

# JAGUAR JOURNAL

Official Magazine of the Jaguar Clubs of North America

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January-February 2019

### Field of Dreams: 2018 Jaguar Festival Report

New year Jaguar reading selection Handling Jaguar customer data Wooden wheels, part three

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#### WORLD'S OLDEST JAGUAR MAGAZINE VOLUME 65 NUMBER 1

## JAGUAR JOURNAL

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Subscriptions / Address Changes / Renewals: The Jaguar Journal is published bimonthly by the Jaguar Clubs of North America, Inc. 500 Westover Drive, No. 8354, Sanford, NC 27330, 888-258-2524 (ISSN 0743-3913). Periodical postage (permit 019-169) is paid at Arvada, CO and additional mailing locations. Postmaster: send change of address to: Jaguar Journal, Cara Dillon, 500 Westover Drive, No. 8354, Sanford, NC 27330.

Members of JCNA affiliate clubs and members-at-large automatically receive *Jaguar Journal* as a benefit of membership. Annual dues are \$30 through affiliated clubs' dues or \$50 for members-at-large. US and Canadian subscriptions are \$30, foreign airmail subscriptions are \$40. US FUNDS ONLY. Contact Cara Dillon, 500 Westover Drive, No. 8354, Sanford, NC 27330. Learn more about JCNA and its 67 local affiliated clubs at 888-CLUBJAG (258-2524) or www.JCNA.com.

Produced by The Writers Bureau, MD. Design and print: Graphcom, PA.

Canadian Distribution: Canada Post International Publications Mail Product Sales Agreement No. 42452017.

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Deadlines: Publication is the first of January, March, May, July, September and November. Submit editorial material and advertising orders eight weeks in advance, ad material four weeks in advance. Write for schedule and rates.

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Photo: Idyllic setting for the IJF concours: beachfront at Santa Barbara









### **Blowin' Smoke**

"... if you needed a small runaround or a college car for a child, could you stomach a fake Mk 2 in your life?"

Peter Crespin

#### WOW... JUST WOW!

As I write this I'm bowled over by the hospitality and organizational skills of JCNA's LA club members and many others, who helped out at this year's JCNA International Jaguar Festival. Based in Santa Barbara, the IJF was designed to use the facilities and sights of the region, such as Santa Ynes airport where the slalom was held, and the Santa Barbara and Montecito hills and Santa Ynes valley for the timed rally and winery tours. Naturally the concours was a highlight, and whether the cars were all polished with Meguiar's California Gold or not, they certainly put on a sparkling display. Being arranged on a grassy area out front made them very visible to the passing public, with the unusual result that a Jag shop in the area, who was not known to the club, joined in and parked a selection of their restored cars on the boulevard outside, improving the spectacle even further. A true win-win.

Some participants – of which there were about 200 – enjoyed a relaxed few days in a great Hilton resort hotel, maybe curled up with a good Jaguar book (see page 34). Others seemed to show up everywhere and worked through an action-packed sequence of Jaguar show or drive-related activities. Even arrival at the hotel was choreographed, by way of an organized sight-seeing driving tour from Santa Monica to Santa Barbara, following on from an exclusive Petersen Museum 'vault' tour the night before.

#### CHIPS WITH EVERYTHING

I can't help thinking, however, that the reason the organizers had time to smile and chat was because they let computers process the drudge jobs. I got the impression that entering data just one time at registration meant that it was used in a number of ways, without a cadre of multiple club 'number crunchers' and busy volunteers keeping manual track of a shifting master list. The database seemed married to an email generator that automatically sent personalized emails, which were nice to read. Mark Mayuga and his team would doubtless pass on useful lessons about how to use IT to simplify meeting planning, if asked. I heard he was thinking of compiling a 'Newbie's Guide To Meeting Planning.' So ask nicely and it might happen.

As someone on the receiving end, I definitely received more, and more useful, communications in the run-up to this IJF than to prior AGMs or IJFs or the Challenge Championships, for example. Attendees even received an automated 'E-Ticket' shortly before the event, with a list of booked activities. The overall effect was that even before getting on the plane, one had that relaxed, organized feeling that normally only comes after checking in and collecting the registration packet to sift through the goodies in a quiet corner somewhere.

#### SIMPLE IS GOOD, TOO

Having highlighted the creative and successful use of IT to develop meetings, it has to be said I have never been to a bad JCNA meeting since my first AGM in Dallas/Fort Worth a few years ago. For reasons beyond their control, that one was organized at short notice, but by concentrating on the essentials it went off well, with JCNA underwriting any remote chance of a financial loss. The next AGM will soon be upon us, so be sure to register online or use the form on this issue's address sheet. JLR themselves are hosting the 2019 AGM at their offices, but the essentials of this kind of working meeting are pretty basic. Why not think about hosting something in your club? It doesn't



The Mitsuoka Viewt (sic) looks like a Mark 2, though unlikely to become a bank robbery getaway car, due to a 1-litre engine!

have to be exotic, or unusual. It's not too fanciful to say that with a bit of mentoring from people like Mark, the right technology could save your own club's officers a chunk of time.

#### SINCEREST FORM OF FLATTERY, OR JUST SILLY?

You've probably seen this photograph before. I think I may have seen one of those Mitsuoka 'replicas' somewhere and although the front looks good (compare it to Roger Wright's car opposite), the small proportions seem wrong in the flesh and the slab sides and back of the car do not attempt to blend in with the front. Nevertheless, if you needed a small runaround or a college car for a child, could you stomach a fake Mk 2 in your life if the price, performance and safety, etc., were suitable? Personally, I couldn't look at one, but youngsters don't mind if the resemblance is convincing or awful – if they like retro, they'll probably love their 'Baby Jag.' 📥

Peter

#### **News Shorts** Inaugural Coventry Foundation Award Mk 2 'Iron Butt' car and driver

Roger Wright just can't get enough of driving his Jaguar. Nothing too strange about that, we know the feeling, but Roger wasn't recently awarded the Coventry Foundation Founders award because he likes driving Jags. That wouldn't narrow it down much. He is an articulate, energetic fellow who is clearly marching to his own drummer, as JJ discovered when we spoke with him at the end of - what else? - the IJF driving tour. The Coventry Foundation folks also spent much time chatting with him (he is now a new Patron) and they all grew to love him and decided he embodied the qualities the award seeks to support: "Awarded annually to the Jaguar and its owner who best exemplifies the mission and core values of the Coventry Foundation."

The picture features Roger Wright (with the fuzzy head of hair and his two new spare fan belts) to Craig's right after he won the award without controversy.

Between them stands George Camp, secretary of the Foundation, and one of the co-founders. To Craig's left is Tom Krefetz who heads one of the west coast's major restoration shops, located in San Diego. In the background on the far right is Amos Kunkle, who drove his F-TYPE Jag from Bethlehem, Pennsylvania, to Santa Barbara, and is the CPA for the Foundation. He is pictured in what for him is an unusually quiet moment. Way in the back, holding up a sign between Roger and George, is Craig's good friend (and traveling companion) Mike Tranovich, a Foundation Patron. He is holding up the sign (it was a little windy).

Why did Roger win the prestigious award? Roger bought this Mark 2 Jaguar in 1962, when it was one year old. He has had it ever since as his daily driver and has driven across the country eight times in this vehicle. This time he started in Rhode Island, driving to southern California via a diversion to Montreal. He started with the wrong fan belt on the car, and above 2,400 rpm the engine squeaked. Furthermore, because of the slippage the headlights didn't work, and he could not drive in the dark. He subsequently found a correct fan belt in the boot and changed it. A backup belt has been generously supplied by one of the IJF's sponsors for his trip and for the "return trip" to the north he is going via Fort Myers, Florida, in the south, as one does. How could they give the award to anyone else?

Roger receives the inaugural Coventry Foundation award from Craig Kerins, front right, given annually for contributing to the spirit of Jaguar ownership and usage. Front left Roger carrying fan belts (an eccentric Brit, of course) and Craig Kerins. Behind are Coventry Foundation's George Camp and Tom Krefetz, CEO of Classic Showcase in San Diego. 🝝



Roger Wright, left (geddit?) receives his award from Craig Kerins, as Tom, Amos and George look on (see text).

### **Comparing Electric Vehicle Ranges**

I-PACE soars to second place in initial ranking

As electric vehicle (EV) sales continue to climb in the UK and elsewhere, potential buyers are faced with having to compare vehicle mileage ranges as claimed by the various manufacturers of electric vehicles. To facilitate such comparisons, *What Car*?, the UK's biggest consumer automotive magazine, has launched an EV version of its acclaimed 'True MPG' test.

Called 'Real Range,' the new test reflects the way people actually drive and allows anyone considering an EV to compare directly the ranges of different models. In addition, Real Range tells how much one can expect a full charge to cost (based on 12p per kWh) and shows the efficiency of each car in miles per kWh.

What Car? editor Steve Huntingford said: "Our True MPG test has always been the best way to cut through the official noise and see how economical a car will really be. But with the surge in interest in electric cars, now is the time for us to provide the same service to EV buyers. One of the few remaining concerns for people considering an EV is range anxiety – the fear that their battery will run flat and leave them stranded."

What Car? has put stringent methodologies in place to ensure that the Real Range data are robust:

- At the start of the test the car's battery is fully depleted and then recharged via a smart charging cable with a built-in meter so the testers know the size of the battery. Then the car is soaked overnight in an air-conditioned garage to give a consistent starting temperature.
- The actual driving is done at the What Car? test track, so traffic conditions don't affect the result, with the car following a route that simulates a mix of town, A-road and motorway driving, and utilizing standard vehicle settings under controlled ambient temperatures.
- Finally, the car is recharged using the smart cable so that the amount of energy expended can be measured and the Real Range extrapolated

   just like topping off a gas tank to check fuel use.

The first results are now live on the magazine's website (whatcar.com/ electric/real-range), and more will be added in the coming weeks and months. With 12 cars ranked in the initial Real Range tests, topping the table is the new Hyundai Kona Electric, with a Real Range of 259 miles.

But following closely in second place are the Jaguar I-PACE and Kia e-Niro, both of which managed 253 miles. The I-PACE's stellar result is a solid testament to the world-class engineering and technology we've come to expect from our favorite marque!



*Efficient I-PACE charges toward the top of a new EV range ranking.* 



At over 250 miles per 'tank,' is the sun beginning to set on liquid-fueled personal transportation?



### **AGM: The Final Countdown**

#### What, when, where and how much for the Mahwah meeting

Thanks to a combination of team effort and individuals acquiring information from external vendors, we are now able to provide more detail and itemized costs for the various AGM-related activities. See registration form.

#### REGISTRATION

To register, please go to www.jcna.com, complete the online form when available and pay electronically. Alternatively, please use the paper form found on the rear of the address flyer provided with this magazine and send a check or credit card details.

#### ACCOMMODATION

In all cases, accommodation should be booked direct with the hotel (see form for details).

#### **ACTIVITIES/OPTIONS**

Some activities carry a cost, others are free, but we need to know numbers attending. Please complete relevant sections.

#### **GENERAL NOTES**

**Shuttle service:** The Jaguar Land Rover HQ is a five-to-ten minute walk from the Sheraton, weather permitting. The hotel has a free shuttle.

**Arrival at JLR:** Report to the main entrance in front of the flags.

**BoD attendance:** The Friday board meeting is open to all JCNA members and will be held adjacent to the cafeteria.

**Access:** Friday is a normal working day at JLR and no other areas will be open to JCNA until the seminars start at 1 p.m.

**Sustenance:** Beverages will be available all day at no cost. Friday JLR cafeteria breakfast and lunch are \$10 (half the price of the Sheraton option). Saturday meals are \$20.

**Friday/Saturday seminars:** To avoid crowding, it will be necessary to split attendees into two groups each day, so please indicate a preference. Depending on numbers, you may be asked to switch groups to equalize the split. Brief test drives of new product should be available.

**Friday evening optional NYC trip:** Hosted by The Empire Club and JLR, the cost will be the price of a train ticket (less than \$20) paid at the station, plus your own spending money. Numbers are needed for host planning.

#### Saturday alternative activity:

The West Point tour/AGM alternative is only available to the first 55 JCNA members and/or JLR employees to book a place. It will depart from and return to the Sheraton hotel and include lunch plus museum and academy tours. More details will be provided to participants. YOU MUST BOOK FOR THIS ACTIVITY BY MARC H 1, 2019, but we advise booking early to avoid disappointment. Valid ID required. For information on acceptable IDs see: https://www.usma. edu/Visiting/SitePages/Home.aspx.

**Payment methods:** Payment must be made in full for all activities at the time of registration/booking.

ADDITIONAL INFORMATION West Point tour: Coach USA will pick up members at the front of the hotel and take you to Highland Falls. Lunch will be held at the Park Restaurant, run by the Pozo family and a landmark in itself. For those of you not wishing to have lunch, you might take a quick walk to Benny Haven's Tavern where "hot flips" have been served for almost 200 years. Perhaps you may even sing a chorus or two of "Benny Haven's, Oh!"

#### **NEWS & VIEWS**

The West Point Tour will begin in the West Point Museum where many unique and extremely significant historical artifacts are housed. There will be at least three docents] with the group to guide and answer guestions. Following the museum will be a professionally-guided tour through West Point lasting three hours. The bus is equipped with a rest room. Please understand that this is an active military post and security requirements must be met or you will be denied access. Proper ID may be confirmed by visiting the site mentioned above but a passport would be best. That aside, we (JCNA) MUST have your name as on your ID no later than March 1 2019, to complete the required manifest and transmit it to USMA.

