



# JAGUAR JOURNAL™

Official Magazine of the Jaguar Clubs of North America

July-August 2019

## **I-PACE Breaks Cover: The Future Has Arrived**

**Amelia and Mexico – bucket list events**

**Readers fiction, or is it fact?**

**Mk 2 giveaway art**





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# JAGUAR JOURNAL

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## NEWS & VIEWS

- 4 ..... **Blowin' Smoke** ..... Driving by humans – for the faithful only
- 5 ..... **News Shorts** ..... Looming legislation, looking for Barris
- 10 ... **President's Perspective** ..... Help for the helpers – a DIY bible
- 11 ... **SE Region Report** ..... The Craig Kerins SOTU fireside chat
- 12 ... **Canada Calling** ..... Track wins over tantrum NIMBYs
- 13 ... **Continental Drift** ..... Beware used tires, bravo used aluminum

## FEATURE

- 14 ... **I-PACE Test** ..... Astonishing refinement, for a rocket
- 30 ... **Naomi First Concours** ..... Tall tale, or true?

## DRIVES & EVENTS

- 28 ... **XKE Love** ..... Annapolis/Texas/Hawaii – a madcap year

## SHOW & SPORT

- 7 ..... **Message From Mexico** ..... The recent concours goings-on
- 20 ... **Amelia, Club-Style** ..... A concours but also a club gathering

## WORKSHOP & TECHNICAL

- 32 ... **GKN – Global Tech Giant** ..... You have their parts in your car
- 34 ... **Mk 2 Project Art** ..... Crash course in car drawing

## CLUBS

- 38 ... **Book Reviews** ..... Writing, launching, signing
- 44 ... **JCNA Information** ..... More detail than you will ever need
- 46 ... **Member Spotlight** ..... Carolyn Sikes

## MARKETPLACE

- 40 ... **Auction News**
- 41 ... **Tales From The Trade**
- 42 ... **Small Ads & Advertiser Index**
- 45 ... **Events Calendar**

## COVER PHOTO



**Photo:** You'll never forget your first time in an I-PACE with the pedal to the metal. 'Otherworldly' is an apt description.



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website!





## Blowin' Smoke

"Imagine a world where the only human-driven cars were those of committed, skillful enthusiasts."

Peter Crespin

### "MORE TEA, VICAR?"

Huh? Tea? Vicar? Have I totally lost the plot of a North American Jaguar magazine? Possibly, but hang in there just a second. Many anglophiles, and every ex-pat Brit, will read the above three words and recognize that they conjure up a quintessentially English (not necessarily British) atmosphere. A chilly and slightly dusty front room, smelling of furniture polish and used mostly for guests. A heavily-patterned rug below chintz curtains, with the soundtrack of stirred spoons tinkling against bone china cups. The tea would be made from leaves, not bags, and drunk with the pinkie extended, of course! Having any car parked in a driveway marked you as middle class, when most Jaguar employees had merely a side path to a shed for their bicycle or motorbike. But it's the vicar part that is arguably the most relevant to the motoring scene today...

### HERD INSTINCT

During the first half of the 20<sup>th</sup> century, when Walmsley and Lyons began making sidecars, the rites of the Church of England guided much of the populace through birth, marriage and death (the so-called "hatches, matches and despatches"). These days, with church attendance way down in the UK, the taboo of non-attendance no longer applies, meaning that today people practice religion because they are committed, not because it is normal or expected. Which is where cars come in.

### THE PIONEERS

Before 1914 in Europe, the possession of any kind of motor vehicle marked you out as an exceptional technophile and pioneer. People didn't get involved with automobiles casually

or without a second thought. Enjoying freedom of movement on the roads required commitment and often some financial sacrifice. As production and reliability increased, the need to fully understand a car's workings in order to complete one's journey declined. After a few decades of Henry Ford et al pumping out ever-increasing numbers of cars, what had been a serious commitment by the few became the workhorse and plaything of the many. Motorists no longer waved when they saw another car (motorcyclists still do) and by the second half of the century you were an outlier if you did not have a driver's license. Not everyone immersed themselves in the car 'religion' and culture, but you were expected to be familiar with the main features and benefits of motoring.

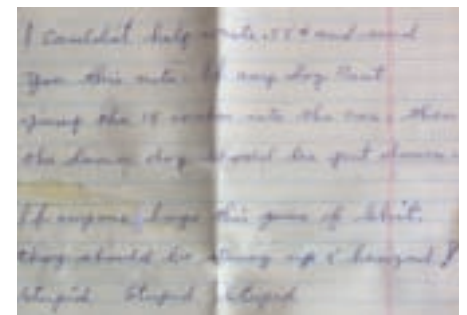
Twenty years into the 21<sup>st</sup> century, things seem to be coming full circle again. Cars are clean, quiet, zero-emissions appliances, not thrill rides. They are becoming a pooled resource available on demand rather than owned, and soon they will drive themselves and 'motorists' will be mere passengers or payload. Make no mistake, the car religion is losing its faithful in droves as they reject the old ways, much like a vicar losing his flock. It seems likely, as some of Jaguar's experimental 'pod' pictures in *JJ* have shown, that autonomous zero emissions cars will look very different without the need to package a bulky powerplant.

