



JAGUAR JOURNAL™

Official Magazine of the Jaguar Clubs of North America

July-August 2018



XJ Fiftieth Anniversary Edition

Exclusive XJ project development background

Engine reconditioning the Jaguar way

Very early XJ6 reviewed

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JAGUAR JOURNAL

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COVER PHOTO



Photo: John Campbell's immaculate Series One at Lynwood Golf Course, in less than immaculate weather. They say you should never buy an automobile in the rain, but it would be a safe bet in this case.

Visit JCNA's
website!





Blowin' Smoke

"Fast-forward three or four years and nobody thinks it is hype any longer."

Peter Crespin

SHOCK, BUT NO HORROR

Did you hear the three recent shock news items about Boeing giving up plane manufacture, the US Navy selling its ships and Ford deciding to stop making cars? OK, I made the first two up, but the Ford story is true. Yes, Ford aims to stop almost all car production in North America to concentrate on trucks and SUVs/crossovers. Gulp! I would like to have been a fly on the wall of the board meeting where that marketing strategy was signed off.

And yet we ought not to be totally surprised. Not that long ago, *Jaguar Journal* reported a senior Jaguar executive stating that the next five years would see greater changes in the automotive marketplace than the previous fifty, or words to that effect. I think it was Joe Eberhardt rather than Jeff Curry, but some will have thought the claim rather exaggerated. Fast-forward three or four years and nobody thinks it is hype any longer.

Comparing Jaguar's model range today – which for the first time comprises five distinct product families – few would argue with the rapid rate of change statement and the momentum is, if anything, gaining pace – the I-PACE in fact. In the next couple of years there will be an electric or hybrid option available in the range for each model family. And apart from the Mustang and the Focus Active, no Ford cars...

HAPPY BIRTHDAY, XJ

In the great scheme of things, Jaguar was never a huge company and even today is not a massive global presence in the way the Ford, GM, Toyota et al are. When resources are scarce, you have to be sure to make every penny work hard, because there's no room for wasteful mistakes. Under such circumstances, playing to your strengths is the wisest strategy. By the mid/late-1960s Jaguar had quite a range but by the mid-1970s had reverted to their



Autonomous driving is nothing new. Amish horses know the way home.

traditional strategy of concentrating on a sporting two-door sports/GT car and a luxury sedan. True, the compact sedans had sold well in the 1950s, but by the mid-1960s it was decided to focus on a thoroughly modern midsize car for the North American market and the XJ6 was born fifty years ago, in 1968 (the XJ12 took a little longer, arriving in 1972).

Because the E-Type was largely a car for film and sports stars in its home market, if not North America, owning an XJ was more achievable. Many senior managers and captains of industry enjoyed an XJ as their company car. Inevitably, it wasn't long before these expensive vehicles trickled down into the used car market and the Jaguar ride, handling and performance were being enjoyed by almost anyone who wanted to sample the Jaguar mystique.

Jaguar Journal is proud to have Nick Hull working with us to give readers some exclusive insights into Jaguar design and development from this period. Readers wanting more should buy his huge volume on the subject, available from Porter Publishing. Thanks are also due to John Campbell for his cover car, an early XJ6 Series 1 in great condition and regular use.

GET YOUR MOTOR RUNNIN'

We are proud to have another ex-Jaguar contributor in this issue: Nigel Boycott, who has spent forty years building classic Jaguar engines. Read his story on page 29 and if buying a car from the UK he would be a good option for checking the motor over or getting it running at all. Google his name plus the word Jaguar and you'll see plenty of films and mini-lectures on the dos and don'ts of building the XK or V12.

Thanks are also due to those of you who have written in recently with material for *JJ*. If your article has not appeared in this issue, hold tight as it may be included in the next. It's a great problem to have when as editor I have too much to publish, but I realize it can be a little frustrating. If you contact *JJ* before writing your story, we can work together on the content and 'angle' to give you the best chance of seeing your work in print. Meanwhile, enjoy the rest of your driving season and send in your stories to look back on in winter. 📧

Peter

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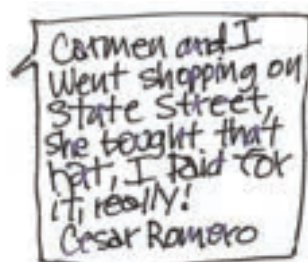
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Obituary: Kurt Rappold

An exemplary clubman

Paul Merluzzi and Delaware Valley Jaguar Club friends



Many *Jaguar Journal* readers will have encountered Kurt and his knowledge and prowess regarding all things Jaguar. But he was a humanitarian first and foremost. He did an enormous amount of volunteer work for his church as well as for neighbors and friends. During one of the major electrical blackouts we had a few years ago, he put his portable generator on his truck and circulated around his neighborhood providing power to keep each neighbor's refrigerator cold enough to prevent food from spoiling.

One of my favorite Kurt stories came about when we were working on the setup for the concours a few years ago. He was complaining that he had pain in his knees and I asked him what he was doing to alleviate the pain. He said he sprayed WD-40 on his knees and I cracked up because I thought he was kidding. But he was serious and swore that it helped.

Kurt
Of necessity, the Winter bleakness will finally pass.

As I gaze at the empty Concours field after a recent rain,
A sense of Spring comes with every breeze,
Reminding me that we will miss you,
my friend.

By chance, we may meet and talk and
Laugh again, but the pain of life's farewells
Stays new... and I accept that our next reunion

May be at that Grand Concours in the Sky.
Our worlds will continue to change and pass
More quickly than the shapes of clouds,
But despite all that is changing and passing,
Your memory remains, unyielding and unending.

But who were you, to draw so many so close to you...?
Who were you, whose passing heightened my own
Homesickness... not for a place, but for a time,
When we were youthful and seemingly invincible?

I know that whatever eliminates us in death
Is as secret as what retains us in life.
Yet, your Song will continue forever...
To bless and celebrate with each breath.

Kurt, we will always remember you, we will always think of you. And we will always miss you. 🍷

A DREAM JOB

So you've restored a few classics and know your way around a workshop. You've retired to central California or have always worked there but are a bit bored and considering a career change. Sounds like you? What if you could spend your days working on old Jags and getting paid for it, with a few newer car services thrown in for good measure? Sweet, right?

Well, a quick look at this link will show that someone, somehow, is going to be living the dream shortly: <https://www.xksmotorsport.com/job-opportunity>.

Jason Len's new motorsport-oriented business needs you to help with the work in his San Luis Obispo shop next door to the XKs Unlimited spares business recently sold to Moss Motors. There is a good chance that by the time you read this the vacancy may be filled, but you could do worse than get in touch with Jason Len and discuss your suitability for any additional vacancies that crop up as his business grows. 🍷

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News Shorts

AMELIA 2018

By Robert Ballard

The 23rd Amelia Island Concours d'Elegance honored the iconic XKE and brought together a fine collection of ten E-Types as well as other significant Jaguars. It also brought Jaguar's Design Director, Ian Callum to Amelia Island for a seminar on the future of the electric car. Ian and the I-PACE shared the podium with his brother Moray Callum, VP of design at Ford, as well as representatives from GM, Mercedes, Nissan, and Porsche. It was refreshing to note that each of these designers is a genuine enthusiast that shares our passion for cars of the past as well as their current projects. The designers had an optimistic view for battery electric, cars due to the freedom that it will bring to packaging, compared to normal internal combustion engine and ancillaries. The drive train shrinks to the size of the electric motor(s) and the batteries can be packaged down the center like Volvo is doing, or in the floor as Tesla is doing. This packaging advantage allows the new I-PACE to have a lower center of gravity and a short hood resulting in more interior space for passengers relative to the overall length of the vehicle. Both Ian and the I-PACE did an excellent job of representing Jaguar.

Jaguar was also well represented in the auctions and on the cars and coffee field. Owners of the XJS may be interested to note that an 11,000 mile, 1995 XJS convertible brought \$30,240 at the Bonhams auction inclusive of buyer's fees. Last year Bonhams sold a flat floor, external hood latch XKE for \$326,700 and this year Gooding and Company sold a slightly less meticulously restored flat floor, external latch XKE once owned by Bobby Rahal, for \$320,000.

Also honored was the Auburn Boat-tail Speedster. These cars were



Unmistakable Auburn 'boat tail' rear view. Not sure about the corner bumpers...

exceptionally attractive with a distinctive look. The long, curvaceous, and relatively low Auburn Speedster was known for performance. Each one of the 1935-36 models was delivered with a plaque on the dash signed by Ab Jenkins that proclaimed the Supercharged Speedster to have been test driven at 100.8 miles an hour. While it was priced well above a Chevrolet or Ford of the era, it was near middle of the luxury car price range and offered a lot of style and performance for the money. One could say it shares a great many characteristics with that of Jaguar's sporting range.

The Amelia Island Concours d'Elegance is a non-profit foundation. The show has been held the second weekend of March each year since 1996. To date the show has raised over \$3.2 million for charity. The 1996 show had 163 cars and about 2,200 people on the field, this year's show had more than 300 cars and 20,000 people. 🐾



Slightly different body and paint, but still an Auburn. The style, performance, and value of a Jaguar from Auburn, Indiana.



Steve McQueen drove this Mustang in the movie, Bullitt. (© R Ballard)

WORLD'S FASTEST 4-DOOR SEDAN

Project 8 put through its paces

When Jaguar were fine-tuning the XJ13 (a powerful out-and-out race car), they turned for meaningful racetrack comparison to David Hobbs and 'Dickie' Attwood. Norman Dewis was fully involved in the road car development and not a flat-out race jockey by that stage. The result of the key Silverstone race test was a closed circuit record that stood for over three decades.

Jaguar's current record holder – the XE-derived Project 8 – is the fastest four-door production-capable car ever around the Nurburgring. However, even Jaguar will admit that someone somewhere will wrest the record from their grip before another 32 years have passed. In the meantime, Jaguar's Le Mans winners Davy Jones and Andy Wallace joined the Special Vehicle Operations engineering team to test

Project 8 as it enters final development phase. A new Project 8 film takes viewers on a high-speed ride around Goodwood Motor Circuit in April 2018 with Wallace and Jones: <https://youtu.be/4EDF06LwiRk> where they declared the car "absolutely staggering" and "a winner" after testing it on the fast and demanding UK track.

By the time you read this, final tests of this world's-fastest sports sedan will have continued on some of the world's most demanding race circuits, including Portimão (Portugal), Motorland Aragón (Spain) and in the US at Laguna Seca. British driver Andy Wallace won the Le Mans 24 Hours endurance race in 1988 driving the Jaguar XJR-9 and was part of Jaguar's victorious 1988 and 1991 World Sports Car Championship teams. The Goodwood test was the

first time he'd driven the all-wheel-drive track-focused Project 8, which features a 600PS supercharged 5.0-litre V8 powertrain. "Most road-legal cars on track are a massive disappointment," he said, "but Project 8 is really something. It's absolutely staggering how it has been made to feel like a proper racing car. It keeps wanting you to push harder. It's not bothered by Goodwood's undulations, it just hunkers down and feels totally at ease, so you're happy to get on the throttle earlier. It inspires confidence straight away."

Project 8 features an all-new Carbon Ceramic Brakes (CCB) system, incorporating the latest technology to deliver consistent pedal feel, fade resistance and longevity under the most demanding conditions. It also uses motorsport-grade Synthetic Racing



Andy and David put the Project 8 under the hammer.

Fluid (SRF) and ceramic Formula 1-style wheel bearings.

Wallace said: "The brake pedal feel is fantastic. It is absolutely linear and you can feel what it's doing. The steering too is brilliant. It feels like a car that's developed after days and days, and hours and hours, of testing. You don't just 'luck' something as good as this. Anybody can build a fast car. But to build a fast car that feels this good – that's quite an achievement."

American Davy Jones was also a member of both the 1988 and 1991 championship winning Jaguar teams. He won the Daytona 24 Hours in 1990 in an XJR-12 (with Andy Wallace), and finished second at the Le Mans 24 Hours in 1991. He later went on to win Le Mans in 1996.

Davy Jones said: "I'm used to powerful racing cars. But this feels really fast. The sheer acceleration didn't feel all that different from a 700bhp racing prototype – and that really surprised me. It's certainly Jaguar's best track car I've driven since the sports prototype Jaguars of the 1980s and 1990s."

With world-class motorsport technology throughout, Project 8 has carbon fibre panels, adjustable aerodynamics, a unique suspension setup with adjustable ride height and camber, and is the first road car with F1-style ceramic wheel bearings. It's also the first Jaguar with a dedicated Track Mode, which activates electronic calibration settings tailored to circuit use.

Jones said: "There is no body roll, loads of grip, the braking is incredible.

When you turn into a corner, it points in, when you step on the accelerator it wants to launch out of the corner. It doesn't do anything to spook you. It's such an accessible car to drive. The [eight-speed automatic] gear shifts are so precise and so quick too."

Priced from £149,995 in UK, Project 8 is available to order from Jaguar retailers and is available either as a four-seater or in most markets as a lightweight two-seat Track Pack Project 8 form. Deliveries start this summer www.jaguar.com/about-jaguar/special-vehicle-operations/project-8.html. If you get one, be nice and let *Jaguar Journal* have a drive, pleaseee? Pretty pleaseee? Summit Point is just nearby! 🐾

HYPED E-TYPE

How special is special?