The hotel and JLR HQ: While a shuttle bus is available, the walking distance is roughly a casual 10 min. walk on largely unused streets. Also, as you walk around the JLR building you will see experimental and prototype vehicles. Please remember that you MUST enter the building through



the front doors (directly in front of the three flags).

Trip options: For those attending the NYC trip, the shuttle will take you to Mahwah train station, with the trip ending at Penn. Station. There will be experts with you and you should plan your evening so they can help you with directions. If you have not taken a Grey Line tour of NYC, that might be a good option. The company has a hop-on, hop-off system, which you can read about on their website, as well as other interesting ideas. See: https://www.newyorksightseeing.com/ double-decker-bus-tours.html and https://www.grayline.com/things-todo/united-states/new-york-city/.

For those NOT wishing to join the trip to NYC on Friday evening, the hotel has a fine restaurant, but other options might be a group visit to the Mason Jar, or the more upscale River Palm. Again there is a shuttle, but we suggest you form groups to use this service. Otherwise you may drive, use the excellent taxis or Uber/Lyft ride services. Walking to these is not an option.

**Airport transfers:** Expect ground transfer from Newark Airport to take about one hour, depending on traffic. Bookable options include: Perfect Limo, (800) 666-7819; Addison Lee, (888) 888-5466; Jazz Limo, (201) 783-7466.

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### The ultimate British car guy 1933-2018

As many of you will have heard, longtime editor of *Jaguar Journal*, Mike Cook, died November 27, aged 85, from a sudden pneumonia which he fought for ten days in hospital. Mike passed away surrounded by his children and listening to his favorite musician, jazz trumpeter Miles Davis – a classy coda to a colorful life.

Having been raised in Cincinnati, Ohio, and with a professional career centered in the New York/New Jersey region, it may surprise many to learn Mike was actually Canadian, having been born in Winnipeg, Canada, on May 20, 1933. The Cincinnati upbringing began when the family moved to Ohio, where

Mike's father was an executive with Proctor and Gamble. Like many young men in the 1950s. Mike was interested in automobiles and cut his teeth on a series of well-used American cars during years when the term 'pre-war' could mean as little as ten years old. He eventually wound up with a 1956 Volkswagen Beetle that in 1958 he traded, along with \$400 cash, for a three-year-old 1955 Triumph TR2. One way or another, it was the start of a relationship with Triumphs that would continue for the rest of his life and he was still editor of *The Vintage Triumph* when he died.

Triumph also featured at the start of his automotive career when he landed a job as assistant to the Triumph advertising manager, working from the New York Triumph headquarters at 56th and Broadway. He was at Triumph for nine years, during which time the desperate acquisition/merger activity of British automakers meant that his employers switched from Standard-Triumph to Leyland Motor Corporation, who bought the Rover Motor Company (which included Land Rover) and eventually became British Leyland Motors, Inc. During this period Mike worked for a little over a year at Mobil Oil as a PR manager, but when the dust had settled he went back to automotive, joining British Leyland Motors, Inc. in their new Leonia, New Jersey, offices. By that time, British Leyland had absorbed not only Rover but also MG and Jaguar, which was the start of Mike's second great margue relationship. With several of those margues falling by the wayside, by 1982 when the Egan-led recovery was in full swing, Mike had become public relations manager for Jaquar, as sales of both Jaquar models (XJ6 and XJ-S) were soaring. Having raced a succession of Triumphs at club level, it was natural that professionally Mike also oversaw all



racing-related PR, from SCCA amateur racing to Trans-Am and the IMSA GTP program with both Group 44, Huffaker, and TWR racing.

Over the next ten years, Jaguar cut its ties with the sinking Leyland brands, floated on the London stock exchange, and secured massive investment from Ford when they bought Jaguar, Land Rover, Aston Martin and Volvo. The Ford takeover led to a move from Leonia to new \$25 million Jaguar North American headquarters in Mahwah, New Jersey. The grand opening, headlined by Prince Andrew and his then-wife Sarah 'Fergie' Ferguson, was Mike's last big assignment before retiring at the end of

1991, but perhaps his finest hour as far as JCNA was concerned was still to come.

With Ford largely indifferent to the benefits of a loyal Jaguar club network, JCNA was slated for divestment and the future looked grim. Thankfully, Mike Dale and Mike Cook fought hard for a good JCNA deal and for creation/preservation/ expansion of a formal corporate archive of historic literature, publications and artifacts. Mike assumed multiple roles as archivist, *Jaguar Journal* editor and JCNA president during the transition from being an unwanted in-house function to the expanded, thriving, club network we enjoy today.

That Jaguar North American Archive became the recentlyrelocated and expanded Jaguar Land Rover NA Archives, at the new corporate facility in Mahwah. The archives contain company papers, literature, thousands of images, racing memorabilia, trophies, heritage certificates, films, videos and other resources documenting Jaguar, Land Rover and other makes of British cars in America. Up until his recent brief illness Mike worked in the archives two days a week, researching answers to historical questions as only he could.

Meanwhile, Mike somehow found time to publish three books: The Triumph Spitfire; The Illustrated Jaguar Buyers Guide and Triumph Cars in America. He also updated John Dugdale's Jaguar in America. Besides editing The Vintage Triumph, Mike edited Jaguar Journal for 22 years, from 1992 until 2014. Plus, he had written a monthly column for the greatly-missed Hemmings Sport & Exotic Car. Mike was a resident of Wayne, New Jersey, and is survived by his three sons and one daughter.



### **President's Perspective**

"This IJF was a 'team' event. While JOCLA was certainly the lead club, they did not do it single-handedly."

Jack Humphrey

I hope everyone enjoyed the holidays and had the opportunity to spend time with friends and family. It is often said that what the New Year brings to you will depend a great deal on what you bring to the New Year. I think this is great advice for life in general and it is certainly true for the continuing success of JCNA.

### REFLECTIONS ON THE RECENT IJF

This issue of *Jaguar Journal* will contain several articles about our recent JCNA 'Festival' in Santa Barbara, California and I think it appropriate to add a few additional thoughts from my perspective.

As I said in our last issue, Club President Jim Friel, Planning Committee Chair Mark Mayuga and the Jaguar Owners Club of Los Angeles did a fantastic job of choosing a beautiful location for the event and organizing and executing a truly world-class event. During two years of planning and then throughout the weekend, I observed three factors I believe significantly contributed to the success of the event and these are lessons that can be applied to any future North American or local club activities.

First of all, this IJF was a 'team' event. While JOCLA was certainly the lead club, they did not do it single-handedly. There was collaboration, support and active participation by the San Diego and Inland Empire Clubs, as well as individual support from numerous JCNA members in other clubs. Having such a large talent pool enabled key positions to be filled with experienced people and committees to have more than one or two people on them to accomplish assigned tasks.

The next observation is that enthusiasm for the 'mission' was present from day one. JOCLA gladly volunteered to host the event – there was no arm twisting or kidnapping and ransom of family members necessary. The planning committee was excited about what they were doing, and it showed during planning meetings and teleconferences and carried through the event weekend. Enthusiastic leaders generally have motivated workers.

Lastly, I saw genuine enthusiasm for the Jaguar marque.

I saw it in the in well-prepared cars for the concours and I saw it in the enjoyment exhibited by rally and slalom participants. By the way, the IJF slalom was the first such sanctioned event held in Southern California in a number of years.

I think Roger Wright is the epitome of what we should all aspire to be as JCNA members, as you can read on page 5. I met him several days before the concours and was astounded to learn about his epic journey in his beloved Mark 2. When you think a trip is too hard or too far, think about Roger. He is certainly my hero and inspiration! I have rambled on a little, but please consider whether these lessons can help your club have better events and activities. I hope they can!

#### SIGNIFICANT 2019 EVENTS – AGM & POSSIBLE IJF

As always, the first major JCNA event of the year is our Annual General Meeting, to be held at the new Jaguar Land Rover North America headquarters in Mahwah, New Jersey, on March 22-24. The costs and exact agenda are being finalized but will follow the usual format of an early Friday board meeting, a Saturday AGM plus seminars and awards banquet, with Sunday breakfast and departures. See pages seven and eight for details. Vice President for Marketing, Kim McCullough, should say a few words and we hope that JLR NA President Joe Eberhardt will have time to stop by. Remember that proposals, rule changes, etc., must be submitted no later than 45 days before the event to JCNA Secretary Bob Matejek, using the form on the website library page. This lead-time is necessary so each issue can be considered by the appropriate committees and the Board of Directors. Check the JCNA website for latest registration and agenda details. Arrive early and stay later to enjoy what the area has to offer. New York City is less than an hour away...

I would hate to see the club lose momentum if we skip a year for the IJF, so we are still working on locating a host club for 2019. The first option did not work out and we are now considering a 'Plan B.' Please watch the website for future announcements.

#### **IN CLOSING**

Mark your calendar now for the 2020 Annual General Meeting in Las Vegas, Nevada, on March 20-22, 2020. Planning has started, Las Vegas is easy to reach by air and the activities are unique and unlimited. As I have pleaded in the past, please let us know if your club is interested in hosting an AGM or IJF. A lead time of several years is preferable as it provides a much more 'relaxed' planning timeline. I thank everyone for all that you do to make JCNA successful at every level and I hope to see you at the AGM in Mahwah. Let's have a great year!



### **North Central Regional Report**

New man, new clubs, new experiences

By John Boswell II

As you read this, most of our cars in the North Central region will be tucked away nice and dry awaiting next year's adventures, although the current allwheel-drive options make many of our Jaguars all-season vehicles.

As a new Regional Director, I have not yet visited all 11 of the NC club events, a shortcoming I look forward to rectifying over the next few years. Reviewing this year's activities, I note that although there is one event in May and another in September, we are basically a July-August event region. I believe we need to expand our season. One of my objectives during my time as RD is to work with our region's clubs to spread events out in order to allow for more cross-club participation. When we stack one weekend after another with events, people start to shut down and stop attending. This phenomenon is not unique to JCNA other automotive clubs have had the same experience.

I did have the pleasure of joining the Illinois club in July at their 'Jags and

Ponies' show. This event combined Jag horsepower with a regional polo match. It was a day filled with fun activities that helped take attendees' minds off the judging that was taking place. One cat may have taken exception to all the attention the horses were getting, because during the operational check its horn would not turn off. Embarrassing at the best of times, and during judging isn't the best of times.

In August, I stayed in Milwaukee and attended the Wisconsin Jaguar Concours that was held in conjunction with the Milwaukee Concours d'Elegance in Veterans Park on the lakefront. In addition to 30 or so Jaguars, the show featured an additional 300+ classic and special interest cars. It was a wonderful display and well-attended, despite the upper 90s temps and high humidity. I'm sure that the Ohio event on the same weekend had similar weather. A few weeks later, September ushered in the Elkhart Lake Vintage Festival. This annual event is the same that many of you took part in during the 2015

Challenge Championship hosted by Wisconsin Jaguars, Ltd. This year, the 70th anniversary of the XK series was commemorated during the festival, as the XK120 was first introduced in the fall of 1948 at the London Auto Show. There was a special display of eight Jaguar XKs and a luncheon with Peter Egan, columnist for Road and Track magazine. October took me out of the North Central region to St. Louis for their annual concours. Our family has been making the 800+ mile trek to their show for the last 30 years. It is a great weekend to enjoy friends, food and great cars. Over the years I've taken a 1965 3.8S, 1973 XJ6, 1976 XJ6L, 1977 XJ6C, 1996 XJ12 and most recently, a 2006 X Type Estate Wagon. I'm happy to report that I still own all these cars except for the 1976 XJ6L. [Ed. note: Wow! A nice sedan collection...1

As the 2019 season starts, I look forward to expanding my coverage of the region, making new friends and sharing new experiences with fellow car lovers.



Man shall not live by chrome wires alone, so it's nice to see alternatives on display.

### **Canada Calling**

#### Big plans and tiny cars

By Malcolm Baster

It is a pleasant fall day as I write, knowing that as you read this you will be in mid-winter. But when I write for the next Jaguar Journal, you will be on the verge of spring and I will still be stuck in the cold. Looking ahead to another summer of Jaguar events will be a treat in store, but first let's review the summer just passed for Canadian JCNA-affiliated clubs.

Allan Lingelbach of the Ontario Jaguar Owners Association writes: "In a previous Canada Calling, it was mentioned that the Ontario Jaguar Owners Association had more activities planned for 2018 than had been offered for years. The club has really delivered. We have been on drives that tease us with some of the best sports car roads in southern Ontario. Members have also experienced winery tours, a pool party and a Tony Burgess garage tour with equipment that would put many professional shops to shame. Then let's add in a high tea event at a castle, in true British fashion. If the more daring members were not impressed with any of this, the club challenged them to take the gunner's seat of a World War I fighter plane replica and take off in search of the enemy.

All of this was the appetizer for the main course... the OJOA 51st Concours d'Elegance. We feared not matching the turnout for last year's 50th concours spectacular but actually ended up exceeding it, with 55 Jaguars in the meadow and one in the garage at our private site. For the first time in my memory, the show pulled in entries from as far as Illinois and New Jersey. We offered an entry category for every Jag enthusiast, and our chief judge Steve Sherriff even rolled out a Senior Division category, which attracted the best of the best and subjected them to judging that was more thorough than the JCNA Championship level.

Negotiations for the 2019 show are going well, with the Sunday, August 11, date,

and the Canadian Warplane Heritage Museum location already established. If your bucket list includes showing off your Jag inside a hangar, surrounded by vintage warplanes, while dining amongst both, then circle that date!"