Slowly but surely, those choosing to continue with 'legacy' cars will begin to stand out on roads full of silent, plastic EVs. Maybe the 1990 Mercedes driver will wave to the 2009 Hyundai driver

in a way unheard of before EVs ruled the roads? Imagine a world where the only human-driven cars were those of committed, skillful enthusiasts, like the early 1900s. "More petrol, vicar?"

### FAN MAIL

It can get lonely here in *JJ Towers*, sitting behind a screen with little human contact and only email for company (cue violins). We did get a hand-written letter recently on yellow paper, but judging by the content I wouldn't mind if it was the last one! There is no introduction or signature, but stuck to the torn-out story on Jaguar dog equipment, our fellow reader wrote:



*How to make friends and influence people.*

"I couldn't help wasting 55¢ to send you this note. If any dog can't jump the 18 inches into the car, then the damn dog should be put down. If anyone buys this piece of sh!t they should be strung up and hanged. Stupid, stupid, stupid."

I'm guessing he'd had a hard day... 🐕

*Peter*

# The Big Question:

Will we still be able to drive in 20, 30 or 50 years?

Just because weekend use of hobby and show cars has been a part of North American life for as long as there have been cars, we cannot be complacent about the unrestricted use of our cars. FIVA (the *Fédération Internationale des Véhicules Anciens* (AKA The International Federation of Historic Vehicles) poses the biggest question facing the historic vehicle community today: I.e. In 20, 30, 50 years' time, will we be allowed to drive historic vehicles at all?

"We can't afford to be complacent when it comes to our future motoring freedom," says FIVA President Patrick Rollet. "Congestion, pollution and road safety issues – all legitimate concerns – are contributing to the potential demise of motorists at the wheel of their own vehicles. Yet it's the historic vehicle that is most at risk, despite their almost negligible effect on pollution and congestion, and our excellent safety statistics – while generating significant economic, social and tourist benefits." Will there be people to drive them? "It's not just a question of whether we'll be allowed to drive. But also the bigger question is whether there

will be drivers to use them; or, with the advent of autonomous vehicles, are drivers becoming ever more 'historic' themselves?"

## WHY DOES IT MATTER?

"For the enthusiast, the answer is obvious," continues Rollet. "The pleasure we get from owning, maintaining and using our classics is beyond description, but there's a far wider social importance to keeping historic vehicles on our roads. They are part of our technical, scientific and cultural heritage (as the partnership between UNESCO and FIVA demonstrates) and the world would be a poorer place if such vehicles could only be seen in static museums."

## WHAT CAN BE DONE?

"The future of historic vehicles isn't simply that of used cars, but of recreation and pleasure. Ownership isn't based on economics but on passion," states Rollet. "We see several simple steps to help us keep driving, 50 years from now.

"First, we must target the young. Clubs around the world are arguably in the last throes of a golden age, seeing a

sad decline in new members because of the lack of younger people. Young petrolheads still exist, but all they need to organise a gathering are a few Facebook messages: no road book, rally plates or fuss. Likewise, they use their informal network to find a mechanic or surf the web for parts, so why join a club?

"Too many clubs ignore these profound technological and sociological changes, mismanaging their efforts to attract young people, to welcome them and satisfy their desire for informal, fuss-free events. Many clubs ostracise youngtimers, both vehicles and members. They organise hidden outings, almost out of sight, whereas a display of historic vehicles offers a marvellous museum in movement – free of charge – to delight and fascinate passers-by.

"We won't renew our numbers waiting patiently for them to come to us because, like Godot, they will not come. We must change our habits: create a 'young' section in the club, run by a younger person, to design simple, dynamic and fun outings;



Photo: Kevin Baldwin.

*Cars grant access to recreation and to many cultural sites and landscapes.*



ensure there are several under-40s on the main committee; enjoy the Vintage movement (fashion, accessories, etc.); organise free presentations at events – with commentary – for the public; team up with popular events run by others (planes and old cars, rail and yesterday's road...); exhibit at hypermarkets or fairs, wherever there is an audience, especially young people. We must show our vehicles.

"Next, we must tell a story, because every historic vehicle has a fascinating tale to tell, of much more interest to the general public than the cubic capacity or number of valves.

"And it's vital that we avoid being too narrow in our definition of historic motoring. You might only be interested in Vintage Bentleys, but please don't criticise your neighbour's passion for mopeds, or microcars, or buses, or customised muscle cars in fuchsia with turquoise stripes. They're all an important part of our history, our culture, and the rich diversity of

classic vehicles on our roads. No one disputes the value of authenticity – and FIVA will continue to applaud it – but beware the risk of seeming elitist, when young people often want to own a historic vehicle simply because it is different: quirky, unique....

