-output Type A with nominal 2.5 and maximum 3 watt output for one loudspeaker and a high-output Type B with nominal 6 and maximum 7 watt output, suitable for one or two loudspeakers; Radiomobile numbers are 46028A and 46028B respectively. Note that Jaguar only used the 46028B version with their part number C.5364.

The first generation amplifier units had an 8-pin connector system for the cable from receiver to amplifier. This system was used for all three-unit constructions up to 1955. Later generations three-unit constructions used a 5-pin connector system and the two generations are therefore not interchangeable.



An 8-pin connector cable was used for 46028 A and B units. The loudspeaker connection of the first generation used a 4-pin connector and cable; the second generation had a 3-pin system.

## RADIO INSTALLATIONS OFFERED FOR THE XK140

Whereas the *Salesman's Data Book* for the XK120 didn't show any radio as optional extra, the version for the XK140 listed three different radio options: Model 4260 with long and medium wave, Model 4262 with medium wave only, and Model 4300 with long, medium and short wave reception.

The XK140 Salesman's data book was edited late 1954 when the XK140 was introduced. Some of these radio models had been replaced in late 1954 or early 1955 by versions listed below and many XK140s had these later models, but a few 1954 and early 1955 XK140 models may have had the older types. Later XK120s may also have been fitted with one of the above-mentioned radios. Apparently, the 4200 series never received Jaguar part numbers: none of the relevant SPCs lists these radios. In fact, none of the XK140 SPCs listed any radio available as optional extra. There is sufficient evidence, however, that the 200 series have been installed on the XK140 and Jaguar part numbers have been listed in other SPCs.

Like the 4200 series of the later XK120, the new HMV Radiomobile radios used on the XK140 had a receiver, an amplifier unit and a loudspeaker as well as a (long) cable between receiver and amplifier and smaller leads to the loudspeaker.

JAGUAR APPROVED ACCESSORIES AND EXTRAS			
RADIO	RETAIL PURCHASE TAX		
Prices include fitting and cabling.			
	£ s. d.	£ s. d.	
1. H.M.V. model 4260, covering Long and Medium wavebands. This is the standard set for use in the United Kingdom.			
Mark VII Saloon	37 12 1	15 12 6	
XK140 Open	34 9 8	14 7 4	
XK140 Fixed Head Coupe	34 1 3	14 9 10	
XK140 Drophead Coupe	35 10 3	14 12 11	
2. H.M.V. model 4262, covering Medium waveband only			
Mark VII Saloon	35 12 6	14 10 2	
XK140 Open	32 14 1	13 12 6	
XK140 Fixed Head Coupe	32 3 8	13 9 6	
XK140 Drophead Coupe	33 14 6	14 1 2	
3. H.M.V. model 4300, covering Long, Medium and Short wavebands. This is the de luxe set for use where Shortwave broadcasts are common (i.e. the Continent).			
Mark VII Saloon	47 9 8	19 12 9	
XK140 Open	44 8 4	18 10 2	
XK140 Fixed Head Coupe	43 19 7	18 16 4	
XK140 Drophead Coupe	45 6 6	19 17 9	
4. Extension loudspeaker fitted in rear compartment—Mark VII model.			
Mark VII Saloon	3 10 0	2 1 10	

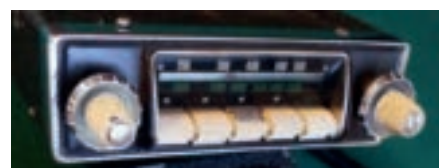
Page from *Salesman's Data Book* offering the HMV 4260/4262/4300.

## MODEL 4260 WITH LONG AND MEDIUM WAVE (1954-55)

The Model 4260 was a LW and MW receiver basically identical to its predecessor Model 4200 but the flat front and dial of the 4200 series was replaced by a chromed rim around the scale and push buttons. Jaguar still used the black knob and button versions for the XK140 models, although there are indications that the Mk VII (M) versions may have had cream knobs and buttons.

## MODEL 4262 MODEL WITH MW ONLY (1954-55)

This is a medium wave only radio, with five pre-set buttons. All knobs and buttons in black as (most likely) applied for the XK140 models. The medium wave dial showed metres and MC/S/10 (or better MHz/10. Most 'MW only' Radiomobile receivers used the same method for their dials.



Model 4262 with cream knobs and push buttons.

## MODEL 4300 WITH LONG, MEDIUM AND SHORT WAVE RECEPTION (1954-55)

The Model 4300 was the high end model of the 4260 series with long, medium and short wave reception; it superseded the Model 4050. Although technically related to the Model 4260 and 4262, this version was continued after the 1955 introduction of the Model 200X and 202X (replacing the Model 4260 and 4262).



Model 4300 in black.

To be continued...