Every weekday evening, Kai Ryssdal hosts a half-hour business program on National Public Radio, called 'Marketplace'. Yes, the same as the last few pages of each *JJ*. Apologies but I hadn't heard (of) Kai at that point. Each program has a slot where he quickly runs through the financial indices and stock movements – a slot which he flags up as 'play the numbers'. Judging by the prices seemingly softening on E-Types lately, with sellers looking for any reason to boost value, Kai's not the only one playing the numbers.

Definition: 'Numerology, noun: 1. The study of numbers. 2. The branch of knowledge that deals with the occult significance of numbers.' We'll forget about the second definition (though who knows?) and use the first one to check out a red E-Type Series 1 coupe that will go under the hammer at the big Silverstone Auction summer. Let's see if you can spot the reason why it should command an especially high price. It was originally Opalescent Silver Blue with Dark Blue interior – a very nice

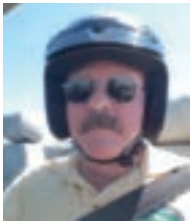


Nice car, shame about the hype (and the lower door panel fit?).

combination. Today it is Carmen Red ('Resale Red' in the trade) with a Tan interior. So, not original, not that special, so why expensive? This is where the numerology kicks in... According to the auction listing "Silverstone Auctions has confirmed that a significant Jaguar E-Type 3.8 'Flat Floor' coupé will be offered for auction. This Jaguar E-Type is particularly special as it is believed to be the 100th E-Type fixed head coupé built due to its chassis number, #860100."

Ah! The 100th – it's so obvious now. No wonder it's so significant, sorry, valuable! But wait... it's a righthand drive FHC, so somewhere there's a 100th righthand drive OTS and a 100th lefthand drive OTS and a hundredth lefthand drive FHC. Oh dear, so many special cars! Are they all as special?

[Ed. note: The car achieved £92,250 on May 19. Nothing too special.] 🐾



President's Perspective

Not waving but drowning?

Jack Humphrey

My how time flies – it seems like I just returned for the Annual General Meeting in San Antonio! We are now in the middle of the summer and club competitive and social activities are in full swing. In this issue, I will focus most of my comments on several important takeaways from the AGM. Esteemed *Jaguar Journal* editor Peter Crespín provided an excellent summary of the meeting in the May-June issue if you wish to read the highlights of business that was discussed. As I mentioned in the last issue, the AGM was a tremendous success, but there are two challenges that greatly worry me and should concern each of you.

CLUB REPRESENTATION AT THE AGM

The first is the lack of club representation at recent AGMs. Past President George Camp wrote about the subject several times in his columns and I have done the same, but the trend is not improving. This year, only 44.44% (28 of 63) of our clubs sent delegates to the meeting and one club chose to have no representation – delegates nor proxies. The other 34 (54%) clubs were represented by proxies.

I'm not sure what all this says, but I don't think it is good! We need to remember why we hold the Annual General Meeting. Besides everyone having a good time, the purpose is to provide a status on the fitness of the organization through individual and committee reports, to discuss and vote on important decisions, to outline future activities and to hear the concerns of the membership through their elected representatives.

Our bylaws provide the right of each club to send two representatives – delegates or proxies with the right to address and vote. I strongly argue that delegates are preferred over proxies because only members can truly represent the desires and interests of their respective

clubs and the other members. No direct representation means no say in how JCNA is run or where it is headed. It is as simple as that! I sincerely hope we will do better next year.

FUTURE HOSTS FOR ANNUAL JCNA IJF

More alarming, the JCNA International Jaguar Festival is in danger of failing after only three years! We have no hosts for future events after this year in Santa Barbara, California, and there are no prospects. Should this occur, it will negate years of hard work by George Camp and the Concours and Concours Rules Committees in developing and putting this new program into place.

Unfortunately we are not in much better shape for recruiting AGM hosts. As I write this column, we have a location for the next AGM in March 2019 – at the new Jaguar Land Rover Headquarters in Mahwah, New Jersey, but we cannot find any clubs who are willing to assist with arranging the event. We will make it happen, but it will be much more difficult than it needs to be.

A GOOD NEWS STORY – NEW XK120 JUDGING GUIDE

Let me close out this issue's column with a good news story. A critical tool for our concours judges is the approved set of Judging Guides and JCNA Seminar Technical Bulletins. Currently consisting of seven guides and 10 bulletins, these documents have been published over the years between 1989 and 2008. Now, for the first time in 10 years, I am pleased to announce we have a new 'draft' guide.

It is labeled 'draft' because the guide will be field-tested for one year before a decision is made about accepting it as official. Written by authors Robert G. Sheridan and Roger Payne in an astonishing eleven months, the *Jaguar XK120 JCNA Concours Judges Guide* is the first for the XK sports car models.



Don't miss out on a great IJF. How about hosting one?

Requiring an incredible amount of time to research, coordinate and write, the relatively short development timeline was possible due in part to photos, documentation and editorial feedback provided to the authors by Dick Cavicce, the JCNA Concours Rules Committee and other JCNA members.

JCNA's sincere thanks to everyone on a job well done!

IN CLOSING

We have only three months until the 2018 JCNA International Jaguar Festival in Santa Barbara. Mark Mayuga and his team have planned a world-class event and Southern California is a beautiful place in the fall, so please register soon if you have not already done so. Details are on the JCNA and the 2018 JCNA IJF websites.

Also, mark your calendars for the Annual General Meeting on March 22–24, 2019, at the Jaguar Land Rover Headquarters in Mahwah, New Jersey. Lastly, *please* let your Region Directors know if your club is interested in hosting a future AGM or JCNA IJF. We need your assistance. As always, my thanks to every member for all that you do to make JCNA successful! 🍷

Jack

Southeastern Regional Report

News from a newbie on the job

By Ron Gaertner

My name is Ron Gaertner and I wish to thank all who voted for me as the new Southeastern JCNA Director. I am learning my duties and responsibilities, the first of which is to write this short review of happenings in our region. I will need to learn my way but you can be sure I'll devote my energies to supporting the region. I have been president of the Virginia Jaguar Club, and helped organize and direct a previous AGM and Challenge Championship (in 2011 and 2013, respectively) but my greatest energy and skills concern concours events.

I plan to visit every Southeast region club over the next 24 months to observe, endorse and publicize their events. The first will be one of my favorite shows – North Carolina's annual Little Switzerland Concours, held every July in the Western Blue Ridge Mountains. If you're planning to go, have already committed, are considering a new event to attend, don't worry about July heat on the Blue Ridge Parkway. The minute you climb the mountain to this destination, the temperature cools by 10-15° F.

The event is usually held the second week in July: July 14-16 this year to be precise. It is the only Jaguar event that my wife does not complain about accompanying me, and actually invites guests to join us. This will be my eighth year to attend, and editor Crespian had the misfortune to attend in 2013 when fog was so thick, you could say you were there, but saw nothing. It was a fog straight from a 1940s Basil Rathbone Sherlock Holmes movie, but chances are you will see amazing landscapes, blooming mountain flowers, views of Blue Ridge valleys, and a real look of Switzerland. The Carolina club does not hide this gem, but the secret is not necessarily out. It is truly one of the most beautiful events.

BACKGROUND

In the spring of 1909, Charlotte, North Carolina, attorney Heriot Clarkson took

a small group of friends on a trip from Spruce Pine, 10 miles down the road, to Grassy Mountain, seeking a site for a small summer resort. Mr. Clarkson found his spot at the top of Chestnut Ridge, with flat terrain, multiple springs, rock outcroppings and waterfalls overlooking the Blue Ridge Valley.

The Switzerland Company was formed, and in 1910, the first Switzerland Inn was constructed. By 1916, summer homes were being built by visitors who wished to escape summer valley heat. An Episcopal Church was built, and a community center. During the summer months, the population of Little Switzerland climbs to over one thousand residents, but winter inhabitants number only in the dozens. Beyond Little Switzerland the small town features various other resorts, hotels, cottages and the village Switzerland Café.

My wife seldom wishes to leave the property's confines, thanks to the mountaintop swimming pool, hot tubs, tennis courts, fitness facility, open main lodge with significant vistas, Restaurant Chalet, or the Fowl Play Pub. There is also the Switzerland Inn shops and Saturday night square dance, with live country/mountain music. Spruce Pine is 15 minutes north, and is considered the gem capital of the United States. There are gem shops, craftsman's galleries and local cottage industries for crafts. The heritage is rich, thanks to the many artists who settled in the areas north to

Blowing Rock and south to Asheville – home of the Biltmore Estate, the largest privately-owned house in the US which is considered one of the most beautiful manor homes in the country.

If you wish to stay closer to the Little Switzerland property, you have Crabtree and Grassy Creek falls, trails to visit and you can mine for emeralds and natural gems of the Carolinas at Emerald Village, the home of seven active mines. If you're more adventurous, you can drive the Diamondback, 190 climbing curves over a 12-mile ride, regarded as one of the top motorcycle rides anywhere.

THE EVENT

Usually 35 to over 50 vehicles compete in the concours for champion, driven, display, and special class honors. The concours is held on the Saturday of the three-day weekend. It is sandwiched between a wonderful evening get-together on Friday night, with a typical prime rib and seafood buffet. After Saturday night's awards presentation and silent auction results, one quickly goes to bed, pausing to take in the beautiful nighttime views, and the ambience of the mountaintop, prior to Sunday departures.

We will be attending again this year and made our reservations early. If the accommodations are sold out this year, book early for next. 🍷



Live the high life for a weekend, come and join us.

Canada Calling

A nautical theme

By Malcolm Baster

"Ah, Summer," you say, as you read this.

"Ah, Spring," I say, as I write it.

"Ah, &^\$#%," you say, if you live east of the Rockies in western, central or eastern Canada, as seriously sub-freezing temperatures, snow and freezing rain still blight your life and keep your Jaguars huddled in their winter lairs. But all of this nastiness will have by now passed, and you will no doubt be getting on with your warm-weather driving events.

PRIDE OF THE FLEET

Speaking of which, Rob Dunlop of the Ottawa Jaguar Club writes, "With the death grip of winter finally easing in the Ottawa Valley, a number of OJC members gave thought to assembling their 1968 E-Types (me included) for a 50th birthday photo and celebration sometime this summer. The fact that even our relatively small club has six '68 E-Types led me to consider our total E-Type population. Based on a fairly accurate membership roster, of 91 members with a total of 146 Jags, we have 27 E-Types (12 OTS, 11 FHC and four 2+2). Nine of the cars are undergoing restoration and two are righthand drive. Of the production years 1961 to 1975, we have at least one E-Type for each year except for '63, '65, '71 and '75. I haven't seen data for the whole of JCNA but it could be interesting to see whether the E-Type has equally large interest across the association."

LOST AT SEA?

The Ottawa Jaguar Club is going on an interesting three-day drive in August, in the highly scenic Muskoka Lake region, to encounter two examples of Canadian technology. First, in the town of Barry's Bay, they will see a replica of the Avro Arrow supersonic interceptor. In its day the Arrow was arguably the most advanced aircraft in its class, competing with the US Century series interceptors, the British English Electric Lightning, the Soviet MiG-21 and others. The Arrow was abruptly cancelled for somewhat murky reasons, ostensibly because it was thought that manned fighters were obsolete and air defence would be accomplished by guided missiles. The prototype Arrows were ordered destroyed, but supposedly one survived. Someone familiar with the aircraft's distinctive noise insists he heard one depart in the dead of night. If so, where did it go? Where is it now? Perhaps one day there will be a really spectacular 'barn find'!

PADDLESHIP SCREWED

Second, moored at the town of Gravenhurst on Muskoka Lake, is the RMS Segwun. The Segwun was built on the Clyde in Scotland in 1887 and is the oldest operating steamship in North America. Originally named the Nipissing, the ship was taken to the Muskoka Lakes Navigation Company's yard in Gravenhurst where the original side paddlewheels and their walking-

beam engine were removed and replaced by two compound steam engines and counter-rotating propellers. The Segwun is one of only three ships in the world still able to carry the Royal Mail Ship (RMS) designation. (There would be four if the Titanic hadn't sunk.) The Royal Mail, of course, travels by air these days. RMS Segwun is 125 feet long and has a beam of 21 feet.

HANDS ACROSS THE SEA

And more from Ontario. Allen Lingelbach of the Ontario Jaguar Owners Association writes:

"During the winter and early spring, when our felines are in hibernation, we find time to look back at the year past and make plans for the year ahead. The OJOA had a good 2017 to reflect upon and is eager to carry this momentum through 2018. For the year 2017, we had the second largest membership growth of any club within JCNA. This fact now not only makes us the largest JCNA affiliate in Canada, but also the membership leader amongst the 11 clubs in the JCNA North Central region.

The OJOA Board has implemented plans that should serve to build on that success. The quantity and quality of events scheduled in 2018 certainly exceeds anything our club has attempted over at least the past 15 years.

A couple of our members will also be undertaking a role which should result in a benefit to all parties concerned. The International E-Type Club and International XK Club are headquartered in the UK and have a world-wide presence. Both of these clubs recently had need for representatives for their Canadian affiliate members. Our two aforementioned members will serve as these reps, and as such, will receive assistance from the OJOA, as may be needed, and will coordinate events with the OJOA. Any day that we have an opportunity to socialize with another group of Jaguar enthusiasts, is a good day indeed!" 🐾



The Avro Arrow: Pretty, fast and too effective?

