



# JAGUAR JOURNAL<sup>TM</sup>

Official Magazine of the Jaguar Clubs of North America

January-February 2020

## World's Quickest Street Coupe?

### XJR8C Rocks

Incredible new XK cylinder head

XK Radiomobiles described

New museum news





- Catering to all Jaguar models from 1949 to modern day.
- The manufacturing source for many aftermarket parts.
- 100,000+ square foot warehouse has an extensive inventory of NOS, used, new, and hard to find parts in stock and ready to ship.
- All orders ship the same day so you are sure to get the parts you need when you need them.

**Your Trusted Source For Jaguar Parts Since 1965**

**1-800-875-5247**  
**+1-740-282-8649**  
**welshent.com**



# JAGUAR JOURNAL

WORLD'S OLDEST JAGUAR MAGAZINE  
VOLUME 66 NUMBER 1

**Jaguar Clubs of North America, Inc.**  
Publisher

**Peter Crespin** Editor

**Gregory Wells** Associate Editor

**Tim Crespin** UK Correspondent

**Diane DuFour** Advertising Manager  
dufourdiane51@gmail.com

**Contributors:** Malcolm Baster, Bill Beible,  
Tim Crespin, John Corely, Bob Duncan,  
Les Hamilton, Craig Kerins, Gary Kincel, Bob  
Knijnenburg, Andy Mair, Mike Meyer, Ramsey  
Potts, John Schimenti, Gregory Wells.

**Photography:** Malcolm Baster, Peter Crespin,  
Bob Duncan, Erik Fuller, Les Hamilton, Paul Blais,  
Bob Engh, Roger Payne, Gary Kincel, Mike Meyer,  
Greg Nel, Theodore Pieper, John Schimenti.

## Editors Emeritus:

Michael Cook 1992-2014; Karen Miller  
1986-2003; John Dugdale 1966-1991

Opinions expressed in this publication are those of the editors and correspondents and do not necessarily reflect the views or policies of the Jaguar Clubs of North America, Inc. Neither the *Jaguar Journal* and staff nor the JCNA is responsible for statements or claims made by advertisers. JCNA and *Jaguar Journal* reserve the right to reject any editorial comment or advertisement at their sole discretion. 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. For members at large, the first year is \$100 dropping to \$50 for subsequent renewal. 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.  
Editorial / Club and JCNA Event News: Peter Crespin,  
9435 Watkins Road, Gaithersburg, MD 20882 or pcrespin@  
jcna.com. Advertising correspondence: Diane DuFour,  
dufourdiane51@gmail.com

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.

© 2020 Jaguar Clubs of North America, Inc.  
www.jcna.com

## NEWS & VIEWS

- 4 ..... **Blowin' Smoke** ..... Fast forward to regulation
- 5 ..... **Coventry Foundation** ..... Scholarship #3 grant
- 6 ..... **Letter to the Editor** ..... Somebody's not happy
- 10 ... **President's Perspective** ..... Strategy and emergency
- 11 ... **NC Region Report** ..... Meyer's regional round up
- 12 ... **Canada Calling** ..... Summer just a memory
- 13 ... **Continental Drift** ..... Insured, or not? Beware

## FEATURE

- 14 ... **RestoGusto Heads** ..... The new lid on the block
- 20 ... **Building Firm Foundations** .... Coventry @ crossroads

## WORKSHOP & TECHNICAL

- 22 ... **1950s Radio Review** ..... Knijnenburg masterclass
- 26 ... **XJR8C Conversion** ..... High tech FrankenJag

## SHOW & SPORT

- 34 ... **Saratoga Jag Event** ..... Mair's mob do it again

## DRIVES & EVENTS

- 36 ... **AGM Registration**..... Reserve your table in Vegas
- 37 ... **IJF Information**..... Mark this October date

## MARKETPLACE

- 32 ... **Book Reviews**
- 40 ... **Auction News**
- 41 ... **Tales From The Trade**
- 42 ... **Advertiser Index & Classified Small Ads**

## CLUBS

- 8 ..... **RD Bios** ..... Your directors, nominated unopposed
- 44 ... **JCNA Information** ..... More detail than you will ever need
- 45 ... **Calendar** ..... Events all over
- 46 ... **Member Spotlight** ..... Gerry Mitchell

## COVER PHOTO



**Photo:** Like a vamp in stilettos, Robert Duncan's astonishing XJC 'lump' stands preternaturally high and haughty, happy to take on all-comers at the drop of a flag.

Visit JCNA's  
website!





## Blowin' Smoke

"... it is curious how universal the thrill of rapid acceleration is..."

Peter Crespin

### EVS ON A CHARGE

You'd have to be living off the grid in a cabin to have missed the fact that the motor industry is going through challenging times. About three years ago, we quoted Jo Eberhardt, President of Jaguar Land Rover North America, saying that the next five years would see a greater flood of new models and fundamental technological changes than any similar timespan in the history of automobile manufacture. We're about halfway through, and even though self-driving private cars are currently mired in regulatory and liability arguments, automakers everywhere are indeed rushing new technology to market.

For most journeys, electric vehicle (EV) range is a non-issue and a sub 5-second 0-60 is equally academic, since few trips are very far or fast and most makers have found it hard to resist displaying slingshot acceleration as a buyer-motivating feature.

Considering how recently humans first moved faster than a horse could carry them, it is curious how universal the thrill of rapid acceleration is. It may scare some people, but compared to frighteningly high top speeds, true acceleration fear is rare. Plus, there is no law against accelerating quickly, but what the law may fail to prohibit, insurers are starting to penalize.

### NEGATIVE POTENTIAL

Some insurers 'invite' drivers to use a GPS accessory that logs where, when and how every mile is driven. Accelerometers record aggressive driving and it raises the premium. Such gadgets are sometimes *de facto* compulsory for young and/or high-risk drivers and new cars already transmit comprehensive data that belong arguably to the owner/customer. Lots of parties are monetizing those data, which drivers/owners do not properly understand and therefore cannot give truly informed consent about.



*Jaguar sporting lineup made a nice framed gift portrait for the sponsor.*

### FAST-FORWARD FOUNDATION

It's a pleasure to present three items about the Coventry Foundation in this issue, highlighting the rapid progress they are making. Space is naturally getting tight, so the foundation is now seeking a base big enough to be a trip destination in itself.

The recent transfer of a complete set of special tools to Classic Showcase in California shows the desire to improve access to foundation services and we must thank Tom Krefetz. Why not reward him with some business for being such a faithful JJ advertiser? Thanks, Tom.

### CREATIVE CHOICES

Most clubs hold one annual event – often a concours – that is their biggest outlay. Overruns can hurt club finances all year. My club's concours venue has moved around our catchment area and using various venues gives a feel for what services to

expect for the site fee. But by thinking outside the box this year, joint Presidents Bob Engh and John Larson scored a plum site in Chevy Chase on the DC/Maryland border. The venue offered some covered and trailer parking, all-season hardstands (no mud) and landscaped grounds and site security, all free!

It was GEICO Insurance who hosted us at their corporate campus, which is usually empty each weekend. A gathering of gorgeous Jaguars, visible to all the urban passers-by, was sold-in as a welcome beautification of their headquarters and a win-win for both parties. Try it yourselves – look for blue-chip businesses in stylish premises, or high-tech business parks, and sell them on the value of being a good corporate neighbor by hosting you. Donate to their corporate charity, report for their company newsletter, you can do it! 🍷

*Peter*

# Coventry ups scholarship funding

## Third student benefits

In September, Gary Hagopian and Gary Kincel made the trip to the restoration college at Pennsylvania College of Technology to award the Coventry Foundation's third scholarship. As in the previous two years, they had a great day mingling with the students and faculty, discussing British cars and the students' educational progress – particularly aspirations for a future in the classic car industry. As Gary Kincel put it, "I always come away from these occasions invigorated and pleased to see that there is a next generation of people who will preserve the old skills and become experts in the field of automotive restoration as business people and hobbyists."

But the two Garys didn't just bring a check and good wishes. As an added benefit this year, department head Roy Klinger and Dean Reasner agreed to take custody of a donated S3 E-Type coupe, for use in the school as the subject of a course in car preservation. This particular car, donated by the Owen family of South Carolina, is an original, one-owner, low mileage car that just needs some TLC. As such, it will provide great subject matter for the students, by showing that not all cars require a full restoration. It will also, of course, introduce students to the joy and rewards of working on one of the great Jaguars and its fabulous V12 engine. We reproduce the full press release here:



*Logan is all smiles, having the Owen V12 to learn from and a nice check to learn with.*

### PRESS RELEASE

**DATELINE: SEPTEMBER 5, 2019**

WILLIAMSPORT, PA. — The Coventry Foundation, an organization of passionate Jaguar collectors, has added to its scholarship fund for students in Pennsylvania College of Technology's internationally-recognized automotive restoration technology major.

Headquartered in Columbia, South Carolina, the Coventry Foundation aims to perpetuate the heritage of Jaguar automobiles in North America through an archive of printed material, tools and vintage automobiles; annual scholarships to students; and recognition of accredited restoration programs. Its hope is to assure that a pool of qualified technicians is available to properly service and restore vintage Jaguars far into the future.

The fund, from which awards will be made while building to endowment, gives preference to full-time automotive restoration technology students who have completed their first year of study, who have a cumulative GPA of at least 2.5 and who have expressed interest in a restoration career – with particular interest in British cars.

This year's recipient is Logan K. VanBlargan, an automotive restoration technology major from Bloomsburg, Pennsylvania. In addition to delivering a check to

campus for VanBlargan's \$1,000 award, plus an additional contribution to the scholarship fund, Coventry has loaned a 1973 E-Type Series 3 Jaguar to Penn College for preservation by students.

"We are grateful for the continued support of the Coventry Foundation," said Kyle A. Smith, executive director of the Penn College Foundation. "Their support makes the opportunity to pursue a career in automotive restoration possible for our students. The addition of the Jaguar preservation project will allow our students to continue to expand their skillset and experience."

Penn College's associate degree restoration major highlights the techniques and crafts sought by discriminating collectors and museums, many of whom have donated vintage vehicles on which future practitioners can hone their skills. A three-credit study abroad option adds to that laboratory experience, exposing students to the service and repair industry in Italy and France.

A Memorandum of Understanding was recently completed that adds Coventry to the program's list of industry partners.

Those interested in contributing to the Coventry Foundation Scholarship (or establishing a scholarship fund) may send a donation to the Penn College Foundation, One College Avenue, Williamsport, Pennsylvania 17701; give online at [www.pct.edu/give](http://www.pct.edu/give); or call the Institutional Advancement Office toll-free at (866) GIVE-2-PC (866-448-3272). Donors can also contribute directly to the Coventry Foundation at [www.coventryfoundation.org/#donate](http://www.coventryfoundation.org/#donate).

Students interested in any of the more than 200 scholarships administered by the Penn College Foundation should complete an application at [www.pct.edu/admissions/scholarships](http://www.pct.edu/admissions/scholarships).

For more about the automotive restoration technology major in the School of Transportation & Natural Resources Technologies, visit [www.pct.edu/restoration](http://www.pct.edu/restoration) or call (570) 327-4516.

For information about Penn College, a national leader in applied technology education, visit [www.pct.edu](http://www.pct.edu), email [admissions@pct.edu](mailto:admissions@pct.edu) or call toll-free (800) 367-9222. 📧



# Letters to the Editor

## Trust, or anti-trust at the JHT?

It was an early objective five years ago, when I started as JJ Editor, to have a regular section for reader's letters. In practice, feedback has come in email snippets and verbal remarks during phone discussions or face to face, neither of which are usually substantial enough for print. Every so often though, a letter reaches us that deserves inclusion, such as the recent scurrilous put-down of the dog-related accessories and now a much more serious letter about Trust matters. About the only thing they have in common is that both are unsigned – the first by a lack of candor from its writer and this one because the known author requested anonymity for organizational reasons. Feedback/reaction would be welcome.

Dear Editor,

*I write this as the views of a member of JCNA and an enthusiast. I have also heard complaints from fellow members on this issue, and write this to prompt discussion and possibly initiate change.*

Antitrust laws, also referred to as competition laws, are statutes developed by the US government to protect consumers from predatory business practices forcing consumers to pay higher prices and limit the supply of products and services:

### HERITAGE TRUST OR ANTITRUST?

To be clear from the start, neither the Jaguar Heritage Trust nor the North American Archives dealings with the Heritage Trust are issues with, or in any way involving, today's Jaguar Land Rover Company. The views expressed are my own and any correspondence generated by this letter should be addressed to the Jaguar Heritage Trust or the North American Archives (addresses provided).

As some members have discovered, recently the Jaguar Heritage Trust demanded the North American Archives cease issuing heritage certificates. This ended a more than 30-year service for North American Jaguar fans who had enjoyed a JCNA-discount price of US \$35 per request. The North American archives and to some extent Jaguar NA tried to work a compromise, but were refused a discount. JCNA members must now pay 50 pounds Sterling (at this writing, \$61.40). This is a huge increase, so is there an improved service?

### THE FORMER SERVICE

The NA archives used to send a preliminary copy of the certificate to the consumer for checking and clarification of any errors or questions about the record book entries, which are occasionally hard to read from the microfilmed archive. Once an agreement was reached and anomalies examined, the certificate was issued.

### THE CURRENT OFFERING

Under the new arrangements via the Heritage Trust, there have been more and more reports of reluctance or simple refusal to get the records straight. While I have always admired the full documentation of Jaguar in all

departments, especially before computers and while Jaguar was still very small, there **are** errors in the build records. People who know the cars and factory practice know that errors exist – it could hardly be otherwise as nobody is perfect. Karen Miller, who was largely responsible for this service in NA, recognized this and that was the reason for the preliminary copy. By contrast, the more expensive trust service resists any change, even when confronted with original stampings, documents and similar evidence. The certificates themselves state:

*"Jaguar Daimler Trust regrets that we cannot add any information on a certificate, which cannot be documented from the original production records, even if such information is supported by reliable evidence from other records not held by Jaguar Daimler Trust." In other words. "What we show in this certificate may be wrong but if we don't hold the correct evidence ourselves we're not going to accept it and give you the most accurate certificate for your fee."*

### MATTERS ARISING

The trust's position is akin to the doctrine of Papal Infallibility in the Jaguar world. One only wonders what happens in the future if the trust records disagree with Jaguar Land Rover records?

While I understand that UK data protection law prevents the previous owners' names from being released, first owner and dealer names are often vital to research on a Jaguar, if recorded, and in the case of NA, the history of the car in the club. Since there is no such rule in North America, and despite near doubling in cost, vital information is now being denied due to UK law, not North American rules. The stated audience for the trust is "the Nation" but that nation is not on this side of the Atlantic and looking at the trust's map one wonders how the Scots feel, albeit data protection law covers the whole UK.

A more fundamental but related disclosure issue has also arisen, namely that the trust will issue a certificate to anyone who asks, without demanding proof of ownership of any kind! This would never have happened in the NA archives. Stories abound of would-be buyers arriving to inspect potential purchase **with the certificate in hand**, already in their name! Talk about first-owner privacy, what about the current owners?

## THE NEW WAY

Reviewing the new expensive offering is not encouraging. As stated on each certificate, "The information on this Heritage Certificate is taken from the original production records kept in the Jaguar Daimler Trust Archives." Well, if they have to carefully handle the record books with linen gloves, I would get it – but they do not! Years ago, the old record books were committed to microfilm which can be accessed very quickly with a proper reader. Some years ago, the records for several popular models were transferred to a digital format by volunteers. This is where many of the errors crept in. It is hard enough to read one pen and ink record totally accurately, much less sit and enter thousands of records. All one has to do is think about the monks copying scripture in the middle ages. They, too, were dedicated and zealous in their efforts but inspection of an illuminated manuscript or even incunabula shows the copy accuracy problem.