# JDHT Responds

[Ed. note: After last issue's complaint about the unilaterally-changed Heritage Certificate arrangements, JDHT have sent the response below, lightly-edited and condensed for reasons of space.]

Dear Sir, I write in response to the letter published in your Jan-Feb 2020 issue: "Trust, or anti-trust at the JHT?" The tone of the letter really concerns me and am very sorry that some JCNA members feel that they might be getting a raw deal from the Jaguar Daimler Heritage Trust. In this letter your anonymous correspondent raises some important questions about the way in which the JDHT produces its Heritage Certificates and I would be pleased to do my best to answer them.

I'll start with the last first. I absolutely refute the claim that we will supply a chassis/engine/body/gearbox number that a customer has not supplied or fill-in the gaps in a Heritage Certificate. We operate on a 'confirm or deny' basis: if you supply us with a number, we will simply confirm if the number matches the original factory record. If a number does not match, we will tell you that it does not match and that is all. The fear raised here is that our data might be used to assist in fraud or cloning. We are fanatical about avoiding this and sadly our rigour in protecting and policing the use of our data does lead to claims that we are dogmatic and unhelpful. However, we will never take a risk in releasing data that could be abused and will always err on the side of caution, even if this makes us look 'unhelpful.' We see ourselves as the custodians of the source records of Jaguar Cars. All JLR records relating to Jaguar Cars will be sent to JDHT – by definition JLR records will, in time, become JDHT records. I take the joke/reference made by the writer about the "doctrine of Papal Infallibility," but must stress that our role is to receive, catalogue, store and preserve these original records for your benefit and the benefit of future generations of enthusiasts. To us, this is a deeply important responsibility. We have a very highly-qualified, dedicated and conscientious team. I hate to see them impugned.

Just to sweep-up some other points. We have no plans to turn the job back to North America Jaguar (NAJ) not because we want the fees, but because we now believe that there should be only one source of factory build data: the official archive, using the original records. As the writer correctly identifies, European companies (such as JLR) are subject to comprehensive data protection laws. All JLR information (no matter how old) must be managed to this European standard and sadly JLR data has to be managed within the terms of European law, whichever country copies of it happen to be kept. We answer to JLR Legal, it is JLR that is the originator of the data and it is JLR that has to ensure that the data is used in a compliant way. They would not sanction the release of first owner information, etc., in 2020. Turning to the issue of the accuracy of our data – build records were produced by human hand and errors are a fact of life. It is also true that we have been running a volunteer data transfer program where original build sheets have been copied onto modern spreadsheets. Inevitably errors will be made, but not many. The writer says that we are "reluctant or refuse to get the records straight." If one of the human errors described above appears in a certificate issued by us, then we will work with the customer to work through the information on record to properly understand the detail. We will return to the original ledgers, and use volunteers who are used to reading them, to double-check the information. We will also seek proof of ownership of the vehicle and, once satisfied that we are dealing with the rightful owner, will share the full detail of the production records. The writer complains that "what we show in this certificate may be wrong, but if we don't hold the correct evidence ourselves we're not going to accept it and give you the most accurate certificate for your fee." If we have not provided the data, then we won't put our stamp on it. How else can we stand behind the data?

Another complaint made was that anyone can order a Heritage Certificate, even if they don't own the vehicle. We make no apologies for this. In the UK you can order an HPI check that will give you the full background on the insurance, finance and registration history of a car, to protect a potential buyer. Our service provides another safeguard to a potential Jaguar owner. The only people who have anything to fear are vendors that have misrepresented their cars. Again, I understand the underlying fear being expressed and must reassure the writer that we will not give information to the enquirer that is confidential or potentially exploitable. The enquirer will get a make/model/body style/date of manufacture/chassis number/transmission type/exterior paint colour/interior trim colour/. The more sensitive information will only be confirmed or denied, not provided.

I cannot deny that we charge more than NAJ did and that we don't discount. JEC, JDC (the UK clubs) and even Professor Sir Ralph Speth all pay £50 plus taxes. The JDHT is a charitable trust, which was established to "maintain and promote... the permanent preservation of historic archives, artefacts and motor vehicles manufactured and sold by Jaguar Cars Ltd and its predecessor companies. To be the active custodians of Jaguar's history, its vehicles and its archives, working alongside Jaguar Land Rover to share and promote that history for posterity." We are expected to charge those that want a certificate a price that reflects the costs of the means of production of the certificate. At the moment we undercharge. The archive at JNA was part of a Public Relations department and I suspect that the JLR of 2020 no longer has the marketing surplus to subsidise this service, no matter how highly it values the Jaguar enthusiasts of its largest market. The computer never 'spits out a certificate,' a great deal of work goes into producing a JDHT Heritage Certificate and in maintaining the source material that makes it both unique and credible.