Continental Drift

News from the UK and Europe

By Tim Crespín

JAGUAR NETS TENNIS ACE TO EXPAND UK AMBASSADOR TEAM

Jaguar has continued to grow its UK ambassador numbers by adding rising tennis star and British number 1 Kyle Edmund to their ranks. Jaguar, already the official car supplier to the All England Lawn Tennis Club, is looking to reinforce their brand presence in the UK and will work with Edmund on a number of projects in the build-up to the Wimbledon Championships.

Edmund made it to the semi-finals of the Australian Open, the first Grand Slam event of the season. His rise to the top of the British rankings has clearly prompted Jaguar to get him on board ahead of the summer seasons. Edmund will be seen driving an F-TYPE throughout his partnership with Jaguar, now in its fourth season as the official car of the Wimbledon Championships and will supply 170 vehicles from its range, including the XE, XF, XJ and F-PACE as well as the new, all-electric I-PACE. All told, they estimate driving over 30,000 journeys during the tournament.

Kyle Edmund is far from the only Jaguar ambassador that the company has in tennis, however, as he joins an impressive roster (well, to Brits at least). The list includes Andy Murray, Johanna Konta, Milos Raonic and Kei Nishikori, all of whom will have realistic ambitions of winning the world's most prestigious tennis tournament in the summer.

JAGUAR DRIVING ACADEMY ADDS F-PACE TO THE LINEUP

Unlike the USA, in the UK you cannot hold a driving licence until you are 17. Because of this, any driving experience you accrue before the age of 17 likely happens away from the public highway, usually with an older family member. My first driving experience was sitting on my dad's knee, holding the wheel while he worked the pedals, driving around an empty car park pretending to be my



Not bad for a freebie – Kyle's 'Kar' fit for a star.

favourite racing driver of the time (Nigel Mansell, if were wondering). I will always remember the feeling of being in control of an enormous lump of metal and glass and the seemingly unlimited power that controlling it gave me. Despite being able to remember vividly that first feeling of driving, I can't actually remember the car itself. One thing I can guarantee, however, is that it definitely was not a Jaguar sports car capable of 0-60 mph in 5.4 seconds. For today's 11-17 year olds in the UK though, this fantasy can become a reality with Jaguar's "Jaguar First" programme. Provided they are at least 4 feet 8 inches tall, youngsters can take the wheel of an F-TYPE, an F-PACE or an XE at one of six designated centres across England. This is the kind of thing that would definitely have been on my Christmas wish list had it been available to me; I mean what kid wouldn't want to drift a Jaguar around a track at 100 mph? Well actually, if that is what you are expecting, you may finish the day a little disappointed. Rather than providing a breeding ground for the next Lewis Hamilton, the function of this programme is to highlight, not only the joys of driving, but also the importance of being safe behind the wheel.

Research has shown that learning to drive responsibly from an earlier age lowers the risk of accidents. Four hundred people are killed each year in the UK in accidents involving young drivers, and one in five newly-qualified drivers will crash their car within six months of passing their test. By extending the period of learning with a qualified instructor, and introducing the concept at an age when they're more receptive to safety messages, this figure can drop by more than half.

Each lesson takes place in a dual-controlled car on a specially-designed private road area with one of Jaguar's expert instructors, and optional in-car filming allows the day to be shared with family and friends on social media.

Once they've mastered the basics, youngsters will progress to junctions and roundabouts, steering through tight cones, and practice bay and reverse parking. At some venues, there are also areas where drivers can safely experience handling of the car at higher speeds and if it were 12-year old me, I'd definitely be booking my session at one of these. 🏎️

Genesis of the XJ6

50-year anniversary of the classic sedan

By Nick Hull, former Jaguar designer

THE ORIGINAL CONCEPT

What we know today as the XJ6 started in late 1961 as a study for a four-door E-Type, under the confusing code name of 'XJ4.' It seems remarkable today that Lyons could be thinking about the next-generation saloon even as the Mk X was being launched, but the project was not initially envisaged as a direct Mk X successor, but more as an additional and more sporting mid-size model for the American market.

Lyons's conversations with his distributors suggested this would be a growing niche in the States, as confirmed by the arrival of models such as the Buick Riviera and later versions of the Ford Thunderbird. Indeed, Lyons is said to have telephoned from the New York Show in April 1961, during the E-Type launch, and instructed the Experimental Department to build a longer-wheelbase version to be ready on his return. The whole question of how to stretch the E-Type to give more passenger space resulted in several 2+2 mock-ups being built during 1961-62, long before the definitive E-Type 2+2 style was settled in 1964.

In spring 1962 a full size mock-up was produced, seen here in photos outside Lyon's home, Wappenbury Hall. At this point it seems there was a big rethink in favor of a quicker or cheaper way to capture the burgeoning executive market than XJ4, which led to the S-Type of 1963. Lyons realized he needed something to give to his American dealers sooner than he could develop XJ4, so priority shifted to the S-Type (and subsequently the 420) as a way of bridging the gap.

A BRIEF DELAY – AND WORK RESUMES

Once the S-Type styling had been finalized, what we know today as the XJ6 restarted as a major saloon car project the following winter. For many Jaguar people who had been with the company since before the war,



An alternative cropped tail being tried out. Seen here is not Sir William but Fred Gardner, wearing a Lyons-style trilby hat and sheepskin coat. Bumpers are simply propped in place for this shot. Note alternative Gordon Keeble style of front end in the background. Both photos were taken on the same day, believed to be in spring 1962. (JHT)

this was to be their swansong. They were of a similar age to Lyons and all approaching retirement. For Lyons and his chief engineer Bill Heynes, the XJ6 represented their ultimate goal of 'the best car in the world' that they had set out to achieve way back in 1935 with the original SS Jaguar saloon, and they were determined it should represent their supreme efforts. Other key members were chief body engineer Bill Thornton and Fred Gardner – Sir William's 'styling interpreter' – both of whom stayed on after retirement age to see the project completed.

A new armature (wooden form) was made and the basic greenhouse (the upper cabin and glass area) was taken from the earlier project, giving a lithe and delicate look to the car that was a complete antithesis to the lines of the Mk X, with its rounded roof, shallow

upper body and bulbous flanks. Lyons had always been heavily influenced by Italian design and the arrival of Frua's 1963 Maserati Quattroporte and the Lagonda Rapide by Touring gave him new impetus to explore a more Italianate style than he had tried before with the Mk 2 and Mk X saloons.

Bill Thornton is credited with turning Lyons's rough descriptions and wispy drawings into something that could be made firstly by the experimental 'tinnies,' then later in steel on press tools. Lyons did not use clay models but preferred to develop his designs directly in sheetmetal laid over a plywood eggcrate armature. He relished his time in Fred Gardner's workshop and clearly found the styling process therapeutic, a relaxing creative outlet at the end of a gruelling day of back-to-back meetings.



Side view of the first XJ4 with its E-Type style of front and rear. Note the alternative front fender with a high-set bumper and E-Type sidelights.

"When the men knocked off, we'd go into the workshop together," recalled Gardner in a magazine article in 1968. "Sir William would throw his coat on the bench, roll up his sleeves and set to with a rasp, or have me holding nails while he banged them in (there's devotion for you!). Every day he was in there, sometimes with sketches drawn in the middle of the night which he threw on my desk saying 'What about this, Fred?' and there'd just be a pencil line showing exactly what he wanted."

As usual, many different forms were explored by Lyons and Gardner, especially around the front end. According to Gardner, this was only settled after the car was pushed outdoors on a quiet Sunday in December 1964. Sir William stood at a distance with his back turned and looked around as each of 18 different grilles was offered up.



This shows the second-stage development of the XJ4 project, from 1963-64. Here, a lean-forward prow has been adopted, with a Maserati-style nose and small oval grille, superimposed on a wide horizontal grille.

SUCCESSION PLANNING

1963 saw the establishment of Jaguar's first proper styling studio, when Lyons realized he needed to put in place a design organization that could carry on after his retirement in a few years. He appointed Doug Thorpe to lead it. Two young apprentices were brought on board to help out. First to arrive was Oliver Winterbottom, soon followed by Colin Holtum, both of whom were completing the usual round of stints in various departments within the company (see Nigel Boycott feature, page 29). Winterbottom later went on to head up Lotus design, while Holtum

became manager for interior design and stayed with the company until the early 1990s.

It may seem odd today that this new styling studio based at the Radford plant was not involved more fully with the XJ4 project. Thorpe did have some input into XJ4, producing some detail sketches for front ends and side views but Lyons was not about to risk a major car programme with this raw, inexperienced group, and was content to use his tried and tested methods for one final project with Gardner and Thornton. It appears Doug Thorpe was involved in discussions with

Lyons and Gardner but one suspects that Lyons did not want too much input from another designer for this 'grand finale' project and certainly was not ready to yield creative control to Thorpe at this point.

Holtum confirms that those trips to Wappenbury Hall for model viewings were nothing like as straightforward as they might seem. "We would have to take all the panels plus all the panel options in a truck out to Wappenbury. It meant an incredibly early start to get everything loaded and it always seemed to be a cold frosty morning for



Almost there. Note the skinny half-tires and lack of a bonnet bulge. This latter was added at a late stage to clear the tall 4.2-liter engine. This grille texture attempts to marry the older Mk 2 oval with the broad rectangular aperture.

these sessions. To be honest, it was a major hassle to get everything out there and set up on the drive – remember this was just a wooden mock-up on blocks with loose panels attached. Sir William – and his wife – would view it, then go inside to wait for the next option to be fitted, and possibly have a sherry. Meanwhile, the Experimental guys would have to knock on the back door for some hot water for their tea to keep warm – it was real Downton Abbey stuff!”

It is interesting to note in photos that the wide-track stance took some time to appear, with the mock-up initially sitting on skinny 14-inch crossplies and having a typical Mk X-like narrow track. The rear end was arrived at by cropping the tail of the earlier XJ4 study, with the charismatic ‘gothic-arch’ rear lamp shape being a natural result of that chop. The tail was raised six inches and went through a number of evolutions before being finalized. Interestingly, both four-light and six-light greenhouses were experimented with, an exercise that at some point has been repeated ever since on most Jaguar large-car projects.

The XJ4 interior was the first real project to which the Radford styling studio had any input. Colin Holtum led the work and liaised with the experimental trim shop. “I had built an interior buck for XJ4 with a roof and Perspex screens,” he recalls. “We’d try out instruments and light them up, to check on screen reflections. I remember we used a large blackout cloth to cover the whole buck to represent night conditions. One day there was a meeting with Heynes, Bob Knight, Doug Thorpe and Bill Thornton, and I was showing them the buck. All climbed in, and I covered it up. Standing politely outside, I could hear the discussion going on but after a while I became concerned. Heynes, Thornton and Knight were all chain-smoking in this closed buck and I could see smoke billowing from the sides. Eventually an arm appeared, pushed a flap up and the group all emerged, gasping for breath, having made some sort of decision.”



An interesting stage, 1964. The XJ6 theme is almost there, although this mock-up still sports a six-light greenhouse. The big, rectangular grille makes an appearance. Note the weak, narrow-tracked stance, especially at the rear.



Drawing of alternative front ends by Doug Thorpe, 1964.



A shot showing the entire design and development team in 1968. Sir William and Bill Heynes stand modestly next to their great achievement. The final investment for the project was £7m.



A more definitive wooden mock-up, 1965. Here the four-light greenhouse has been fixed and the stance improved using wider tracks and Dunlop low-profile tires.

By May 1966 the first running prototype had been completed, ready for test development work. This was fortuitous timing, because that month Lyons was in the middle of negotiations with George Harriman of BMC and would certainly have wanted to show him the car in order to increase the value of the BMC offer to merge with Jaguar. Although the resulting XJ6 came to replace the entire Jaguar saloon line-up in the early 1970s, this was not the original intention when it was being developed. Other models were still under consideration, not least the two-door XJ6 coupé that was developed at this time, and eventually launched in 1973. Thoughts on the future Jaguar/Daimler range for the

late 1960s were indeed still quite fluid and subject to many revisions, since the ownership of the company itself was changing, ultimately becoming part of British Leyland in spring 1968.

FEDERAL DIVERSIONS

Throughout 1966-67 Jaguar Engineering became increasingly overwhelmed by impending American safety and emission regulations proposed for 1968 – these being an absolute priority simply to continue to sell cars in the States. The majority of development engineers were absorbed in legislation compliance work – such as the Series 2 E-Type revisions – and the team on XJ4 was saddled with limited resources. Despite that, the XJ6 emerged as a

brilliant car, a great testament to Bill Heynes and his tiny engineering team. It must have been tempting to cut corners and not to have striven for such high standards of performance, safety and refinement, given the pressures they were under to deliver on so many other fronts.

Developing the style for the car was not easy. Arguably, part of the challenge in coming up with a new Jaguar for the 1970s was that the old certainties of the prestige saloon market in England were no more. Traditionalist British marques such as Alvis, Armstrong-Siddeley and Lea-Francis were either dead or irrelevant and the mass-produced 3-litre saloons of Wolseley, Humber and Ford were being eclipsed by the contemporary and more dynamic models from Rover and Triumph. Mercedes had also launched the W108/W109 series in 1965 and BMW would launch the big Michelotti-inspired E3 saloon in autumn 1968 too, and both cars would become serious competitors to Jaguar in the early 1970s, particularly in the US market.