So, the computer spits out the data and if there was a prior certificate issued for that car then it is used for the new certificate. Much less work – much more money.

Before his demise Mike Cook pleaded with the trust to continue to issue North American certificates from the NA archive in Mahwah and when that plea fell on deaf ears he asked the historical JCNA discount be continued. It was refused on the grounds that "... if we do that, we would have to do that for all of the clubs!" Someone might care to remind the JHT that NA is a major consumer of all things Jaguar and JCNA is the oldest Jaguar club! It makes no sense for the trust to make this unilateral decision and not once to contact JCNA.

Lastly there is an even more troubling issue that I hope is untrue and can be refuted by the trust. It has been reported that they will issue a certificate and provide any serial numbers that are not included with the request. We have all crawled around to obtain the gearbox numbers for our certificates, but to simply supply a chassis number and have the remainder of the 'matching numbers' provided by the trust will lead to fraud and fakery. In these days of half-million dollar E-Types, one would have to be naive or at least obtuse to not recognize this. If this practice truly is in effect, it should cease immediately. In addition to fraud and cloning, the policy will devalue all of our treasures and the certificates themselves.

Yours sincerely,

Anon

Make and model	Jaguar S4 SVT
Body style	Coupe, right hand drive
Date of construction	27 February 1964
Chassis number	154 JFMW10C10400
Engine number	Number not supplied by engine
Gearbox number	Number not supplied by engine
Transmission	Automatic
Exterior paint color	Twice White
Interior trim color	Black
Wheel/tire type/size	Not applicable
Original distributor	Jaguar Cars, Mahwah, USA
Original dealer	Not recorded
Date of dispatch	21 September 2014
First owner	Michael Joseph Ltd
Registration state	
Remarks	

*Old-style Mahwah certificates did not give away engine, body and gearbox numbers.*

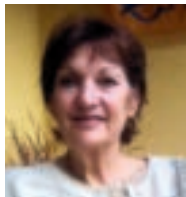
## ADDRESSES FOR CORRESPONDENCE:

Jaguar NA Archives  
100 Jaguar Land Rover Way  
Mahwah, NJ 07430

Jaguar Heritage Archive  
British Heritage Motor Centre  
Banbury Road, Gaydon  
Warwickshire CV35 0BJ  
UK 📍

# Regional Director Bios

*[Editor's Note: As mentioned in the last issue, all sitting regional directors up for election agreed to be nominated for another term. Since there were no other nominations, and therefore no contested regions, the JCNA board agreed to forego the time and costs associated with elections that had a pre-ordained outcome. Democracy is precious, however, so we present here some shortened biographies of your RDs and a photo to help you pick them out in a crowd and feed back any concerns or comments.]*



## NORTHWESTERN REGION

**Carole Borgens,  
Canadian XK Jaguar Register**

My first three terms as JCNA Director, North West region, beginning in 2014, have been an ongoing learning curve and opportunity to meet and work with the dedicated JCNA Executive, Administration and Board of Directors. Their energy and passion for JCNA is an inspiration to me, therefore I am pleased to serve a fourth term as a regional director in the North West region for 2020-2022.

My interest in matters automotive began in childhood, instilled by my mechanic father who got me, instead of a son. Sports car track racing, slalom, hill climb, autocross and rally were passions with my MG and later, Porsches. Since discovering Jaguar

and JCNA in 2003, I have switched to showing my 1965 3.8S in Champion Division, plus my current 1990 XJ-S convertible. Aside from my NW42 (Vancouver) club involvement, I work as part of the executive team in an all-British club organizing shows and events for a wide variety of Britain's finest.

When it is not show season here on the west coast of British Columbia, I write and publish children's books, attend author signings and book fairs, and conduct school library events. Perhaps a Jaguar might appear in a future manuscript?

I see the role of regional director largely as one of communication, ensuring that clubs have their voice heard at JCNA and are in turn informed in a timely manner of developments coming from Jaguar Land Rover and JCNA. Inspiring inter-club events and inclusiveness in our region's activities is an extension of this communication, and facilitates our work together in the use and promotion of Jaguar cars as a hobby, sport and passion.



## SOUTHWESTERN REGION

**Mark Mayuga,  
Jaguar Owners Club of Los Angeles**

Hi there. I am currently celebrating 50 years as an active member of the Jaguar Owners Club Inc., Los Angeles.

My introduction into Jaguars was my parents' love of the marque. My own very first car was a Mark 1 sedan, then onto an XK-150S OTS, various E-Types, Mk 2s, more E-Types, and several XJ and XJS models. In my own club I participate in concours, rally, slalom and hospitality events. I've worked in roles in membership, newsletter editor, touring, and finally president. In fact I have served as JOCLA president 12 times during my membership and will be serving my 13th shift in 2020. I managed the Cal Clubs All Clubs meet/reunion in

Sequoia 2017 and Morro Bay 2019, a historic regional event of California Jag Clubs.

I have chaired the development of several Western States meets, AGMs, reunions, and most recently the very successful 3rd International Jaguar Festival in Santa Barbara. I made a point of participating with other clubs in this region in concours and other events and am currently Chairman of the JCNA Membership Committee and the of the JCNA IJF Organizing Committee. I am always available to talk with member clubs and members direct. My versatility helps me meet people where they are and work through their issues with them. In 2018 I was presented with the Andrew Whyte service award. I own a range of Jaguars and enjoy showing and driving them whenever the chance arrives. Tell me what you think of JCNA and how we could make it even better. It's your club, after all. You don't want your last meal to be Jell-O!



## NORTHEASTERN REGION

**Bill Beible,  
Delaware Valley Jaguar Club**

Since my appointment as Northeast regional director in December 2018 to fill Dennis Eklof's unexpired term,

I have become chairman of the JCNA rally committee and continue as a member of the business committee. I have learned a lot in my short time as a regional director and will work to ensure the health, vitality and growth necessary to sustain the viability of our local clubs and the JCNA organization, including proactively adapting

to the evolving interests of classic and modern Jaguar enthusiasts alike.

Thanks to the encouragement of my wife, Nancy, I joined the Delaware Valley Jaguar Club and have had the pleasure of becoming friends with many wonderful people in our club and several others. I compete regularly in slalom, rally and concours events plus enjoy the many social events. My experience includes being a concours judge, club treasurer and website oversight.

After living through my muscle car phase, I purchased my first Jaguar in 2004 and currently drive a 1968 E-Type roadster, 1984 XJ6 Vanden Plas and 2005 XK8 convertible.





## NORTH CENTRAL REGION

**John Boswell,  
Wisconsin Jaguars Ltd.**

My name is John Boswell and I am in my second year as North Central regional director. I have been a member of Wisconsin Jaguars Ltd since 1983, serving over the years as president, vice president, treasurer, newsletter editor, chief judge and concours chairman.

My wife, Lynne (Bunni) and I have attended many JCNA concours in the Midwest, beginning with the memorable 1985 Biennial hosted by the Heart of America Jaguar Club. We drove our 1976 XJ6L through blinding rain to get there. We didn't know much about competing in a sanctioned JCNA concours, but we caught on quickly. As our family grew, we put Grandma and the kids in our 1965 3.8S and took them along with us. They were good at cleaning cars. Driving to the

St. Louis show in the summer was tough. Our car had black leather seats, no air conditioning, and the temperature was 103 degrees. Fortunately, St. Louis now holds their show in October! Wisconsin Jaguars Ltd (WJL) held their first JCNA-sanctioned concours in 1988, hosted the 1995 Biennial and the 2015 final Biennial/Challenge Championship. In addition to Wisconsin and St. Louis, I attend multiple shows in the Midwest and have been a delegate at many AGMs. If you notice me come and say hi and tell me your constructive ideas on what you think we need to do.

The Jags I currently show on the circuit are a 1977 XJ6C, a 1995 XJ12, and a 2006 X-Type Estate Wagon. I will be retiring in January after a nearly 45 year career in the information technologies field. Wish me luck on getting to some of my projects and thinning out the collection. I enjoy Jaguars, the people who drive them, and being a resource to those who want to get more involved with JCNA.



## SOUTH CENTRAL REGION

**Ron Wallis,  
Jaguar Club of Houston**

I currently serve as one of the two South Central regional directors, and will now continue for the 2020-2022 term. As president of the Jaguar Club of Houston, I also handle club membership. We have a very good core group in the club and we have several initiatives aimed at providing members with increased value, especially for new owners who may not fit the traditional Jaguar club demographic and may be looking for different benefits. One person cannot do everything needed to make a club successful and it is important to cultivate a good structure of active volunteers. This is also true for JCNA.

I was born and raised in England, and consequently owning

a Jaguar car has always been a desire of mine. After moving to the USA and raising a family I bought a 1969 2+2 E-type and immediately joined the Jaguar Club of Houston. Like many of you, my enthusiasm for all things Jaguar increased significantly with ownership of a car.

During my career, I have served on the board of national engineering organizations as chairman of committees and as president. I enjoyed the work and feel I have contributed to the success of these organizations. My first year as regional director I learned valuable lessons about how JCNA functions, which helped me to contribute in my second year and now another term of office. I have enjoyed the task and attended the JCNA AGMs and travelled to several of the clubs in the South Central region for their annual concours. I look forward to continuing to work with you so if you see me, please come up and say hello and tell me all about your JCNA views and experiences.



## SOUTHEAST REGION

**Ron Gaertner,  
Virginia Jaguar Club**

My wife, Marcia, and I moved to Richmond, Virginia in 1983, from Louisiana, after my medical training. Some of our proudest moments have been the competition, friendships, and involvement with Jaguar cars and clubs. I have been a member of JCNA since 2001 and have collected Jaguars for 18 years. I have won regularly in concours classes C4, XK 150, and C2, XK 120 and am privileged to have won the William Lyons biannual award for 'Best Jaguar' in Indianapolis in 2007. My goal is to collect all models of XKs produced, and to show and share them at a national level. During many summers spent showing and judging

Jaguars, I met the leaders of JCNA and fellow members and friends from three North American countries. I attended the majority of AGMs during this period and represented the Virginia Jaguar Club as president from 2014 until 2016 and as concours chair between 2011 and 2016, serving also as chairman of the AGM in 2011 and chairman of the Challenge Championship in 2013.

During this time, I was privileged to deal with many of the leaders of JCNA. The ability to direct all facets of a CC and AGM increased my organizational skills and JCNA has given more back to me over the last 16 years than I could ever repay. I trust that my enthusiastic desire and wish to be actively involved in JCNA will help me to continue bringing this energy to the role of regional director for another term. 🐾



## President's Perspective

"It is very regrettable that some entrants who worked hard to succeed in their events had their scores invalidated..."

*Les Hamilton*

### EVENTS AND NON-EVENTS

I hope that all our members had an enjoyable Jaguar summer and fall and, if you campaigned your car or cars, that you were successful. JCNA personnel have been busy handling the sanctioning of JCNA competitive events and their results. Unfortunately, as some of you may have experienced or heard, there have been challenges with competitive events. Some issues have been caused by judges not keeping their training status current, Chief Judges not recognizing this, or by assigning judging teams that varied within a judged class. In the concours program this has resulted in some scores being invalidated. In other programs sanctioning was not requested ahead of the events.

The JCNA committees work very hard with Chief Judges and Rally and Slalom Masters to try resolve issues but in several cases sanctioning the results would damage the hard-won integrity of the JCNA programs and also be unfair to clubs who have run events according to the specified rules and procedures. It is very regrettable that some entrants who worked hard to succeed in their events had their scores invalidated; they have our sympathies.

By the time this note is published, the 2019 season will be mainly over and JCNA officers should use the pause to review their competition rules, to ensure that their 2020 events are run by the book, and that the events are sanctioned and posted smoothly. There will be sessions at the 2020 AGM in Las Vegas to provide opportunities to discuss the rules and the processes and to ask questions. If you have any areas where you have clarification questions after reviewing the handbooks, please let us know ahead of time.

An important part of the Chief Judges toolset is the JCNA website and we have identified enhancements to the website to give greater visibility to judge training and activities. We are reviewing other enhancements to aid the Rally and Slalom programs.

### CLUBBING TOGETHER

At a recent three-day joint meeting of the Los Angeles, San Diego and San Francisco clubs, Mark Mayuga and others organized a busy schedule for 70-plus attendees. Based in Morro Bay on the central California coast, the program included a Thursday evening cocktail party hosted by Tom Meinhold and British Sports Cars, a repair and restoration shop in San Luis Obispo. Friday afternoon featured a tour of XKS Motorsport, formerly part of XKS Unlimited, also in SLO. Clive Collins, the new owner of XKS Motorsport, conducted a very informative and detailed tour of the company's facilities and introduced his skilled staff. Clive is a very active JCNA member so you may bump into him at southwest club events. Each attendee received a small goodie bag and bottle of XKS Motorsport-labeled wine that was signed by Clive and his staff. A classy touch, I thought.

On Friday many members visited Hearst Castle and others explored quaint Cambria town. The Saturday highlight for many attendees was a simple, non-sanctioned time and distance rally organized by Mark Mayuga and Glen Barker. We toured the coast, vineyards and backroads of the area in beautiful sun to the Pozo Saloon, which was a step back in time; having been a stagecoach stop on the route between LA and San Francisco. This simple rally was a first for some members and generated an appetite for more structured rallies in the future. For me, the rally was even more enjoyable as I was navigating for



*Participants enjoyed a fun and informative evening at XKS Motorsport's facilities.*

Dave Allen of the San Diego Club and we discovered that we had both worked for the same company at the same location in the UK, although separated by a few years.

The overall weekend event provided great opportunities for interaction between the members of neighboring clubs and the superb fall weather made the events even more enjoyable for all. Thanks, Mark and team, for another great event.

### NON-EVENTS

Some JCNA members may have been waiting for Jaguar Classics to publish the list of genuine 'Jaguar' parts to supplement the broad range of parts provided by our great advertisers and sponsors. When the initial list of parts was made available at <https://parts.jaguarlandroverclassic.com>, it was a little light. JLR Classic is prioritizing parts not supported elsewhere and is interested in responding to customers. So if there are parts you are particularly looking for and cannot find, email JLR Classics and it will help them sequence according to market needs.

Looking forward to seeing you on the road or at the AGM. 🍷

# 2019 North Central Region Report

Busy and 'eventful', safety-wise

Mike Meyer



Photo: Bob Engh

*Not many SUVs can run a 45.47 second time in the JCNA Slalom. Meyer's F-PACE can...*

The past year has been a busy one for North Central Region clubs. Seven of the eleven JCNA clubs which make up the region held JCNA concours. In addition, there was one JCNA slalom (a second one was rained out).

As is the tradition, the Susquehanna Valley Jaguar Club was first to hold a concours in our region. Concours chair Dave Hershey always organizes a well-attended event which takes place at a local park over the Memorial Day weekend. The Jaguar Club of Indiana Concours, led by Chief Judge Scott Holley, was held at Tom Wood Aviation at the local airport. Unfortunately the weather did not cooperate, with rain most of the weekend. Nevertheless, the event was a success.