Remaining in Ontario, Rob Dunlop of the Ottawa Jaguar Club says: "We've enjoyed a continuation of our super summer, taking advantage of the weather to participate in several local shows and drives. A notable highlight took place at our annual 'British Invasion' of a weekly cruise night in early September, involving all British marques. An unusual E-Type, with all of 2½ HP, showed up and gave a driving display in the parking lot. We've always known that the E can be a tight fit for some of us, but this one is clearly out of the ordinary." See photo.

Out here in the West, the Pitt Meadowsbased Pacific Jaguar Enthusiasts Group enjoyed a successful show and slaloms, and is regaining momentum towards holding JCNA-sanctioned events once more.

In Victoria, our 'Jaguars on the Island' event again attracted over 100 Jaguars. Our concours and show at Windsor Park was greatly enhanced by free (by donation) home-made cookies, cakes and ice cream. I don't know what it is about ice cream that makes everyone so happy, but it does. Perhaps a government-funded study could try to find out. Incidentally, Canada has just legalized the consumption of marijuana, but as far as I can see there is no advantage in doing that as long as ice cream is legal.

We have finished looking back, and now Jennifer Orum of the Canadian XK Jaguar Register in Vancouver is looking ahead: "2019 is a big year for the Canadian XK Jaguar Register and Canadian Classic MG Club. It's the 50th anniversary for the joint clubs and the celebration will continue all year long. The major event will be the 50th Anniversary Heritage Classic weekend August 23-25, returning to its roots in South Surrey/White Rock. There will be a show and a JCNA concours on Saturday, August 24. The Club50 Planning Committee has established a tentative schedule of events, with at least one per month. These include day cruises, a fun rally, a drive-in movie night and a special Presidents Run in the Fall, visiting locations of several past Presidents Runs." 📥



Even the 'long wheelbase' E-Type V12 models can still be a tight fit for some.

### **Continental Drift**

News from the UK and Europe

By Tim Crespin

### A BOLD STEP, NOT A TENTATIVE TOE

I wrote recently on these very pages about my admiration for the I-PACE. This was not only for its sleek lines, searing pace and class-leading levels of refinement, but equally for what it represented in terms of the bigger picture. The I-PACE represents the first feasible opportunity for Jaquar fans to transition into a world beyond the realms of fossil fuel consumption, a leap which is surely now recognised as an inevitability as opposed to the previous possibility. With all the environmental benefits and cost savings on fuel, without the compromise of a tiny range, lack of creature comforts or poor image, the I-PACE looks more of genuine stride forward than a tentative toe-in-thewater first effort.

However, the problem when trying to shift the almighty weight of the personal transportation zeitgeist is that you need all of the pieces in place before anything so ambitious has a chance. In this instance that means government incentives to offset the large initial outlay of the vehicles themselves. It means having a workforce skilled and large enough to meet the demand for installation of charging equipment at home, but it also means there needs to be serious investment in infrastructure to support this new technology. After all, if you run out of fuel in a regular car you may already be carrying a fuel container or, in a worst-case scenario, you could make your way to a gas station to buy and fill one. Where is the alternative for an all-electric car? Maybe a car battery size get-you-home reserve pack?

I think it is these kind of fears, along with the high purchase price, that currently present some of the largest barriers to drivers making the switch to zero emission cars. Having said that, it is something of a balancing act between making sure electric car sales gain traction, and ramping up the infrastructure to keep



Not a 'base' pair, but hurry – the nucleotide's coming in (science joke).

pace with demand. The last thing that the process needs is for people to be forced to switch before all the relevant pieces are in place to make sure that the switching experience is a positive one. Legislators, please take note.

#### **OUTLAWS OR IN-LAWS?**

With that in mind, the British government plans in steps to speed up the outlawing of petrol and diesel engines, as well as to remove the grant that subsidizes the price of a new plug-in vehicle. There is a detectable shockwave as the collective palms of the British drivers smack their faces... It would seem I am not the only one who had noticed either. Ian Plummer, director of Auto Trader had this to say on the matter: "An ambition to accelerate the move to zero emissions is of course commendable, but for this to be even remotely possible, the government will have to make dramatic changes to its current strategy. The uptake of alternatively-fuelled vehicles (AFV) is increasing, but a relentless commitment to stigmatise diesel and petrol rather than offering a clear and compelling narrative to switch to electric, has significantly limited consumer adoption. Removing the ULEV plug-in grant is another stepbackwards and will create a major barrier to entry." It can sometimes feel as if those in power only open their mouths to

change feet, and this is certainly another of those occasions.

#### JAGUAR'S SHARED BLOODLINE

As a man of science, my interest is piqued by most things related to the fields of physics, chemistry and biology, in the eternal quest to answer life's most important questions, like where do I get my next Jag?. Sometimes though, it's nice to do things with no other justification than simply 'because we can.' Jaguar appears to have adopted this route with the latest promotional drive of two of their top XE models, the XE 300 Sport and the Nürburgring record-breaking XE SV Project 8. How so? By using the cars to make a 1,000 metre long double-helix in the sand, in Wales, in a bid to demonstrate the shared DNA of both models. That shared DNA includes an aluminiumintensive body construction, agile handling and unrivalled dynamics, which only last fall led to the XE SV Project 8 setting a new production sedan record at WeatherTech Raceway Laguna Seca, with a time of 1 min 37.54 seconds. Pointless PR stunt? Perhaps, but it is hard not to be impressed by the pretty symmetry of the DNA helix in the sand. Watson and Crick eat your heart out (and don't forget Rosalind Franklin). 🐟

### Third annual JCNA International Jaguar Festival

#### Easing into the IJF spirit

Third time lucky for this IJF? Not really - the previous Scottsdale and Lanier Lakes IJFs were superb, too. But Wilshire Boulevard is one of those street names, like Rodeo Drive and Sunset Boulevard, that reminds you LA is an iconic place, to employ an overused adjective. If you stroll a few blocks east from Beverly Hills, you soon hit upon another icon – the Petersen Automotive Museum on the south side. The phrase 'you can't miss it' is also overused when directing people, but in this case it really is true. The museum sits rounded and low, hunkered down between two tall towers, like a squash between two sticks of celery. We don't know how the architects described the building's shape and the odd cladding effect, but you can choose between 'ball of wool,' giant truffle, or perhaps since it was Halloween night, part-peeled pumpkin, complete with lights inside. Either way, IJF attendees were there to wonder at the building's contents, not the exterior. Sadly, it would not prove easy to share their insights.



McQueen's 'Green Rat' XKSS was being worked on; albeit this photo is from an earlier visit.

"No photographs!" said the museum quide firmly, as she arranged the JCNA party into three groups for the first formal activity of the 2018 IJF – the famed Petersen invitation-only vault tour. Limited to a hundred people (with a few no-shows), the three groups walked past the working basement garage and restoration shop, which included a fine split-window Corvette, into the bowels of the building on Wilshire Boulevard. No amount of pleading on behalf of JJ readers made photography possible, in contrast to a previous trip four years earlier as part of a Jaguar Cars press group, when we were allowed to photograph discretely whatever we wanted. Some owners today, it seems, are wary of affirming their possession, or even the whereabouts, of some of their cars. Sounds like a secret Swiss bank account for car-shaped investments.

After a 75-minute tour, guided by a very knowledgeable docent, the group finished the evening with a meal. In fact they 'not-quite-finished'

with a meal, since there was one very telling activity left; an activity more JCNA events, if not all sponsored events, should include or at least offer. What was it? A programed slot for the event and/or meal sponsor to address the group on their business specialty, in this case classic car insurance. The Jaguar Owners Club of Los Angeles is fortunate in having a Heacock agent on the club's roster (which probably helped secure sponsorship) but it was refreshing and instructive to hear the Heacock staff make their points and to receive their message, which was not heavily commercial. Certainly the diners were not put off, and if I were searching for sponsorship for a club event I would push to offer a similar modest platform to reward them for their support.



Yes, everybody is intently following the Heacock talk after dinner. A win-win for club and sponsor..

When the talking was over, it came time to leave. To help booking a late-evening activity, the JOCLA folks had surveyed a range of hotels in the area and listed prices and contact details. That way, when booking this first-night activity away from the main resort, it was easy to pick lodgings nearby and leave the Petersen in high spirits, ready for the rest of the IJF.



Unusual Petersen building defies convention, as do the contents.

#### **TO 'SAINT BARBARA' IN HER BEAUTIFUL SETTING** Pacific coast tour and slalom

The morning after the Petersen museum visit, the locals knew they would have to get up early to reach the parking lot of Gladstones seafood restaurant at Pacific Palisades, near the Will Roger's State Beach on Santa Monica Bay. Situated where Sunset Boulevard meets the Pacific Coast Highway, it's become a place of Southern California legend, but it was way too early to get anything more than fuel or a Starbucks across the street.

Those visiting California probably looked at their maps or GPS the night before and thought, "Fourteen miles, that's nothing. We can have a sleep-in." Which is why the locals were mostly there in good time and some of the incomers were late for the planned group departure to Santa Barbara. In true tortoise and hare fashion, an off-road Land Rover Defender arrived at the rendezvous before almost every Jag. Its boxy white shape looked odd amongst the F-TYPEs and sleek sedans, but the next day it became clear why it was in the group.

Meanwhile, with traffic on the PCH as bad as some of the locals had ever known it, organizers Tod and Wendy Willson decided to wait until about 10:15 a.m. before departing for Santa Barbara,



Chunky Defender looked odd amongst Jags, but made sense later.

by which time most of the missing names from the planned attendee list had arrived. The crowded first section made it unlikely that the group would stay together. Sure enough, the party was already chopped up into a number of subgroups by a traffic signal that let perhaps half a dozen cars out of the parking lot onto the highway before turning red again. A few miles up the PCH, near Malibu, a long empty road shoulder gave a chance to regroup and have the stragglers catch up before setting off again. Trying to keep us together was a nice gesture, but always likely to be in vain.

Successfully leading a convoy of military personnel under orders is one thing. Herding cats driven by civilians is quite another, so it wasn't long before individuals and smaller groups fell back or broke away to drive at their own pace and possibly using their own route, of which more later. The Pacific Coast Highway is a wonderful road with long stretches through sparsely-populated countryside. Near the somewhat congested surfer or tourist honey traps, not so much. More's the pity that only a minority ever explore the Coastal Range, so when the route said to head east up towards Latigo Canyon, we couldn't wait. What followed were ten miles of steep climbing from sea level up into the hills, culminating in a jawdropping, ear-popping and occasionally heart-stopping zig-zag climb of intense steepness and pretty much the tightest hairpins navigable by a normal street car. It was wonderful – think Lombard Street without the houses - although I would



Early arrivals included some non-Jaguar visitor rental cars..

have been slightly worried for the clutch of any manual-trans Jaguar with a 2.88:1 differential.

Thankfully, we only encountered a single vehicle coming in the other direction, as for most of the uphill route there was only a narrow lane with rudimentary passing places and steep drops. Oh, and there were cyclists grinding their lean, sinewy way up thousand-foot climbs. Kudos to them, unless they came in the UPS truck. Yes, there was a UPS truck too, a big one, right at the top, delivering to a tiny, shaded cluster of houses where the narrow lane dipped and wriggled briefly before bursting out onto the rocky sunburnt mountaintop again. So just when we were quietly relieved to reach the top of the intense and somewhat risky climb (warned as such in the route notes), we were totally upstaged by a guy in a 'Big Brown' truck... sigh! Kudos to him too, I guess. He was probably an insouciant teenager with a hobby like base-jumping or parkour; I credit girls with far more intelligence. The descent



Between Malibu and Thousand Oaks, just before the fires and bar shooting tragedy.

into Santa Barbara was pretty and less challenging, which was nice by that stage, and we duly arrived at the hotel by about 1:30 p.m., which was also nice, until the chilled-out and taking it easy crowd realized the slalom that many had paid for had been running since about midday and was a 45-minute drive away! So much for chilling out... Nevertheless, by issuing some route notes and planning a convoy concept (albeit more honored in the breach than the observance), the potentially dull ride from LA to Santa Barbara was made far more memorable than a mere schlep up R101. It was our own fault that we had too much of a good time and left very late to reach the slalom venue at Santa Ynez airport.

### **SMOOTH, STICKY SLALOM – A GREAT EFFORT!** A rarity in SoCal, but sure to catch on

It was about 1:45 p.m. when Mark Mayuga grabbed a piece of paper and began scribbling a basic map. "Go out the front, around the corner and get onto 101 north. Then a few intersections later come off for route 154 towards San Marcos. After the pass you'll see a traffic circle where you take the third exit onto 246 westbound and the airport is just there on your left."

"How long does it take to get there?" "About 45 minutes," came the reply and I thanked him and trotted towards the rental car, carrying my helmet and some water for a hot afternoon outdoors. I don't like rushing on unknown roads in an unfamiliar car through pretty scenery, but I was late so there was little choice but to go for it. And go, and go, and go. The road went on and on until I supposed that one of the lay-bys or junctions I had passed must have included an unnoticed mini-roundabout. After 45 minutes and no sign I was just looking for a place to turn back. The smartphone GPS said San Marcos airport was 1,400 miles away in Texas and it was only because of lack of turning options that kept me going until the roundabout appeared. I took the 246 as instructed and looked in vain for the airport, or even an air strip. By now I was getting the hang of Mark's lowside guesstimates of time and distance and sure enough the Santa Ynez airport, not San Marcos, sign soon appeared. It led through a collection of farm-type buildings and light industrial sheds to an asphalt apron with the slalom course laid out in front of a hangar with two helicopters parked outside.