Fortunately the XJ6 was almost universally admired when it was launched in September 1968 and remained the classic Jaguar form for the next 18 years. One thing in particular resonates to this day: the car's fantastic stance. The Maserati Quattroporte and the Lagonda Rapide might have antedated the Jaguar and set the style for sporty saloons, but neither had styling as well resolved as that of the XJ6. Sitting on low-profile Dunlop SP tires specially developed for Jaguar, the relationship of body to wheels was absolutely masterful and instantly connected with luxury car buyers of the day. Until then, 'stance' in a car was some vague notion about proportions. From then on, it became clearly defined and understood: a combination of vehicle proportions and how the body form relates to both wheel size and positioning. 🍷



To a world filled with compromise, we make no contribution.

Which may suggest why the Jaguar XJ6 was selected as one of the world's ten best cars by Road & Track.

All cars begin as an idea. The Jaguar XJ6 began as an almost impossible idea. It was to design a sedan that would set new standards of comfort and luxury, road-holding and ride, steering and braking, performance and safety, while maintaining the standard of value traditionally associated with Jaguar.

In building the Jaguar XJ6, we held fast to that idea without compromise.

A few particulars.
The XJ6 is powered by a 4.2 litre twin-overhead camshaft engine that was described by a prominent automotive publication as "almost faultless".

Motor Trend described its handling in one word: "superb".

That characteristic derives from the engineering that went into the Jaguar XJ6. A fully-independent 4-wheel suspension system designed to negotiate the ruts and bumps of English country roads.

And power-assisted rack-and-pinion steering. Caliper-type disc brakes front and rear, also power-assisted.

In naming the Jaguar XJ6 as one of the world's ten best cars of 1971, *Road & Track* wrote, "When we first drove the XJ6 we said it was 'uncannily swift, gloriously silent and safe as houses.' We still like that description. It was also one of the best-handling sedans in the world as well..."

Jaguar XJ6: an idea that became reality without compromise.

For the name of your nearest Jaguar dealer and for information about overseas delivery, dial (800) 831-1972, except in New Jersey where the number is (609) 962-2803. Calls are toll-free.

BRITISH LEPAGE MOTORING INC., LONDON NEW JERSEY OFFICE

Jaguar 



Two US ads, 1972 and '73, show the Series 1 XJ6 as it was advertised in the US.

Our “Everyday Jaguar” turns 50

A great example to celebrate the XJ half-century

By John Campbell

BIRTHDAY GIRL

I’ve lately begun referring to her as “50003,” the last five numbers in her VIN. For eleven years she was my parents, Bob and Dorothy Campbell, daily commuter in Belmont, Massachusetts. We’ve searched many times for the location of the first two lefthand drive cars, and the answer that resulted always has been ‘unknown.’ So, while it can’t be proved absolutely, I believe that 50003, with a build date of 22 August 1968, is the oldest lefthand drive XJ extant.

In 1973, my recently-retired father was starting his second career with a bank in Boston. In those days he was working downtown, but fortunately that only meant driving from one heated garage to another.

Here’s what Dad thought about 50003, from a 1993 article in the *Jaguar Journal*:

“Two of the new XJs (they weren’t XJ6s yet) were brought to the winter 1968 New York Auto Show. One was sold as experimental to Japan and the other returned to England. This is the third lefthand drive XJ built and the first sold normally.

“Capt. R. R. Campbell, a member of the San Diego Jaguar Club, now owns this car, purchasing it from Anderson Foreign Motors in Woburn, Massachusetts, in March 1973. The Campbells have driven it for more than 28 years, running the clock over 100,000. It is still “the best-looking car on the road,” says Bob. The original



Dorothy Campbell with 50003 in the early 1970s.



At the All-British Field Meet at St Edwards State Park.

clean styling and weight are undiluted by later US Federal requirements.

“No air conditioning, a BorgWarner Model 8 automatic, and 29 gallons of gas give it long legs. It started with 265 hp, which required premium leaded fuel. It still gets alacrity from 8 to 1 pistons installed to deal with lower octane gas.

“It is remarkable that the convenience and engineering features of newer cars haven’t outmoded this vehicle. It has about everything, power steering, power brakes, electric windows, and flow-through air including front quarter panels... and it is still out in front with a remarkable Jaguar rear suspension that puts the rear discs inboard next to the differential.

“The rear wheels are driven with half shafts that also act as the upper suspension arm, for a good reduction in unsprung weight. The body is monocoque. This first one still has fittings for righthand drive and some parts from XKEs, showing that Coventry was pushing a bit. The engine was completely rebuilt at 90,000 miles

and over the years all the interior was replaced, including Connolly hides. It was a winner at the SD Jaguar Club Concours two years ago. Parts are readily available and it seems that it can go on forever. It attracts thumbs-ups in traffic, and the kids in the gas stations want to see the engine. Occasionally a “would you sell?” note appears on the windshield.”

I inherited 50003 in 2008 and we brought her to Redmond, Washington, just east of Seattle. It’s the second Jaguar we have owned; my wife Mary’s daily driver for many years was a 1983 XJS HE V12. We’ve also owned several big Austin-Healeys and a 1959 MGA which my Dad and I restored when I was 13 years old. I guess that’s when I caught the Britcar disease. Mary has the same affliction, as we still have her father’s 1931 Rolls-Royce PII Continental, which sits in the same garage as 50003 and a 1956 Austin-Healey factory 100M Le Mans. Our modern cars live outside.

Dad was also a registered civil engineer and an electronics buff and kept copious notes on work performed on the car.

It had been maintained well, but the Massachusetts salt and California sun had done their damage. He installed a leaper mascot on the bonnet, replaced the original black tires with whitewalls, installed an aftermarket third brake light and a modern radio.

As mentioned in the 1993 article, Dad had restored the front and rear seats in 1995 with Connolly leather hides purchased from G.W Bartlett, Co. of Muncie, Indiana, for the princely sum of \$700. Thereafter full sheepskin covers protected the seats so they were in great shape when I received the car.

The vehicle was involved in an accident in 1983 when my mother was "T-boned" on her side. Fortunately, the doors and seatbelts did their job; she was OK and the damage was repaired shortly thereafter.

Following its arrival in Redmond we performed almost a complete overhaul, working to achieve and maintain that 'factory original' goal through careful, but not over-restoration. We took it to bare metal, made body repairs where necessary, new chrome, rubber and paint with the original Regency Red color; removed the leaper, replaced the front windshield and restored the interior, complete with a correct vintage five-button three-band transistor monaural radio. The engine, brakes and drivetrain have also been rejuvenated and she performs well.

Bodywork and painting was performed by Bel Red Auto Rebuild, a large shop that maintains a bread and butter revenue stream of insurance collision work, but which also does restoration work on high-end cars for a local collector and dealer. 50003 was treated quite well and was in good company with Ferraris and Lamborghinis as stablemates. No Bondo was found, but there were some rusty lower boot panels that needed replacement. Due to the popularity of the color, BASF makes a correct water-based Regency Red for Jaguars under their Glasurit brand. We finished it with a clearcoat so that she sparkles without waxing.

Finding a good and reasonably-priced chrome shop was a difficult task. Almost



Sir William Lyon's personal XJ, PHP 42G.

all the brightwork was removed prior to delivery to the body shop. The chrome work was performed by Mastercraft Metal Finishing of Seattle, although the size of the rear bumper led to it being subbed-out to another plater with a larger tank.

We've kept the original wiring harness, but had all accessible connections and switch points cleaned and coated with dielectric grease. Areas that particularly needed added protection were the connections to the headlight system in the bonnet – the wires were still flexible, but for extra protection black braided covers were added, improving the appearance. A few rocker switches needed replacement and I was fortunate to find them on eBay.

In 2001 Dad had replaced the workings of the manual dashboard clock with an electric quartz movement installed by Mo-Ma Manufacturing of Albuquerque, New Mexico. It wasn't working when the car arrived but fortunately in 2009 the company was (and is still) in business and the clock now keeps excellent time.

We 'got lucky' on the interior vinyl panels. Just over the border in British Columbia Jaguar specialist upholstery shop BAS Limited had the proper tools and machines to re-create the design of the door panels. In 2010, using their kits where needed, we replaced all the interior panels, headliner, Wilton carpeting and the Hardura trunk panels.

The final trimming and installation was performed by Convertibles Only, a British car upholstery shop located in Seattle, Washington. For added comfort, lumbar support bladders were installed in the front seats. They are very discreet, not visible, and the little hand squeeze pumps tuck away under the seats.

We were also lucky in locating a correct radio on Craigslist, a beautiful and almost new-appearing late 1960s Phillips Touring Special, one of the very first transistor three-band car radios. A vintage radio repair shop near our home (sadly no longer in business) cleaned, restored and installed it in 2010.

The 4.2 litre engine's full horsepower (and maybe some more) has been restored through the good work of Andy Macdonald of British Specialty in Maple Valley, Washington. We knew Andy through his tech-session involvement with many local British car clubs – he often writes columns for the Seattle Jaguar Drivers & Restorers Club *JagMag*. (He has also helped us with our Austin-Healey 100M.) In addition to being a Zenith-Stromberg carburetor guru, he also reworked the running gear, brakes and pedal box, rebuilt the rear axle assemblies, and pulled and managed the transmission rebuild at a BorgWarner specialty shop. From time to time we have also enlisted the help of Jaguar John at Park Place Motors in Bellevue, Washington, who helped with the front



A trifecta of awards with sons Rob driving the Jag, Matt the Healey and me the Rolls at the 2010 Western Washington All British Field Meet.

suspension and control arms following the replacement of the power rack and pinion steering system.

All five tyres were replaced with black sidewall Dunlop P205/70R15s in 2010, which I understand meet JCNA standards for original replacements. There is some discussion about whether the early US-bound XJs should have whitewalls as shown in the advertising, but reports are that there was a strike at Dunlop when the first cars were finished. 50003 most likely had originally received black sidewalls, as were the style present when Dad purchased the car in 1973. We prefer the black tyres anyway.

The driving experience is like no other car I've have owned or driven – it's a ride someplace between the 1960s and today's most cushy modern cars and is just plain fun to drive. With practice one can throttle "play" the three-speed automatic to get almost the same kick as a manual. It's very responsive, and the weight to horsepower ratio means there's no problem with short freeway ramps or when passing. The kickdown gear works great and you literally feel the surge as she leaps into action.

Then there is the excellent visibility, far superior to any of our modern cars and

almost as good as being in the open cockpit of a roadster. Because they shared many components, the interior looks, feels and smells like the same year XKE, complete with that very nice combination of wood burl and rocker switches all in a row. It also has wind wings ('quarterlights' in Britspeak) and a nice setup on a sunny day is to first slightly open the driver's wind wing and, using the right-at-hand center console switches, crack open the passenger side front and back windows so the there is a nice, soft and quiet breeze at freeway speeds.

The XJ's innovative anti-dive front end geometry allowed Jaguar to use very soft springs up front and that suspension is coupled with power rack and pinion steering. The combination gives a feeling of effortless handling, very precise but yet soft and smooth at the same time – think of an overstuffed sofa that handles well. Potholes and small speed bumps often go unnoticed.

One of the nice features is the cavernous flat-floor boot area. She makes a good Costco car, quite maneuverable and can accommodate the results of a large shopping list.

One part still being sought is the thirty-inch long bright aluminum sill that finishes the opening edge of



Regency Red paint in final buff stage prior to clear coat in 2009.



The reproduction lubrication chart made and applied in 2016.

the boot floor. Dad was a golfer and I suspect dropping his bag in and pulling it out created most of the existing scratches and dings. I've found a few sills on eBay, but they've all turned out to be more damaged than the original on the car. We had a hot-rod shop try to bend a replica, but the attempt wasn't successful. The sill appears to be an extruded piece with sharp edges and there is a slight curve overall.

There will always be more to do and we plan to keep driving 50003 and maintaining her as usual. Unlike our other collector cars, I feel OK about leaving it unsupervised in a parking garage and so when the weather is right I will often drive it when going downtown to meetings or on errands. We have never been focused on achieving a perfect concours restoration, but the car still earned a score of 9.973 in the Driven Division Class at a JCNA Concours d'Elegance in 2010. (She lost points mainly because the horns wouldn't work.) I think Mom and Dad would be proud to know that at age fifty, 50003 is still out on the road, still generating thumbs-ups and admiring looks and comments. Here's to the next fifty! 🍷

Red, White and (was) Blue

The 40-year Jaguar restoration

By Marguerite Dennis

WEDDING BELLE

This is the story of a 59-year-old Jaguar and a restoration that took 40 years to complete. It is a story told from the perspective of a wife, who sometimes acted as a navigator, but who mostly just enjoyed the ride.

We were married in 1970. While some brides receive diamonds or pearls as a wedding gift, my husband proudly presented me with Anthony, a 1958 Cotswold Blue XK150S OTS. Never mind that my height prevented me from driving the car (my feet could not reach the pedals). That detail never prevented me from enjoying trips to Cape Cod, Massachusetts, Washington, Bar Harbor, Maine or Montreal, Canada. I thought the car was elegant with a design that was classic.