Come see us in Gaydon, enjoy our collection and please support the JDHT in all that we do. We are working hard to protect the value of your 'pride and joy' and to protect the heritage of this very special marque.

MATTHEW DAVIS, Managing Director  
Jaguar Daimler Heritage Trust



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# Auction News

## The Year in Review: 2018-19

By Ramsey Potts

It's time to take a look back on the auction year spanning September 1, 2018, to August 31, 2019. After reviewing the 'bible' of global auction results, *The Classic Car Auction Yearbook*, it can be said that the 2018-19 market as a whole, and the Jaguar marque along with it, forced enthusiasts to look very hard for the silver linings. However, and here is where I need you to stay with me to the end, I contend that these conditions might be the best thing that could happen to most of us. In this case, the 'us' are collectors who recognize, as Warren Buffet said, "Price is what you pay, value is what you get," and we own classic Jaguars primarily because we love to be Jaguar owners, not necessarily investors.

Last year's trend to lower Jaguar values did continue. Across all models Jaguars sold (at the major global auction houses with catalogued sales) at an average price of \$121,471. This represents slightly more than an 11% decrease or US\$15,534 less than the prior season. Along with a lower average price, the number of Jaguar models offered for sale increased, yet the percentage that sold remained essentially the same, i.e. demand was stable while the supply slightly increased. Looking at overall market demand, I believe I can surmise that there are still stalwart Jaguar collectors out there, as the marque held fairly steady in the percentage of sales versus other marques. Jaguar represented 3.25% of all marques sold, moving up to seventh place, in a field once again headed by Ferrari, Porsche and Mercedes-Benz in that order.

I also commented last year that the overall market saw stability. The most current results, however, show a pull-back in most all of the measurable market statistics that matter to classic car collectors. Therefore, Jaguar models weren't alone in this settling that continued a three-year trend from the market high in 2015-16.

The US collector car market saw a decrease that brought total value to USD\$931M, its first drop below \$1 billion since the 2014 auction year. While this reduction cannot be attributed to any single change, there are many who contend that outside market forces like global trade disputes, a near-level yield curve, the BREXIT malaise, fluctuating currencies, and the pervasive concerns of an impending economic slowdown, all played a role.

My own opinion is just that – my opinion, but I believe one factor weighing heavy on these results is the possibility of demand just not keeping up with an increasing supply of cars available. The global auction market saw its fifth consecutive year of more than 5,000 cars offered. The total number was 5,467 which, although a slight decrease from last year (161 units fewer), was still 704 more than the 2013-2014 season, the last time fewer than 5,000+ were offered.

Now, where is that silver lining I mentioned at the beginning? Well, I believe these conditions represent a return of "sanity" in the classic car market as well as a fantastic opportunity for genuine collectors to sell and obtain great Jaguar cars at values that represent

a great ownership experience and not necessarily a sterile investment opportunity. As Mr. Kenneth Ahn, President of RM Sotheby's, writes in his opening statement in the *Classic Car Auction Yearbook*: "As the prices of cars have softened over the past couple of years, we have seen fewer speculators and traders bidding in our auction rooms and more discerning collectors ultimately buying the cars, which we believe is healthier and more sustainable for the market." I completely agree and have the highest hopes that this means more Jaguar owners will pull their SS100, E-Type, Mk 2, XK120, and low mileage XJS out of the barn and start to drive them to shows, on 1,000-mile rallies, even down to the local ice cream spot... often! Yes, our British chariots may not be known for their reliability, but I would challenge any enthusiast to find a lineage of classics with more character and accessibility than Jaguar.

The cars haven't changed, we continue to see consistent parts and service support, Jaguar (and British car) clubs are as active as ever and there are more great driving events available than ever before. Have you noticed all the emerging British Reliability Runs that are happening in the States, as mentioned in *Jaguar Journal*? Classic Jaguars are more affordable, at all levels, now than they have been in five years, resulting in opportunities to obtain that one you always wanted, or maybe 'the one that got away.' *Journal* readers, if you happen to know of a nice "driver" Primrose Series II E-Type coupe... there is a spot in my garage that I'm finally ready to fill. Seriously! 🍷



# TEN YEAR JAGUAR MARKET STATISTICS

Season	Cars Offered	Cars Sold	% Sold	Total US \$	% of Total Market	Average Value
2008-2009	238	172	72%	\$14,074,286	3.45%	\$81,827
2009-2010	280	188	67%	\$19,167,672	4.18%	\$101,956
2010-2011	306	179	58%	\$14,840,791	2.84%	\$82,909
2011-2012	377	241	64%	\$21,926,146	3.18%	\$90,980
2012-2013	315	201	64%	\$22,089,768	2.69%	\$109,899
2013-2014	392	284	72%	\$46,168,134	3.96%	\$162,564
2014-2015	374	301	80%	\$59,959,346	4.88%	\$199,200
2015-2016	328	242	74%	\$62,462,142	5.16%	\$258,108
2016-2017	353	283	80%	\$47,717,421	4.4%	\$168,613
2017-2018	324	240	74%	\$32,838,030	2.73%	\$136,825
2018-2019	343	249	73%	\$30,246,252	3.25%	\$121,471