Jack Humphrey gets ready to stretch the XK8's legs.



A heart-warming sight – an XK120 being used seriously hard.



Bob Matejek bags fastest time after epic cross-country Corvette trip.



With aircraft close to the track, overshooting could have gotten 'interesting.'

An XK120 was circulating the cones, but unlike other such antiques normally circulated at a 'sensible' pace, this driver was gunning the engine hard. Meanwhile, the plucky passenger was showing every sign of enjoying the sensation of rolling hard around the bends as the tires scrabbled for grip. Hmmm, this looked like a fun crowd. Sadly, the signing-on table was no longer staffed and the event actually seemed to be winding down, with only a few runs left. Thankfully, 'Generous Jack' Humphrey had agreed to let me use his super-clean XK8, rather than my rental SUV. When he finished his last run, all I had to do was hand in the paperwork and put my helmet on, as the car itself had already been inspected. I had never even sat in an XK8 before, but the low, roomy cabin – accentuated by

the top being stowed - made me feel at home straight away. The grip from the 18" tires on very warm, very clean asphalt was unlike anything I had driven before around the tight JCNA course, particularly the normal cool, gravelly slalom surfaces we put up with back East. Another interesting departure from typical slalom norms was the staging arrangement. My admittedly limited experience had been that the timing beam was set at the base of the entry cones and competitors were inched forward to bring the front tires close to the beam without breaking. The idea being that the timing should start as soon as the car rolls forward and not that the car should break the beam when already doing perhaps 5 mph or more. Granted, the correct way can take a little extra time and can

cause the occasional false start, but both are easily remedied by staging them a fraction further from the beam. The IJF slalom team's novel approach was to place a large road cone about a foot in front of the timing beam and have competitors nudge up against that, a foot or more safely back from the beam. This permits easy, quick staging and since it is the same for all present it should not distort placings. Where problems could arise would be comparing times between events at different courses, as happens in the JCNA slalom championships. The exact effect of starting from a foot back could only be quantified if every other aspect of back-to-back runs could be controlled, but this is impossible to achieve with the required accuracy and repeatability, even with the same car and driver each time. In the absence of precise measures, perhaps the slalom committee could come up with a guideline such that all the 'technique issues' at least are discussed and a common protocol worked up. 📥



Cornering so flat it looks parked: the Boyce modified E

| SLALOM: |                   |                      |            |     |
|---------|-------------------|----------------------|------------|-----|
| CLASS   | DRIVER            | CAR                  | TIME/PLACE |     |
| В       | L. Walker Willson | 1953 XK120M          | 47.429     | 1st |
| D       | Jack Wade         | 1966 Е-Туре          | 51.726     | 1st |
| Е       | Dominic Valvano   | 1973 E-Type V12      | 52.165     | 1st |
| Н       | Brian Boyce       | 1963 E-Type modified | 50.488     | 1st |
| К       | Jack Humphrey     | 2002 XK8             | 46.781     | 1st |
| L       | Mark Hodges       | 2014 XKR             | 46.372     | 1st |
| М       | Eugene Cohen      | 2016 XF-R            | 126.32     | 1st |
| Р       | John Svenssen     | 2009 XK              | 54.471     | 1st |
| R       | Glen Barker       | F-Type               | 45.787     | 1st |
| Z       | Bob Matejek       | 2018 Corvette GS     | 41.433     | 1st |

#### **RALLYING THE TROOPS** It's tough at the top

Twenty-eight judges. That's right, 28 judges is the number that took to the field for this top-notch concours, held amidst the swaying palms on Santa Barbara's answer to the French Riviera. Twenty-eight judges, assessing 22 cars in Champion class and a further 23 in Driven class. But before going on to look at those, let's hear it for the entrants in Display class. Twenty-three cars that between them scored nothing but big, fat zeros, yet helped fill out the show field to perfection and put on a wonderful display that the visitors and competitors alike appreciated very much.

Concours, like any other competitive endeavor at a high level, is a specialist activity requiring expertise and commitment in order to do well. But for every hardcore Champion Division exhibitor, there are probably a dozen club members that just like to be around beautiful, shiny automobiles. If we can get a proportion of them to come join the fun, even non-competitively, it helps generate critical mass and make or keep concours events viable. In particular, where viability is concerned, more entrants will help minimize the still-prevalent phenomenon of one-entry classes, where simply turning up guarantees an award. This isn't wholly bad, in the sense that people who put a lot of effort into bringing out a rare car, deserve some kind of payback for their expenditure of time, finance and sweat equity. If memory serves, the split in Santa Barbara was actually slightly better than the previous IJF where single entry classes were the majority. This year there were 13 classes with more than one entry, versus 11 single-entry classes. But the number of entrants does increase the 'credibility' of all awards and everybody benefits.



Probably the most significant new Jaguar so far this century – the all-electric I-PACE.



Many moderns lined up, with Land Rovers barely visible in the background.

#### AN OFF-ROAD ICON

The XJ in its fiftieth anniversary year, or the E-Type in any year, are two stellar successes from Jaguar's storied history. However, our sister company, Land Rover, has icons of its own. The most famous – referred to these days as the Defender, but initially just the Land Rover – was celebrating 70 years in 2018, just like the XK. Designed by Maurice Wilks - Rover's version of William Heynes – it had a strong Anglo-American heritage, with the prototypes being based on a Willys Jeep chassis. The two chief engineers shared an interested in sheep farming, which in Wilks' case gave him ample opportunity to develop and test the new car's agricultural credentials. When discussing the matter of sponsorship and help with the IJF, Jaguar suggested a low-key Land Rover presence during the event, to recognize that anniversary and demonstrate the versatility of Land Rovers old and new. The exhibits may have been few in number, but they were certainly high in profile - literally - with one Range Rover even sporting a roof-mounted sleeping tent.

The pictures tell the story and the take-home message is that when liaising with your local dealer about involvement in your club activities, don't be blind to the opportunities to create event interest and dealer business by exploring the potential of synergy across the two marques.



#### JAGUAR JOURNAL

| CLASS                                                                                             | ENTRANT                               | CAR                         |  |  |  |
|---------------------------------------------------------------------------------------------------|---------------------------------------|-----------------------------|--|--|--|
| C1/PRE: Pre-XK<br>engine                                                                          | Tom Krefetz                           | 1939 SS100 Roadster         |  |  |  |
| C2/120: XK120                                                                                     |                                       |                             |  |  |  |
| C3/140: XK140                                                                                     | Keith Webb                            | 1956 XK140 DHC              |  |  |  |
| C5/E1: E-Type Series 1                                                                            | Bud Marston                           | 1961 E-Type Series 1<br>FHC |  |  |  |
| C8/SLS: Early Large &<br>Small Saloon                                                             | Steve & Cindi Kirby                   | 1965 Mark 10                |  |  |  |
| C9/XJ: XJ6/12 Series<br>1 Saloon                                                                  | Paul & Debby Novak                    | 1990 XJ12                   |  |  |  |
| C11/J8: XJ8/R Saloon                                                                              | Brian & Lisa Ellis                    | 1999 XJ8 VDP                |  |  |  |
| C13/JS: XJS 1991-96                                                                               | Mike Zavos                            | 1992 XJS Convertible        |  |  |  |
| C14/K8: XK8 Coupe &<br>Conv., XKR                                                                 | Jack Humphrey                         | 2003 XK8 Convertible        |  |  |  |
| C15/XK: XK/XKR<br>Coupe & Conv.                                                                   | Mark & Diana Hodges                   | 2014 XKR Coupe              |  |  |  |
| C20/F: F-Type                                                                                     | Robert & Lynn Brown                   | 2014 F-Түре<br>Convertible  |  |  |  |
| D1/PRE: Classic &<br>XK120,140,150                                                                | Walker & Gwendolyn Wilson             | 1953 XK120 OTS              |  |  |  |
| D2/E1: E-Type, 1961-<br>67                                                                        | Ron & Donna Avery                     | 1965 E-Type FHC             |  |  |  |
| D3/E2: E-Type Series<br>1.5 & 2                                                                   | Andy Preston                          | 1969 E-Type FHC             |  |  |  |
| D4/E3: E-Type Series<br>3                                                                         | Domenic & Audrey Valvano              | 1973 E-Type OTS             |  |  |  |
| D5/SLS: Early Large &<br>Small Saloon                                                             | Phil & Barbara Endliss                | 1966 Mark 10 Saloon         |  |  |  |
| D8/XJS: XJ-S/SC,<br>1976-1991                                                                     | Mark Mayuga                           | 1989 XJS Coupe              |  |  |  |
| D9/XJS: XJS, 1991-<br>1996                                                                        | William & Jing Brooks                 | 1995 XJS-12<br>Convertible  |  |  |  |
| D10/K8: XK8 Coupe &<br>Conv., XKR                                                                 | Will & Maritza Nighswonger            | 2000 XKR Convertible        |  |  |  |
| D11/XK: XK/XKR<br>Coupe and<br>Conv., 2007-on                                                     | Jim & Betty Friel                     | 2007 XKR Coupe              |  |  |  |
| D12/J8: XJ8/R Saloon,<br>1998-2009                                                                | Jeff Srinivasan                       | 2006 XJ8                    |  |  |  |
| D14/FJ: XF & XJ<br>Saloon, XE                                                                     | Larry & Vickie Currie                 | 2012 XJ                     |  |  |  |
| D15/F: F-Type                                                                                     | Carolyn Arnquist & Cameron<br>Sheahan | 2015 F-Type Coupe           |  |  |  |
| D16/P: F-Pace, E-Pace,<br>I-Pace                                                                  | Mike & Diane Haynes                   | 2017 F-Pace                 |  |  |  |
| S2/MOD: Modified                                                                                  | Tom & Debbie Krefetz                  | 1963 E-Type FHC             |  |  |  |
| (see https://www.jcna.com/eventresult/new-event-result-rank/235579 for full<br>concours results.) |                                       |                             |  |  |  |



SS100, XK120, E-Type and XJS – all had the signature long, low Lyons look.



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#### FEATURE

As for the concours entrants, they brought a superb selection of cars prepared to a very high standard. They ranged from Tom and Debbie Krefetz's bright red 1939 SS100 (one of two cars they entered, plus another two in Display class), right through to the current models. The high standard of the field was exemplified by the fact that the two lowest scores were approximately 97.5% of the maximum score available and the vast majority scored over 99.5% of the available maximum. Astute judging meant there were only two perfect scores: 100% for Bryan and Lisa Ellis and their 1999 XJ8 VDP and the same score for Robert and Lynn Brown and their 2014 F-Type Convertible. Nevertheless, despite the uniform excellence of the cars, the bulk of entries were all scored within a band of 0.5%, and the worst of 45 entrants was separated from the very best by only 2.5%. Casual visitors are unlikely to understand or care, but the concours group may want to consider an easier or more sensitive scoring system to create greater numerical spread and better 'optics,' as the saying goes today.

Special praise must go to the following who were not afraid to use their cars in anger at the slalom the day before putting them in the show: Jack Humphrey, Mark Hodges, Walker Willson, Jack Wade, Domenic Valvano, John Svensson, and several others whose details were not available to the author at the time of writing. Most of the above, and many others, also drove their concours vehicles on the rally or winery tour the following day. Kudos to all.



Vendors were given ample space right alongside the competitors.



Steve Kirby does last-minute buffing on his hard-used Mark X.



The beautiful maroon Webb XK140 was the lowest scorer... at 'only' 97.28!!

#### **ROARING RALLY OR TASTEFUL TOUR** A little of what you fancy does you good

The day after the formal serious concours came the distinctly informal and fun-themed driving at rally pace, or cruising the tour route at any pace that suited you. Resisting the temptation to organize a night stage, Rallymaster Mayuga sent the two groups off from opposite ends of the hotel with appropriate route instructions. Following the palm-lined shore out of Santa Barbara, the tour route went north into the San Marcos hills, passing an optional stop to view ancient cave paintings, before heading down to a rest stop at Cold Springs Tavern. Half an hour later, the groups arrived at the Rideau Vineyard where an excellent gourmet Santa Maria food truck supplied lashings of food in preparation for some gentle wine-tasting.

In the event it was wise to eat lunch first, because the price of the wine tasting might have spoiled a few appetites. The wine tour itself was free, but in the finest tradition of loss-leaders, every wine tasting was \$15 and the high-guality wines started at \$30 per bottle. The weather and conversations were great though, out on sun-drenched picnic tables, with inevitable groups standing around the cars, engaged in Jag-talk. All in all, a great finish to the on-road activities at a great event. Thanks to all, especially our supporter Hagerty Insurance, who sponsored a recovery truck, just in case.

#### RESULTS

Time/Distance/Speed (TDS) rally:

Overall winner: Carolyn Arnquist/Cameron Sheahan, 50 miles, 34.884 average mph /35 mph actual

Best Mileage: Marc & Mille A rnold, 49.2 miles

Best Average Speed: Tod & Wendy Willson, 34.889 average mph. 🗢 Fabulous sponsors deserve our patronage





Artwork, architecture or archeology?

#### FEATURE



Cold Springs Tavern, historic rest stop.



Leaving Santa Barbara, which deserves its comparisons to the French Riviera.



End of the road for rally & tour - winetasting at \$15 per sip.

### San Diego Jaguar Club's Celebrates JCNA's 60

By Nedra Rummell

Seventy-three SDJC members graced the Rancho Santa Fe Golf Club on Sunday, September 19, for SDJC's 2018 Concours and to celebrate Jaguar Clubs of North America's 60th birthday. The weather was perfect, the venue elegant, the food delicious, the conversations interesting and the celebration fervent. Add a 3-pound handmade 1958 Jaguar XK150 cake, and you have a memorable day.