SEVEN-YEAR BREAK-UP

Without warning, in 1977, the timing chain snapped and all of you reading this article know better than me what that does to a car's valves and engine. For the next 40 years Anthony waited patiently to be restored, moving with us from garage to garage in New York, Washington, and Boston as we raised children, bought and sold houses and established successful careers.

As the years rolled by, like us, Anthony changed; his skeleton covered with rust, his once beautiful facade pale from neglect and decay. The car could easily be classified a 'barn find,' except that the 'find' was in our garage. Then two years ago, with children raised and careers in retirement, we decided to honor Anthony's patience with a full restoration. Finally, our garage was absent one car, but as in life, nothing goes as planned with a classic car restoration. Many of you reading this article know what I mean. You know of the frustrations. You know of the timelines that have long since passed and the estimated costs that have no bearing to reality. And you also know, that no matter what, you have to do this.

XK150 CLASS 101

After we decided to begin the restoration, I thought I should learn something about the history of the 150S and thought Bernard Viart's book, *Jaguar XK150 explored*,

would be a good place to start. This is a very technical book. It is also very interesting. And the sentence on Page 6, "The XK150... must continue at any cost," seemed particularly pertinent.



As bought, Cotswold Blue in 1969 – not that you'd know it.



At rest after a good drive.

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Model Shown: 2018 Jaguar F-TYPE R-Dynamic Convertible. European license plate shown. *Class is cars sold by luxury automobile brands and claim is based on total package of warranty, local Jaguar Retailer. © 2018 Jaguar Land Rover North America, LLC



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Body work underway.



Interior remains red but redone.



Proper Pumpkin color and triple SUs: a real 150S.

A few interesting facts courtesy of Monsieur Viart: Sir William Lyons launched the Jaguar XK150 on May 22, 1957. The model had a good run, disappearing in 1961 to make way for the E-Type, but not before selling 4,547 cars in 1958 alone. The 150S straight port head development began in 1956. The open two-seater, produced primarily for the American market, was advertised for both touring and competition with a "straight port" cylinder head. New comforts included a one-piece windscreen, roll-up windows, convertible top and four-wheel disc brakes.

Reading the first 50 pages of this book I learned the history of the styling, the body, the bonnet, the front wings, the scuttle and firewall, the rear deck, tonneau and wings, the bootlid, the chrome parts and accessories, the interior design, the chassis frame and running gear. The engine, transmission, suspension and brakes were also covered, along with period accessories and the differences between the fixed and dropheads. My discovery of all things 150 ended when detailed diagrams claimed the next sections of the book.

HIS LIFE IN THEIR HANDS

Beginning in 2015, we made frequent visits to the restoration garage and the fabrication/body shop. I particularly enjoyed watching the mechanics take our shell of a car and strip it down to its 'bones' and bring it back to 'life.' These men are, in my estimation, the real deal and I fear they are a dying breed. At least in our part of the world, the east coast of the United States, it is hard to find experienced mechanics with the knowledge and skills to restore classic Jaguars. My husband Russell made frequent trips to the UK to attend autojumbles to purchase spare parts. Along the way he connected with a number of Jaguar enthusiasts with information on chrome parts, seat belts and the correct shade of red for the interior. Sometimes discouragement replaced anticipation as the weeks and months passed with delays that prevented us from enjoying Anthony on the backroads of Cape Cod. Then,

like magic, we received a phone call that Anthony was ready for collection.

REUNITED, AND IT FEELS SO GOOD

October 16, 2017, dawned cold and overcast. No matter. This was *the* day. Finally, after nearly two years, we would be reunited with our car. I woke up at 3:30 a.m. in anticipation and at 8:59 a.m. we walked into the showroom and happily greeted the front office clerk with, "We are here to pick up our car."

I would be both a liar and a fool if I denied that I did not tear up when we were ushered into the garage and saw our restored Jag. Anthony now sports an Old English White exterior, a red interior and a black hood. For a long time, I just looked at the car in joy and disbelief. This restoration gave new meaning to the word spectacular!

At 11:00 a.m. we left the showroom to begin the test ride. We bought Harris

tweed caps and a plaid blanket the last time we were in the Cotswolds and we forgot them both. Never mind, they are just props. Now it is time for Anthony to perform. Come with me as we travel from the Berkshires in Massachusetts to Cape Cod, a couple of hundred miles east. I thought that since there was, and is, no radio in the car, the art of conversation would replace music and talk radio shows. But my husband and I drove in silence for the first few miles of our trip, each lost in our own thoughts and perhaps memories of years long ago. But after a while we compared feelings. All good.

The Berkshires are beautiful anytime of the year, but particularly so in autumn. We take secondary roads and are rewarded by miles of tangerine, burgundy and yellow trees, ready to shed their leaves to make way for winter. There are lots of thumbs-up and smiles as we pass rural New England towns; from policemen

working construction details, from college students running to class, from retired men who know they are seeing something special. After eight hours we arrived on Cape Cod and drove Anthony into the garage, to rest for the evening in glory.

For Russell, Anthony's restoration was an exercise in determination and ingenuity. For me the restoration symbolized a time in our lives when we were young and unburdened by the demands of life. I can't and don't want to turn back the clock. But I must admit that I do feel a tiny bit younger riding in the Jag. There are many beautiful cars in the world. I know I am biased but none are, in my opinion, as beautiful and as classy as Jaguars. The men and women in Coventry who created these cars really knew what they were doing. The restoration was difficult and frustrating, but the result worthwhile. Time to stop writing and go for a drive. 🚗

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An Engine a Day the Jaguar Way

Life in Jaguar's Radford engine shop

Nigel Boycott talks to Jaguar Journal

JJ: So, Nigel, tell us what you do for a living?

NB: I spend my time working on the classic Jaguar XK and V12 engines.

JJ: Do you work from home?

NB: I used to, but now I have a workshop at my brother's farm not too far away.

JJ: Did working from home not suit you?

NB: It suited me fine, but when it started to get busy I'm not sure it suited my wife. It got to the point where I definitely needed more room and my brother had lots of that on his farm, plus it's much more secure there and I don't tell anyone where it is. You can't be too careful these days. I've been building engines one way or another for 40 years.

JJ: Are you self-taught?

NB: Not even close. I went to the Jaguar Daimler 'off the job' initial training school for nearly a year before starting my formal apprenticeship. The apprenticeship involved working in lots of different parts of both plants for over three years. When I finished serving my time as an apprentice, I began work in the factory engine reconditioning department.

JJ: Interesting. We reviewed a book a year or two back, written by another apprentice working around the same time as you, although he went off to New Zealand when he finished his training. So the engine reconditioning department wasn't at Browns Lane?

NB: No, the reconditioning department was on the same site as the car and Daimler bus service departments. It was in Kingfield Road, Coventry. Basically, it was the other side of the railway line from the Daimler works, more commonly known as the Radford factory.

JJ: What was your typical workload at Radford?

NB: As part of the Service depot, private customers and dealers would



Nigel with one of his V12s on the test bed.

bring cars to us. The dealer cars would have to be authorised before they could be brought to us. That means they would have to try exhaustively to resolve issues on new cars themselves first. We were often called "the last line of defence before the law courts." To be honest, many of the problems were due to the poor quality of the components that were fitted in that Leyland era.

Most of the engine rebuilds we did were warranty work. The customer would have had a new engine fitted at the dealer and we'd get the old one and rebuild it, ready to be sent out or used in some future warranty replacement. This same pattern of work was used when the early XJ8 and XK8 engines developed Nikasil cylinder liner problems with high sulfur fuel and condensation on short trips.



Too nice to hide under the hood. A Mk X 3.8 with characteristic alloy plenum.

The factory rebuilt and re-issued the engines with cast iron liners, which are more resistant to corrosive sulfur combustion by-products. That was after I'd left though. Back in my time we did also build a number of 'COP' – customers own property – engines. These would be their own engines and we would always be able to find the odd extra new part from under the bench or in the back of a parts rack somewhere! Effectively it meant they would be done very cheaply, as each COP job was costed based on the total price of parts from the individual stores that we formally requisitioned. During my time, most of what we did was paid for by Leyland Cars as it was rectification/warranty work.

JJ: Do any repairs stand out as particularly difficult?

NB: The difficult repairs were many and varied! One of the worst I've done is a steering rack change on a lefthand drive XJS V12 when I was an apprentice. JCNA people will need to have double jointed fingers on North American cars! Righthand drive racks aren't quite so bad. Getting the pipes into the valve block is bloody awful. Changing the rear spark plugs in the same vehicle was also tricky – but the early 5.3 model was a fun task, too!

In fact a lot of the work on XJS V12 under the bonnet was not a pleasant experience and is generally worse on cars for the JCNA regions because of the extra emissions equipment getting in the way. In all honesty, there wasn't a lot that was easy to do on older engines. Corrosion added extra spice and hindrances.

JJ: Did you use reconditioned parts or always new?

NB: Engine-wise, the most common bits on an XK engine we reused were cam covers, timing chain plates, refurbished con rods, distributor drive gears (on the crankshaft) and the associated distributor driveshaft. A lot of the cylinder heads, crankshafts and cylinder blocks were reused for both the V12 and XK engine – maybe more so for the XK engine as it was more 'reconditionable.' My favourite engine is the 3.4 XK120. I think that's because this is what the block was designed for, although the 3.8 was a very nice engine, too.

We never got to hear all the details of warranty claims – just had to deal with whatever went wrong. At the time, component quality was so poor in a lot of areas that I don't think there was much in the way of dodgy warranty claims – they were all too believable!

I've no doubt some of the more unscrupulous did exploit the system.

The best tips I can give first-time engine builders is to use plenty of oil during assembly and don't fit cheap replacement parts. The quality of some of the parts out there is little short of criminal. Where vendors offer a choice between parts made to original spec and cheaper copies, it is normally false economy to buy the cheap chains, valves, etc.

JJ: Are there common mistakes you see from DIY engine builds?

NB: One thing I find regularly is incorrect lower timing chain damper set-up. Also numbering of main bearing caps and big ends from the front (never on an XK engine) with lots of centre punch marks.

JJ: Did you work with any names we might know of?

NB: I worked with a great number of people during my apprenticeship. They ranged from basic tub grinder operators in the '19 shop' at Radford (otherwise known as 'the Daimler') to ex-Le Mans team mechanics. I worked with a guy named Tony Burton in chassis experimental at Browns Lane. I think he was still an apprentice, but was lucky enough to travel to Le Mans with the team.



Neville Swales' 4.2 Weber engine needs setting up on a rolling road, but ran fine on the test rig before return to its owner.

My senior foreman in works engine recon was Mr. George Hodge. He was ex-Le Mans team engine man, I think, and worked with Mr. Frank Rainbow. George was a hard but fair foreman who was very good to me. I also worked under the instruction of Jim Randle when he was a mere project engineer. A great engineer who always had time to explain things to apprentices. He became director of engineering and was famous for the 'Randle handle' J-gate gear shift. I worked with a guy whose name escapes me, doing rise and fall testing on the XJ27 front suspension at MIRA. It was early spring and bloody freezing changing coil springs and spacers countless times outside on the ice-cold asphalt! We had it hard – not like these modern types who don't know what discomfort means.

My great-uncle worked in a foundry somewhere at 'the Daimler' all his life. My everyday bench vise is one he got a scrap note for back in the 1940s – god knows why! It's perfect to this day.

In works engine recon we had a multitude of odd characters. None more so than Frank, the Irish labourer. It was his job to turn off the trichloroethylene bath in the afternoon on Friday. He would then drain off the fluid first thing Saturday morning and climb inside the tank – no breathing equipment or anything at all in the way of protection – and he would clamber out as high as a kite! He kept moaning that the soles of his boots kept breaking up and he was fed up with buying new ones! He demanded some special footwear for doing this task so he was provided with a pair of clogs with leather uppers attached with good old-fashioned hobnails. He was very pleased with the clogs and decided to wear them all the time. He said that as they were heavy, they made it easier to ride his pushbike! He was as mad as a March hare – probably the effects of all the years inhaling 'trike.'

Eventually trichloroethylene was banned and then it became a great performance to clean out our degreaser tank – involving the fire brigade from Radford – who were akin to clowns or Sesame Street

characters. It's another story, but I'll never forget when, as first year apprentices, we were given a demo by the fire station staff of their "expertise." If the Browns Lane crew in the 1950s were like this lot, no wonder the place burnt down. It was side-splittingly funny, if a little scary, to think of their responsibilities to everyone on site!

I was never aware of anyone famous or police getting uprated cars. They were already amongst the fastest road cars but for the police it may have been done secretly. We never had anyone really famous shown around our works engine reconditioning section. It waaayyy too dirty and smelly for the great and the good. I think I only ever

saw Sir William in there about twice. Occasionally Lofty would grace us with his presence, as would Harry Mundy (a key V12 designer).

I did go out once as an apprentice to the Belfry golf course near Birmingham to fix an amplifier breakdown on TV commentator Peter Allis's Series 3 E-Type. He gave me a fiver tip, which was nearly a week's wages for me back then as a poor 19-year old apprentice. Happy times. Google my name and the word Jaguar and you should find lots of videos of engine builds and start-ups.