Led by Mike Ksiazek, there were twenty-four judged Jaguars at the Illinois Jaguar Club Concours. The following weekend the Jaguar Club of Ohio Concours took place at Ursuline College. The club's streak of never rain on the day of the show held and Dominic Perri did his usual excellent job organizing everything. Fellow NC region director, John Boswell

put together the Wisconsin Jaguars Concours, his home club, which took place in Milwaukee on the same day

The last two concours in the NC Region were both held in very special places. The Ontario Jaguar Owners Association concours location was inside a massive hanger at the Canadian Warplane Heritage Museum. The sight of numerous Jaguars surrounded by, and in some cases under, historic military aircraft was impressive. Credit goes to John Myers, Mike Parry, Allan Lingelbach and Steve Sherriff for coming up with a truly memorable place. Not to be outdone, the Jaguar Club of Pittsburgh Concours venue was the Fox Chapel Marina on the banks of the Allegheny River. Candy and Bryan Williams were organizers of this "Wheels and Keels" themed show.

In June the Jaguar Club of Ohio hosted a JCNA slalom. Attendance was good and there were a variety of cars, mostly Jaguars, but several class "Z" entrants took part as well. Slalom chair John Larson brought his SP/H class Jaguar XJC and posted a very quick 45.205 time, reflecting the steady development of his car each

year. Recent moves include fitment of a manual 5-speed and over the winter a 3.54 differential is due to be installed.

As Slalom Steward for the event and a member of the Slalom Committee I place high priority on safety. All participants and those assisting with slalom duties must attend my safety briefing. At the safety briefing we review the course layout, entrant paperwork and JCNA slalom rules. We also discuss the "hot" zones to make sure that everyone understands when it is safe to enter these areas and when it is not. There was a close-call minor incident at the stop box and lessons are being learned.

Lastly, the Ontario Jaguar Owners Association celebrated its 60<sup>th</sup> anniversary this year. I was a guest speaker and said a few words on behalf of JCNA. It was a very enjoyable gala with great food and camaraderie. Jaguar Land Rover Canada was in attendance as well and they sponsored a drawing. The winner got the use of an I-PACE for a week. OJOA member Josephine O'Brien was the lucky winner. 🍀



# Canada Calling

## Doing the rounds

By Malcolm Baster

Construction season seems to have ended and our other Canadian season, winter, is upon us. I know we like to whine about icy winds, excess snow, roads covered in a thin, salt-infused corrosive mud and all the other unpleasantness of winter motoring, but winters here do have their compensations. For instance... such as... well, I'm sure there are some, and if I can think of any, I will let you know in the next Canada Calling.

### WESTERN CANADA

Our Jaguar Car Club of Victoria has just enjoyed its annual New Members Barbecue, held this year on the premises of the Royal Victoria Yacht Club. We had a good year, with 25 new members signing up. The evening proved most pleasant for almost everyone, the exception being one new member whose newly-purchased XJR was rear-ended on the way to the event by a motorist of seriously deficient roadcraft skills.

From nearby Vancouver, Jennifer Orum of the Canadian XK Jaguar Register writes: "This year's 50<sup>th</sup> Anniversary Heritage Classic Weekend, the annual event of the Canadian XK Jaguar Register, and its sister club the Canadian Classic MG Club, was a smash hit. The 135 vehicles on the show field on August 24 broke previous records, with the 20 entrants in the JCNA-sanctioned concours including participants from the Victoria, Seattle and Portland clubs. An additional 33 Jaguars and 75 MGs were on display, as were some British motorcycles and three 2019 Jaguar models from the Jaguar Richmond dealership: an F-PACE diesel, an F-TYPE 3-litre coupe and an electric I-PACE. Highlights of the weekend included a Friday Noggin' n Natter, a British Tea & Biscuits and Silent Auction on the show field, a sold-out banquet on Saturday Night, and a Sunday drive and brunch in the Fraser Valley, with a presentation by Michael DesMazes, Royal Canadian Air Force Historian, on RCAF's history at Abbotsford."

### CENTRAL CANADA

From Allan Lingelbach of the Ontario Jaguar Owners Association: "As the Ontario Jaguar Owners Association now enters its 61<sup>st</sup> year of incorporation, and our mechanical felines are in hibernation, the members can finally relax after a busy year of anniversary activities. We closed off the year with two final social events beyond the usual monthly meetings. The first one was our Fall Tour on October 5, where we indulged in three benefits of club membership... driving our Jags, dining and viewing in awe a special collection of Jaguars. The private collection had concours-quality examples running the gamut from an XK120 alloy, through an XK150, and multiple E-Types, including a very early 1961 model. A very rare Healey Silverstone held its own in contrast with the many Coventry products.

"Our second excuse for a membership gathering was the annual Christmas dinner and awards night that traditionally closes the club year with good food and a public 'thank-you' to our great club volunteers."

2019 will also go down as a superlative OJOA year, for a few Jaguar acquisitions by members. Rarest were an XE Project 8 to keep its owner's F-TYPE Project 7 company, and an XJ220 S model, of which only half a dozen were built. Eye candy to the extreme!

### EASTERN CANADA

Rob Dunlop of the Ottawa Jaguar Club writes: "Regrettably, our short

but sweet summer has ended, but we enjoyed some excellent club outings, including a commemorative BBQ for the 70<sup>th</sup> anniversary of XK120 production, our regional All British Car Day (ABCD) (overrun this year with Minis), but perhaps the highlight was attending the local performance of the Royal Air Force's aerobatic team, the Red Arrows. The team was beginning a North American tour with a show in Canada's capital, Ottawa, on 13 August. The local Gatineau airport is also home to a classic airplane collection, Vintage Wings, which augmented the precision flying display with the roar of the Merlins in a pair of Spitfires. Our club was joined by the local MG group and sundry Bentleys, providing a large display of "the Best of British" in support of the event. The wonderful fall colors are next up, providing ample excuse for a season-closing club drive in October... then winter hibernation for most club Jags." 🍷



*A great boost of new members for the Victoria club. Welcome all!*



Photo: Paul Blais

*Which class for the Red Arrow – 'Modified, Heavy'?*

# Continental Drift

News from the UK and Europe

By Tim Crespin

## ARE YOU DRIVING UNPROTECTED?

I am a big fan of Liverpool Football Club and have been since I can remember. My first kit was the 1991 jersey with the three stripes over the shoulder. It has been a high on 30-year love affair that has had a few spectacular highs (European Champions in 2005 and 2019) piercing long periods of not very much (no league title for 29 years and counting). I have numerous LFC jerseys, I watch every game, I am a fan club member, I go to games when I can and generally enjoy immersing myself in all things related to what I view as my club.

Now, bumper sticker culture is not as pervasive on this side of the pond, but were it more prevalent I would certainly be the kind of person who would be sporting one across the back of my car. However, having proudly applied said sticker to the back window or bumper, my first thought would certainly not be to wonder if I had in fact just invalidated my car insurance, yet that is exactly what I might have done according to an investigation by the British motoring magazine *Auto Express*. At issue is the question of what different insurance companies determine to be a 'modification' to your car. Something like aftermarket alloys or a loud exhaust is obvious, but nowadays it seems some insurance companies even consider paint protection products to fall into this category – and therefore potentially be grounds to invalidate your insurance should you not declare them.

Whilst discovering your insurance is invalid in the event of claim is far from ideal, the fact that you could also leave yourself open to 6 penalty points and a £300 fine for being uninsured would be doubly bad for something so minor. I can just about see a glimmer of logic in that cars with huge brakes and sticky tyres probably get driven quicker, or leaving a car covered in Redskins stickers in a Dolphins parking deck might get you some unwelcome scratches, but paint protectants? Really?

So, what do you do? Obviously the smart (and legal) thing to do is tell your insurance company, right? Surely the impact on your premiums can't be too severe? Well, that depends. *Auto Express* teamed up with the British Insurance Brokers Association to investigate and found that while aftermarket alloys will push your premiums up 5% on average, you may be surprised to learn that decals could add an extra 15% and even uprated brakes could add over 9% to your yearly premium. With that in mind, I think I'll be leaving the "You'll Never Walk Alone" sticker in the shop.

## RALLY CAT

When you think of Jaguar's long and illustrious motor racing history there are plenty of highlights, with the Le Mans victories of the C- and D-Types or later V12s at the fore. However, you would have to find someone who was pretty advanced in years if you wanted to reminisce about Jaguar having a pedigree in the world of

rallying. You may also think that if you were going to pick a car from the current Jaguar fleet to take on a specially-designed stage of the 2019 Wales GB Rally, that a low-slung convertible may not be too near the top of preferred rides. When word of a modified F-TYPE not too dissimilar from the Chequered Flag Limited Edition model taking to the tarmac to ravage the chicanes, hairpins and donuts seeped out, you may have been expecting to see something akin to a fish doing the tango. However, the hydraulic handbrake, uprated rally-spec chassis and 300PS 2.0 litre engine meant that the Jaguar was able to demonstrate its agility around a special rally stage being ably piloted by Junior Welsh Rally Champion Jade Paveley.

The car itself is one of only two in the world, and the special tarmac stage in North Wales represented the last public outing of a beast that has been doing 12 months of appearances at Jaguar events, starting on the gravel of South Wales in November 2018. The white livery and convertible roof pay homage to the first Jaguar rally winner, the legendary XK120 registered NUB 120, which achieved success in the Tulip, RAC and Alpine Rallies, where it competed three times consecutively without incurring a single penalty point. The F-TYPES were built to celebrate 70 years since the introduction of the XK120, which was Jaguar's first sports car, and in my opinion they are a fitting tribute to a remarkable machine. 🐾



*A fish on a bicycle? Not so much. Paveley drove like a bat out of hell.*

# Bold New XK Developments

## Radical updating of a classic engine

By Peter Crespín with John Schimenti

In the mid-1930s, in a corner of Coventry, a brilliant engineer supervised an engine design that would become synonymous with his company, which it promoted to worldwide fame and success, and whose format would be copied by many other manufacturers. Thanks to strong demand, the engine was enlarged three times over its life in its biggest market – North America – but due to lack of investment, the design was kept long after it should have been replaced and the company lost ground. It merged with other struggling manufacturers and outlasted them, soldiering on until the 1980s, when it was bought by people prepared to fund new facilities and develop a modern range of vehicles. With heavy investment and long-term thinking, a renewed company rebuilt its enthusiastic following, gaining additional younger customers through leading-edge designs. Today it again enjoys a global market presence, albeit not on the scale of its major European, American or Far Eastern competitors.

So why am I reciting the story of Jaguar and the XK engine? Actually, I'm not. The story describes Edward Turner's development of the parallel twin for Triumph Motorcycles of nearby Meriden, just up the A45 from Browns Lane. The reason for bringing up Triumph is not so much because their history matches Jaguar's in many ways, but because the two engines – the XK and the Triumph twin – share key characteristics and a few glaring differences that can illuminate ways in which these classic powerplants could be improved by use of modern techniques and insights.

Both engines are long-stroke designs with cast iron cylinders under aluminum two-valve heads with hemispherical combustion chambers. Designed in an era when side-valve/flathead engines were the norm, both engines had clear sporting ambitions. The first time I rebuilt a Triumph head and paid attention to valve seats, guides and springs, etc., I was surprised how much

better my old 350cc bike performed. It taught me a lesson that applies to any hemi design engine from the classic era (Jaguar, Ferrari, Aston Martin, etc.): it is the cylinder head that has the largest bearing on an engine's performance. Using today's advanced theory and practice, there is a new company around that has gone way beyond provision of individual tuning parts and offers totally redesigned assemblies for the XK engine. You may have seen the RestoGusto booth at the 2019 AGM. Eager to know more, JJ got in touch with RG's boss John Schimenti and here's the story. If anyone fits any of RG's gorgeous products, JJ would be very keen to publish the outcome.

### THE GOOD, THE BAD AND THE GORGEOUS

**JJ:** Thanks for your time, John. What made you decide to take on a major project like a total redesign of the XK head?

**JS:** There is no other change that could do as much to alter the sheer driving experience of the car as to add 100–150 hp to its engine's output.

**JJ:** So why not just sell a porting and prep service at much less hassle for you?

**JS:** There are much bigger gains to be had from fundamental structural modifications, so we went that 'no compromise' route and developed a new head.

**JJ:** The race guys seem to get good power, so what are these modifications you refer to?

**JS:** The main points with respect to the XK cylinder head are:

- It places both valves perpendicular to a sphere shape to create even flow all around the valve. Although this enhances crossflow in low compression, supercharged engines from war times, it did not continue to work well when higher compression became necessary due to the deletion of the supercharger. Higher compression required that a dome or pop-up be added to the top of the piston, which essentially blocked the crossflow to an extent dictated by the height of the dome needed to deliver the compression desired. This is probably why the highest compression that Jaguar ever offered was 8.7:1 (which they called 9:1). In racing engines, the dome is so large that it leaves little more than a shell or 'orange peel' shape for the combustion chamber around TDC. It is then easy to understand how the crown becomes an obstruction to both the crossflow and to the propagation of the flame front.
- Jaguar developed a B version of the XK cylinder head with Weslake, that had a sharp bend in the intake port right before the valve. This was an attempt to promote 'swirl' that would help to homogenize the air/fuel mixture inside



*A 3D-printed mold, straight from the CAD program to the finished shape with no human tool or pattern maker involved.*



the cylinder. This only partially worked at modest revs because it was based upon flow rates that only occurred when the valve was all the way open or nearly so. Since the valve only spends a fraction of its time in such a state, the desired swirl was rarely achieved. Because the sharp angle also significantly reduced mixture velocity, this design became doubly negative. The C version of the head with less swirl worked better at high revs for the racing and special equipment models, but was not quite as good at lower speeds. In the late fifties, with engines enlarged to 3.8 liters, Jaguar abandoned B and C heads for the performance models and created the "straight port" head. It suited triple SU carbs and confirms the logic that to improve performance in a hemi optimizing the head is key. At RG we've taken it to the next level with 60 more years of science and understanding.

## DETAIL DEVELOPMENT

**JJ:** I see twin plugs. Are they still used today?

**JS:** Because of the deep hemispherical combustion chamber, which extends very close to the perimeter of the cylinder, there is no way to develop what is known as 'squish' inside the combustion chamber. Squish is when you force the air/fuel mixture into a very small area making it more turbulent and easier to ignite. Having the charge stratified over as great an area as in the XK engine makes the combustion take longer. This requires more spark advance. This is why adding a second spark plug is often a benefit to a hemi engine. The spark from each plug to the extents of the air/fuel mixture is reduced by half, so the flame has less distance to travel. Beginning the combustion closer to top dead center means that more of the combustion is devoted to the

downstroke, which increases power output. Reducing spark advance supports higher compression. For this reason, RG cylinder heads produce a compression ratio of 10:1 while using the original Jaguar 9:1 pistons.

By modifying the hemispherical shape of the combustion chamber to an egg shape, more squish can be produced as the air/fuel mixture is forced to occupy less area. This is accomplished by making the piston dome match the shape of the combustion chamber. Notwithstanding this substantial reduction in combustion area, because of the high included valve angle, there is still sufficient area to allow a twin spark configuration to give a 9 degree reduction in spark advance. Jaguar briefly experimented with twin plugs in some race heads and reportedly found little benefit but there were probably other elements such as crude ignition control, crown and chamber shapes, and porting, etc., that hid the benefits of twin plugs in those tests.

## ANY STORM IN A PORT

**JJ:** What about port flows, the traditional home-tuner's domain?

**JS:** The XK cylinder head has a high included valve angle due to the hemispherical design of the combustion chamber. This design makes it necessary for the air to travel horizontally from the intake port and then turn abruptly downward to enter the combustion chamber. This creates a very sharp 'nearside turn' for the inlet air to negotiate. This abrupt turn reduces port velocity substantially. By raising the inlet port approximately 0.400", RG was able to improve downflow inlet velocity substantially. Improving flow permits the cross-section of the port to be reduced for a given flow requirement. The wide-angle Jaguar head, developed for racing 3.8-liter E-Types, increased the inlet valve size and improved its placement by laying the exhaust valve further over to make room. It did not, however, deal with reducing the size of the combustion chamber itself, so the pop-up obstruction issue is not addressed in such a design.