Our hostess, Barbara Bray, and her daughter, Diana Shefte, created a stunning arrangement from botanicals and vintage car parts. A special thanks to Shelly Gabriel for designing, making, and delivering the commemorative cake for our JCNA 60th Anniversary celebration.



Ladies who lunch: Hosts Barbara Bray and daughter Diana Shefte.

As members arrived they were greeted by Ali Proctor and received their seating place card, drink tickets and a wisecrack or two. As the social hour progressed, the large group broke naturally into klatches. Throughout the luncheon, guests could watch the video screen showing highlights of our 2018 Concours. By noon, it was hard to hear anything above the din in the dining room. I might have heard some grumbling as George Klein, current club president, called the group to order – and to their seats. As members found their chairs, the anticipation of a great lunch was palpable. The wait staff



A 'taste-full' car now totaled beyond salvage. Hmmm!

made quick work of getting the mustardcrusted chicken, grilled flat iron steak, and pan-seared salmon lunches out to the tables with great alacrity. Not surprisingly, the room went uncharacteristically quiet as the meals were delivered... all except for Jim Harkins, who had come to celebrate. We love your enthusiasm, Jim!

President George Klein opened the meeting and deftly made the connection between the 60th JCNA Anniversary and the 1:15 scale 1958 Jaguar XK150 cake positioned at the front of the room. Webmaster, Mark Hodges captivated the room with a summary of the SDJC's 54th annual concours d'elegance event. There were many volunteers to thank, a number of whom were present to receive their recognition. Our raffle queen, Diane McDonald, was on hand to reward the many lucky members who had purchased winning tickets. And logo czar, Marie Allen, was kept busy hawking her wares to all members with sartorial taste interested in picking up an SDJC garment.

After lunch the group was treated to two desserts: a trio of mini-tarts, and a slice of the 1958 Jaguar XK150 cake. It almost brought tears to the eyes of attendees as Shelly took a sharp knife to the Old English White XK150 cake. But, as enjoyable it was to ogle, its design was equaled by its taste: lemonelderflower sponge cake, with a slather of homemade lemon curd filling and vanilla buttercream, all surrounded by a whitechocolate ganache shell... a perfect way to celebrate the JCNA 60th Anniversary (1958–2018). In addition to the stunning cake, the table displayed a framed copy of the 60th Anniversary poster, balloons and the 60th Anniversary badge and pin.



Shelley Gabriel and her amazing 1:15th scale 1958 XK150 Coupe cake.

Maybe it was the venue, maybe it was the celebration, or maybe it was the club's sociality, but it seemed the group lingered long after the last piece of cake was cut. THE NEW ALL-ELECTRIC JAGUAR I-PACE

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### The Power of Numbers

#### Transforming Jaguar customer data into mutual value

#### By Barton Goldenberg

Editor's note: Jaguar Journal seeks to make readers aware, from time to time, of the background skills and resources used in the design, development, production and marketing of automobiles in today's fast-changing global marketplace. In this article, long-term Jaguar fan and JCNA member Barton Goldenberg responds to my request to shed a little light on the art of managing and building a loyal customer base.

"I am not a number!" insisted Patrick McGoohan in the 1960s TV series *The Prisoner*. Insist he may have, but 'Number Six' was in some ways powerless to resist being numbered, stored and categorized. Today, with computing and storage power undreamed of 50 years ago, we are all somehow grouped or differentiated by specific characteristics that separate us from others, or place us together in cohorts based on actions or traits we have in common. Anyone desiring to live 'off the grid' has to go to extraordinary lengths and make huge lifestyle adjustments to avoid being stored somewhere in government or commercial databases.

Although it may leave some feeling slightly uneasy, it has real benefits in terms of efficiency of service delivery and avoidance of bombarding with inappropriate communications concerning matters that do not interest us. With whole swaths of business, such as Google and Facebook, now existing basically to formulate and trade this kind of information, data analytics isn't about to disappear. The key challenge is how to make it work smarter, harder and more securely to maximize the benefits for all parties.

### CUSTOMER DATA AND JAGUAR LAND ROVER

Apart from being a long term Jaguar fan, my day job is president and founder of ISM/CRM Strategic Consultants, Inc. (www.ismguide.com). CRM is shorthand for customer relationship management, a catch-all term covering the development and use of techniques to improve awareness of what makes each customer unique and how best to serve their specific needs with targeted offerings tailored to match those characteristics. CRM is as universal as it is old-established. even if the jargon is recent. A thousand years ago, market traders were either ignoring their customers beyond taking their money, or they were careful to remember their personal preferences and family circumstances, etc. - both of which are forms of CRM, merely that the second takes more effort but builds deeper customer loyalty.





I set up in business in 1985 to help global, best-in-class organizations, including Jaguar Land Rover, to apply sales, marketing and customer service technologies to their customer engagement efforts. During my time off at weekends, I enjoy my Jaguars. My love for the marque goes way back, starting with the purchase of a 1954 XK120, followed by a 1983 Jaguar XJ6 Series III, a 1989 Jaquar XJS (V12), a 1999 Jaguar XK8 (Vanden Plas), a 2013 Jaguar XJL (AWD), and most recently a 2018 Jaguar XE S. Despite being such a fan, when I first checked some time ago, Jaguar were not aware of me as a real or prospective customer. The implications are obvious: if you don't aggregate the information you may already have regarding Jaguar-approved used dealer sales, service sales and parts purchase, you are missing some of your hottest prospects for future business. You lose the chance to 'join the dots' and make them feel valued and appreciated, or in line for a potential new car purchase based on a hot special deal put together for them personally. As a single enthusiast I am minimally important beyond the local dealer catchment, but doubtless the same scenario was being played out across the whole of North America, and that certainly is important.

#### MASSES OF DATA, MINED FOR INSIGHTS

My friends at Jaguar Land Rover often ask me what is the best way to acquire, retain and grow their Jaguar customer base? For me, it all starts with having rock-solid customer data and leveraging this data to optimally engage with Jaguar customers. But here's the challenge: the amount of data available to help Jaguar better understand customers and their interactions with the Jaguar brand is massive. Today, Jaguar owners are among the users of over 11 billion connected devices producing 8 zettabytes of data per year. By 2025, forecasts predict 80 billion devices and 180 zettabytes of data, respectively. A single zettabyte (ZB) contains one sextillion bytes, or one billion terabytes, i.e. it would take a billion one terabyte hard drives to store one zettabyte of data.

What is the best way for Jaguar to drink from this 'digital firehose'? How best can Jaguar engage with customers who themselves are awash in this digital deluge? To answer these questions, let's go inside my 'Engaged Customer Strategy' framework.

Today, Jaguar begins by building the best possible 'holistic customer profiles,' which means building a complete view of enthusiasts like myself, including my ownership of multiple Jaguars, my official Jaguar slalom racing history, my membership in the local JCNAsanctioned club, participation in Jaguar sanctioned concours d'elegance events, subscription to multiple Jaguar domestic and international magazines, my history visiting the local club and Jaguar websites and, increasingly important, my online behavior on Jaguar and non-Jaguar automobile social media sites.

How well does Jaguar currently capture this information? They are getting quite good at knowing my 'offline' behavior, but there is meaningful room for improvement when it comes to Jaguar knowing my 'online' behavior and then integrating my on-line 'social insight' into my holistic customer profile. For example, shouldn't Jaguar have known I was in the market for a new Jaguar XE S, having spent the past six months specifying this car with the help of fellow Jaguar enthusiasts on social media car sites? With the help of technology tools like 'identity resolution' that integrate offline and online customer behavior, Jaguar can build best-in-class, holistic customer profiles which are the foundational building blocks for transforming Jaguar customer data into value.

Once Jaguar has achieved best-inclass holistic customer profile status, they next perform data analysis on these profiles to achieve enhanced customer segmentation, customer personas, customer journey maps and more. The goal is for Jaguar to optimize its finite marketing spend by knowing their customers so well that they easily identify and engage with the right customers in their preferred buying channel(s). Assuming they analyze their data to a high standard, Jaguar are in a unique position to sell their wonderful cars through today's customer engagement channels:

1. The Traditional Media channel:

includes face-to-face meetings, marketing mailers, invites from the dealer to test-drive a Jaguar, emails, calls to the contact center, etc.

- 2. The Social Media channel: includes public social media communities (e.g., Facebook, Twitter), as well as private, branded social media communities.
- 3. The *eCommerce channel*: includes website, portals, searches, next best offer, shopping cart, others.
- 4.The Emerging Technologies channel: includes mobile apps, wearables, personalized video, addressable TV, virtual assistant, virtual/augmented reality, etc.



Brandon (left) with colleague Mike Bender at the new Mahwah Jaguar Land Rover HQ.

The exploding volume and frequency of Jaguar customer data in the digital age provides a wonderful opportunity for the company to understand their customers and prospects in a hyperfocused way. This, in turn, presents opportunities for Jaguar to transform customer data into increased business revenue, bigger wallet-share, and happier and more loyal customers willing to advocate for the Jaguar brand. But it also represents the significant risk of getting caught in a 180-zettabyte flood if Jaguar does not get in front of this now.

We all love the Jaguar brand because Jaguar builds exhilarating cars and has a long history of great success. Which is why I am so excited about Jaguar leading the way transforming customer data into value and providing customers new and exciting ways to engage with the brand. Drive on!

### XK Wood-Rim Steering Wheels (1941-61), Pt. 3

#### Wooden wheel wonders

#### By Bob Knijnenburg

We have seen that several brands of wood-rim steering wheels were fitted to Jaguar XK models in period, and that the manufacture of some brands was contracted out, occasionally even to 'competitor' companies. Two of the biggest were the British Les Leston brand and the Italian Carlotti. The Moto-Lita brand, which sounds Italian but is British, still thrives today.



Carlotti brochure 1960s (front).



Rear of same Carlotti brochure.

Most versions initially had six holes for mounting but also eight (and probably nine) hole patterns have been delivered, depending on the boss type used. Note that early Derrington wheels had eight holes, whereas Moto Lita had nine holes and so did the bosses/hubs made by Moto-Lita. This implies that a special hub or drilling pattern is required for (early) Carlotti wheels.

#### CARLOTTI STEERING WHEELS MANUFACTURING

According to Simon Green, founder of Moto-Lita, in an email to the author dated December 10, 2015, he was the first manufacturer and supplier of the early Carlotti wheels sold by Les Leston. See his email below:

#### Dear Bob,

Thank you for your enquiry.

Carlotti wheels were the first steering wheels sold by Les Leston. All the Carlotti wheels were made by me in a chicken shed just off the A3 in Esher, Surrey, when I was trading under the name of Esher Auto Components in, I think, 1957 or 1958. I remember delivering Carlotti wheels to Les Leston in High Holborn in my 1936 tuned Morris 8! Les Leston was my second trade customer, the first being Alfred Moss – Sir Stirling's father who operated British Racing Partnerships in Lots Road, Chelsea.

All the best,

Simon Green

We may therefore assume that from about 1958 these early Carlotti wheels were made by Esher Auto Components for Les Leston.

Carlotti wheels had a "machine-turned" surface. Also note the position of the six mounting holes, symmetrically positioned around a horizontal line through the center. This pattern is also typical for early Nardi wheels.

According to steering wheel restorer Mike Lempert, virtually all original Carlotti wheels wood rims have fallen off due to glue failure. When restoring a Carlotti, it is therefore recommended



Attractive original machine-turning on the aluminum Les Leston frame.



Stirling Moss signature on Les Leston Stirling Moss version.

to drill and install internal dowels that travel through the metal rim and halfway into both front and rear rim pieces.

#### SECOND CARLOTTI MODEL INTRODUCED

In the early sixties Leston introduced a second Carlotti wheel with a different spoke design, one without slots and with 'thumb rests.' The basic aluminium frame, as discussed above, remained unchanged. We've seen versions with and without a machine-turned finish but believe the initial versions did have machine-turning. Mounting hubs were available with five and six bolts depending on the application.

These Carlotti wheels have also been used on (Reliant) Sabra sports cars, both the UK cars made from 1962 and the Israeli-produced cars from 1963. This second model of wheel has not been spotted on Jaguar XKs.



Second Carlotti non-slotted model with thumb rests (1962/1963).



Detail of thumb rest; note machine-turned finish.

#### CARLOTTI MK 3 MADE BY WALSALL

In about 1962-63 Les Leston switched over to wheels manufactured by Walsall Wheels Ltd., which was now called the Carlotti Mk 3. Three versions were available: a 15-inch flat version, a 15inch dished (1/2 inch) version and a flat 16-inch wheel. The LL initials are on the lower edge of the centre spoke and at the centre Walsall Wheels Ltd /



Walsall brand on back of wheel.

England is stamped. These wheels no longer had the machine-turned finish but were polished.

The Walsall Wheel Company of Walsall near Birmingham, was part of the larger Walsall Pressings Ltd., founded in 1946 by Cooper and Jaguar racing driver Bertie Bradnack. Initially located in a small workshop in a row of Victorian buildings in Cecil Street to the east of Walsall, the firm moved to Wednesbury Road in Walsall in 1956.

In the early sixties the company began manufacturing sports mirrors (the famous Walpres Racing bullet-shaped mirror), sunroof packages and, of course, wood-rimmed steering wheels. Next to Les Leston, they manufactured quality steering wheels for Ferrari (1966 onwards) and many others. The Walsall Pressings group is still active today.