JJ: Thank you. 🍷



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SUBMITTED AT THE 60TH ANNUAL GENERAL MEETING (AGM),
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Robert G. Sheridan & Roger Payne

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Unique 294-page hardcover book signed by the lead-author, Robert Sheridan. The *Jaguar XK 120 Authenticity Reference Guide (All Models)* interior pages contain the same "judging information" as the *Jaguar XK 120 JCNA Concours Judging Guide* presented at the JCNA 60th Annual General Meeting (AGM), San Antonio, Texas, March 21-25, by Dick Cavicce, JCNA Chief Judge, authored by Robert G. Sheridan and Roger Payne. The differences are larger pictures, larger fonts, Jaguar spare parts numbers, information for Alloy cars and RHD cars and many other details not found in the *Jaguar XK 120 JCNA Concours Judging Guide*.

The *Jaguar XK 120 Authenticity Reference Guide (All Models) Book*, is organized in JCNA JUDGES SCORESHEET SEQUENCE and will be of indispensable value to XK 120 restorers and owners if they want their car to be 100% JCNA CORRECT. This book is a MUST HAVE for restorers, owners, appraisers, collectors, clubs and concours judges.

To Purchase Books: If you are a current JCNA member, visit www.jcna.com > Merchandise > Jaguar Books. If you are NOT a current JCNA member, visit www.xk120authenticityguide.com. Please email inquiries to: sales@xk120authenticityguide.com.

JCNA 2018 International Jaguar Festival, Santa Barbara

The build-up begins...

By Mark Mayuga

'L.A. OR BUST,' WE'RE MORE THAN JUST FREEWAYS AND GLITZ!

October 31, 2018, is the beginning of an exciting five days of 'SoCal' fun and adventure. The Jaguar Owners Club of Los Angeles (JOCLA), founded 1955, will play host to the 2018 JCNA International Jaguar Festival, a national event featuring all things Jaguar. The event location is on the beach in Santa Barbara, California, the 'Riviera' of the West Coast. Wait a minute, the event really gets started in L.A., *Los Angeles*, the land of Hollywood, beaches, freeways, glitz and glamour. Well, that's what most people think, but L.A. is about great neighborhoods, fantastic dining, wonderful architecture, world class museums, live television shows, unique businesses and world class events. When you talk about L.A. you really mean the greater Southern California basin, from Santa Barbara in the north to Orange County in the south, Santa Monica beaches on the "Westside" to Palm Springs in the desert to the east.

THE OLD DAYS

During the 1840s Gold Rush in Northern California, Pueblo Los Angeles was a sleepy Spanish colonial town with little to do but to raise cattle, children and



Los Angeles County Museum of Art.

grow crops. The only exciting thing going on then was Zorro, robbing the rich Dons to give to the poor peons. Walt Disney would capitalize on that hero later in syndicated television shows [*The first TV program we ever saw in our home as kids. Ed.*] What made L.A. great was the weather and the wide-open spaces, eternal sunshine and the movie industry coming west to make motion pictures year-round with great

backgrounds and sunshine 99% of the year. That was the beginning of what has become today the world center of film and television production. Shortly after that, airplane manufacturers came here too, because of the open land, clear weather and available labor.

MODERN TIMES

L.A. is the birthplace of the space industry: space shuttles and satellites are still being built here. Mars missions are monitored from the Jet Propulsion Laboratory in Pasadena and Star Wars had its beginnings at the University of Southern California, along with *Indiana Jones* and *Shrek*. Mickey Mouse and Bugs Bunny competed for screen honors and Walt's Disneyland became the Magic Kingdom for the entire world. The 'Car Culture' started in SoCal, along with many professional race car drivers, manufacturers and race tracks. The first oval 'board' racetrack ever built was located at the Playa del Rey in Venice, Lions Dragstrip (where Mickey



The Nethercutt Collection.



Remodelled Petersen Automotive museum exterior.

Thompson raced his famous slingshot dragsters) started in the mid-1950s in Long Beach, and Carol Shelby built his first Cobras right next to the 405/110 Freeways in Carson (the building is still there today). Phil Hill started his racing career thanks to Charles Hornburg, West Coast Jaguar importer, and raced at the Goleta Airport, Riverside Raceway and the Santa Monica Raceway. 'Cars and Coffee' started in Orange County and has grown to be a national and international car guy bonding event.

STYLE WITH SUBSTANCE

In the early days, many a Jaguar XK120 was driven by the likes of Clark Gable, Stuart Granger, Trevor Howard, Tyrone Power, Frank Sinatra, Dave Garroway and many more movie, radio and television personalities. It was the car of choice for style and speed. Today you

can see Steve McQueen's XKSS and Mel Torme's SS100 on display at the Petersen Automotive Museum, along with modern Jags used in recent films. The Petersen is located in the middle of Museum Row in mid-town Los Angeles, next to the L.A. County Museum of Art and the La Brea Tar Pits, where you can watch archeologists recover fossil bones dating back millions of years. That tar is 'black gold,' oil, the real reason folks flocked to L.A. to cash-in on the oil boom taking place from downtown L.A. to Huntington Beach and Long Beach. In fact, the richest oil discovery of all time was in a small town called Taft just north of L.A.; that oil field is still producing today.

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1952 XK-120 3.4 FHC Chassis: 680326



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and Indian curries to fish tacos and BBQ ribs, gourmet food trucks are the latest trend and they can be found right across the street from the LA Museum of Art. If you don't know what you want, you can explore the 'Original Farmers Market' at 3rd Street and Fairfax, within walking distance from the Petersen museum; this is L.A.'s oldest open-air market dating back to the early 1930s. The Grove is right next door with its high fashion shops and entertainment, and next door is CBS Television City, where you can sit in on a live taping of a game show or sitcom series. Pink's and Tail o' the Pup are iconic hot dog joints in L.A.; along with Tommy's Chili Dogs and Burgers, a must for any visitor to L.A.

AUTOMOTIVE SIGHTS

There are several well-known automobile museums and collections in the L.A. basin. The most unique one is the Automobile Driving Museum in El Segundo, just south of the Los Angeles International Airport. What makes this museum special is that you get to ride around the town in their classic and historic automobiles which have all been restored back to original condition. Another unique collection of 250+ cars is the Nethercutt Museum in Sylmar, just north of the San Fernando Valley, which was assembled by the

owners of the Merle Norman Cosmetics family. This incredible facility features antique furniture, musical instruments and sculpture with all genres of cars, years, makes, models, sizes and shapes. Another fabulous venue is the Mullin Museum in Oxnard on the way to Santa Barbara just off the Pacific Coast Highway 101. This collection features the art and design of the French automobile industry. Bugattis are the main collection focus, with other famous French cars featured. There is also a vast collection of Art Nouveau and Streamline Era furniture, fixtures, art and sculpture.

For the ladies attending the IJF there is always Rodeo Drive, The Century Plaza, and the Beverly Center for shopping for high fashion, bargains and specialty clothing. For the more adventuresome and hip fashionistas, there's Melrose Ave and Little Santa Monica Boulevard and don't forget the 3rd Street Promenade in Santa Monica for the SoCal look. In downtown Los Angeles there's the L.A. Fashion District and Santee Alley for hip styles and bargains ranging from dresses, swim wear, shoes, accessories and more. Complete your trip downtown and have a meal at Clifton's Cafeteria, a national historic landmark in the heart of Downtown or

have a French dip sandwich at Philippe's near Union Station in Old Chinatown. For those wanting to dine in Hollywood fashion there's Musso and Frank's Grill in Hollywood where the celebs still hang out and "do lunch." There's also the Formosa Grill across the street from Paramount Studios. All historic eateries to be sure. This is just a sample of some of the neat and fun things to do while you are visiting L.A. on your way to Santa Barbara. So, make your trip out West an adventure and a vacation. Come and see for yourselves what makes Los Angeles, California, "L.A."

Websites:

Pinkshollywood.com

Tailothepup.com

Petersen.org

Automobiledrivingmuseum.org

Nethercuttcollection.org

Philippe.com

Farmersmarketla.com

Hollywoodsign.org

Lacma.org (Los Angeles County Museum of Art)

Moca.org (Museum of Modern Art)

Santamonicapier.org (end of Route 66)



Foundation News

Coventry Foundation goes from strength to strength

By Gary Kincel

For the past several years, I have been involved with the newly-formed Coventry Foundation. It has been a very rewarding experience for me because its stated mission is quickly coming to life. Through donations we have accumulated a massive amount of literature, artwork, factory tools, cars and money from very generous Jaguar enthusiasts dedicated to helping to perpetuate the heritage of this great marque in North America. Of equal importance, we have been able to use these donated resources to create a library, a small museum, a tool loan program and a scholarship program, where these contributions can be shared with others interested in the Jaguar heritage. We are honored to count among our patrons numerous JCNA members, four past and one current JCNA presidents, a retired President of Jaguar Cars in North America, and a racing legend.

For me personally, it has been a great joy to help to create this entity, but more importantly to work with and get to know the many people who are involved as volunteers and patrons. It has also been an adventure for the foundation leadership in many ways. Initially working through the legal maze and interacting with governmental agencies was an adventure, but one made more tolerable by the efforts of Tom Wright, the foundation's attorney. As we continued to grow, I have had wonderful experiences working with new donors, as well as with our officers and BoD members on a variety of projects.

A recent adventure was a trip to Tennessee to retrieve a donated car from Dr. Gerald Mitchell. The day started very early with an Uber ride to the Pittsburgh International Airport. The first leg of the flight was delayed, and the trip that was to have me arrive at noon, ended with my arrival at 6 p.m. Full of energy though, because, since my retirement, I have learned to take cat naps almost at will that keep



Gerry and his wife Becky, at the low evening sun hand-over.

me energized. When I left Pittsburgh, it was cold, rainy and generally dreary, but in Tennessee, it was warm and sunny, with a slight breeze. Gerry and I had been communicating by phone and email for several months about the car, and coordinating the pick-up. His car is a one-owner 1977 XJ-S, originally purchased new in Santa Monica, California, while Gerry was a member of the Jaguar Owner's Club of Los Angeles, hosts of the upcoming IJF. Gerry discovered his was a fairly early version, one of 1,269 lefthand-drive V12 coupes, making it a reasonably rare vehicle. Not only will this car make a great addition to our permanent collection, but more importantly its originality will make a great reference vehicle for those researching just how the cars came from the factory. Due to my delay, I was not able to spend much time with Gerry, so the hand-off took place in the airport parking lot. But the day was beautiful and we did get a chance to spend some time together looking over the car. Gerry had discouraged me from towing this car to Pittsburgh; instead he encouraged

me to drive it back. He installed a new battery, checked all the fluids, put air in the tires, and one more coat of wax on the body to make it 'road ready' before turning it over to the foundation. I headed north on Rt. 81, and Gerry headed south to his home. The first couple hours of the drive were during daylight, a great windows-down day. This cat just purred along, those 12 cylinders happy to be getting some needed exercise. The car cruised along at 75-80 without the slightest problem. Eventually I turned north through West Virginia on Rt. 77. I always enjoy driving through West Virginia, particularly this time of year. Nice scenery, and good memories for me as I managed RiteAid drugstores in the state for a number of years. The only stops made were for fuel, and was that car ever thirsty! The first was at a truck stop just outside of Beckley West Virginia, for a large coffee and a Whopper. Then a second stop, shortly after I crossed into Pennsylvania. The balance of the drive was in the dark, making it a little more difficult to watch for speed traps. So I had to hold it down a bit, particularly

when going through Summersville, West Virginia, where the speed limit on the four-lane drops to 50 mph and is heavily enforced. I arrived back home at around 1:30 a.m. after a flawless drive, ready for my next CF adventure.

Earlier this year, the foundation opened a library and research center in Columbia, South Carolina. This is the first generation of what will become a combined library/research center/museum as donated funds and/or real estate allow. The location is convenient to major highways and will be available

for research after our grand opening. In conjunction with the opening of the library, we have entered into an agreement with JCNA to house and maintain the club's historical records, and to manage the tool loan program. As time passes, we hope that historical documents related to the Jaguar marque, along with material on people who helped promote the brand and the club in North America, will be donated to this facility. If you have anything that may be of significance to the marque, the people that were important to the brand or JCNA, please consider

donating it to the library for preservation and use by those interested in the history of Jaguar and JCNA.

Coming soon will be our second annual scholarship award. Under the guidance of Gary Hagopian, the foundation will grant another scholarship to a deserving student later this summer at the Penn Technical College in Williamsport, Pennsylvania.

Please visit our website at coventryfoundation.org, or visit us on Facebook for the latest news and updates on foundation activities. 📱

Jaguar: Marque of the Year at Watkins Glen Grand Prix Festival

Head for The Glen this year, if you can

By Eleanor Morris

Jaguar is 'Marque of the Year' for the 2018 Annual Watkins Glen Grand Prix Festival, Sept. 7, in Watkins Glen, New York. The Festival is recognizing that 2018 is the 50th Anniversary of the XJ Jaguar car, and the 60th Anniversary of the Jaguar Clubs of North America.

In honor of these Jaguar milestones, the Watkins Glen Grand Prix Festival is including a special event in its program, an all-Jaguar car show in Lafayette Park, in downtown Watkins Glen, on Thursday, September 6, 2018. The FLX-Jag Car Show and Journey to the Top is a casual show open to all Jaguar cars – any year, any Jaguar model and condition, and includes a scenic rally/tour called the Journey to the Top which culminates at the Top of the Lake Restaurant. To enter, go to the FLX JAG web page at: <http://grandprixfestival.com/FLXJAG.html>, or call Watkins Glen Promotions at (607) 535-3003. Registration for all events is limited, and fills up fast, so don't delay.