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1967 420G 4.2L SEDAN VIN: G1D77369BW



1961 XKE 3.8L OTS VIN: 875781



1958 XK-150 3.4L FHC VIN: S834923BW



1965 XKE SERIES I 4.2L OTS VIN: 1E10502



1958 XK-150 3.4L OTS VIN: S830667DN



1966 XKE SERIES I 4.2L FHC VIN: 1E32792



1959 XK-150 S 3.4L OTS VIN: T831604DN



1966 XKE SERIES I 4.2L OTS VIN: 1E12333



1962 MARK II 3.8L SEDAN VIN: P218990BW



1966 XKE SERIES I 4.2L OTS VIN: 1E10843





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# Tales from the Trade

## Tools ancient and modern

Some people in JCNA will know what a spokeshave is. Few will use one regularly and fewer still for its original purpose – two-handed shaving/planing wooden spokes for coach and cart wheels. Of course, automobiles did not appear out of the blue – they were based on the existing cart and bicycle wheel technology carrying primitive engines. An old engine tool that is almost as obsolete as the spokeshave, but which does still have value, is the bearing scraper. Shaped like a toothless curved file and sharpened at the edges to a wide but accurate concave angle, the bearing scraper in skilled hands can relieve microscopic surface imperfections in soft metal. I have never poured a white metal big end, but have had success removing high spots on brass and aluminum bushes or surfaces, usually resulting from damage or mis-applied force. Rarely sold today, scrapers nevertheless represent a direct tool line back to the first heat engines and even earlier to mine, mill and military technologies.

Today, when cars are robotically assembled to fine tolerances, there's little or no scope for hand tools. The term 'coachwork' is redundant except in terms of the vanishing wood veneer shops serving luxury brands like Jaguar. Even the Vanden Plas models only featured true handwork in the vestigial boxwood inlay that decorated the finest veneers reserved for those cars. A few leatherwork skills remain, and Bentley boast of taking half a day to trim each steering wheel. But even the cutting of hides to avoid blemishes and waste is now done by machine on huge plotting tables like the ones at Moss Motors' Petersburg, Virginia facility. Few garage sales or estate disposals contain quality hand tools, and those that appear were probably inherited and left to decay unused. Landscaping tools are least affected, since auger, pick and shovel technology is largely static, but inevitably, as technology changes so do the tools of each trade.

## THE PRICE OF PROGRESS

In almost all European languages the English word spanner is translated as 'key,' which describes the action of separating mechanically-locked parts by hand, as does the American equivalent 'wrench.' Threaded nuts and bolts still make up a large proportion of the fastener business but every gram and millimeter counts. Traditional nuts and bolts are being superseded by lighter, smaller fasteners, sometimes unthreaded and single-use. Canadian Model Ts used over 700 square-drive Robertson screws and in the mid-thirties Phillips head screws further quickened factory assembly with self-centering powered screwdrivers. Phillips then patented the more effective Pozidriv screw, which became a global standard everywhere except North America and now we have Torx ('star') bits, etc, meaning the toolbox many boomers inherited is far too small to hold the number of hand tools needed for work on both old and newer Jaguars.

But today's spokeshaves aren't just flat-bladed screwdrivers – the very concept of dismantling/adjusting/repairing things is becoming outmoded in our era of 'black boxes,' which cannot be dismantled without breaking, and offer few if any serviceable parts if they could. Of course there are specialists who can find a way round many obstacles but the product for sale by automakers is changing, too. Personal transport devices are becoming so IT-dependent that they are effectively a smartphone on wheels. Cars are becoming platforms for factory-supplied software that you never truly own and cannot alter at will, the way you could tune an XK engine. Differences between models that can cost tens of thousands when buying new, may amount to little more than varying software programs and a few badges or trim items. Not surprisingly, automakers are not keen

for the electronic 'whiz kids' to hack their modules (even out of warranty), so most are security coded and an essential 'tool' becomes the diagnostic equipment that only dealers can afford.