Note the five bolt holes on these later versions; earlier versions had six holes. You may be able to read the list of cars on the Moto Lita box label. Which includes the Jaguar Mk 2. Wooden rims made of beech and sapele (sapelli) can look like mahogany when stained and polished.

#### STEERING WHEEL BOSS (HUBS) FOR CARLOTTI

Many different steering wheel boss types have been used for Carlotti wheels over the period 1957 to 1963. The number of mounting holes was mostly six but also versions with five holes exist. As Les Leston was no manufacturer himself, these wheel bosses were manufactured for him by other companies. When Moto-Lita took over supplying Carlotti wheels to Les Leston in the late fifties, they already had their own boss version with nine holes. The internal diameter of the frame, however, remained identical (fortunately). This has the advantage that (almost 60 years later) today's Moto-Lita bosses can still be used, provided the number of mounting holes is changed. Below is an example of such a conversion for the Jaguar XK140/150 using Moto-Lita Boss Kit B32 O/E where the original nine holes have been replaced with six holes on a somewhat smaller circle. The old holes have been welded up and the hub has been resprayed with black wrinkle lacquer.



Front side of Moto-Lita boss with six holes.

#### FEATURE

#### CONCLUSION

Postwar cars, including Swallows and Jaguars, emerged from the prewar period with familiar black-coated metal steering wheels. Meanwhile, photographs of D-Types and continental marques showed lighter, smaller, and prettier steering wheels, culminating in a look so desirable that the factory made it the centerpiece of the expensively-produced E-Type launch brochure, whereby the fashion was instantly set for another two decades.



Re-drilled boss on reduced circle.



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### **Concours From The Heartland**

#### Central Oklahoma Jaguar Association

By Dick Russ

To all our friends enjoying the ownership of a Jaguar, the Central Oklahoma Jaguar Association has had the honor of being a JCNA affiliated club that celebrated its 45th Anniversary by holding a great Concours d' Elegance at the beautiful Waterford Complex in Oklahoma City.

We had thirty-one beautiful Jaguars entered from around the southwest, plus Art Maggio who came from the opposite direction, all the way from Florida to participate. Rocky Santiago brought his beautiful 1955 XK140 that took best in Champion class with a score of 99.86. Gordon Logan with his magnificent 1965 E-Type took best of class with a 99.990. Art Maggio captured top honors in his class, scoring 99.980 with his beautiful 1970 E-Type.

The show also included several XJS models, plus a handful of XK8s and XKs from Oklahoma City, Kansas, Houston and Dallas. We had eight cars on display that all had been previous class champions, so the standard was high. Temperatures were high too, and overall the weather was superb, although slightly cooler would have helped. Our dealership (Bob Moore Jaguar Land Rover) had four new

models on hand for all the visitors to see what was available. They also provided water for everyone along with providing a very special Best of Show award. We're very appreciative of the support we get from this fine dealership.

On the vendor front, one of the highlights of the event were the fantastic contributions from XKs Unlimited, Moss Motors, SNG Barratt, Welsh Enterprises and several unique offerings from the 3M Company, who supplied each participant with a can of very useful adhesive remover. We had the honor of two representatives from company called CamGuard that provided everyone with two bottles of CamGuard Automotive. Not only did they provide this engine internal protectant for our classic and newer model Jaguars, Edward Kollin from CamGuard also flew in from New Jersey to be our guest speaker. If you are unaware of the benefits of CamGuard you need to look at their website and read about it. A very different special gift from one of our local companies, was a bottle of Head Country Bar-B-Q sauce. If you haven't had Bar-B-Q with their sauce



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you haven't had Bar-B-Q. In addition to the above, Discount Tire provided everyone with a Ball Point Pen and Tire gage. Dean Ritter of RPM (Restoration Parts Manufacturing) gave everyone a digital multimeter. The folks behind the website Car-Guy-Garage.com, provided everyone with a gift certificate for a great bottle opener. All you have to do is mail it in. The maker of Joe's Hand Cleaner 'handed out' samples and made sure everyone had a hand cleaner since they were sure all our cars leaked oil and we needed our hands clean for the show.

Classic Motor Sports Magazine provided everyone with magazine with an article comparing the E-Type with the F-TYPE. It was a good gesture and a great read. Also, a special thanks to Mother's Car Products for sending us some of their fine products to be awarded at the banquet.

The awards banquet was something else and the sponsor generosity continued beyond the concours field itself. We had a fantastic assortment of great gifts for lucky people attending the dinner. XKs especially, went overboard to make sure we had some fantastic gifts. One special gift was from VDC Electronics that donated a great Battery Minder that charges and protects our batteries. It was a surprise gift awarded to someone attending the dinner that had a winner notice stuck under their chair. I have a battery minder on all of our cars and I can assure you it will double the life of your battery. There is nothing more disappointing than to get ready for a show or even a drive to find your battery



Owners grab some shade whilst their S2 E-Types endure the glare of the judges.

dead. It won't happen with a VDC Battery Minder. For the record, everyone entering the Concours went away with nearly \$200.00 in gifts from our great suppliers in their goodie bags. This doesn't happen by itself and takes hard work but is well worth it.

One of the highlights of the event was a great hospitality party Friday afternoon. It was held in the office of our generous supporter Cyndi Mullins the Manager of Waterford Properties. Without her support, the concours that everyone attended would not have happened. One of the best parts of our event was it was held on the Waterford Properties parking facility which also had underground protected parking. To make it even better, the Renaissance hotel (our host hotel) was on the same grounds, making everything so convenient. The hotel provided a gourmet dinner for all with a choice of filet mignon, parmesan chicken or baked crusted Tilapia.

So our 45th anniversary and Concours d' Elegance was an event to go down in the books as a wonderful occasion, enjoyed by all. With a little bit of luck, we hope to see you next year at a show you will never forget.



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### **New Year Book Reviews**

Lots to be read in the year ahead

Once upon a time, a Remington portable typewriter was the iPad of its era and a few people made a dime from writing. Fast forward a hundred years to the present day, when millions have access to word processors, and suddenly everyone is a writer, blogging or vlogging, and sending the results to their public or publisher alike. We should not be churlish, however, because in the case of our Jaguar hobby this trend has resulted in a tide of new books where once there was only the occasional trickle. The books range from modest photocopied documents and print-on-demand, self-published paperbacks, to full slipcased, luxurious, hardbound volumes. And just as a rising tide lifts all boats, this flood of new work has brought some older books into renewed prominence. Here we review a mixture of book types and topics.

#### RULE BRITANNIA, WHEN BRITISH SPORTS CARS SAVED A NATION By John Nikas, with photographs by Michael Furman



By the end of WWII, Britain had fought back evil from her shores but the cost in lives, resources and capital took her to the brink of bankruptcy. (An interesting note is that her debt wasn't completely paid-off until 2006.) Britain needed hard currency, and the best way to attain that cash flow was determined to be through major exports. However, with limited materials, few supplies and a heavily-damaged manufacturing base, the country faced the hard decision to implement an "Export or Die" policy to allocate manufacturing resources.

In this wonderfully-written book, John Nikas describes the scrambles, pitfalls and triumphs of the British automobile manufacturers – not just Jaguar – as they maneuvered for advantage in rebuilding their businesses. The government rationed materials, favoring primarily those manufacturers who exported vehicles. What would seem today to be a straightforward linear path to vehicle manufacturing was actually a complex series of government regulation, business, circumstance, design, marketing and engineering approaches. This circumstance left behind some of the bigger pre-war players, combined rivals, and created winners out of smaller niche shops.

The photographs by Michael Furman that complement the story are a pleasure to behold. Rarely have I seen such a collection of images and layout that show the enthusiast exactly what he wants to see. These include: front/ side shots of the XK120 and XK140, details of the D-Type and E-Type front treatments and close-ups of the C-Type front disk - which gave Jaguar the racers' edge in early competition (but unfortunately shows a drum brake by mistake!). As a statement of the quality of the publication, both new studio as well as the archival photographs are integrated into the story line, and beautifully displayed in about 18 signatures (groupings of pages) such that none of the images are lost in the binding folds and several of them cross two pages.

If there is single volume that should be considered a compendium of British car history, this is it. The book covers in detail eight manufactures from AC to Triumph, with acknowledgments to many others. But as we all should know, the story of British automobile manufacturing – if it is over – does not end well. The reasons for the current state are many and they are explored here with honesty, diligence and clarity.

One may judge the book by its size and cover (9.5"x12") and simply say it is destined for the coffee table. It may, indeed, live there from time to time and be of service with its pretty pictures. But this book deserves to be read and studied. It tells the story of humanity, of business, of struggle and ultimately of man's inexplicable love of mobile inanimate objects.

What is most surprising and pleasing is that Britain, a country known for rain and fog, was able to create and dominate North America's automobile specialty sector of predominately open, two-seater runabouts. British manufacturers' vehicles were often sans windows, with finger-pinching struts and leaky canvas tops. Yet, they triumphed in helping to rebuild a bankrupt economy and inspired a following for their unique vehicles that continues to this day.

#### Douglas Wolfire

Published by Coachbuilt Press, Philadelphia, 215.925.4233) www. coachbuiltpress.com, \$89 (hardcover), ISBN 978-0-9882733-8-2.

#### JAGUAR FROM THE SHOP FLOOR, FOLESHILL ROAD AND BROWNS LANE, 1949-1978 By Brian James Martin



About a year ago Jaguar Journal reviewed The Life & Times of a Jaquar Apprentice by Adrian Bott, and at first this Brian Martin book seemed like a case of déjà vu. In practice, Bott described only his apprenticeship from a boy's point of view as he grew into the world of work. He left for New Zealand with a new bride as soon as he served his time. Martin, by contrast, produces a much bigger and more in-depth volume, describing his entire career at Jaguar from an adult's point of view, including a period away from the company running his own business. There are descriptions of Foleshill Road and Browns Lane factories, from 1949 to 1978, touching on labor relations, politics and personal challenges, all against the backdrop of how it was to work at 'The Jag,' with people whose names are familiar but about whom little has been written from a subordinate or co-worker's point of view. One vignette about race driver Innes Ireland, his wife

Jean and Lofty England was particularly 'revealing.' Meanwhile, Barrie Woods, Peter Wilson and other contemporaries feature often and amusingly in plenty of other anecdotes.

Since Martin worked in both the Experimental Department and on the production line and eventually had supervisory/management responsibility, he has quite a story to tell, which he does in a part autobiographical, part historical memoir style. The book is brimming with fascinating previously-unpublished photographs of the factories, workers and sometimes ancient machinery. In an age when the same well-used factory shots are getting boringly familiar, it is refreshing to see this injection of new images, which for the most part repay close study. Refreshingly, too, Martin drives what he built. The section at the back covering his own Jaguars is interesting not because it features exotica only available to the rich or wellconnected, but because it tells of cars that any enthusiast could enioy. OK, he built and owned an XKSS replica, but that particular version (Realm Engineering) can still be bought or built today for sane money.

Niggles are few. There is an occasional political comment (inevitable in books about the period) and a caption that describes an XJS-C as a convertible (the Cabriolet was an interim stage on the road to the full convertible XJS). But overall you get exactly what it says on the cover – a story 'from the shop floor' – told in almost 200 pages with 99 color and black & white pictures.

Published by Quarto Publishing, qds@ quartous.com, 612-344- 8100, \$50. ISBN 978-1-787112-79-7.

#### JAGUAR XK120 DHC, INSTALLING THE SOFT TOP AND HEADLINER By John Gegner, with Greg Philbrick

What is a book? Does it have to be fiction or non-fiction literature? A certain page count or number of chapters? A permanently-bound document? A collection of photographs – or does that make it an album? Whatever your personal range of answers, they probably won't cover every aspect of



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this new addition to the Jaguar canon, but it has just arrived at JJ Towers, so we're reviewing it.

People new to Jaguars, and some who should know better, often refer to opentop Jaguars as 'Dropheads,' but most are not. Drop Head Coupes (DHC) were an option halfway between a closed car and an open sports car. Closed coupe features used in DHCs include wind-up windows and full luxury interior trim, based on there being a fully-upholstered hood with headliner, making a quiet and weatherproof cabin. The OTS/Roadster sports models had side curtains rather than windows and only a basic top stretched over crude sticks, meaning the trim had little or no wood and the cars tended to be used top-down on sunny days. No upholstered hood or headlining for them.

Many owners/restorers of convertible Jaguars with basic tops have succeeded in fitting new canvas, mohair or vinyl covers, so owners of OTS (XK and E-Type models, or pre-war Swallows) can get by with some common sense, patience and help from internet forums. DHC owners (a variant offered only on rare early saloons and the XK range) have suffered from a far more difficult challenge and far less support – until now.

The authors begin with an introduction that describes the dearth of information and the scarcity of even professional trimmers prepared to work on a complex DHC. No wonder they formally captured their experience in 104 photographs as they learned. Philbrick is an XK150 Fixed Head Coupe owner and professional trimmer prepared to attempt the task, and Gegner the owner of the subject car and chronicler of all that happened, summed up in 72 spiral-bound, letter-sized pages, printed on pleasantly tactile glossy stiff paper. Arranged in six sections after the introduction, the book covers Historical Background; Preparation, The Headliner, The Hood (outer top); The Chrome Beading; and The Hood Envelope. Most key DHC top part numbers are identical for the XK140 as well as the XK120, with the XK150 different in detail but similar in concept. Since other expensive books such as Viart's are little use to the DIY fan. this one certainly fills a niche. For the first ten pages there is hardly a photo except a few scene-setters, but from page 11 onwards the book turns into a photoessay that is as close to having an expert in your garage as you are likely to get. The picture captions form the text, and just from the layout and content it is easy to see that even a pro couldn't help but do a better job with this light, floppy, convenient quide to hand.