*Raw casting, showing the solidified molten metal in the parallel feed channel or 'runner' which fills the mold. The passages to the mold from the runner are called 'sprues' and are usually cut or snapped off as one of the early clean-up stages when cast parts are pulled from the mold.*



*Twin plugs help but are optional. No valve seats fitted yet.*

The exhaust valve and port are way too large on the XK engine. Reducing these in concert with other changes improves exhaust velocity, which in turn improves the 'scavenging effect.' RG's research has found that reducing the exhaust valve to 1.562" from 1.625" improves performance while making it possible to reduce the size of the combustion chamber. Reducing the size of the combustion chamber reduces size of piston crown needed for a given compression ratio and the intrusion of the piston pop-up into the combustion chamber. That improves cross-flow and squish. By changing to

an egg-shaped combustion chamber and reducing the exhaust valve size, RG was able to reduce the combustion chamber by 12cc.

## STRUCTURAL CONSIDERATIONS

**JJ:** How do you rate the structure of the XK head?

**JS:** The architecture of the XK hemispherical combustion chamber places a spark plug hole very close to the arc of the inlet and exhaust valves. Having such a small amount of metal between these holes makes cracks likely – especially if the head

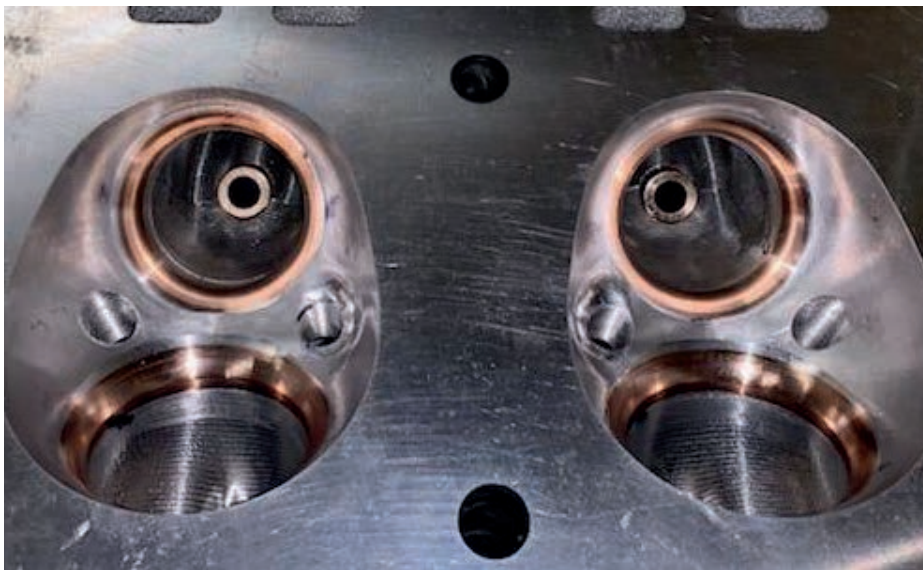
is overheated, making the metal lose its mechanical properties. RG has designed its molds to chill-cast critical areas of the XK head, such as the area between the valves in combustion chamber and other high-stress areas surrounding the head bolts. Chill-casting homogenizes the grain of the casting material, thereby increasing its density.

The tooling that Jaguar used to cast the XK cylinder head made it likely that pieces of the core mold material were unretrievable from the cast part. This leads to hot spots, which make the engine more susceptible to pinging. RG casts its heads in 3D-printed sand molds that make the water passages smooth and unobstructed. This eliminates hot spots and makes the engine less susceptible to pinging in high compression engines.

The XK cylinder head is notorious for loose tappet buckets. Modern engines have eliminated these parts and run their tappets in the aluminum without issue, as does the Jaguar V12 designed in the early 1960s. RG has increased the tappets to 37mm diameter and has them running in the aluminum as well. The larger diameter reduces side loading on the tappet and accommodates cams with more lift.

Almost all manufacturers of overhead cam engines place a cam bearing on either side of each cam lobe to reduce camshaft deflection. An XK cylinder head has, however, only four cam bearings, with only two cam bearings supporting two lobes. RG has provided seven cam bearings to insure that cams with as much as 0.600" lift do not cause significant deflection, which can change valve timing.

Jaguar used chilled cast iron valve seat material that had a coefficient of expansion closer to aluminum than that of a steel seat. This was done to keep the valve seat secure as the aluminum of the cylinder head expands. That material is, however, comparatively soft, albeit better than the regular cast iron used by contemporary firms. It eventually tends to wear out from use – especially when the valve guides wear, pounding



*Special nano-technology valve seat material is used.*



*Old Glory: the classic XK head, here laid flat on cardboard but still in a likely valve-bending position.*



the seats into an oval shape. RG uses a nano-based material developed by NASCAR competitors for its valve seats and guides which has the same coefficient of expansion as aluminum. It also work-hardens so it gets harder as it is used. This material wicks the heat from the valve and does not pit. This greatly extends the service life of the head, as it is usually exhaust guide wear that ruins the exhaust valve seats making it necessary to rebuild an XK cylinder head.

## NON-HEAD ISSUES

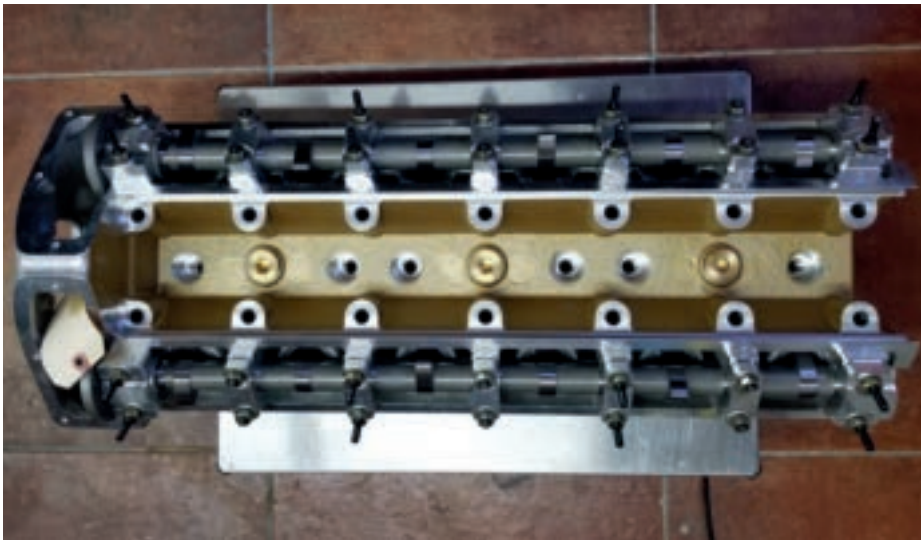
**JJ:** Are there other areas you are thinking of altering?

The connecting rods on the XK engine are excessively long due to the thinking of the time. It was believed that the connecting rods could not be long enough so they were only constrained by packaging issues. For example, it would be possible to reduce the length of the rods and bores on an XK engine by 1.500" and have the same displacement

with an engine that would rev higher and therefore produce more power. It would rev higher because of the reduction of the reciprocating weight and the size of the rotating counterweights needed to balance it. It is for this reason that the XK engine is begging to be stroked. Stroking changes the offset on the crankshaft relative to the rod length – thereby improving what is known as the 'rod ratio.' This also makes the piston travel a longer distance along the bore so engine's displacement is increased. You can increase offset only so much before you reach the maximum safe piston speed. Convention has set the maximum safe displacement at 4.7 liters. A stroked engine will create more airflow at lower RPM so the cylinder head's breathing capacity sets the limit on the engine's potential. The RG cylinder head has been engineered to flow sufficient air to produce 370 hp. Stroking the XK engine with the stroker version of the RG cylinder head produces far more torque over a wider RPM range. Such an engine has produced 425 lb/ft torque on a dynamometer.

We are also working on SU retro-looking EFI.

**JJ:** Thanks for your time. Maybe we can find a 4.2 engine to test some ideas. 🛠️



*Seven, yes, count 'em, bearings per cam. Presumably camshafts could be drilled larger inside to recoup a little lightness?*



*Rendering of SU-lookalike fuel injection that was on show at the Mahwah AGM last March.*





**MOTORCARS**  
INCORPORATED



**OVER 50 YEARS OF QUALITY FAMILY OWNED SALES AND SERVICE**

*Specializing in sales and service of high quality pre-owned vehicles*

We are located in central Connecticut's Farmington Valley, and provide service to customers locally, nationally and internationally.

We offer experienced service and sales as well as quality restoration services for Jaguar and other exotic motorcars.

Watch for our company profile in an upcoming issue of *Mesh New England* magazine!

333 Cooke Street Plainville, CT 06062 860-793-1055 [motorcarsinc.com](http://motorcarsinc.com)

We have signed a new UPS Tariff Structure meaning up to a **whopping 65% cost saving** to our customers and **faster delivery** on air services.



For our **U.S.A.** customers!

We are now using the **Express** service for **faster delivery** and **massive savings** on costs of typically 60% over our old prices.



**Example:**

A California customer placed an order for an item costing \$175.39 and weighing 2.2 kg

**OLD** Shipping Rate:  
Via **UPS Expedited**  
**\$132.23**

**NEW** Shipping Rate:  
Via **UPS Express Saver**  
**\$51.70**

Making it a **whopping!!!**

**60-9% CHEAPER THAN BEFORE!**

Note: Weight is the greater of Physical or Volumetric.



**DENIS WELCH MOTORSPORT, YOXALL, BURTON-ON-TRENT, STAFFS DE13 8NA, ENGLAND**

Parts Hotline: +44 (0)1543 472244 | E-mail: [sales@bighealey.co.uk](mailto:sales@bighealey.co.uk)



Aston Martin • Bentley • Jaguar  
Rolls Royce • Ferrari • Maserati

Established in 2007, British Automotive Repair, LLC is a full service repair facility specializing in Jaguar, Aston Martin, Rolls Royce, and Bentley, all models dating from the early 1920s to new. We are experienced and passionate, catering to all of your British automobile needs with exquisite care and attention to detail. As an independent repair facility, every customer can expect a personal, professional approach, all within a clean environment. **Our clients expect nothing less.**



BAMFORD ROSE

British Automotive Repair is the official US supplier and installer of Bamford Rose products. Performance upgrades for Aston Martin cars. **bamfordrose.com**

(480) 596-5247 | 14850 N. 83<sup>rd</sup> Place, Suite A-1 | Scottsdale, AZ 85260 | [britishautoaz.com](http://britishautoaz.com)

# Building the Future of Classic Jaguar.

Moss Motors has taken the reigns of XKs Unlimited. This means a renewed commitment to quality parts and expertise for your Jaguar. Call or visit [XKs.com](http://XKs.com) and see what's new.



Powered by Moss Motors

*XK120, 140, 150 / E-Type / Early Saloons / XJ6/XJS / XK8 / Late Models*

Get our parts catalogs on a FREE CD, or view them online.

800-444-5247 | [www.XKs.com](http://www.XKs.com) | [parts@XKs.com](mailto:parts@XKs.com)



# Dedicated Donors and Great Growth

Coventry Foundation goes from strength to strength

By Craig Kerins and Gary Kincel

Happy New Year, and greetings from the Coventry Foundation. Our officers, board members and volunteers all hope you have had a great 2019, and will have an even better 2020. I regularly remind everyone involved in the operation of the foundation they are both a volunteer and patron, dedicating personal time, talent, and money in support of the foundation's work. I would like to thank all those volunteers for their tireless efforts during the past years. With that in mind, I thought it would be good to update everyone on the activities of the foundation during the past year. It was indeed a good one.

## TOOLS GO WEST

Our tool loan program and technical support efforts, both managed by George Camp, continue to serve the Jaguar enthusiast community on demand and without a hire cost to those using these services.

I am pleased to announce that to better serve our Patrons and JCNA members living on the West Coast and Mexico we have now opened our second library/research center/tool loan distribution point. This new facility is located at the premises of Classic Showcase, 2640 Vista Pacific Drive in Oceanside, California (see page 35). Space for this facility is donated by one of our founding board members and owner of Classic Showcase, Tom Krefetz. We will have two volunteers available at this facility to help with research and the distribution of tools for loan.

## THIRD SCHOLARSHIP

We have awarded our third scholarship to a student taking restoration arts at the Pennsylvania College of Technology in Williamsport, Pennsylvania. The

relationship with the college is managed by another founding board member, Gary Hagopian, and the first permanent scholarship endowment is now 60% funded through the generous donations made by our patrons. One of our donated automobiles, a Series 3 E-Type, is currently being refreshed at this outstanding educational facility.

## EBAY RETURNING DIVIDENDS

Our eBay store is doing very well. We have added thousands of items in a variety of categories that are of interest to Jaguar enthusiasts. The selection of items is extensive and this effort is managed by Mary Lee and Dick Maury, another of our founding board members. Please visit our eBay store regularly as items are always being added. You can go directly to eBay and search Coventry Foundation, or there is a link at the Coventry Foundation website that will take you directly to the store. Other direct links on our website are to the tool loan program and to our Facebook page (which I encourage everyone to join for the most current updates on our activities).

## EXPANDED MUSEUM SPACE AND ACCESS

Thanks to the donation of space by Robert Goldman, chairman of Moss Motors, we have been able to expand our museum area at the Moss facility in Petersburg, Virginia. It now includes two of our donated cars, a significant amount of artwork and a portion of the model car collection that was donated to the foundation by Jerry Turner. This small but classy museum is available for viewing during normal business hours at Moss Motors.

## TAKING ON NEW WORK

The latest news that we are pleased to announce is that the Coventry Foundation has taken over management of the British Sports Car Hall of Fame. After many conversations with HOF founder John Nikas, it was decided that the Coventry Foundation would now manage the activities of the HOF as part of our activities. For those who may not be familiar, the HOF was founded in 2017 with the first class of largely Jaguar inductees announced. The HOF allows us to honor people within the British automotive world in North America for their contributions to the hobby, sport, and industry. Much more to come during the next year on HOF activities. You can visit the website for a taste of the activities so far at the British Sports Car Hall of Fame.

## FINANCES

We continue to depend, more than ever, on the regular contributions of our loyal Patrons, but there are still other ways you can contribute. Several of our members have already signed up at [smile.amazon.com](https://smile.amazon.com) naming the Coventry Foundation, Columbia, South Carolina, as their 'favorite charity,' to receive half a percent of the value of their purchases as a donation at no cost to the purchaser.

Please help! All that is needed from you is 10 minutes of your time to establish a [smile.amazon.com](https://smile.amazon.com) account, or to convert your current account to a [smile.amazon.com](https://smile.amazon.com) account. There are no costs to you and 0.5% of the value of your purchases will be donated to the Coventry Foundation. You must select: Coventry Foundation, Columbia, South Carolina, as your 'favorite charity.' Please go to [smile.amazon.com](https://smile.amazon.com) now, and follow the directions to establish your account



that will result in Amazon's help in growing the pool of technicians available to restore our Jaguars.

### IN SUMMARY...

The Coventry Foundation began with the mission of preserving and promoting the heritage of the great products of Coventry – principally Jaguar cars. It has now become a wonderful repository of tools, memorabilia, literature, and automobiles associated with the marque. There is a scholarship helping to fund the education of students learning the trade of automotive restoration. The foundation has become the go-to source for technical and historic information about our hobby, and having 501(C)(3) status makes all donations tax-free. It is totally independent of Jaguar Land Rover, Ltd. and the Jaguar Clubs of North America... although it certainly compliments both.