## MOHAMMED TO THE MOUNTAIN

Already the Coventry Foundation has equipment that cannot be fully exploited except by a training course graduate. Even if they were to offer such training or operators, the equipment is not easily transportable and so requires bringing the car perhaps hundreds of miles to the equipment. If a local independent (probably using ex-dealer staff) cannot help, your chances of DIY success are reducing every year. Which could mean that in another decade or two, practically every tool you own could be in the spokeshave class. Many of us in the past were time rich and tool poor. Now we're tool rich and time poor. Oh well... 🍷



*Tomorrow's spokeshaves? Hopefully not.*



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**Carole Borgens** – 3/2020–304-20443 53 Ave., Langley, B.C., V3A 7A6, Canada, 604-514-8414, [caroleborgens@shaw.ca](mailto:caroleborgens@shaw.ca)

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**John Boswell** – 3/2020–724 Michigan Ave., South Milwaukee, Wisconsin 53172. [jboswell1@wi.rr.com](mailto:jboswell1@wi.rr.com)

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**Ronald Wallis** – 3/2020–16638 Cypress Downs Dr., Cypress, TX 77429, 713-808-5988, [ronaldawallis@gmail.com](mailto:ronaldawallis@gmail.com)

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**Dean Cusano** – 3/2021–333 Cooke Street, Plainville, CT 06062, 860-793-1055, [dcusano@motorcarsinc.com](mailto:dcusano@motorcarsinc.com)

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**Ron Gaertner** – 3/2020–1485 Amberlake Rd., Manakin-Sabot, VA 23103, [wrghog@aol.com](mailto:wrghog@aol.com)

## JCNA COMMITTEES AND MEMBER SERVICES

**AUTHENTICITY HELPLINE:** Assistance in researching authenticity questions. – George Camp, [scjag@juno.com](mailto:scjag@juno.com), 888-258-2524 ext #4.

**BUSINESS/INSURANCE:** Support administrative manager, monitor financial activities, deal with insurance provider. – Gary Vaughan, 6015 Azalea Ln., Dallas, TX 75230, 214-212-7570, [gcvaughan@me.com](mailto:gcvaughan@me.com).

**CHIEF JUDGE:** Hal Kritzman, 860-666-3045, [coinman1@cox.net](mailto:coinman1@cox.net).

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

**JUDGE'S CONCOURS RULES COMMITTEE (JCRC):** – Chair and Chief Judge Hal Kritzman. 860-666-3045, [coinman1@cox.net](mailto:coinman1@cox.net).

**CONCOURS COMMITTEE:** Handles concours results. Sanctions events, maintains North American concours event schedule, monitors judge qualifications, reviews and approves concours scores and judging reports. – Chair, Jim Sambold, [xkjagut@comcast.net](mailto:xkjagut@comcast.net).

**GENERAL COUNSEL:** – Rob Thuss, 803-640-1000, [rob@thusslawoffice.com](mailto:rob@thusslawoffice.com).

**JAGUAR JOURNAL EDITOR** – Peter Crespin, 9435 Watkins Rd., Gaithersburg, MD 20882, 910-398-3620, [pcrespin@jcna.com](mailto:pcrespin@jcna.com).

**JAGUAR JOURNAL COMMITTEE:** Oversees and advises on *Jaguar Journal* scheduling and operations. Rob Thuss, 803-640-1000, [rob@thusslawoffice.com](mailto:rob@thusslawoffice.com).

**JCNA/JAGUAR LIAISON:** Works with the Jaguar Cars Designated Director to JCNA at the request and direction of the Board of Directors – Barbara Grayson, [barbara@consolidatedautoworks.com](mailto:barbara@consolidatedautoworks.com).

**JCNA MERCHANDISE:** Order JCNA regalia and other merchandise via [jcna.com](http://jcna.com) using PayPal or download the order form from the website and send the order to George Camp, [scjag@juno.com](mailto:scjag@juno.com) or 1-888-CLUB JAG.

**JCNA MEMBERSHIP/ROSTER:** Maintains all membership records. Processes Member-At-Large inquiries and furnishes JCNA brochures. – Cara Dillon, [asst@jcna.com](mailto:asst@jcna.com), and George Camp, [admin@jcna.com](mailto:admin@jcna.com).

**JCNA TROPHIES:** Official JCNA trophies can only be ordered by JCNA affiliate clubs, not individual members. Order from the JCNA Shoppe online or contact Dave McDowell, 214-649-5275, [xjjags@gmail.com](mailto:xjjags@gmail.com).

**MEMBERSHIP COMMITTEE:** Works to increase JCNA membership and make the club more responsive to members. Mark Mayuga, 909-772-1075, [markmayuga@att.net](mailto:markmayuga@att.net).

**NEWSLETTER AWARDS:** This committee is now part of the Special Awards Committee.

**NOMINATING COMMITTEE:** Receives Regional Director Nominations. – Gerald Ellison, Chairman, PO Box 41721, Fayetteville, NC 28309, 910-867-8294, fax 910-867-1679, [g.ellison-nom.com@msn.com](mailto:g.ellison-nom.com@msn.com).