All JCNA clubs are invited to take part in an inter-club challenge at the FLX-Jag Car Show. Winner goes to



Ready for the off – behind another F-TYPE of course.

the club with the most member cars participating. Clubs are encouraged to hold their own fun awards, with their own prizes. How about certificates for 'Tallest Tale Told' or 'Highest Mileage Jag.' 'Best Stuffed Animal (Jaguar)' is always fun. Or how about 'Best Jaguar Costume' for ladies or gentlemen?

The Capital Region Jaguar Club of NY and the Jaguar Association of Central New York are participating. John Corey, CRJCNY, is contacting the New England clubs to organize a group gathering. "We may caravan and/or meet along the way for dinner," he said. Bill Licker, Inter-Club Relations for JACNY, said, "We always have some members attend the Festival."

"Last year JCNA was contacted by Watkins Glen representatives and asked if we could find out if there would be sufficient interest from our members to participate in a festival with Jaguar as the featured marque. We contacted clubs in the Northeast Region plus Pennsylvania and Ohio. The response was positive, and the Festival went ahead in making Jaguar their Marque of the Year for 2018," said Northeast Region Director Eleanor Morris, the JCNA point of contact for the project.

According to Casey Creamer, a Festival spokesman, "We already have more than 80 Jaguars entered for the Tour de Marque, which is limited to about 100 cars. And we have 30 or more cars signed up for the Thursday FLX Jag car show." He issued a challenge to Jaguar lovers. "When we featured Corvette we had to cut off the Tour de Marque entries at 120. Let's see if Jaguar can beat that number."

Eleanor L. Morris, JCNA Northeast Region Director

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Tales from the Trade

New for old (Part 2)

Last issue examined reliability and how the fitting of new components, rather than forestalling breakdowns, can occasionally be the source of 'failures to proceed' that would not have occurred had the car been left well alone with its used (and thereby proven) components.

"DON'T SPOIL THE SHIP FOR..."

Whether restoring or recommissioning a long-dormant classic, or merely performing routine servicing, Jaguars have a knack of extracting every last cent of disposable income from the owner's wallet, which can result in corner-cutting on parts. Normal 'appliance' cars sold on functionality over style deserve some respect for the way they go unhurriedly about their business, but they rarely heat the blood or encourage reckless spending. Owners buy them to have fuss-free transport at minimum cost or trouble. They rather like the ubiquitous dull plastic engine covers that hide all the mechanical parts from view these days. Wiping them down occasionally is closer to washing up post-picnic Tupperware than anything that could be called skilled 'servicing.' Under-bonnet containers requiring fluid checking are usually translucent, and orifices for the top-up of said fluids have idiot-proof brightly-colored tops, sprouting from the sea of black plastic like dandelions through cracks in old asphalt.

Jaguars were not like this. William Lyons cut his teeth on motorcycles, on which not only are the mechanical parts visible, they are styled to appeal, with polished alloy, deep enamel or a garnish of fins and chrome-plate. They are the heart of the machine, proud and prominent, providing visual and visceral appeal, like harness brasses on a brewery Clydesdale. The XK cam covers bear no load and could have

been painted steel pressings like on other engines. Nobody would have minded, or probably even noticed, but Lyons and Heynes – stylist and engineer – both knew that opening the hood on a Jag should happen with a flourish.

... A HA'PENNY WORTH OF TAR

The declining DIY serviceability of cars has naturally been matched by a decline in the availability of common spares at roadside gas stations. Remember those racks of points, condensers and bulbs? There is one part, however, that has survived as a near-universal standard fitment until recently – the radiator cap. The metal two-eared type still exists today, but usually in a smaller no-spring form on the radiator, where they usually last for the life of the car. They are cheap and work well, sometimes being replaced only for cosmetic reasons of spoiling an otherwise spotless engine compartment where *not* replacing it looks like false economy. Provided you use the correct pressure rating it's cheap peace of mind and a simple fit-and-forget, right?

NEVER, EVER, WORKED... AGAIN

A friend bought an unusually good E-Type. It was scruffy but under the faded silver paint the unmolested car was in fine shape. Intending to leave it unrestored, he nevertheless wanted to do some test miles before undertaking longer journeys and offered it to me for a round trip of about 250 miles to get my feedback. One of his boys topped up the Series 1 header tank, replaced a couple of hoses and did an oil and filter change. After a couple of miles I stopped to fill the gas tank and noticed significant leakage from the overflow hose, which is typical of a freshly overfilled system, so no worries. Travelling in Friday evening rush hour, after about 80 miles I noticed the temp gauge climbing and



Note the right cap is shorter than the left and has no bottom seal witness mark.

by the time I pulled into a rest area there was the biggest cloud of water vapor I've ever seen behind a running car, suggesting a burst head gasket or hose. With the bonnet up there appeared not to be anything amiss and on the phone the owner told me to carry on, as I was more than halfway to my destination. I bought several gallons of water and used a plastic bag under the coolant cap to try to keep the coolant in. It worked somewhat, with just one more 'cloud scene' a few miles from my destination.

Next morning, I noticed the new-looking coolant cap had no witness mark on the lower seal, meaning the coolant could not be pressurized and would pour out of the overflow long after initially finding its level. Fortunately a neighbor had an old cap and side-by-side the difference was clear. The real clue was that the short cap felt loose and did not need to be slightly pressed down to engage the tapered locking ramps on the neck. The owner hadn't spotted either symptom and having done only short drives did not realize there was anything amiss. Fitted with a correct cap from a Jaguar parts vendor, he'd have been fine.

So there you have it – don't assume a new part is a good part, and keep all old parts until replacements are proven to work correctly. 🛠️

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Rare 1982 print by Lionel Rowse: Autographed by Sir William Lyons and Duncan Hamilton. Illustrating Hamilton driving a Jaguar D-Type, it's believed these were the only prints Lyons ever signed. Unmounted. \$395 OBO. Email jeremy.sinek@sympatico.ca.

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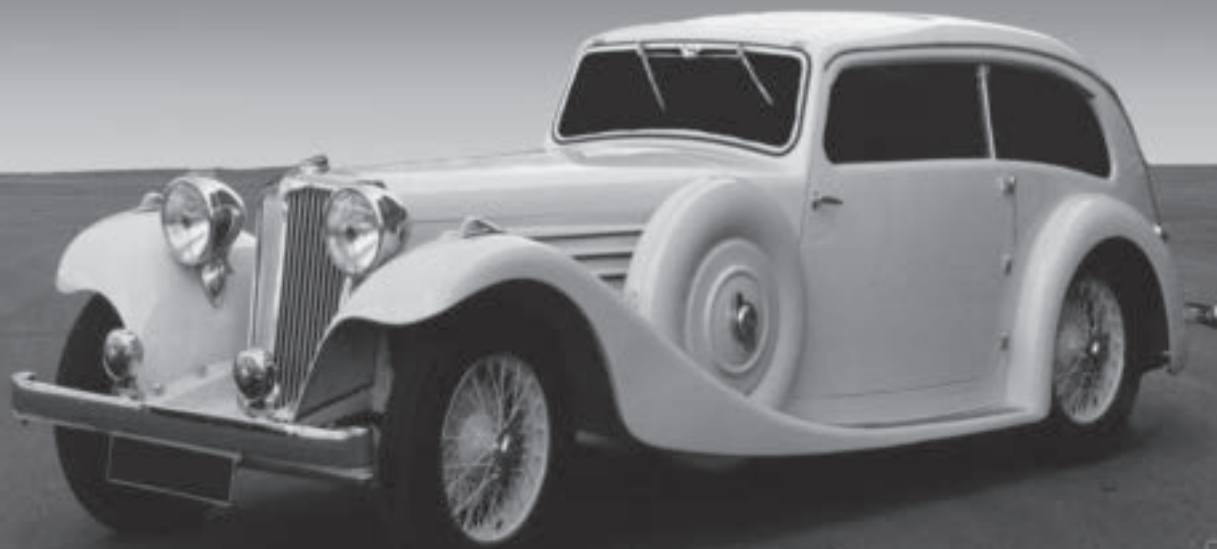
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(Ca XK JR, JDRC/NWA, JOCO, Pac JEG, JCC Vict)

Barbara Grayson – 3/2019 – 1641 S.W. Multnomah Blvd., Portland, OR 97219, USA, 503-246-8477, fax 503 246-8478, barbara@consolidatedautoworks.com

Carole Borgens – 3/2020–304–20443 53 Ave., Langley, B.C., V3A 7A6, Canada, 604-514-8414, 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)

Jack Humphrey – 3/2020 – 5102 Brady Rd., Colorado Springs, CO 80915, 719-930-4801, jagluver2@cs.com

Les Hamilton – 3/2019 – 447 Homer Ave., Palo Alto, CA, 94301, 408-759-2921, Les@jags.org

NORTH CENTRAL

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

Mike Meyer – 3/2019 – 8134 Crystal Creek, Sagamore Hills, OH 44067, 330-998-0018, mhm2@roadrunner.com

John Boswell – 3/2020 – 724 Michigan Ave., South Milwaukee, Wisconsin 53172. 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 – 3/2019 – 1208 Derbyshire Ln., Carrollton, TX 75007, 214-649-5275, xijags@gmail.com

Ronald Wallis – 3/2020 – 16638 Cypress Downs Dr., Cypress, TX 77429, ronaldwallis@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)

Dennis Eklof – 3/2020 – 31 Ames Rd., Groton, MA 01450, 508-878-9510, dennis.eklof@verizon.net

Eleanor Morris – 3/2019 - 2380 US 20, Nassau, NY 12123, 518-766-4064, eleanor@ecom-venture.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)

Thomas G. Wright – 3/2019 – 1631 Strathcona Ave., Deland, FL 32720, 772-713-3996. thomasgwright@bellsouth.net

Ron Gaertner – 3/2020 – 1485 Amberlake Rd., Manakin-Sabot, VA 23103, wrghog@aol.com

JCNA COMMITTEES AND MEMBER SERVICES

ARCHIVES/VEHICLE BUILD DATA CERTIFICATES: – Mike Cook, mcook69@jaguarlandrover.com, 201-818-8144, fax 201-818-8464, Jaguar North America Archives, 555 MacArthur Blvd., Mahwah, NJ 07430. The Archives is staffed Tuesdays and Thursdays.

AUTHENTICITY HELPLINE: Assistance in researching authenticity questions. – George Camp, 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.

CHIEF JUDGE: – Dick Cavicke, 5849 Sagebrush Rd., La Jolla, CA 92037, 858-456-0849, dcavicke@jcna.com.

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

JUDGE'S CONCOURS RULES COMMITTEE (JCRC): – Dick Cavicke, Co-chair, 858-456-0849, dcavicke@jcna.com; Harold Kritzman, Co-chair, 860-666-3045, 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. – Gary Cobble, 726 Whitesburg Dr., Knoxville, TN 37918, 865-719-3802, glc100850@aol.com.

GENERAL COUNSEL: – Rob Thuss, 803-640-1000, rob@thusslawoffice.com.

JAGUAR JOURNAL EDITOR – Peter Crespin, 9435 Watkins Rd., Gaithersburg, MD 20882, 910-398-3620, pcrespin@jcna.com.

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

JCNA/JAGUAR LIAISON: Works with the Jaguar Cars Designated Director to JCNA at the request and direction of the Board of Directors – Barbara Grayson, 503-246-8477, barbara@consolidatedautoworks.com.

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

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

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

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

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

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

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

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

PUBLICATIONS: Sells JCNA publications, including AGM Seminars, rule books, etc. – George Camp, publications@JCNA.com.

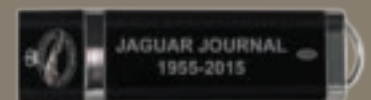
RALLY COMMITTEE: Handles Rally results. Reviews and revises the Rally rule book as necessary. Handles Rally program protests. – Jay Hixson, Jaguar Club of Florida (Orlando), 407-566-9438, jhixson2@comcast.net.

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

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

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

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



Events Calendar

July 7, 2018: Jaguar Association of Greater Indiana Concours d'Elegance. The Concours will be held in the Tom Wood Aviation in the Indianapolis. The city offers nice restaurants and places for participants to relax. There are many hotels to accommodate our out-of-state guests. Contact: Jose Sanchez, 812-374-2834, email: josesanchez@gmail.com.

July 12-14, 2018: You are invited to join the Carolina Jaguar Club for our 2018 Concours in Little Switzerland, North Carolina, in the lovely Blue Ridge Mountains. This is a JCNA-sanctioned event governed by the rules found at jcna.com. For cars to be judged, registration must be postmarked by June 22, 2018. Contact: David and Rhonda Ballard, 704-533-2397, email: carloinajagman@carolina.rr.com.

July 14, 2018: Registration is now open for the San Diego Jaguar Club's 54th annual Concours d'Elegance at Spanish Landing Park. Go to <http://www.sdjag.com/upcomingpublicevents.html> and scroll down to the concours entry, where you can find concours information and downloadable registration forms. Please read through all the info as there are some significant changes to our concours and registration from years past. Contact: Mark Hodges, 619-890-0149, email: sdjagclubwebmaster@outlook.com.