Having only a modest eBay store as an income source, the Coventry Foundation has relied primarily on the annual donations of our growing list of individual and club Patrons to fund the organization. This has enabled robust growth and steady improvement in fulfilling our mission.

### THE GREAT LEAP(ER) FORWARD

The time is at hand for a major leap to take the foundation to the next level. We are now in need of transformational giving. The Coventry Foundation has vast holdings of memorabilia, artwork and literature. We now own ten classic Jaguars, most of museum quality. More are on the way. The new museum space in Petersburg, Virginia, the library in Columbia, South Carolina, and the new West Coast facility in Oceanside, California, have finite capacity and cannot yet do these wonderful donations full justice. We need a major facility to serve as a showcase and repository for these gifts and make



*Inspect and verify: Gary Hagopian shows Pennsylvania students under the Series 3 E-Type.*



*The West Wing: California now has a range of tools like this.*

them readily available to our current and future Patrons. We need a large building, such as a defunct dealership in a location with easy access, to become the new Coventry Foundation headquarters. This will take deep pockets from a few contributors and sustained giving from everyone.

Please give this serious thought and join us on this journey of building something for posterity. The Coventry Foundation is on the threshold of becoming truly significant and it is going to take everyone's help to make this dream a reality. Come join the ride. 🚗

# Radiomobile radios for Jaguars (1948-61)

Company in the car

Story by Bob Knijnenburg, pictures by Roger Payne

## INTRODUCTION

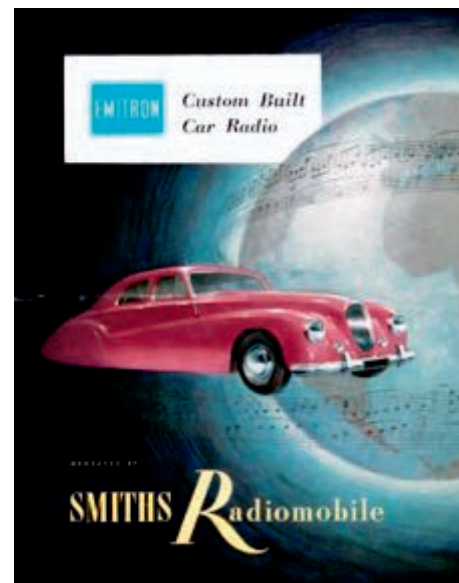
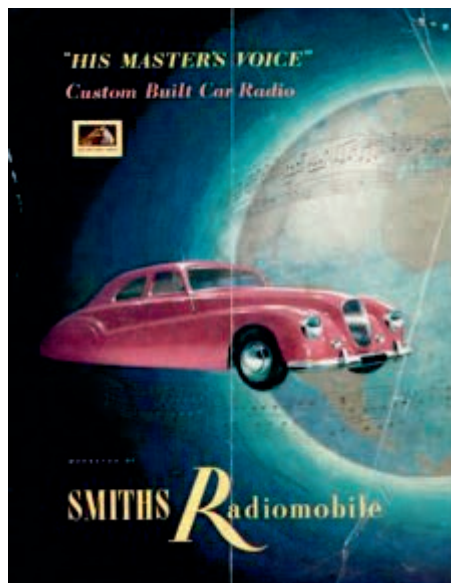
After the war Jaguar offered Radiomobile car radio systems as an 'optional extra.' This article gives the history of the Radiomobile company and the radio systems fitted in Jaguar XKs. In the pre-semiconductor era, radios used valves requiring a separate high voltage supply (over 200v!) that was normally larger than the receiver unit itself. About 1958 the first 'transistorised' car radios appeared but these were in fact hybrids, using a combination of valves and semiconductors and later some transistors.

The development of the radios as used for the Jaguar XK120, 140 and 150 over a period from 1949 until about 1961 is detailed, but the content also applies to contemporary Jaguar saloon models.

## THE RADIOMOBILE COMPANY

Electric and Musical Industries (EMI) was established in 1931 in the UK via a merger between the Gramophone Company and the Columbia Graphophone Company. In 1945 EMI and Smiths Motor Accessories Ltd. established a new company named S. Smith and Sons Radiomobile Ltd. (with offices at Great Portland Street, London) essentially to sell car radios, initially manufactured and developed by the Gramophone Company, part of the EMI group.

Radiomobile planned to use the 'His Master's Voice' brand and call their radios HMV. However, RCA retained the rights to the brand 'His Master's Voice' for North and South America after selling their share in EMI in 1935, thus Radiomobile could not use the HMV brand name in the USA.



Compare the 1953 brochures for UK (left) and USA (right).

Radiomobile radios fitted by Jaguar during production were probably still branded as such, with the HMV logo sometimes on the push-buttons. If a Radiomobile radio was fitted as an aftermarket product in the USA, it was branded 'Emitron.' This brand name was owned and used by EMI for radio exports (components such as radio valves) to North and South America.

The official Smiths statement in their catalogues and brochures regarding this issue was: "In certain countries overseas, notably N. and S. America, these identical receivers are marketed as Emitron Car Radio." However, it seems that with the 1955-introduced 200 series the Emitron name had been dropped and all US-destined versions were from then on Radiomobile-branded, whereas in Europe (including the UK) the two names (Radiomobile and His Master's Voice) were used. The HMV brand name was eventually dropped in 1962 with the introduction of the 600 series, which only existed as a Radiomobile version.

## RADIOMOBILE TYPES FROM 1948-61 AS FITTED TO JAGUARS

This survey of Radiomobile radios should be taken as guidance only, as the precise dates of introduction of the various versions are often unknown, and radios still in stock may have been used in successor Jaguar models.

Original Jaguars are occasionally seen with a Radiomobile model that is not on the list of 'optional extras' as shown in the various Spare Parts Catalogues. Remember that Radiomobile radios were also supplied and installed by Jaguar dealers afterwards, therefore this article includes the descriptions of some Radiomobile models not formally recommended by Jaguar.

## RADIO INSTALLATIONS OFFERED FOR THE XK120

The following radios were available for the XK120 either as 'optional extras' over the period 1949-54 or as a 'dealer option.'



Note that the 100 and 4000 series both had a 'single-unit' construction, consisting of a receiver, a loudspeaker and a power supply (or amplifier); the latter could be detached. Later generations, starting with the 4100/4200/4300 series, were of the 'three-unit' construction: receiver in/under the dashboard and both speaker and amplifier remotely positioned either in the front or the rear of the car, all connected via electrical cables.

### MODEL 100 (1948-51)

The first Radiomobile was named Model 100 (manufactured from 1946-51) and was only installed on the OTS version of the XK120 (and other contemporary Jaguar saloons). This medium and long wave receiver was of the single-unit construction. It received Jaguar part number C.4600. The amplifier unit (part number C.4601; Radiomobile code unknown) was mounted at the



*The typical single-unit construction of the 100 series, but the amplifier at the back could be detached if required.*

back of the receiver and connected via an external cable. The power output of this radio was 3.5 watts and the 5" loudspeaker had 5 ohms impedance. Jaguar used only versions in black (example shown above) but various colour combinations were possible.

Model 101 was identical to the 100 but was supplied without tone control and pre-set push buttons. This version was not in the Jaguar 'optional extras' programme, but may have been installed by Jaguar dealers. 📶

*To be continued...*

PRESERVE JAGUAR®  
HISTORY

**Now Accepting Donations**  
**COVENTRY FOUNDATION**

**Donate Today**

- Classic Jaguar® cars
- Parts
- Memorabilia
- Literature
- Monetary Donations

[www.coventryfoundation.org](http://www.coventryfoundation.org)

**PRESERVING THE ART AND SOUL  
OF VINTAGE SPORTS CARS**

At Sport and Specialty, we are all avid car people who strive to provide true craftsmanship in every job we do.

**Sport & Specialty**  
[www.sportandspecialty.com](http://www.sportandspecialty.com)



THE ALL-ELECTRIC JAGUAR I-PACE

# INNOVATION TURNS ELECTRIC



The All-Electric Jaguar I-PACE combines thrilling Jaguar power and dynamics with the efficiency of an all-electric SUV. Peak electric power takes drivers from 0-60 mph in just 4.5 seconds.\* That's enough power for the city, with the style to match.

**JAGUARUSA.COM**

Vehicle shown: 2020 Jaguar I-PACE HSE. \*Always follow local speed limits. For complete details on vehicle pricing or Jaguar EliteCare coverage, including the new vehicle limited warranty and and claim is based on total package of warranty, maintenance and other coverage programs. © 2020 Jaguar Land Rover North America, LLC



## JAGUAR ELITECARE

---

**5 YEARS 60,000 MILES OF COMPLIMENTARY  
SCHEDULED MAINTENANCE & NEW VEHICLE WARRANTY  
PLUS 8 YEARS 100,000 MILES EV BATTERY WARRANTY**

THE BEST COVERAGE  
AMONG LUXURY BRANDS\*

maintenance coverage, please visit [JAGUARUSA.COM](http://JAGUARUSA.COM), call 1.800.4.JAGUAR / 1.800.452.4827 or visit your local authorized Jaguar Retailer. \*Class is cars sold by luxury automobile brands



# Family Donor Heart Transplant; Part 3

Getting into the guts

By Bob Duncan

We've looked briefly at the rationale for upgrading my gutless XJ6C with a Jaguar V8, but this instalment covers the big stuff. As previously pointed out, this is a major job and we went down a few blind alleys in the process, but having done so, Greg Nel's shop and chief mechanic Chuck Banning know all the wrinkles. There are in fact too many to list in even this 'three part' saga, so anyone wanting a similar conversion would be well-advised to contact them. In fact it would be easily worth the cost of shipping your car to them, since the cost of transportation would be tiny compared to the money spent re-discovering tricks they have already perfected.

## THE BONES AND SKELETON

Building specials can sucker you in. You take a few measurements, decide if unrelated parts can be made to cohabit and after a bit more research you take the initial go/no-go decision. With care, there are few surprises and engines, transmissions and suspension can be roughly aligned and assembled to check for detailed fit. If building from scratch using common parts from catalogs means you can figure out any necessary work-arounds as you go. With reasonable fabricating skills and a straight chassis jig you can quickly bolt a rolling chassis together and install the powertrain.

The XJ6 comes from what could loosely be described as the second generation of Jaguar unibody cars which had light, compact underpinnings designed to produce sleek, svelte bodies wrapped tightly around the structural and passenger payload parameters defining the model in Jaguar's range. Packaging in those pre-laser, pre-CAD days was still an art as much as a science, so there is more room (aka 'wasted space') around some assemblies than the millimeter-perfect pressings and settings of today. The engine bay was designed to accommodate the V12 so there is enough room, with fettling, for the AJV8. The V8 was only Jaguar's



*Chuck Banning drops the rear suspension: easy on a rust-free car.*





*Cutting/resection and rebuilding of the subframe took several trial fits.*



*The left front bulkhead rebuilt with diamond pattern alloy plate. Some would choose steel.*



*Similar surgery on the right side for complex air, liquid and electrical networks.*





*The engine and trans are supported from above whilst checking for fit and position.*



*The conversion could almost be factory: neatness in the unglamorous hidden details betokens a quality build.*



*The front driveshaft hook-up is straightforward once length and position are optimized.*



*The under-hood packaging looks very professional.*





*At the back, the suspension, brakes and drive shaft have to be tip-top to handle double the horsepower.*



*The louvers are functional as well as street-sleeper 'sporty'.*



*Discreet louvers are almost invisible from some angles. The 18" XKR/XJR wheels are less subtle.*





*Inside the entire dash has to come out to make room.*



*Climate control is vastly upgraded.*



*The new interior is a superb blend of old and new. Surely the best-equipped XJC on the planet?*

fourth in-house design, coming after the XK, V12 and AJ6/16. A key target was to make it light, compact and powerful, so it was an obvious choice.

## STAGE ONE

The first stage was to strip the car down to the shell underneath, and here Chuck Banning was on familiar ground.

As shown last issue, the front suspension subframe needed cutting back and re-fabricating to accommodate the very different AJV8 sump and exhausts/catalysts. As is common on first-time

conversions, this is an iterative process, with several trial cuts and assemblies until the location aligns perfectly, with clearance for movement all around. This shows the subframe in an early form, prepared for the V8 mounts.

As well as the subframe under the engine, the tunnel behind it needed relieving so the engine could be mounted at the correct angle to permit a straight mid-laden drive line from crank to differential. This has to be precision engineered to harness around 400 supercharged horsepower

without flying apart at speed. The tunnel modifications are also critical in terms of housing the massive number of cables and control systems that run the X308 and have to be transplanted along with the donor mechanicals.

The revised plumbing is hooked up to the relevant vessels or modules – in this case the newly-installed X308-style tank. The tank fits like a glove behind the back seat replacing the XJC twin panniers. Supercharged models (and V12s) employed twin pumps, and connections are grouped on the left



*A mountain of work for a marvellous outcome. Well done, Bob.*




*This car will not be in your rear view for long...*

side. Using Jaguar parts means the results are often up to factory standard. Interchangeability has its limits but the XJS front seats, for example, seem made for the job. The same applies to wheel swaps but size does matter. For example, 17" XJR 6 wheels fit a Series XJ, but although the 18" XKR/

XJR wheels are Jaguar too, they are substantially larger and wider, meaning some modest modifications are needed to prevent rubbing. On the plus side, being a match to the donor car means the instrument and ECU calibrations are undisturbed. They certainly look the business! The front has Euro 7"

lights, a Euro-style lower grille and the full slim Euro/RoW bumper conversion. Beautiful, but beware 'touch parkers' choosing a space next to you...

If you want a similar conversion for your Series XJ, contact Greg Nels at British Auto Repair LLC, 480-596-5247, or Bob Duncan via *Jaguar Journal*. 



# Book Reviews

New Year reading



## THE COMPLETE BOOK OF JAGUAR: EVERY MODEL SINCE 1935

By Nigel Thorley

An earlier version of this book – itself an update of the original Thorley compendium – was one of the first books reviewed after Mike Cook's retirement. Experts like Mike carry encyclopedic knowledge of Jaguars old and new between their ears, but the rest of us need to use reference books like this.

The very fact that Jaguar remains in business means reference tools need periodic updating. Thorley doesn't take the lazy route of merely adding new models and charging for a whole new book, he revamps the entire volume in size, scope and style. Inevitably a lot of the old press photos reappear, for the simple reason one cannot retrospectively commission new launch-era photography. The increased size of the volume does mean, however, that new pictures are presented at coffee-table book size, adding eye-appeal as well as factual reference material. Whereas the first volume of the "*The Complete Works*" stopped at X300, and the updated one at the XF (from memory), this one includes everything up to the F-PACE and E-PACE, which really does mean that it's as comprehensive as book lead-times can permit.

The organization of material is as one would expect, with a chapter on pre-war Jaguars and another on the post war pre-XK-engined models, with a further ten chapters covering the fifties until today. There are a few proofreading errors of fact in the model summary tables, but these do not undermine the value of this book, which is doubtless destined to become a well-thumbed standard reference. It's not really for reading through, although any Jaguar fan would follow the flow and enjoy the tour. It is, in short, an all-but essential companion for anyone whose interest in Jaguars ranges across the models and the decades to the present day.

Published by Motorbooks, 256 pages, 350 color and b/w photos, \$60 USD and \$80 CAN, ISBN: 9780760363904.



## A CAT TO KILL FOR

By GW Miller

I have to say I nearly cheated on this book review, by skipping through it and giving surface impressions only, rather than reviewing it in depth. It's not a big book, but at 170+ densely-packed pages it's not small either. So although I still read voraciously, nowadays it's mostly non-fiction historical/technical books, or online material. Even the fiction I still read is not murder mystery or detective fiction. Apart from one paperback novel reviewed in *JJ* a few years ago, I have few crime mystery comparators for GW Miller's book, unless you count the various Sherlock Holmes stories. In practice, it took a long airplane journey to create sufficient free time to get me started, and a return trip for it to become quite the page-turner towards the end.