**PASSPORT TO SERVICE:** Receives requests for JCNA information generated from Jaguar Passport To Service books. Distributes contact information to appropriate JCNA clubs. Prepares lists of inquiries to receive sample copies of *Jaguar Journal*. – Nedra Rummell, 760-519-5400, [nedra@rummells.com](mailto:nedra@rummells.com).

**PROTEST COMMITTEE:** Handles protests for Concours. – Knick Curtis, 4306 Pomona, Dallas, TX 75209, 214-358-2882, [knickc@fastmail.fm](mailto:knickc@fastmail.fm).

**PUBLICATIONS:** Sells JCNA publications, including AGM Seminars, rule books, etc. – George Camp, [publications@JCNA.com](mailto:publications@JCNA.com).

**RALLY COMMITTEE:** Handles Rally results. Reviews and revises the Rally rule book as necessary. Handles Rally program protests. – Bill Beible, 610-223-1052; [crs\\_rally@jcna.com](mailto:crs_rally@jcna.com).

**SLALOM COMMITTEE:** Handles Slalom results. Reviews and revises the Slalom rule book as necessary. Handles Slalom program protests. – John Larson, [crs\\_slalom@jcna.com](mailto:crs_slalom@jcna.com).

**SPECIAL AWARDS COMMITTEE:** – Bob Matejek, 1900 Pine Valley Ct., Oakland, MI, 48363, 248-842-1046, [awca@jcna.com](mailto: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](mailto:jagluver2@cs.com).

Don't forget your 60-year JJ archive. See JCNA website!





# Events Calendar

**March 19, 2020:** The 2020 JCNA Annual General Meeting (AGM) is being hosted by the Rocky Mountain Jaguar Club in fabulous Las Vegas, Nevada. Our host hotel is Harrah's Las Vegas; to book your hotel room please go to: <https://book.passkey.com/go/SHJAG0>. Note: You must also fill out and submit the JCNA Delegate/Proxy Form located on the JCNA website. For further information, please go to <http://rockymountainjaguarclub.org/2020-agm-las-vegas/>.

**March 20, 2020:** The Jaguar Club of Florida's 33rd annual Concours d'Elegance. All activities will be at Marriott Hotel, 1501 International Parkway, Lake Mary, Florida. Friday evening is a meet and greet; Saturday will be the concours d'elegance; Sunday morning will feature a non-competitive driving tour. Visit [www.jaguarclubfl.com](http://www.jaguarclubfl.com) for more information. Contact: Juan Sierra, 407-333-3793, email: [jsierra@alaveninc.com](mailto:jsierra@alaveninc.com).

**April 25, 2020:** The Jaguar Association of North Texas 50th Annual Concours d'Elegance will be held on Saturday, April 25, in conjunction with the Park Cities Historical Society Annual Classic and Antique Car Show. The concours will be located in Burleson Park on the Southern Methodist University campus. Participants will be welcomed at a meet and greet on Friday evening, April 24. An awards dinner on Saturday evening will complete the official program. The host hotel is the Doubletree by Hilton. Contact: Don Marpe, 504-812-8611, email: [don.marpe@gmail.com](mailto:don.marpe@gmail.com).

**May 16, 2020:** The Heart of America Jaguar Club will hold its 2020 Concours d'Elegance on Sunday, May 16, at Crown Center in Kansas City, Missouri. Contact: Mark Short, 913-940-2082, email: [mark@kenmarkbackdrops.com](mailto:mark@kenmarkbackdrops.com).

**May 23, 2020:** The Susquehanna Valley Jaguar Club will hold its 13th annual Concours d'Elegance at Sunset Lane Park in York, Pennsylvania, on this date. JCNA rules will be used and trophies awarded in Champion, Driven and Special classes in addition to Dealer's Choice and Spirit of the Concours awards. Trailer parking is available. A caterer will be on hand, along with a pavilion and picnic tables for lunch. There will also be an informal dinner on Friday evening at FenderZ Grill & Pub (inside the Wyndham Gardens) in York. Chief judge/contact: Dave Hershey, 717-846-0642.

**June 6, 2020:** The annual concours d'elegance of the Delaware Valley Jaguar Club will be held in conjunction with the Delaware Valley Triumph Club at the Cars and Motorcycles of England event at Historic Hope Lodge in Fort Washington, PA. Contact: Jim Sjoreen, 610-998-3860, email: [concours@delvaljaguarclub.com](mailto:concours@delvaljaguarclub.com).

**June 14, 2020:** The Jaguar Club of Southern New England will hold its 47th annual concours at the beautiful country setting of Lyman Orchards in Middlefield, Connecticut. All JCNA Championship judged classes. Contact: Herve Galinas, 860-644-2059, email: [eventsvp@jcsne.org](mailto:eventsvp@jcsne.org).