The final pages are appendices listing production data, part numbers and restoration techniques for wood and hardware parts. With almost everything pictured clearly, it helps sort through any boxes of rusty or mildewed components. I can't imagine successfully restoring a DHC top without this book.

Contact John Gegner, jpgegner@ comcast.net. Price \$25 plus shipping.

#### THE JAGUAR XK120 IN THE SOUTHERN HEMISPHERE By John Elmgreen and Terry McGrath



They could have called this book 'How the other half live,' given that it opens up a whole new world of Jaguar ownership and history beyond the

shores of North America, Europe and the UK. Not altogether a new book, it is an update of an update to an immaculately-researched original 1985 title by the same authors covering the XK120 in Australia. Having expanded in a second 1990s edition to cover New Zealand, Southern Africa and South America, the latest version finally, and logically, reaches beyond its original southerly confines to mop up the rest of the world where XKs were sold, namely the rest of Africa, the Middle East and Asia. Phew! Not surprisingly, this expanded reach requires physically more space and the book now has almost 500 letter-sized pages, crammed with information by country, model and the histories of 925 individual cars. This sort of detail and research is normally only captured in electronic databases such as www. xkedata.com, but the core of the book predates the internet. Cyberspace's loss is the reader's gain and, whilst not a storybook in the normal way, it repays hours of study if you are interested in the XK120. If a relative beyond Europe or North America had an XK120, chances are it is featured in this book.

More of a reference work than anything, it is nevertheless attractively presented with color throughout, although even in large format the number of cars per page understandably limits picture size for individual examples. The final section – chapter 11 – lists the information sources used and indexes the contents to facilitate lookup and research, which in the case of Elmgreen and McGrath continues unabated. XK140s and XK150s will be treated separately and both authors are walking

#### MARKETPLACE

encyclopedias of detail about almost all pre-war and post-war Swallows and Jaguars. This book distills that knowledge and captures it for posterity, at least in respect of one model. There is information on quite a few cars that went to or from North America, and any JJ reader with contacts or interest in Australasia will not be disappointed in this volume, other than perhaps needing to reconfigure a library shelf to fit the large format. With only 750 copies of a planned 1,000 having been printed, disappointment will almost certainly accrue to procrastinators. A database is easier to update, but you inevitably have to work by the software's rules. Grabbing a big book on a whim and feeling the heft of its scholarship is somehow more satisfying and entertaining on a slow afternoon.

North American stock held by Steve Kennedy in Colorado. Published by JT Publications, www.jtpublications. com.au \$375 AUD (approx. \$270 USD).

#### VINTAGE JAGUAR KEYRINGS 1955-1985 By Morrill (Bud) Marston



New Jaguar books don't come more unexpected than this volume, by longtime JCNA clubman, Bud Marston. This niche subject certainly has the potential to grow into a significant sector of Jaguar automobilia and for the openminded, the book makes a delicious change from another E-Type volume or road test compilation.

As the sturdy slip case and fabulous photography illustrate, there was no skimping on production values for a work likely having a limited audience. But the 350,000 Jaguars made from 1955-1980 usually came with a dealer-supplied fob. And if not, owners often promptly purchased one, sometimes in solid gold!

Despite their former ubiquity, most artfully-crafted Jaguar key fobs have probably not survived. Bud Marston was determined to assemble a collection of these jewels and record his research before their stories vanished. He spent years consulting the best-known Jaguar automobilia collectors, and amassing probably the largest collection of vintage Jaguar fobs extant. Noted jewelry photographer Jessica Marcotte was commissioned to record more than 300 beautiful fobs and the results are spectacular.

The keyrings Jaguar themselves offered are identified, arranged by decade. The average Jaguar owner is likely to have a few of these fobs forgotten in the back of a drawer. It can't hurt to hoover up key fobs while they are still cheap and Marston's tentative 'Top 40' suggests likely winners and losers over time.

Vintage Jaguar Keyrings 1955-1980, www.DaltonWatson.com, ISBN 978-185443-295-7; hardcover with dust jacket and slipcase US\$95.00. A deluxe edition of 100 signed and numbered copies also available US\$135.00. 215mm x 215mm, 288 pages, 300 images. Available from JCNA Shoppe.

#### JAGUAR E-TYPE FACTORY AND PRIVATE COMPETITION CARS By Peter Griffiths



So here it is - the umpteenth book about E-Types, just when you thought everything that could possibly be written about them had already been written. Stop! Read on... there's a method in Veloce Publishing's logic. True, Andrew Whyte, Jaguar's own historian, in period covered this ground early on for factory racing efforts. The recent Terry Larson register of C, D and Lightweight E-types likewise gives a reference history for the formal race cars, but in between - especially in the UK and Europe – is a huge subculture of E-Type club racing, starting with lightly-modified, cheap road cars and culminating in feats like Ron Beaty's

engines and Rob Beere's ultra-modified V12 that is probably today still the world's quickest E-Type.

America's Group 44 and the Huffaker team cars, plus the renewed interest in continuation Lightweights has ensured a continuing high profile for works-type cars (although continuation LWEs may struggle to find a formal race series to accept them). Australians and others had their sporting scene, but numericallyspeaking they were far exceeded by the crowd of British weekend warriors racing on a shoestring in the late 1960s, 1970s and 1980s, most hardly able to afford a race meeting 250 miles away, let alone 2,500. You've rarely seen that era covered thoroughly and they are the stars here amongst their more famous brethren (and probably the raison d'être for this book). So no, you haven't read it all before, and if you want a comprehensive history of the Modsports and related eras, arranged by cars and by drivers, with a majority of unpublished pictures, read on. There were even offroad races for E-Types, so eat your hearts out, jacked-up 4x4 owners...

Technically, the book covers cars from the earliest days of the E-Type's launch, including supposedly standard cars, semi-lightweights, full lightweights, factory specials and the Le Mans versions. Then came the progressively more extravagant Modsports cars, followed by a fallow period leading into the recent switch to racing Lightweight clones, Lowdrag copies and one-off specials still conforming to a semblance of E-Type normality. Indeed, it was the mere fact that everyone knew the E-Type as a car with reasonably accessible 150 mph potential that led to them being raced in increasing numbers when tired road cars became available for little money.

With minor attention to exhausts, intake, wheel/tires and stripping out unwanted weight, the E-Type soon became a more than adequate track car, with cheap fiberglass bonnets, doors and fenders instead of steel, and acrylic plastic for the heavy rear and side glass. By the time ten-inch wide wheels were the norm, the humungous fenders, skirts, spoilers and wings left the cars only vaguely resembling E-Types, but boy were they quick – and noisy! Those are the images that fill the middle section of the book and refresh even the most jaded E-Type palate. Pure-bred provenance and unblemished originality value were not part of the calculus, where dyno readings and lap times reigned supreme. This attitude, and the free-ranging Modsports regulations, made for inventive bluecollar machines that swapped paint and body parts around the tight little English circuits near large urban catchments. This in turn led to local loyalties and team competitions based on club or geographical allegiances.

More mechanical detail and emphasis on the 'oily bits' would have been nice, but the book does not set out to

be a technical treatise like Doug Nye's Powered By Jaquar. Besides, with tighter regulations in the present post-Modsports era, people have largely been racing expensive Lightweight clones/conversions, often with boughtin \$50,000 engines, to the extent there are far more wide-angle heads doing the rounds than there ever were in period. But it's a good book and more comprehensive than other volumes that catalog the only the familiar and less numerous works, semi-works, and factory supported cars. There are several Group 44 shots but I didn't see any of the silver Huffaker west coast team. If you like the club race scene, you'll love it. If you think your car had a competition history, the chances are it's in here. If it got stolen to reappear later on track there's an app(endix) for that, too. The book costs \$65US or \$85 CAN.

ISBN 978-1-787111-86-8; 250 x 250 mm, 224 pages. Distributed in North America by Quarto, order online to qds@quartous.com, or call 1-612-344-8100. Website www.guartoknows.com



## **Auction Insights**

Right time, right place, right price: a tale of two kittys

#### By Ramsey Potts

As I cover many miles visiting great cars and the interesting petrolheads who collect them, I am frequently asked: "How can I get the most money for my car at an auction?" It's safe to assume that full details could never be covered in one column, but I thought you might appreciate knowing about two very nice, but very different Jaguar models that recently sold very well at two different types of auction. This tale describes examples of how to obtain the best result for any car at a high-end auction such as RM Sotheby's. The primary lesson is – start early!

#### THE EARLY BIRD CATCHES THE WALLET

Starting early is pivotal to getting bidders interested in your special Jaguar. It's what happened in August when one of my colleagues brought an amazing 1961 Jaguar E-TYPE Series 1 3.8-litre Fixed Head Coupe to our 2018 Monterey auction, and it also applied when I was fortunate to consign a lovely 1971 Series Two 4.2-litre Fixed Head Coupe to our Auburn fall sale. These cars represented two very different ends of the spectrum of great Jaguars, but certain lessons applied to both. The 1961 example at Monterey was the tenth left-hand drive coupe built, a matchingnumbers car with outside bonnet latches and the recent recipient of a most



As immaculate as they come: the eager stance of a top-price E.



Not over-polished and every plug cap and carb link correct.

exacting professional restoration. The 1971 coupe in Auburn was also a good car that was well cared-for, yet wellenjoyed by its current owner. Although lovely and running well, it was not in its original colors, was thought to be not matching-numbers, and although restored thoroughly, it had been done many years ago by a former owner who was an enthusiast and not a restorer by trade. Both cars were reliable and well-presented examples with very different provenances and at very different levels of value with different prospective buyers. However, both had one distinct similarity with regard to auction submission... they were both consigned very early and with very reasonable reserves.

Because they were consigned early, they had many months of exposure through our website, digital and print marketing, plus third-party websites that we use to promote the cars we offer. In terms of 'eyeballs' on the cars, there were a myriad of opportunities long before the cars came to the auction block. That time for potential bidders to study and fall in love with the cars meant that when auction time came around, they both had acquired strong pre-sale interest, which typically results in spirited bidding. In addition, both cars were advertised with estimates that were in the middle, if not a bit low, of the current market values for average similar examples, which also attracted a great deal of attention. As it was, both cars *far* exceeded their reserves early on in the bidding and sold near the top of their estimates. In the case of the Monterey E-TYPE, it was a world record for a standard coupe sold at auction!

#### PRICE TRENDS

The great results in Monterey and Auburn for these Jaguars and other fine classics helped allay some concerns that the market might continue its 30-month overall slight decline in value, and indicate that it seems to have stabilized. at least for the moment. There isn't a clear trend yet either up or down in values, but the bidding was strong, and buyers were scooping up the best examples of post-war Jaguars at values that represent a balanced environment for both buying and selling. It's going to be very interesting to see how the Arizona auctions perform in January. As those auctions are rapidly approaching as I write this, my best advice for getting the greatest return on your Jaguar at auction consistently remains... start early! 🕹

## Tales from the Trade

"Prefer local collection"

"Prefer local collection" at the end of an ad has nixed many a promising transaction, when would-be buyers simply can't drive over to pick up. Instead, we have to package everything to survive dropping, stacking, crushing and worse at the hands of hurried shipping workers. Making packages DHL-FedEx-UPS-proof is tough, but a skill worth investing in if you do much long distance selling.

Recently, a friend asked me to take delivery of a used bullet-type mirror he had bought online. When a huge box arrived I had no idea what it was. Inside yards of bubble wrap was a brown paper 'football' bundle, like the stone in a peach. Below more layers of paper and bubbles, I finally found the small mirror, shown in the yellow circle.



Small part + huge packing = safe arrival.

Someone had clearly either enjoyed this overkill wrapping for its own sake, or had been petrified of breakage and bad eBay feedback. Either way, the end result was the same: guaranteed safe arrival but at great effort and cost. The same week I ordered a large V12 radiator, but this time didn't recognize the parcel because it was too small about a foot square and two inches thick, instead of about 3 x 2 feet x 6 inches. I had no idea what it was until a tiny radiator emerged. At first I wondered if I'd ordered a model and missed some small print, but I had indeed ordered correctly. The seller had shipped incorrectly, and packed inadequately, since the thin pieces of Styrofoam let the mini radiator move in the loose cardboard box and sustain crush damage to one of the hose outlets.



Huge original part + poorly packed incorrect substitute = damaged arrival.

Days earlier a customer had bought a 3.8L flywheel, which is an object heavy enough to break through any soft packaging, so it was shipped between two sheets of five-ply, within a tight-fitting frame of 2"x1". But when heavy items like transmissions look sturdy, they can get tossed around and split. You can only do so much. Huge plastic coolers work well for 1-2 shippings.

#### TOO BIG TO WRAP

So much for parts, what about whole vehicles? Here, shipping price can be the least of your worries and reputation (plus good insurance) is everything. As I write, the Yang Ming line is transporting an unfinished car to New York, in the hold of the *Shanghai Trader*. The vehicle is clearly valuable to anyone who knows about classic cars and its shape is effectively impossible to conceal under wrapping, so it is being shipped



This five-speed shipped safely in a large cooler box.

door-to-door in a closed container instead. This is the most expensive option (would you believe \$7,000 one way, with possibly \$1,500-2,000 more, if it gets stuck in the dockside customs X-ray and inspection line? Shipping an ordinary running car is easier 'rollon/roll-off', which is risky for valuable cars but who bothers? For expensive cars, such as Jaguar Heritage's muchtravelled 'Crown Jewels' cars, security does not come cheap.