GW's first names are never given, so there is no clue as to the author's gender, but the lead character's name is Gavin, so I wonder about that G? In car terms I felt the book needed a little more 'choke' – being slow to warm up from initial starting. The first character is killed at the end of chapter one and the other victims die in succession during the remaining 20 chapters, but it seemed fairly slow going. It did eventually sustain my interest, however, as a cast of characters (and their cars) was laid out by an author who is clearly well-informed about the classic car scene in general and old and new Jaguar ranges in particular. The book really began firing on all cylinders when the key characters were fleshed out – most of them familiar to the members of almost any JCNA club. It is certainly more of a Jaguar book than the earlier thriller reviewed, where the XK only played a bit part, compared to this book's reference to multiple models and club-related characters and club activities (concours, rallies and slalom) that probably every *JJ* reader would recognize. Even the Jaguar Heritage Trust gets a 'speaking part.'

The plot concerns one of the rare 4.2L Series 3 E-Types, but a full range of Jaguars are mentioned at various points and the story is set largely in upstate New York, with the town of Watkins Glen and the Finger Lakes/Thousand Isles region featuring prominently. I didn't guess 'whodunnit' but fans of the genre may have more success. It was certainly nice to see that Miller did not rely on graphic sex scenes or rough language to maintain tension or keep readers turning the pages. Verdict? Don't buy it for the Jaguar content itself, buy it as a murder mystery story with familiar cars and characters.

Published by Veloce, distributed in North America by Quarto Publishing Group, [qds@quartous.com](mailto:qds@quartous.com), 176 pages, \$12.99 USD and \$16.99 CAN, ISBN: 978178711098. 📖



# Letting Go...

**Joe knows how to react  
in a changing market!**

**Expert advice  
to get full value  
for your classic car.**

- 50+ years **experience** building his own collection and helping others.
- Joe has the **inside track** to marketing secrets, for the best presentation in the current marketplace.
- **Specialist** in antique, classic, muscle, sports cars (especially **XKEs**), Ferrari (1949-1979) & special interest cars.

Joe can be reached 10am-10pm CST, 7 days.  
Tel: 1-847-668-2004 • TYCTALLC@gmail.com  
P.O. Box 280, Highland Park, IL 60035, USA

**TYCTA** L.L.C.  
OWNED BY JOE BORTZ • CHICAGO ILLINOIS

**Save  
This Ad!**

Get 100% of market value with the help of Joe Bortz, your marketing specialist.  
Never a charge for conversation.  
Recommendations happily supplied.



## O.S.J.I.

Original Specification Jaguar Interiors



Fine Handcrafted Jaguar Interiors Since 1980

### Standard Interior Kits

<b>XK120</b>		<b>XK150</b>	
Roadster	\$3717	DHC	\$4206
DHC	2811	FHC	4542
FHC	3813	<b>E-TYPE</b>	
<b>XK140</b>		Roadster SI & II	3063
Roadster	4171	Roadster SIII	2702
DHC	3993	FHC SI & II	3481
FHC	4005	2+2 SI & II	4361
<b>XK150</b>		2+2 SIII	4254
Roadster	3981	call 800.338.8034	

### Leather Seat Covers - pair

<b>XK120</b>		<b>E-TYPE</b>	
Front Seats	\$1112	Front Seats	\$880
<b>XK140</b>		Rear Seats 2+2	997
Front Seats	1370	Headrest Covers	171
Rear Seats	270	<b>MKII Saloon</b>	
<b>XK150</b>		Front Seats	1272
Front Seats	1197	Rear Seats	1642
Rear Seats	270	<b>MKIX Saloon</b>	
Call for models not listed - 800.338.8034		Front Seats	1686
		Rear Seats	1719

### Interior Components

Carpet Sets  
Underfelt Kits  
Door Panels  
Headliners  
Console Retrim Kits  
Original Hardura  
Convertible Top Boots  
visit [osjl.com](http://osjl.com)

### Factory Installation

Send your seat frames or complete car to our Muncie, Indiana Factory trim shop for installation perfection!  
Call for quote  
800.338.8034



OSJI.COM

amy@muncie-imports.com

800.338.8034



# Jaguars at Saratoga

A new tradition in the northeast region

By John Corey and Andy Mair

Every August, the city of Saratoga Springs in upstate New York is host to thoroughbred racing at its world-famous flat track. But that's horses. Saratoga is also home to the Saratoga Automobile Museum (<http://www.saratogaautomuseum.org/>), which also celebrates horsepower! And last year, on August 23-25, the fifth annual Jaguars at Saratoga event, sponsored by the Capital Region Jaguar Club of New York, was held there. This three day, international gathering began with a spectacular dinner feast at the Prime restaurant on the Saratoga National Golf Club grounds (<https://saratoganationalevents.com/restaurant.php>).

The following day, Travers Day at the flat track, Jaguars classic and modern, both street and track, gathered at the museum. Entries came from all over the northeast and from as far away as Wisconsin and Montreal, Canada. The field of 43 outstanding cars included three C-Types, two original and one Proteus reproduction, as well as a D-Type, XKs and XJs of many varieties and vintages, several E-Types and three Mark 2s. The day also included presentations: a detailing clinic, restoration discussion, resto-mod methodology, and display of current Jaguar offerings including the electric I-PACE to try out. Museum admission was included for registered participants, who saw the current displays featuring Cars of the Sixties and some consigned entries for the upcoming Saratoga Auction (notably including a pristine Lamborghini Miura).

Awards issued were Lyons King (best Classic Jaguar) to Christopher Emdin (1973 XJ6), Modern Masterpiece (best newer Jaguar) to Meryl Day (2016 F-TYPE), Field Favorite (Peoples' Choice) to Bob & Judy Quant (1958 XK150 roadster), Superlative Sojourner (Greatest distance traveled) to Fred



*Even the replicas are classy (one C and Jim Taylor's XKD 515 are real).*



*Tom Jaycox's real C did real good, winning Best of Show.*



*Does his head go to the top of that hat? The horse inspects...*





*The classics catch some rays.*



*The moderns prefer shade.*

Johnson (Wisconsin, 2014 F-TYPE), and Competition Colossus (Best of Show) to Tom Jaycox (1953 C-Type, XKC 034). In a nice collaborative touch of the kind we should be encouraging, the third day included a guided driving tour with the Adirondack Triumph Association (ATA). The route went through the Saratoga battlefield (the turning point of the American Revolution, <https://www.nps.gov/sara/index.htm>) at

the Saratoga National Historical Park. Local historian David Van Aken spoke about the action there, at the several stops along the loop of this beautiful, historic landscape.

All in all, a wonderful three day late summer event with congenial folks, good food, beautiful venues, and of course, great cars. We invite you to mark your calendar and join us for next year's Jaguars at Saratoga. August 29, 2020 is show day. 🍷

## Classic Showcase is the Jaguar Collector's Resource. Spectacular Jaguars Now Available



1951 XK-120 'LT1' 3.4L OTS VIN: 671751



1961 XKE SERIES I 3.8L FHC VIN: 885041



1954 XK-120 SE 3.4L OTS VIN: S674424



1961 XKE 3.8L OTS VIN: 875781



1958 XK-150 3.4L FHC VIN: S834923BW



1965 XKE SERIES I 4.2L OTS VIN: 1E10502



1958 XK-150 3.4L OTS VIN: S830667DN



1966 XKE SERIES I 4.2L FHC VIN: 1E32792



1959 XK-150 S 3.4L OTS VIN: T831604DN



1967 XKE SERIES I 4.2L OTS VIN: 1E13274



1962 MARK II 3.8L SEDAN VIN: P218990BW



1966 XKE SERIES I 4.2L OTS VIN: 1E10843





**JCNA 62nd  
Annual General Meeting  
At the Fabulous Harrah's  
Hotel and Casino  
Las Vegas, Nevada  
March 19-20-21 & 22, 2020**



**Board of Directors, Delegates, and Guest Registration Form**

**NOTE: YOU must also fill out and submit the JCNA Delegate/Proxy Form**

Name: _____	Director: <input type="checkbox"/> Delegate: <input type="checkbox"/> Member/Guest <input type="checkbox"/>
Address: _____	Club: _____
City, St, ZIP _____	Email: _____
Home Phone: _____	Cell phone: _____
Name: _____	Director: <input type="checkbox"/> Delegate: <input type="checkbox"/> Member/Guest <input type="checkbox"/>
Address: _____	Club: _____
City, St, ZIP _____	Email: _____
Home Phone: _____	Cell phone: _____

Only two voting delegates are permitted from each JCNA affiliate club. There is no restriction however on the number of members wishing to attend all related AGM activities. This invitation is extended to all affiliated club members and their guests wishing to attend the 2020 AGM.

Harrah's Hotel Reservations: On-Line reservations, <https://book.passkey.com/go/SHJAG0>.

Phone reservations, 800-214-9110, are an additional \$30. Be sure to say you are with Jaguar Clubs of North America to get the \$185 a night rate.

Registration closes as of March 1, 2020, and availability of activities may be limited after that date. Registration can be accomplished by one of two methods:

- Method 1 – Go to online registration at <http://rockymountainjaguarclub.org/2020-agm-las-vegas/> register for your selections, and pay online.
- Method 2 - Print out this form, complete the above blanks, and mail with a check for the registration fee total from the below worksheet to:

**Rocky Mtn. Jaguar Club – 2020 AGM, 8137 Zang Street, Arvada, CO 80005, [dkennedy@ecentral.com](mailto:dkennedy@ecentral.com), 303-489-3944**

Event	Qty	Per Person	Sub-total
Thursday Day, Vegas on your own*			
Our own tour buses to the following will be available: Neon (vintage Vegas signs) Museum \$20, Celebrity Cars-Free, Shelby Museum-Free		N/C	
Vegas shows make reservations on your own: The Beatles Love-Mirage, Cirque du Soleil-Bellagio, Mystere Cirque du Soleil, Many Others, Check on-line Listings		N/C	
Friday JCNA Board Meeting 8-4			
Friday JCNA Concours Seminar 3-5		N/C	
Friday JCNA Welcome Cocktail and Hors d'oeuvres 5:30-7:00		\$60	
Saturday AGM delegate registration (includes breakfast & lunch)		\$100	
Saturday <b>Non-Delegate</b> AGM Breakfast		\$48	
Saturday <b>Non-Delegate</b> AGM Lunch		\$60	
Saturday Non-AGM Attendees, Enjoy the Vegas Strip on your own			
Saturday Rallye/Slalom Seminar 3-5		N/C	
Saturday Evening JCNA Awards Banquet and Program		\$80	







# INTERNATIONAL JAGUAR FESTIVAL

*October 28 - November 1, 2020*

**'SOUTHWEST FLORIDA STYLE'**

**MARRIOTT SANIBEL HARBOUR RESORT & SPA**

Fort Myers, Florida

*Hosted by*

**JAGUAR CLUB OF SOUTHWEST FLORIDA**

**JCNA SANCTIONED – IJF SCENIC TOUR – IJF RALLY and SLALOM  
and MUCH, MUCH MORE!**

# MARK YOUR CALENDARS NOW!!



**CONCOURS SPONSORS**





# Sports and Racing CARS

Fine Art

- Limited editions
- Archival quality paper
- Brushed aluminum
- Large-scale displays
- Over 150 cars to choose from



W: [sportscarart.com](http://sportscarart.com) P: (802) 558 - 9769



## MOTORCAR SERVICE

*Fine Automobile Service & Restoration*

*Jaguar Specialists*

- \* Routine service to full diagnostics and rebuilds of all British and European late model cars
- \* Minor project work to full concours-winning restorations
- \* Safe, clean and dry storage
- \* Consignment sales of collectible cars
- \* Performance improvements for street use
- \* Full race preparation, track support and transport of all foreign and domestic vintage cars

*Home of the Jaguar Racing XKEs*

4 Holmes Road  
Lenox, MA 01240

Tel. (413) 499-6000  
Fax (413) 499-6699

[www.donovanmotorcars.com](http://www.donovanmotorcars.com)  
[info@donovanmotorcar.com](mailto:info@donovanmotorcar.com)



Original  
Specification  
Jaguar  
Interiors



## Muncie Imports & Classics

*"Quality Care for Quality Cars"*



### Award Winning Restorations

#### Interior Restorations

- Handcrafted Jaguar Interiors & In-House Installation
- Custom Upholstery Work

#### Paint & Body

- Metal Fabrication
- Frame Straightening
- Paint Correction
- Parts Reconditioning

#### Mechanical Restorations

- Custom Updates



4301 N OLD STATE RD. 3, MUNCIE, IN, 47303

[muncie-imports.com](http://muncie-imports.com) (800) 462-4244 | [OSJI.com](http://OSJI.com) (800) 338-8034 | [mic@muncie-imports.com](mailto:mic@muncie-imports.com)



We stock a full line of Name Brand parts including: • Robbins Auto Tops • Dayton Wire Wheels  
• Lucas/Girling Electrics • Martin Robey Sheet Metal & Frame Parts for E-Types  
• A Full Line of Rebuilt Terri-Tuff Water Pumps and Steering Racks for most Jaguars

We also carry a full line of Vintage Performance Parts for all the 6-cylinder Jaguar Engines!

Including:  
Race Tuned Engines  
Aluminum Flywheels  
Weber Carburetors

TJP

## Terry's Jaguar Parts

5850 Stadium Drive, Kalamazoo MI 49009 U.S.A.  
In the U.S.A.: 800-851-9438 Canada: 800-851-8986  
Tel: 618-439-4444 Fax: 618-438-2371  
email: jagsales@terrys-jag.com  
Call For a Free Catalog or Request One Online: [www.terrys-jag.com/catalog.html](http://www.terrys-jag.com/catalog.html)

Remember to mention  
*Jaguar Journal*  
when responding to our advertisers



## Cooper Classics LTD

137 Perry Street, NY, NY 10014

p: 212-929-3909

[sales@cooperclassiccars.com](mailto:sales@cooperclassiccars.com)

We Buy:  
Classic Jaguars

	XKE	
XK 120	MK 2	MK 7
XK 140	MK 4	MK 8
XK 150	MK 5	MK 9

## WOODWORK

Refinishing, Reveneering and Repair

*How is your woodwork looking?*

CHIPPED, SCRATCHED, CLOUDY, CRACKED  
OR DELAMINATING?

**We can restore it to "Showroom" Condition!!**

We are Jaguar Cars' "Factory Authorized Wood Trim Repair Center" and provide this service for *hundreds* of dealerships and classic car specialists nationwide.

### Factory Direct Pricing

Since 1982, we have proudly operated the nation's #1 "factory authorized" facility for complete restoration, refinishing, reveeneering and repairing of automotive woodwork, whether 40 years old or from last year's model. Phone estimates available.

✓ "Concours" Quality ✓ Expert Color/Veneer Complementing  
✓ Fastest "Turn Around" ✓ Unsurpassed Service

**Madera Concepts® . . .**

*. . . Automotive woodwork is all we do!*

55-B Depot Rd., Goleta, CA 93117

Toll Free: 800-800-1579; Fax: 805-962-7359

[www.maderaconcepts.com](http://www.maderaconcepts.com)

## COOL DOWN YOUR KITTY!

- Stops 1000° Heat
- Lowers Sound
- Follows all Contours
- Easy to Install
- Pre-Cut Kits or Bulk

**Pre-Cut Jaguar Floor Insulation Kits**

- 97207 - XKE
- 97218 - V-12
- 97254 - '54-'57 XK 140
- 97231 - '57 2+2

**Also available in 30" wide rolls!**

**KOOLMAT**  
HI-TECH HEAT INSULATION  
877-566-5369 • [KoolMat.com](http://KoolMat.com)

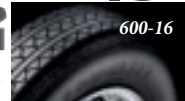
## LUCAS CLASSIC TIRES

**PIRELLI**

**Stella Bianca**

Perfect for your Jaguar

XK120, XK140,  
XK150



"V" Speed Rated  
Now In Stock

2850 Temple Ave. Long Beach, California 90806

800-952-4333 • 562-595-6721

[www.LucasClassicTires.com](http://www.LucasClassicTires.com)

Seriously,  
any condition.