**June 21, 2020:** Celebrate Father's Day at The Jaguar Touring Club's annual 'Cats in The Garden' car show at Van Vleet House and Gardens in Montclair New Jersey. The house, carriage house and six acres of English gardens are considered one of the state's finest treasures. Tailgating encouraged but barbeques or open flames are forbidden. Gift bags for the first 80 show participants. Not a sanctioned JCNA concours. Rain date is June 28. Spectators \$10; show entry also \$10, with JTC members and children free. All proceeds to house and gardens. Gates open 10 a.m. for car placement, all show vehicles to be in place by 11:30 a.m. and remain until presentation of awards at 3 p.m. JTC reserves the right to admit only Jaguar vehicles. Contact: Paul Maletsky, 973-575-8737.

**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. The Concours field can accommodate a large number of entries. All Jaguar owners are invited to bring their cars. Contact: John Blais, 613-256-4462, email: [john.blais3@gmail.com](mailto:john.blais3@gmail.com).

**July 18, 2020:** This year Jaguar Owners Club of Oregon will hold its concours in conjunction with the Concours d'Elegance in Forest Grove, Oregon. This is the premier concours in the region. We will still be having fun with our show and shine at ABFM but Forest Grove will be the place for our annual judging. This will be judged cars only. For display, meet us at the ABFM in September! Contact: Mike Scott, 541-913-9170,

**July 23-26, 2020:** Head for the mountains with the Carolina Jaguar Club for its 2020 Concours in the lovely Blue Ridge Mountains of North Carolina. This is a sanctioned JCNA concours event, held at the Switzerland Inn in Little Switzerland, North Carolina. Friday evening will feature a sponsored cocktail party. Saturday is the concours, with our gala banquet and awards ceremony that evening. Contact: Jerry Tester, 252-717-2966, email: [jerry@smarthomesnc.com](mailto:jerry@smarthomesnc.com).

**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](mailto:mksiazek@aol.com).

**July 25, 2020:** 'Jaguars on the Island' is the largest annual Jaguar event in North America. Held in the top-rated destination of beautiful Victoria, British Columbia, JOTI offers a full weekend of events, comprising a Friday evening reception (July 24), the Saturday Jaguar concours d'elegance and show with more than 136 (in 2019) cars on the field (Saturday, July 25), an evening gala awards dinner, a Sunday prowl and brunch, and a sanctioned slalom (Sunday, July 26) where you can try out your driving skills with other members and have some fun with your Jaguar. Contact (JOTI): Telse Wokersien, email: [jccv@shaw.ca](mailto:jccv@shaw.ca). Contact (slalom): Terry Sturgeon.

**August 1, 2020:** The Jaguar Club of Ohio's 48th annual Concours d'Elegance will be held on Saturday, August 1, 2020, at the beautiful campus on the front lawn of Ursuline College in Pepper Pike, Ohio, from 9 a.m. to 4 p.m. There will be music, a DJ, a \$1,500 raffle gift, door prizes, food and ice cream. This year in conjunction with the JCO Concours we will be holding our 3rd annual European Auto Show with more added cars and fun. Come the night before to our Friday, July 31, 'Hospitality Night' at Fairfield Inn & Suites, Beachwood, Ohio, for dinner and socializing with other Jaguar Club members from surrounding states. Contact: Dominic Perri, 216-644-7066, email: [dperri6699@aol.com](mailto:dperri6699@aol.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)). This venue is about a 1-1/2 hour drive from the Buffalo border crossing.) All JCNA classes will be judged, as well as OJOA club categories Regularly Driven and Senior Division. Regularly Driven classes are judged to an easier standard than JCNA, and the Senior Division will be judged to a higher standard. 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](mailto:mikeparry617@gmail.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. For additional information, call Bryan Williams, 412-751-2355, email: [allwrite2@aol.com](mailto:allwrite2@aol.com).

**October 10, 2020:** The Sun Coast Jaguar Club's 35th Anniversary Concours will be a premier event held on beautiful St. Armands Circle on the Gulf of Mexico in Sarasota, Florida. The show field is a circular palm shaded lawn surrounded by shops and restaurants. The weekend begins with a beach luau Friday evening, with the concours and awards dinner on Saturday. Poolside breakfast and tropical island drive round out the weekend on Sunday. Contact John McCarthy, 941-915-1156, email: [scjweb@gmail.com](mailto:scjweb@gmail.com).