If time is tight and money is even less of an object, there is actually one more option: air freight. Just about visible on the left of the fuselage, is somebody's E-TYPE OTS being shipped long-haul in the cargo hold of a Virgin Atlantic 747. It's not as simple as driving away at the destination, but for speed and convenience it can't be beaten. If you try it, let us all know how it works out.



Into the belly of a whale — an E travels in style.

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#### CLASSIFIEDS: FOR SALE

**2002** XK8 convertible. British Racing Green/tan, only 5,000 miles! Two-time Best in Class show winner. Collector car, never driven in rain. Serious offers only. Call 561-622-7719, email: florentine382@hotmail.com



**1987 Series 3 XJ6.** Only 48,000 miles, Moorland Green metallic, Biscuit leather, wire wheels, 4.2L fuelinjected engine, new tires and battery. Automatic, radio lock, etc. Multiple local show awards. Bought from original owner three years ago, all records from new plus Heritage Certificate. Always garaged, excellent condition, very elegant and smooth-riding car. \$11,000. Serious inquiries to gparaud@gmail.com.



**1995** XJ12 6.0L. Jade Green Pearl with Creme Beige leather. 73K miles. Refinished wheels, new Yokohamas, battery, KYB shocks, brakes, bushings, new coolant,oil,steering,transmission fluids,filters, oil cooler lines, coil packs, plug wires and proper NGK plugs. Not a show car but drives very well. Glossy paint, nice interior with picnic tables. Heritage Certificate. Full factory manuals. \$6,500. Contact Bill at 412-496-2595, email: xj61975@aol.com.



2017 Jaguar F-TYPE S. Red, RWD supercharged 3.0L V6 rated at 380HP. Automatic transmission with paddle shifters on steering wheel. Leather seats. Just under 6,000 miles since new. Includes balance of full factory warranty. \$59,900. Call 203-415-5389, email: rilbml@att.net.



**1961 Mark 2 project car.** 3.8 engine with standard shift and disc brakes. Open rear arches with original triple-laced Jaguar competition rear wheels. Two alloy racing bucket seats and Dunlop race tires. New exhaust, louvered hood and Monza filler cap. \$6,000. Runs and drives but needs metal work. Call 860-453-4181



Rare complete original factory Repair Operations Manual for Series 2 XJ6 and Daimler Sovereign, \$200.00. Please contact Chris, Ashburn, Virginia. Call 202-510-1486, email: superleggera1@yahoo.com.



**1995 XJS Convertible:** Racing Green, 4.0L, AJ16 six cylinder. 71K original miles, excellent condition inside and out. Always garaged and covered. I have owned this beauty for 17 years. Must sell due to poor health. \$18,750. OBO. Rod Pieretti, 302-540-6000; email: rpieretti@verizon.net.



**1961 Jaguar XK150-S.** Numbers matching, owned since restored in 1999. Climate-controlled garage, driven only in good weather, registered and inspected annually. Car is in my friend's showroom for viewing. Many photos and specific details available. Contact Fred Miller at Hampton Motors, 611 Lafayette Road (Rt 1), Hampton, NH 03842. 603-926-6005, email: hamptonmotors@aol.com.



**2010 XK convertible:** Porcelain White/Caramel leather show car, multiple first places. All maintenance records, etc., go with car. Stored every winter. I am the second owner. Originally a Texas car. New tires at 21K miles (now 23K). Carfax available and many other photos. \$29,000 firm. 913-633-5625, email: lluvplanes@aol.com.



**1996 Jaguar XJS Convertible.** Formerly Arizona/ California car, never seen snow. 49,500 miles. Extra set of custom wheels & tires (cost over \$4,000 see photo). Fully maintained, sorry to sell but need garage space. \$18,500. Email: cqtr@charter.net.



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JAGUAR JOURNAL COMMITTEE: Oversees and advises on Jaguar Journal scheduling and operations. Rob Thuss, 803-640-1000, 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, 503-246-8477, barbara@consolidatedautoworks.com.

JCNA MERCHANDISE: Order JCNA regalia and other merchandise via jcna.com using PayPal or download the order form from the website and send the order to George Camp, 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, and George Camp, 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.

MEMBERSHIP COMMITTEE: Works to increase JCNA membership and make the club more responsive to members. Eleanor Morris, Chair, (518) 766-4064, ne02@jcna.com.

**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.

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.

PROTEST COMMITTEE: Handles protests for Concours. – Knick Curtis, 4306 Pomona, Dallas, TX 75209, 214-358-2882, knickc@fastmail.fm. **PUBLICATIONS:** Sells JCNA publications, including AGM Seminars, rule books, etc. – George Camp, publications@JCNA.com.

RALLY COMMITTEE: Handles Rally results. Reviews and revises the Rally rule book as necessary. Handles Rally program protests. – Jay Hixson, Jaguar Club of Florida (Orlando), 407-566-9438, jhixson2@comcast.net.

SLALOM COMMITTEE: Handles Slalom results. Reviews and revises the Slalom rule book as necessary. Handles Slalom program protests. – John Larson, crs\_slalom@jcna.com.

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

WEBMASTER: Maintains JCNA Website and coordinates all postings, event results, forums, etc. – Jack Humphrey, 5102 Brady Rd., Colorado Springs, CO 80915, 719-930-4801, jagluver2@cs.com.

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



### **Events Calendar**

March 16, 2019: The Jaguar Club of Florida's 2019 Concours d'Elegance will be held at the Waterfront Inn in The Villages, Florida. Contact: Will Hoehndorf, 352-753-6461, email: whoehndorf@comcast.net.

March 21-24, 2019: The 2019 JCNA Annual General Meeting (AGM) at Jaguar Land Rover LLC headquarters in Mahwah, New Jersey. Host hotel will be the Sheraton Mahwah. Check the JCNA website for further details and information.

May 25, 2019: On Saturday, May 25, 2019, the Susquehanna Valley Jaquar Club will hold its 12th Concours d'Elegance at Sunset Lane Park, York, Pennsylvania. 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. Musical entertainment will be provided by Central York Middle School Fifes and Drums. Trailer parking is available. A caterer will be on hand along with a pavilion and picnic tables for lunch. Airconditioned restrooms are on the grounds in a park setting. Chief Judge and contact: Dave Hershey, 717-846-0642..

June 7-8, 2019: The Central Oklahoma Jaguar Association will hold its 2019 Concours d'Elegance at the Waterford Complex in Oklahoma City in Saturday, June 8. Our host hotel is the fabulous Renaissance located on the same grounds as the Concours. A special room rate has been reserved for the entrants; the hotel can be reached at 405-848-4782. A special party is planned for Friday from 3-9 PM. Contact: Dick Russ, 405-470-2767, email: dickathometwo@yahoo.com.

June 7-8, 2019: Moss Motorfest in Petersburg, Virginia. Contact: Moss Motors Motorfest email: https://mossmotors.com/ motorfest. Lots of Jaguar-related activities are in the pipeline. Book the date now and watch this space.

June 11-14, 2019: The Carolina Jaguar Club's annual concours will again be held at the beautiful Little Switzerland Inn in North Carolina's Blue Ridge Mountains, where you will enjoy cool temperatures and stunning panoramic mountain vistas. This is a JCNA-sanctioned event governed by the rules found at jcna.com. For cars to be judged, registration must be postmarked by June 18, 2019. Contact: Jerry Tester, 252-717-2066, email: jerry@smarthomesnc.com.

July 26-28, 2019: '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, the Saturday Jaguar Concours with more than 100 cars on the field and an evening awards dinner, and on Sunday a 'prowl' drive and brunch along with a sanctioned slalom. Contact: Telse Wokersien (concours), email: jccv@ shaw.ca; Terry Sturgeon (slalom), email: terrysturgeon@telus.net.

August 2-3, 2019: The Jaguar Club of Ohio invites you to join us on Saturday, August 3, 2019, to celebrate our 47th Annual Concours d' Elegance at Ursuline College in Pepper Pike, Ohio, on the beautiful green lawn facing Fairmont Blvd. On Friday night, August 2, we will have our annual hospitality night mixer at the Fairfield Inn & Suites from 6 to 11:00 pm. We will also have our 2nd annual European Auto Show alongside the Concours d' Elegance, with fantastic cars representing twenty-four European makes. It will be a fun time for all, with food, drinks and ice cream. Contact: Dominic Perri, 216-644-7066, email: dperi6699@aol.com.

August 11, 2019: The Ontario Jaguar Owners Association's 52nd Concours d'Elegance will be held at a fabulous venue hinted at by our title "Jaguars and Warplanes." The Canadian Warplane Heritage Museum (http://www.warplane. com) is an aviation museum containing almost 50 aircraft and displays spanning from World War II to the present. The OJOA has arranged to hold our concours in the hangar surrounded by these aviation classics. We will also dine in the hangar at noon in full view of our Jags and the flying machines. This museum is located at the Hamilton International Airport and is less than a 1-1/2 hour drive from the Buffalo border crossing for our American friends. All of the JCNA required classes will be judged, as well as a club designed "Regularly Driven" category, which involves judgingon-the-lighter-side. We will also

offer a "Senior Division," which will bring together distinctive Jags, both in type and quality into one class for judging. For the weekend, there will be a block of rooms available at a host hotel for a special rate. This will also be the location for our pre-concours meet-and-greet dinner. As we get closer, more information will be available on our website www.ojoa.org. Contact: Mike Parry, 647-472-3465, email: mikeparry617@gmail.com.

September 29, 2019: The Jaguar Club of Southern Colorado will hold its 2019 Pikes Peak Concours on this date at Jaguar Land Rover Colorado Springs. Contact: Jack Humphrey, 719-930-4801, email: jagluver2@ca.com.

October 11-13, 2019: The Sun Coast Jaguar Club will host its 34th annual Concours d'Elegance presented by Wilde Jaguar Sarasota on Saturday, October 12, 2019, near the beach at beautiful St. Armands Circle in Sarasota, Florida. The weekend begins with a beach luau on Friday might, the concours and awards dinner on Saturday, and a breakfast and island drive on Sunday. Contact: John McCarthy, 941-915-1156, email: trtlisle@comcast.net.



## **Member Spotlight**

Earl Mowrey, Jr.

By Gregory Wells



There is something inherently satisfying and pleasurable in making new things, in creating a new work of art, in designing and constructing a building, growing a garden, or even restoring a car. No need to mention creating a new life by having a child...

Earl Mowrey Jr. must know these feelings, as his story will amply illustrate. Born in Williamsport, Pennsylvania, in 1953, the oldest of three boys and a girl, Earl's father was a roofer and a builder; his mother a homemaker. After graduating from nearby Montoursville High, Earl was accepted at the local Pennsylvania School of Technology to major in architecture, a natural choice considering his father's livelihood. Once awarded his degree in what is considered one of the more difficult majors, Earl was employed by an architecture firm in New Jersey. After a number of years as an employee, Earl desired to take on an ownership stake and when that proved not possible he switched gears. His father was retiring and there was an opportunity for Earl to buy-in to the family business, so defying Thomas Wolfe's famous dictum, he was able to go back home again. And over time Earl has successfully moved the company's focus from remodeling to design and building. In the last few years, he also has had the pleasure of working with both his dad and his son, i.e. three generations working side-by-side.

Earl's interest in cars also stems from his father, who was involved in short track

racing on the half-mile dirt bullrings that remain popular to this day in that part of the country. A self-taught mechanic, Earl Sr. never drove, but owned, sponsored, and wrenched on cars which often competed at the historic Williams Grove Speedway in nearby Mechanicsburg, among other venues.

For Earl personally, as for so many in the JCNA, the one automobile that rocked his world was the E-TYPE coupe he saw in 1963 or '64 in Williamsport. "I was gobsmacked," he says. Has any other car seduced so many down the car collecting 'road to perdition'? Earl's first Jag was a very original 1954 XK120 SE he was able to pry away from a local Jag "lunatic." His preference is for unmolested lowmileage, 'preserved' cars, rather than restored examples, and his stable includes or has included the 1954 XK120 OTS, a 1971 E-TYPE OTS, a 1968 E-TYPE 2+2, an XJS, and XJ6 and a Mark 2. Several of the cars in his collection have earned North American awards in JCNA concours competition.

There is much more in Earl's curriculum vitae. In 2009, Earl was instrumental in helping to create the Automotive Restoration Technology program at his alma mater, Pennsylvania College of Technology, which is the 'oldest continuously operating automotive program in the nation.' Initially offering just a few credit hours in restoration, PCT now offers the only college-level vintage vehicle restoration degree on the east coast. It is one of only four such programs in the country. Regular JJ readers may remember that in September 2017 the Coventry Foundation awarded its first scholarship to Luke Miller, a student attending this program. Earl remains a member of the PCT advisory committee for this program.

And again Earl's dad's interests resonated with his son. Earl Sr. was involved in scouting for many years and of course so were the three Mowrey boys. Earl earned his Eagle Scout rank when he was just 13 years old, an almost unheard-of young age for that accomplishment. Shouldn't surprise that Earl's brothers and his son also made Eagle Scout. Earl was a BSA volunteer for many years in numerous district and council positions, culminating as the local council vice-president.

Earl has also been heavily involved in the largest and oldest antique car club, the Antique Automobile Club of America, serving on board of directors for three years where he was responsible for youth development. It is patently obvious that Earl Mowrey Jr. is not satisfied with just building structures: he works to 'build' people, too. He and wife Valarie reside in Montoursville, a mere five miles from Williamsport, where they enjoy spoiling the granddaughters of their son Nathan and daughter Carissa.



Earl wows spectators with his XK120. Is that Vladimir Putin in the passenger seat? No collusion!



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