Alex Manos buys classic cars.

1-877-912-0007

[alex@beverlyhillscarclub.com](mailto:alex@beverlyhillscarclub.com)



Alex Manos buys E-Type, XKE, XK120,  
XK140, XK150, SSK, MK IV, MK V

Any Classic Jaguar. Any Condition.

Top dollar paid | Any condition  
Pick up anywhere in the USA

## REMINDER

Ad Deadline for  
March/April 2020  
issue is Friday,  
January 3, 2020.

# Auction News

## Does color really matter to the market?

By Ramsey Potts

Most of us have heard the opinion that choosing a color for a car is a purely subjective decision. While color might be simply a personal choice for daily drivers, it is often far more important of a choice for Jaguar fans and, frankly, for fans of almost any classic British car. The best color for your car is undoubtedly the one you want. However, the auction market can sometimes tell us what current trends are favoring.

People are often shocked to learn that for most serious collectors; color often outweighs options and equipment when considering the purchase of a classic Jaguar. In fact, the subject of color is one of the top three determinants of desirability, and ultimately of value, for a collectible car. I believe the other factors to be low original mileage and overall condition, especially of the drivelines in our beloved British cars. While rarity is certainly important in terms of collectability, select cars simply look better in certain shades. For instance, an E-Type in Opalescent Silver Blue or even Cotswold Blue with a red interior is currently a very popular color combination. As a result, this combo can fetch as much as 10 percent more than a similarly-equipped example in red or gold.

Is that surprising? Not if you take a careful look at the car. An Opalescent Silver Blue E-Type is almost electric! It seems to glow and the sharp contrast with the red interior only further makes

the colors pop. Any concours-level car detailer will tell you that 'contrast' in every part of the car is a critical element to success on the show field and usually translates to stronger values on the open market.

Of course, as tastes change and popular styles are influenced by forces outside of the car industry, colors continually cycle. While British Racing Green Jaguars may seem the 'proper' hue, gold, brown and other earth tones were the dominant car colors of the late '60s and mid-'70s when the SII and SIII E-Types were in production. Greensand, a color many dislike today, was everywhere in the XJ and E-Type brochures, so Jaguar obviously felt it was highly fashionable at the time.

While it may seem apparent that most collectible cars should be certain colors, the question arises as to whether some cars should be repainted a 'money color' for maximum value. Here, the question is a bit more complicated and really depends on the long-term goals.

It is true that original color is not as important to you if you fancy yourself a more mainstream Jaguar enthusiast or someone who owns and enjoys their car just for the mechanical marvel that it is. So, if you plan to keep and enjoy your car long term, you should paint it a color you love. Any potential depreciation due to a lack of originality will be offset by the pleasure you derive

from pulling up in the car. I certainly appreciate original color and as a RM Sotheby's Car Specialist, spend quite a bit of time explaining how it impacts value. However, my next E-Type will be Pale Primrose, not because it's popular, just because I like it.

If, however, you want to maximize the value of the car, return it to its original shade unless it is one of the truly unappealing colors. The serious collector will appreciate the originality, even if the car is a respray. This goes for any era Jaguar and probably for almost any of the varied body styles offered.

While no one wants to think about selling their beloved Jaguar, at some point it will change hands. Don't wait to consider the color of your cat until it's too late. Whether you are looking to add a classic to your collection or are contemplating a restoration that will include paint, remember: color really does matter. 🐾



1969 Primrose Series 2 OTS sold for \$67,100 at Fort Lauderdale. © Theodore Pieper 2019, RM Sotheby's.



1962 Opalescent Silver Blue Fixed Head Coupe. Sold for \$179,200 in Amelia Island. © Erik Fuller 2018. RM Sotheby's.



# Tales from the Trade

Ruling the bends, or bending the rules?

By Peter Crespin

Near the bottom of the motoring food chain, just above dismantlers, are the sellers who trade in vehicles that only just run, steer and stop – not necessarily all three simultaneously. Private sellers are able to operate and trade below even that meagre standard, and young people form, or used to form, a ready market for such ‘bangers.’ Road legality is not required for off-road use, so it is no surprise that farmers with their own land, or rural youngsters with access to open spaces, are often well-represented in off-road disciplines. In the towns and cities, access to open land is restricted but clunkers on two wheels and four are usually plentiful.

In line with the aging-out of many old-school car enthusiasts, there seems to be a corresponding decrease in popularity of the mechanical arts in an age of electronic alternatives. There are still kids coming up through the ranks, however, and it's interesting to speculate about some common trends – real or imagined. Working anti-chronologically, how did today's connoisseurs and experts start out? Were they born collecting Jaguars and restoring them to concours-winning standards, or did they cut their teeth on old lumps and bitsas?

Taking a sample of young people with more enthusiasm than money, let us suppose each one starts out with a non-running vehicle that is vaguely complete. One of them might investigate logically why the engine does not work and get it to run well enough to carry him/her around the fields or backstreets and experience the magic of (modest) speed and (imperfect) control. Let's call him The Engine Guy.

A second experiences some buyer's remorse when the morning after the deal shows just how many parts are missing and what they'll cost to replace. Gloom turns to joy, however, when he/she realizes that instead of replacing expensive fancy parts, they could strip the machine down further and get a lighter, quicker, faster-stopping vehicle. Selling the stripped-out parts might

even allow trade or purchase of some performance mods to save even more weight or gain power. Let's call this person The Racer.

The third youngster has spent days and weeks finding out everything they can find out about their vehicle. They drool over catalog pictures and magazine features, with cut-out pages stuck all over their bedroom and high school locker. They imagine what it must feel like to drive off the dealer's lot in a beautiful fresh XYZmobile and how nice it would be to clean and polish good bodywork, instead of chasing rust in every seam and trying to match five different shades of the same color on adjacent panels. Happiness is a warm concours trophy in their future. Let's call him/her The Restorer.

There are no hard demarcations, of course. The Engine Guy would happily work on stock engines, with show finish, if it funded development of his race engine and a range of bolt-on goodies. The Racer might leave some extra weight unstripped, or use beefier components for endurance rather than sprint races, and the Restorer might use non-standard parts for reasons of availability or aesthetics.

The fun starts when the context predominates. The Restorer might drop down to Driven division after a couple

of years chasing Champion honors, and suddenly different standards apply. The Engine Guy might switch out a standard transmission and retrieve some megabuck rods or pistons, to detune his previous hot build after a move to the city. The Racer may deliberately scuff some trim or invent battle scars by ‘distressing’ a glass-perfect paint job. In the two-wheel world you can even see people abrading the sides of their new race tires to pretend they bank over much further than they ever will in reality. Whether it's a case of fooling judges, saving money, or psyching out a competitor, there are all sorts of characters in the historic vehicle game.

But unlike the other British Leyland era brands, JLR is still producing cars, so competition on the circuit and in the market continues. When jumping from, say, 300 hp to 450 hp is just a case of adjusting the software, how is a scrutineer or track marshal supposed to detect irregularities? It's clearly no longer enough to move a gear stick to feel for an ‘illegal’ fifth gear. Meanwhile, with newer members generally having newer cars, there will doubtless be ingenious new characters gaming the system and causing rethinks of previously-accepted social mores. Welcome to the world of ever-evolving, living, car marques. Better that than the alternative. Here's to a successful 2020 for Jaguar. 🍀



*High-tech components (left) can be transferred from one engine to the next if circumstances dictate.*

## AD INDEX

Ace Peak Plates .....	43
Beverly Hills Car Club .....	39,43
British Automotive Repair .....	19
British Marque Car Club .....	42
Classic Showcase .....	35
Cooper Classics LTD .....	39
Coventry Foundation .....	23
Denis Welch Motorsports .....	18
Donovan Motorcar Service .....	38
Gullwing .....	43
J.C. Taylor Insurance .....	43
Jaguar Land Rover North America .....	24, 25, 48
Jose Romero/Driversource .....	43
Koolmat .....	39
Lucas Classic Tires .....	39
Madera Concepts .....	39
Motorcars Incorporated .....	18
Muncie Imports & Classics .....	38
Original Specification Jaguar Interiors .....	33
SNG Barratt .....	47
Speed & Sport Chrome Plating .....	43
Sport & Specialty .....	23
Sports Car Art .....	38
Steve's British Connection .....	43
Terry's Jaguar Parts .....	39
TYCTA, LLC .....	33
Welsh Enterprises, Inc. ....	2
XKs Unlimited .....	19

Classified ads are FREE to members and subscribers. No charge for photos. Ads and photos accepted subject to space availability. Send ad, photo (if desired) and payment in US Dollars **four weeks before issue date** to: **Jaguar Journal** 9435 Watkins Road, Gaithersburg, MD 20882. 910-398-3620, Text and photo may be e-mailed to [pcrespin@jcna.com](mailto:pcrespin@jcna.com). Include member/subscriber number from label. Non-member ads \$20. Commercial classified \$40/inch. Contact Diane DuFour: [ddufour@jcna.com](mailto:ddufour@jcna.com). **No credit cards.**

**Fancy British cars, do you?**

Then you should be reading **British Marque Car Club News!**



- 40 pages an issue, 11 issues a year
- Available in print or on-line
- News from dozens of British car clubs coast to coast
- Columnists from the USA & UK
- Classifieds & Calendar
- Download a free sample copy from our website!

British Marque Car Club News  
5 Old Nantowille Rd.  
Harrisville, RI 02830  
[www.britishmarque.com](http://www.britishmarque.com)

## CLASSIFIEDS: FOR SALE



**1976 XJ6C** In good shape with replaced engine by Jaguar specialist due to severe damage. Seats have been reupholstered by pro. No tears. Good body with replaced vinyl top. Located in Johnstown, PA. Call 814 539 6456; email [tr4guy@aol.com](mailto:tr4guy@aol.com) \$11,500 buys it

**2008 Super V8.** 4.2 supercharged V8, Lunar Gray Metallic, Ivory leather/walnut trim, 99,300 miles. All available options installed, e.g., rear media, adaptive cruise, sat nav, rear reclining and heated/cooled seats, heated steering wheel, last of the X358 series, lots of power. Excellent condition, lots of preventative maintenance, no expense spared \$15,000, Call 919-308-0476, or email: [barry.i.moore@gmail.com](mailto:barry.i.moore@gmail.com)



**1959 Jaguar XK150S Fixed Head Coupe.** Very rare. Only 149 Left Hand Drive FHC "S" Models produced and of those only 87 were imported into USA. "S" model triple SU's, straight port, 9:1 CR, overdrive and other upgrades. Restored in 2015-2017 JK Restorations in Imperial Maroon exterior and Tan interior, described in eleven part series in International XK Gazette. Won multiple championships. \$225,000 - View by appointment in Florida 772-713-3996



**2017 F-TYPE R V8 Coupe.** Ex Richard Darnell, late JOCLA President. White, 7,500 miles only. Contact his son Scott Grossberg at: 909-483-1850; email [sgrossberg@hotmail.com](mailto:sgrossberg@hotmail.com).



**1998 XK8 Convertible.** Metallic red over tan interior. 76,000 miles, thousands invested, first place in a 2018 concours, Recent fuel pump, computer and battery \$12,500 cash. Florissant, MO. Call (no texts) Dave, 314-895-3416.



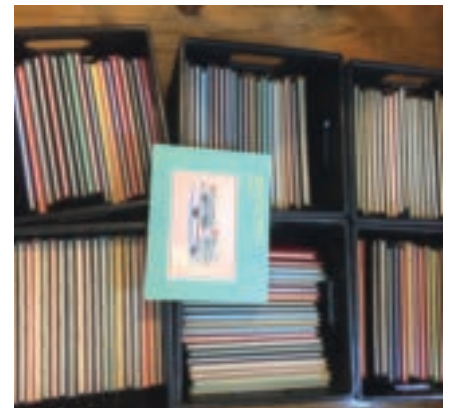
**Model Jaguars.** A collection of 87 vintage Jaguar die-cast model cars. Scale varies: 1:18, 1:24, 1:43. Museum quality. Extraordinary detail. Catalog available. Contact: [sbenja1015@att.net](mailto:sbenja1015@att.net)



**1965 S-Type 3.8 manual overdrive.** 16,000 original miles. Engine and gearbox removed for rebuild, but instead they stayed in dry storage with the car since 1972. Original tools, case and jack. Maroon paint, black interior. \$6,000. 860-453-4181.



**1957 XK 140 OTS** Excellent strong driver following restoration in 2006 which included engine rebuild, bare metal repaint, new interior, top, chrome, wiring bundle etc. Driven less than 7000 miles since restoration. Multiple first place wins at June DVJC Jaguar Concours - driven class. \$86,000. Contact 215-542-9941, [rocstellato1@verizon.net](mailto:rocstellato1@verizon.net)



**AUTOMOBILE QUARTERLY** Hard Cover Books, Volumes 1-30 (120 books). Excellent Condition \$1,900.00. Call Richard 413-562-3242

**XJS Lattice wheel,** (No Photo Available) excellent condition, \$125. Contact Don at 561-622-7719; email: [florentine382@hotmail.com](mailto:florentine382@hotmail.com).



**SPORTING JAGUARS WANTED**

All SS & XK Series #, C, D, SS, E  
Any condition - Any U.S. location  
Finder's fees gladly paid.

Jose Romero  
281-497-1000  
jose@driversource.com

**CARS WANTED**

Wanted: Triumphs, TR2, TR3, TR4, Jaguar XK, E-TYPE, MGT Series, MGA, Austin-Healey, Riley, Mercedes SL's, Porsche, Mustang, Alfa Romeo, Singer, Corvette

**WILL PAY THE MOST. ANY CONDITION, ANY LOCATION, ALWAYS PAYING FINDERS FEES.**

**STEVE'S BRITISH CONNECTION**  
630 553-9023. E-mail: sbcinc@aol.com  
www.stevesbritishconnection.com

**Seriously, any condition.**

**Alex Manos buys classic cars.**

**1-877-912-0007**

alex@beverlyhillscarclub.com

E-Type, XKE, XK120, XK140, XK150, SSK  
Any Classic Jaguar. Any Condition.  
Top dollar paid | Any condition | Pick up anywhere in the USA.

Please mention *Jaguar Journal* when responding to adverts.

**WANTED JAGUAR**

XKE S-I, S-II, S-III Coupes & Convertible,  
XK120, XK140, XK150,  
MK II, MK IV, MK V, SS1, SS100.

Any Condition - Any Location in the US  
Finder's Fee Paid



**1-800-452-9910**

**Call Peter Kumar**

PeterKumar@GullwingMotorCars.com

**Chrome Plating**

**15-DAY SERVICE**

Specializing in

**CLASSIC CARS**

- Over 20 Years of Show Quality Plating -

**Speed & Sport Chrome Plating**

404 Broadway, Houston, Texas 77012

(713) 921-0235 - CRAIG BIERMAN

sales@speedsportchrome.com - www.speedsportchrome.com

**ACE PEAK PLATES**

Now available direct from the manufacturer, original, diecast, polished and riveted, aluminum Ace Peak Plates.