**October 17-18, 2020:** The Jaguar Club of Austin concours d'elegance will be held on these dates. More info to follow.

**October 28-November 1, 2020:** The 2020 International Jaguar Festival will be hosted by the Jaguar Club of Southwest Florida. The location will be the Sanibel Harbour Marriott Resort & Spa in Ft. Myers, Florida. More details to come! Contact: Phil Mannino, 407-312-0218, email: [philmannino2@gmail.com](mailto:philmannino2@gmail.com). 📧



# Member Spotlight

Christopher Prior

By Gregory Wells



Asked what attracted him to Jaguars, Christopher Prior gives a familiar response to the question. "When I saw my first E-Type, my jaw dropped. It was so elegant, with its twin tailpipes and those quarter rear bumpers. I knew that one day, if I could, I was going to buy one." Hertfordshire is the county immediately north of London where Chris Prior was born in 1952, the youngest of three and the second boy. Chris indicates he very rarely saw a Jaguar on the road during his younger years and when he did it, it was never an XK, only E-Types and a few Marks. Hard to believe unless one knows that in the post-WW II years, the British government controlled the supply of steel and gave preference to companies exporting a high percentage of their production overseas.

He recalls his first car as being a hand-me-down (from his older brother) 1963 Wolseley sedan, about as unexciting as a car can be. The first car he purchased (for 90 pounds!) was a bright orange 1963 Sunbeam Alpine, which was a good deal sportier and definitely an advantage in attracting attention from co-eds during his undergrad years at the University of London, where he earned his B.Sc. in chemistry. He crossed the pond for his graduate studies, enrolling at Columbia University in New York, where he was awarded his Ph.D. in biochemistry before a post-doctoral research fellowship at the Rockefeller Medical Institute. With such

an educational background, it should be no surprise the Chris was almost immediately hired by one of the major US biotech companies to help research and develop new drugs and therapies.

Chris met his lovely Swiss wife, Garance, while working in Geneva on a project for the company where they both worked. Eventually (and serendipitously!) they both were transferred to the company's US home office in Cambridge, Massachusetts, where their initial attraction developed into something deeper and they eventually married. The Priors have two grown sons, Justin and Sebastian.

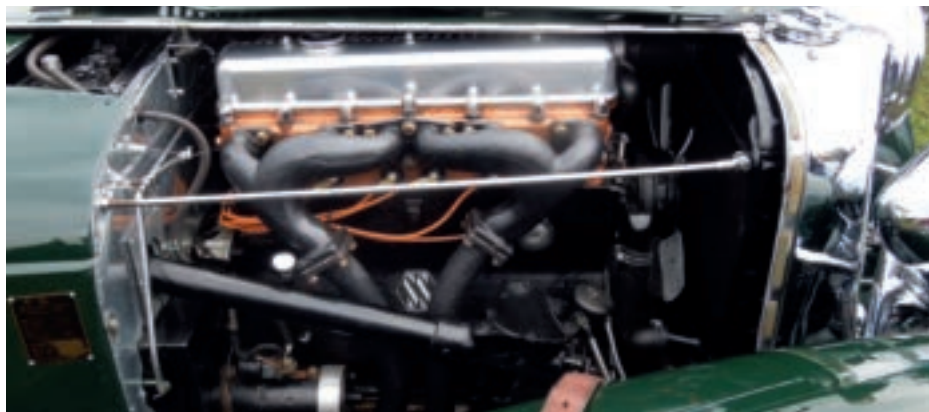
Chris took off on his own to found a successful pharmaceutical corporation that developed and licensed new drug technology and therapeutics. The company was eventually acquired by one of the major pharmaceutical firms, whereupon Chris did the same thing again: he founded another pharmaceutical company. And again, his second firm was sold to one of the major players in the biotech arena. His career in the biotech industry has soared further upwards from there; the list of important new drugs he has helped to develop and deploy is well beyond the scope of this profile.

In 2000, Chris felt he finally had the extra cash to fulfill his dream and purchased his first Jag: a Series 1 OTS, which he still owns. It was followed by

a very rare XK120 SE OTS with 66,000 miles. Originally owned by a Boeing engineer in Washington, Chris is just the car's third owner. Seems Chris's fascination with Jags infected his son, Justin who, after graduating with degrees in mechanical and architectural engineering from Penn State, has taken up the restoration hobby himself. He's restoring two E-Type coupes, a '63 and a '64, that he somehow pried away from his dad.

The prize in Chris's collection is the 1938 Jaguar SS100 3.5L that was featured in the Sept-Oct 2018 issue of *Jaguar Journal*. When the car came up for auction in California in 2015, Chris could not be present and thus he had to place his bids via phone. "I was bidding rather aggressively, which may have scared some other bidders off; I remember being told that bidding had unexpectedly stopped. Later I heard that the seller was a bit disappointed the car had sold at the low end of the pre-sale estimate."

Chris's garage in near Villanova, Pennsylvania, houses only a single 'interloper' at the present time, but it's a British one: a 1966 Aston Martin DB6 Vantage. Its Jag companions are a '67 OTS, a '62 OTS, the '53 XK120 SE, and that special SS100, "which got 100 points JCNA and first junior AACA in 2019. After trying next year for the senior, I want to drive the car more." 🐾



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