July 21, 2018: The annual JCNA-sanctioned annual slalom of the Delaware Valley Jaguar Club will be held at the Garnet Valley High School (home of the Jaguars!) in Glen Mills, Pennsylvania. Contact: Richard Rosen, 856-428-4290, email: rosen244@verizon.net.

July 21, 2018: The Illinois Jaguar Club's 2018 Concours d'Elegance will be held on the field of the Oak Brook Polo Club. Following the Sunday, July 22, concours and awards ceremony, polo festivities begin at 2:30. Saturday evening, July 21, a reception with entertainment will be held at Gibson's Bar & Steakhouse in Oakbrook, Illinois. Participants are encouraged to stay at The Drake Oak Brook Hotel, which will provide shuttle services. All activities are within a two-mile radius. Contact: Alan R. Wilson, 847-508-3238, email: awilsoncapital@gmail.com.

July 27-29, 2018: 'Jaguars on the Island' is the largest annual Jaguar event in North America. This year The Jaguar Car Club of Victoria is celebrating the 15th anniversary of JOTI. Held in the top-rated destination of beautiful Victoria, British Columbia, JOTI offers a full weekend of events comprising a Friday evening reception, the Saturday Jaguar Concours and show with more than 100 cars plus an evening gala awards dinner, and on Sunday the Prowl, brunch, and sanctioned slalom. Concours contact: Telse Wokersien, 250-885-7391, email: twokersien@gmail.com. Sunday slalom contact: Terry Sturgeon, 250-370-2299, email: terrysturgeon@telus.net.

August 4, 2018: You are cordially invited to attend the Jaguar Club of

Ohio's 46th Concours d'Elegance at the lovely Ursuline College in Pepper Pike, Ohio, on Saturday, August 4, 2018. All are invited to come to the Friday night Hospitality Mixer on August 3, 2018, at the Fairfield Inn & Suites, 3750 Orange Place, Beachwood, Ohio. Discounted room rates have been secured at the Fairfield for August 2-4. Note that you must schedule your rooms by the deadline; see registration package for all the details. Contact: Dominic Perri, 216-644-7066, email: dperri6699@aol.com.

August 4, 2018: The Milwaukee Concours Weekend this year is combining the two concours into a Sunday-only show. Saturday, we will have a driving tour, seminars, and the Saturday evening Style and Speed showcase social and auction. The Wisconsin Jaguar form is used to apply to be part of the JCNA event and include the paddock registration. You can register for the Show & Glow Paddock separately if you wish not to be part of the JCNA count. All Jaguars earlier than 1976 are invited to apply for the invitation-only part of the event; see www.milwaukeeconcours.com. We will take care to ensure your car is judged by both sets of judges. Your form and money need to be included in the JCNA portion of the event by July 21. Contact: John Boswell, 414-840-1317, email: jboswell1@wi.rr.com.

August 4, 2018: Show your Jaguar at 'Jaguars On the Green' on the 3.5-acre grass field next to the LeMay, America's Car Museum. This year, besides the 350-car gallery, the featured exhibit will be 'Heroes of Bavaria: 75 years of BMW Motorsport.' A hosted reception Friday evening and a Saturday evening awards banquet will be held at the Best Western Tacoma Dome Hotel one block from the museum. Special room rates are available. For details and registration forms go to www.seattlejagclub.org. Contact: Ray Papineau, 206-383-6892, email: papineaus@aol.com.

August 10, 2018: The 2018 Jaguar Association of New England Concours will be held on this date at the Sturbridge Host Hotel & Conference Center, Sturbridge, Massachusetts. Contact: Daniel Graf, 617-216-9703, email: danielgraf100@yahoo.com.

August 11, 2018: The Jaguar Club of New Mexico's concours will be held on the plaza in Santa Fe, New Mexico, on Saturday, August 11. Judging will be held on Saturday morning. A banquet will be held at the La Fonda Saturday evening. Details are still to be worked out on rooms at the La Fonda. Contact: Gregory Shuman, 505-366-3690, email: shuman302@comcast.net

August 12, 2018: This year's 51st annual Ontario Jaguar Owners Association concours will be hosted just outside the town of Wellesley. Spectators and entrants will be entertained with contests, a silent auction, door prizes, a live band, and a noon-time catered meal. All of the JCNA required classes will be judged, as well as a "Regularly Driven" category, involving judging-on-the-

lighter-side. There will be a block of rooms available at a host hotel, the location for our pre-concours meet and greet. More information when available at www.ojoa.org. Be advised that there is a 1/2 mile dead-end gravel road leading to the site. The location is approximately 3 hours from Detroit and 2 hours from Buffalo. Contact: Allan Lingelbach, 519-656-9398, email: swissbear@sympatico.ca.

August 17-19, 2018: The Canadian XK Jaguar Register's 49th Annual Heritage Classic Weekend will include a JCNA-sanctioned Concours d'Elegance on Saturday at spectacular Waterfront Park in North Vancouver, BC. This year is the 70th anniversary of the XK engine, and an early XK engine will be on display. There will be a welcome reception at the Seymour Golf & Country Club Friday night and a banquet Saturday evening. Options for Sunday are a drive to the Mission Raceway Historic Car Races or brunch at the Hazelmead Golf & Tennis Club in South Surrey. See www.jaguarmg.com for details and to register. Contact: Tom Doyle, 604-892-4890, email: tomdoyle@telus.net.

August 25, 2018: The 2018 Concours d'Elegance of the Jaguar Affiliates Group of Michigan will be held this date at Old World Canterbury Village, 2359 Joslyn Ct., Lake Orion, Michigan. Contact: Bob Matejek, 248-842-1046, email: bobmatejek@aol.com.

August 25, 2018: Jaguar Association of Central New York will hold its 2018 Slalom #2 at 333 Butternut Dr., De Witt, New York. Contact: Jeff Dafoe, 315-488-1492, email: l49cd@hotmail.com.

August 24-25, 2018: 'Jaguars at Saratoga,' a Jaguar lawn show at the Saratoga Automobile Museum, sponsored by the Capital Region Jaguar Club of New York. Show time is Saturday from 10 a.m. to 2:30 p.m. Rain date is Sunday, August 26. Go to www.saratogaautomuseum.org for more information. New this year: dinner at Prime at Saratoga National Golf Club on Friday evening, August 24. Saratoga Springs is the home of world class horse racing and August 25 is "Travers Day" at the racetrack. For more information, call 518-283-4534 or email: contactcrjny@gmail.com.

September 8-9, 2018: The Jaguar Owners Club of Oregon will hold a JCNA concours at the All British Field Meet the Portland International Raceway on Saturday. Also, a slalom will be held Saturday and Sunday at the Raceway; on Saturday it will be run between Concours d'Elegance and the BBQ at the ABFM. Concours contact: Glen Enright, 503-538-8610, email: britcar69@hevanet.com; Alalom contact: Tyler Hayward, 503-522-1181, email: tylerhayward@gmail.com.

September 15, 2018: Join the Jaguar Club of Ohio for a JCNA-sanctioned slalom in Eastlake, Ohio. JCNA member cost is \$25 per person; non-JCNA members, \$30. For more than one car, add \$10. Slalom rules, course and classes are on the JCNA website. If time permits 'fun runs' for charity will also be held at \$2 donation

per run. Food and drink afterwards at the Captain's Club restaurant nearby. Because the location is noise sensitive; if your vehicle is too loud you will be unable to run. Those with cars which have an active sport exhaust will be asked not to use it. Contact: Mike Meyer, 330-998-0018, email: mhm2@roadrunner.com.

September 15, 2018: Nation's Capital Jaguar Owners Club 2018 Concours d'Elegance. More info will be posted here as it becomes available. Contact: Bob Engh, 410-544-3167, email: rheun@msn.com.

September 16, 2018: Vanderbilt Jaguar and MG Invitational Concours d'Elegance on the Vanderbilt Estate and Museum in Centerport, New York. Concours for Jaguars and other British cars will be held separately. For more information, go to www.jdcli.com. Contact: Mike Carroll, 516-607-6074, email: macsl300@aol.com.

September 29, 2018: The Jaguar Club of Houston's 2018 Concours d'Elegance will be held on Saturday, September 29th, 2018. The event will be held at Kings Harbor, Kingwood, Texas. Contact: Tony Lucci, 713-206-1410, email: silversmith1@peoplepc.com.

September 29, 2018: Inland Empire Jaguar Club's fifth annual Jagstravaganza at the Historic Idyllwild Inn in Idyllwild, California. Contact: Jennifer Hanson, 858-688-3385, email: jd_hanson@hotmail.com.

September 29, 2018: Jaguar Association of New England Fall 2018 slalom will be held in North Andover, Massachusetts. Contact: Richard Hanley, 508-317-3474, email: richandley@britishbeer.com.

September 30, 2018: The Jaguar Club of Southern Colorado's 2018 Pikes Peak Concours will be held at Jaguar Land Rover Colorado Springs. Contact: Jack Humphrey, 719-930-4801, email: jagluer2@cs.com.

October 5, 2018: The San Antonio Jaguar Club is pleased to invite you all to our biggest event of the year, our 26th Annual Alamo City Concours d'Elegance! The festivities begin with our Friday night Welcome to Concours cocktail party with heavy hors d'oeuvres in downtown San Antonio. On Saturday morning, we grace the Concours site with Jaguars being judged in JCNA, Drive and Special Edition Classes. That evening we will have our awards banquet with trophies and door prizes. More details to follow... Contact: Fran Curran, 210-508-5572, email: fscurran@aol.com.

October 5, 2018: Jaguar Association of Greater St. Louis has a new location for show day, Faust Park! Its about a mile from our host hotel, the Drury Plaza Hotel in Chesterfield. We will again be back at Bishop's Post for dinner on Saturday evening. We are finalizing details for the weekend and will post soon. Contacts: Lisa Hendrix/Allan Ellis, 314-406-5412, email lhendrix@curtispack.com.

Member Spotlight

Ron Gaertner

By Gregory Wells

When asked what got him into cars generally, and Jaguars specifically, Virginia's Ron Gaertner first recalls the impressive Chrysler Imperials a former father-in-law always drove in the '50s. "They were such impressive cars, with those giant headlights. My father never owned any significant or really interesting cars, but I suspect he probably was a 'closet' car guy," muses Ron. "Jags always made an impression on me as a kid. They were the epitome of style." But what eventually put Jaguars on his radar screen was time his then-girlfriend picked him up in a car her mother's boyfriend had let her borrow, an E-Type.

Born in 1952 in Shreveport, Louisiana, Ron was the first of two sons of a successful real estate appraiser father and a high school 'secretarial arts' (typing, shorthand, stenography) teacher mother. Ron attended the-then Jesuit High School in his home town and obviously was a decent student, as the next level saw him attending Louisiana State School of Medicine, where he earned his MD, performing his psychiatric residency at Ochsner Clinic in New Orleans. Ron's medical specialties are adult and adolescent psychiatry and addictionology, the latter sadly being a growth industry in today's world. In the Richmond, Virginia, area, which has been his home since 1983, he has been affiliated with numerous hospitals and health providers since 1983 and he opened his own clinic in 2013.

As a young man Ron was clearly wise beyond his years. When he was 16, his father offered to give him a new 1968 Corvette but Ron demurred. "At my age, I really didn't think I should be driving a car with that kind of performance," so he passed on it. Later, his younger brother was presented with a similar sort of offer involving a Mustang Mach 1, which resulted in the all-too predictable crash within a short time.

While in college, Ron's eyes focused on an MG TF and his dad was again there



Ron and his XK120. JJ Ad. Manager Diane DuFour in the background.

for him, but didn't quite hit the mark, as he actually came home with a 1952 MG TD, and that was the car Ron drove through his college years. It no doubt generated much attention from fellow students of both genders.

The next object of Ron's vehicle lust was a Morgan Plus 8, a car he eventually acquired and still owns, but it wasn't long before the insidious Jaguar pathogen slowly crept into his bloodstream.

Ron's first Browns Lane vehicle was a 1960 XK150 drophead which Ron had restored to a very high standard and that led to his 'addiction' with JCNA concours on the North American level. He has been a very successful entrant for a number of years, with 100-point scores and JCNA champions on his 'resume.' Ron admits that with the exception of taking his cars off the trailer, he doesn't drive them. Being able to say, "You're number one in the country" is what counts. "I could have a stamp collection, but it wouldn't be as much fun."

His champion XK150 has been restored twice, the unhappy result of an accident that occurred while trailering it to a



Ron's winning XK150 stands out at the Little Switzerland concours.

show. It's bad enough that the car was damaged but the wreck put Ron's wife Marcy in the hospital with broken ribs, five thoracic fractures, and a damaged lung. Both wife and car are back in fine fettle today, but very understandably Marcy now declines to ride in the tow truck with Ron when they're headed for a concours.

Also residing the Gaertner garage is a 1953 XK120 FHC which Ron first saw a month before the owner passed away, whereupon he acquired the car and finished the restoration. This car has been a JCNA champion for almost ten years. His current project, still undergoing restoration, is a 1956 XK140 OTS and it's almost certain it will be another near-perfectly restored example. It's pretty clear Ron likes the XK series Jags, isn't it?

Ron has been an active and respected member of the Virginia Jaguar Club for a number of years, and was elected to serve JCNA as one of the Southeast regional representatives at the most recent AGM. 🐾



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