*All letters  
& numbers  
in stock.*

*This product is completely manufactured in Ireland on original  
60 year old Ace Peak moulding and finishing machinery.*

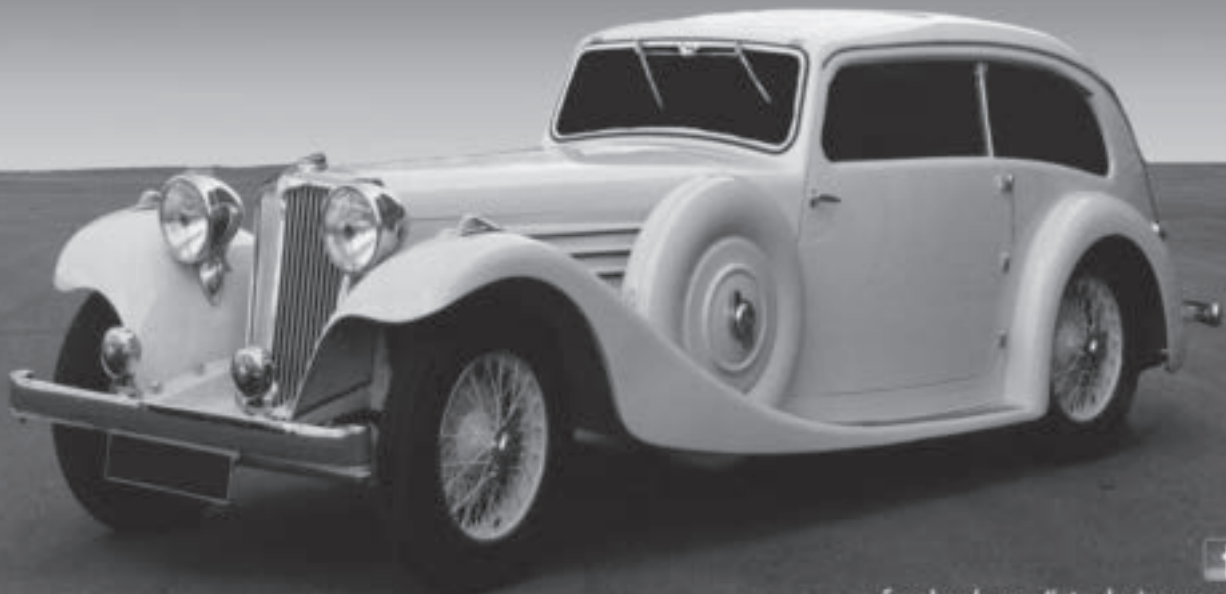
www.acepeakplates.com info@acepeakplates.com

Landline: 011 353 (1) 452 3206

1-888-ANTIQUE

JCTAYLOR.COM

**INSURING YOUR VEHICLES  
FOR OVER 50 YEARS**



facebook.com/jctaylorinsurance

# JCNA Board of Directors



**Jaguar Clubs of North America**  
500 Westover Drive, No. 8354  
Sanford, NC 27330  
JCNA Website: [www.jcna.com](http://www.jcna.com)

**Executive Committee** (Only the president, vice-president and elected member are voting members of the Executive Committee.)

**President:** Les Hamilton, 9 Sommerset Vale, Monterey, CA 93930. [Les@Jags.org](mailto:Les@Jags.org); 408-759-2921

**Vice President:** Mike Meyer, [mhm2@roadrunner.com](mailto:mhm2@roadrunner.com)

**Elected Member:** Dave McDowell, [xjjags@gmail.com](mailto:xjjags@gmail.com)

**Secretary:** Bob Matejek, [bmatejek@jcna.com](mailto:bmatejek@jcna.com)

**Legal Counsel:** Rob Thuss, [rob@thusslawoffice.com](mailto:rob@thusslawoffice.com)

**Past President:** Jack Humphrey, [jagluver2@cs.com](mailto:jagluver2@cs.com)

**Honorary Vice President:** Kim McCullough

**Treasurer:** Bill Sihler, [treasurer@jcna.com](mailto:treasurer@jcna.com)

**Administrative Manager:** George Camp, [scjag@juno.com](mailto:scjag@juno.com)

**Assistant Administrator:** Cara Dillon, [asst@jcna.com](mailto:asst@jcna.com)

**Jaguar Designated Director:** Fred Hammond, [fhammond@partner.jaguarlandrover.com](mailto:fhammond@partner.jaguarlandrover.com)

## REGIONAL DIRECTORS (Date beside name denotes term end)

### NORTHWEST

(Ca XK JR, JDRC/NWA, JOCO, Pac JEG, JCC Vict)

**Kurt Jacobson** – 3/2021–[kurtjacobson@gmail.com](mailto:kurtjacobson@gmail.com)

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

### SOUTHWEST

(Sacramento JC, JAG SF, JOCLA, San Diego JC, JC S AZ, JC Cent AZ, Reno JC, Wasatch Mtn JR, Inland Emp, Rocky Mtn JC, JC S CO, JC N AZ, JCNM)

**Mark Mayuga** – 3/2020–909-772-1075, [markmayuga@att.net](mailto:markmayuga@att.net)

**Les Hamilton** – 3/2021–9 Sommerset Vale, Monterey, CA 93930, 408-759-2921, [Les@jags.org](mailto:Les@jags.org)

### NORTH CENTRAL

(JC Pittsburgh, JC Ohio, JC Cen. Ohio, JAG Mich, Il. Jag Club, Wisc J Ltd., OJOA, JDC Area 51, JA Grtr IN, Susq VJC, JC Grtr Cincinnati)

**Mike Meyer** – 3/2021–8134 Crystal Creek, Sagamore Hills, OH 44067, 330-998-0018, [mhm2@roadrunner.com](mailto:mhm2@roadrunner.com)

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

### SOUTH CENTRAL

(JC, JC Tulsa, JC Cent Okla, JA Grtr St. Louis, HOAJC, JOAN Tex, JC Austin, JC Houston, San Antonio JC, Gulf Coast JC, Mexico City)

**Dave McDowell** – 3/2021–1208 Derbyshire Ln., Carrollton, TX 75007, 214-649-5275, [xjjags@gmail.com](mailto:xjjags@gmail.com)

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

### NORTHEAST

(CRJCN, NCJOC, Del Val JC, Empire Div., JDC LI, JA Grtr Buff, JA Cen. NY, JTC, JCSNE, JANE, Ottawa JC, Jag Auto Grp)

**Bill Beible** – 3/2020–473 Fairmont Drive, Chester Springs, PA 19425, 610-223-1051

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

### SOUTHEAST

(JC FL, JC SW FL, S FL JC, Sun Coast JC, S Carolina JS, N Ga JC, Carolina JC, Va JC, Grtr Nash JS, S Mtn JC, JCCNFL, N Ala JC)

**Craig Kerins** – 3/2021–4 Salt Marsh, Fernandina Beach, FL 32034, 706-726-0434, [craigkerins@knology.net](mailto:craigkerins@knology.net)

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

## JCNA COMMITTEES AND MEMBER SERVICES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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





# Events Calendar

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

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

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

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

**May 23, 2020:** The Susquehanna Valley Jaguar Club will hold its 13th annual Concours d'Elegance at Sunset Lane Park in York, Pennsylvania, on this date. JCNA

rules will be used and trophies awarded in Champion, Driven and Special classes in addition to Dealer's Choice and Spirit of the Concours awards. 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. Air-conditioned restrooms are on the grounds in a park setting. There will also be an informal dinner on Friday evening at FenderZ Grill & Pub (inside the Wyndham Gardens) in York. Chief judge/contact: Dave Hershey, 717-846-0642.

**May 24, 2020:** Jaguar Forums UK Convoy & Meet 2020. Welcome to our Jaguar Forums UK Great British Day Out for Jaguar Owners' 2020. We have been running this event for seven years now, and this will be our largest event ever, as we build up to our 2021 10th anniversary event. Our Great Day Out is literally a great day out for everyone from petrolheads to families, and consists of a convoy/drive element, as well as our main event. The convoy/drive takes you through the glorious Sussex and Surrey countryside, and the main event is at the largest wine estate in England, Denbies! You can meet the clubs and forums that will support you for the life of your Jaguar, specialists that cover almost every aspect of your Jaguar, can attend talks teaching you how to look after your Jaguar even better, enjoy show prices on must-haves, and win prizes and class awards plus meet other Jaguar owners from around the UK and Europe and get to check out Jaguars spanning over 80 years of production! Our event has a registration fee of £5. Your registration fee includes: free entry on the day, free entry in the prize drawing, and the option to enter the free Christmas competition. If you need accommodation in order to attend, we have a unique attendee-only deal, offering you great fixed price rooms, with guaranteed availability, just

minutes from the start point. If you have travelled some distance and are without your Jaguar, we will team you up with a British Jaguar owner that is attending so you still get the full Jaguar experience with us. Our website at [www.solidlinux.co.uk](http://www.solidlinux.co.uk) carries all the event info, historical info, discounts, reviews, features and more right through the year!

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

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

**August 1, 2020:** The Jaguar Club of Ohio's 48th annual Concours d'Elegance will be held on Saturday, August 1, 2020, at the beautiful campus on the front lawn of Ursuline College in Pepper Pike, Ohio, from 9 a.m. to 4 p.m. There will be music, a DJ, a \$1,500 raffle gift, door prizes, food and ice cream. This year in conjunction with the JCO Concours we will be

holding our 3rd annual European Auto Show with more added cars and fun. Come the night before to our Friday, July 31, 'Hospitality Night' at Fairfield Inn & Suites, Beachwood, Ohio, for dinner and socializing with other Jaguar Club members from surrounding states. Contact: Dominic Perri, 216-644-7066, email: [dperry6699@aol.com](mailto:dperry6699@aol.com).

**August 9, 2020:** 'Jaguars and Warplanes – The Sequel.' By popular demand, the Ontario Jaguar Owners Association's 53rd Concours d'Elegance will be held once again at the Canadian Warplane Heritage Museum ([www.warplane.com](http://www.warplane.com)), an aviation museum containing almost 50 aircraft and displays spanning from World War II to the present. Our concours will be hosted in the hangar surrounded by these aviation classics. At noon, we will dine in the hangar in full view of the spectacle. (This venue is about a 1-1/2 hour drive from the Buffalo border crossing.) All JCNA classes will be judged, as well as OJOA club categories Regularly Driven and Senior Division. Regularly Driven classes involve judging to an easier standard than JCNA, and the Senior Division will feature distinctive Jaguars both in type and quality, and be judged to a higher standard. For the weekend, there will be a block of rooms available at our host hotel, the Best Western Brantford. They will also serve as the location for our pre-concours meet and greet dinner. Contact: Mike Parry, 647-472-3465, email: [mikeparry617@gmail.com](mailto:mikeparry617@gmail.com).

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

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

# Member Spotlight

Gerald Mitchell, Jr.

By Gregory Wells



The old adage is "the apple does not fall far from the tree," and in the case of the late Gerald A. Mitchell, Jr., it clearly applies. His dentist father, Gerald A. Mitchell, Sr., helped to start the dental school at the Seventh Day Adventist affiliated Loma Linda University in California in 1953 (and taught at that school until his retirement after the age of 70!) so it was only natural the Gerry Jr. would follow in his footsteps. After spending two years in the Air Force subsequent to graduating with a degree in dentistry from Emory University in Atlanta (where he had been born in 1928), Gerry returned to school to earn a degree in oral and maxillofacial surgery and practiced in that specialty in Santa Maria, California, for more than two decades.

Gerry met his wife through his dad's wife, Sara (Becky's great aunt), during Becky's weekend visits from college, where she was pursuing a degree in medical records administration. Becky and Gerry were married in 1980 and at the time of his passing on March 17, 2019, they had been wed for 38 years.

In 1984, Gerry was asked by the Seventh Day Adventist church to go to Guam for a projected six-year term to provide oral surgery services at the church's clinic in that country. He accepted the call and the Mitchells rented their home, put their belongings in storage and headed west. They were in Guam from 1985 until 1991, and

while Gerry practiced his dental skills, Becky managed the medical records at the Navy Hospital there.

Gerry had been a car guy from boyhood and purchased his first Jaguar, a 1963 E-Type OTS, as a new car. (He eventually sold it, a move he regretted for the rest of his life). His last new Jaguar purchase was a 1977 XJ-S in March, 1978. In the interim, he had acquired three other Jags: a '58 XK150 OTS (spotted on the side of the road in Glendale, California, with a 'for sale' on it and purchased for \$700!), an '56 XK140 DHC, and an '71 E-Type SIII coupe, as well as a '72 Mercedes-Benz 350SL and a 1949 Cadillac. All of these cars were stored while the Mitchells were in Guam and, sadly, when they returned to the states, they found their locked storage facility had been broken into with many items stolen and several of the cars damaged. Gerry reported, "They had stolen sixteen vehicle wheels but, interestingly, did not take the center-lock wheels off the classic XKs. I guess they couldn't figure out how to remove the knock-offs..."

In 1992 they decided to move to Tennessee to be closer to Becky's parents, brother and sister. They stayed with family in Knoxville while their home was being built near Kingsport and started the process of moving

their possessions across the country. On one of those trips, they easily towed the XK150 behind the XJ-S. "We got 'thumbs up' from highway patrol officers and other drivers we encountered along the way," reported Gerry. On another cross-country jaunt to bring the SIII E-Type east, the car was running poorly. The couple stopped in Las Vegas to try to have repairs made and wistfully placed a \$1 bet with the idea that if they won, they would buy another car and leave the E-Type behind. As might have been expected, they ended up driving the still poor-running E-Type back to Tennessee. Becky painfully remembers long stretches going just 20 mph on the shoulders...

As Gerry got older, he began to consider appropriate places to donate his Jaguars and related items where they would be used and enjoyed after his passing. He liked the work the Coventry Foundation was doing, and decided that it would be a good steward of his collection. He donated his purchased-new 1977 XJS coupe (which one British car specialist described as the cleanest example of a first-version XJ-S he'd ever seen) in April 2018 before he passed and his lovely Becky graciously donated the remaining three Jaguars to the foundation at his celebration of life event in September 2019. 🐾



*Gerry made it to the 2017 IJF in his birth state of Georgia. A nice drive for the 2+2.*



Keeping your  
**Jaguar**  
on the road



S·N·G  
**BARRATT**  
GROUP

Call us on +1 800 452 4787 or visit [sngbarratt.com](http://sngbarratt.com)

# IT'S HOW JAGUAR DOES SUVs



Known for power, agility and, of course, luxury, get acquainted with the Jaguar family of luxury performance SUVs. From the F-PACE, our thrilling performance SUV, to the I-PACE, our award-winning and all-electric vehicle, to the E-PACE, our sporty yet spacious compact SUV – the family resemblance is as uncanny as it is thrilling.

**JAGUARUSA.COM**

## **JAGUAR ELITECARE**

**5 YEARS 60,000 MILES OF COMPLIMENTARY  
SCHEDULED MAINTENANCE & NEW VEHICLE WARRANTY**

THE BEST COVERAGE  
AMONG LUXURY BRANDS\*

Vehicles shown: 2020 Jaguar E-PACE R-Dynamic, 2020 Jaguar F-PACE S, 2020 Jaguar I-PACE HSE. For complete details on vehicle pricing or Jaguar EliteCare coverage, including the new vehicle limited warranty and maintenance coverage, please visit JAGUARUSA.COM, call 1.800.4.JAGUAR / 1.800.452.4827 or visit your local authorized Jaguar Retailer. \*Class is cars sold by luxury automobile brands and claim is based on total package of warranty, maintenance and other coverage programs. © 2020 Jaguar Land Rover North America, LLC