"At a recent seminar, Michael Abele, in charge of social networks at Mercedes-Benz Classic, proposed an answer to the authenticity-vs-inclusiveness debate. Indicating a 190E with big chrome wheels and low-profile tires, he suggested, 'Don't criticize; respect. Listen... and then educate'. Very wise advice.

"Finally, and above all, keep enjoying your motoring, and communicate that pleasure to others, because it's down to us, as individual enthusiasts, to ensure we don't lose the right and the ability to drive on the roads 50 years from now."

How is FIVA doing its part?

Nataša Grom Jerina, chairwoman of FIVA's Culture Commission, explains

a little of what FIVA itself is actively doing to keep us on the road:

"The work of the Culture Commission, whose members come from many different parts of the world, is extremely varied, including the preparation of articles and publications, co-organising seminars, forums and symposiums, and launching projects such as FIVA's Culture Awards. We also work with such organisations as UNESCO, TICCIH, ICOM, ICOMOS, along with governmental organisations, automobile manufacturers, designers, engineers, collectors and museums. It helps to generate interest in vehicles as cultural artefacts. And we're learning to focus more on women, too: women as collectors, supporters, promoters, riders, mechanics, engineers, designers – and mothers, who then introduce their children to the joys of historic motoring." 📧

## Mystery 'Barris' XK?

Do you know this car?

JJ does not normally engage in car-finding exploits, but this one is unusual enough that it might jog a few memories.

This slightly blurred picture of a car on British trade plates is from the age before digital cameras, but here we see a picture of a supposed Barris-modified XK120 as it was found in the Bay area in 1988. The two people who met George Barris and asked about the car, at first drew a blank. But when they praised what had been done, George suddenly recalled it! His daughter, who now seems to run things, and who is very kind and helpful, has found no record. It may never be possible to confirm a Barris connection, since many towns had a custom body shop



*A subtle rework of the XK's screen, curvaceous front and flanks.*

capable of copying the fashionable looks of the day. So we may never know, but in any event the car, now right-hand drive, has been nicely

restored and upgraded. Today, it is what it is, but if anyone knows what it once was, contact [rogerlearmonth@btinternet.com](mailto:rogerlearmonth@btinternet.com). 📧

# It's Tough at the Top

Working at North America's highest concours

By Peter Rieth, photos by Tom Krefetz

## THE SCENE

The 33<sup>rd</sup> annual Gran Concurso Internacional de Elegancia took place on April 6-7, 2019, at Dos Rios, Huixquilucan, Mexico. Tom Krefetz (Oceanside, California), Jeff Snyder (Austin, Texas) and myself (San Diego) were invited to provide judging support to this JCNA-sanctioned event, organized by Club Jaguar of Mexico. This arrangement has worked successfully for over 12 years, with others such as Jamie Holbrook, Harvey Williamson and Bob Anderson involved previously (we miss them!). Other JCNA judges have also served, e.g., Brian Blackwell (San Antonio) and Greg Nel (Central Arizona). Club Jaguar's first concours was in 1985 in Chapultepec Park, and has been held at its current site since 1989. Over the years, the event has mushroomed to the limits of the Las Caballerizas Dos Rios site (a former equestrian club) located southwest of Mexico City about halfway to Toluca. It is now the largest event of its kind in Mexico. The picturesque location is in pine-forested hills at a sunny altitude of more than 8,900 feet. Recent concours have hosted up to 550 cars and motorcycles of more than three dozen marques from Jaguar and Rolls Royce to Isetta and Datsun, in an event spanning two days. This year's event hosted about 465 cars and bikes for two days of judging and formal award ceremonies. The event commemorated the 60<sup>th</sup> anniversary of the Jaguar Mk 2 and the 50<sup>th</sup> anniversary of the Jaguar XJ.

## THE TRIP, TRAINING AND TIMETABLE

Tom and I, as in past years, began with a flight from Tijuana airport, reached via the Cross-Border Express "tunnel" on Thursday, April 4. Upon arrival, we were met by Alexander Mena and Jeff Snyder. We drove to an office facility near downtown for the JCNA-required annual joint Rule Book training session chaired by CJM President and Chief



*Patriotic E-Type in Mexican flag livery.*

Judge Jeff Carlson. The briefing and discussion were presented by Pete Rieth for certified judges of SDJC and Club Mexico, followed by lively discussion of recent rule changes applicable to the classic vintages. We enjoyed a working dinner of delicious heavy hors d'oeuvres before checking in at our hotel.

Friday morning began early, with a quick breakfast and a drive to the suburbs where we formed a caravan of cars to be moved to the event site. This entailed a beautiful one-hour drive along fine highways and through small mountain villages (with many speed bumps or 'topes'). After arrival, we joined our Mexican friends for their annual club luncheon at the wonderful restaurant on the



*Competition Mk2 owned by a club member.*

grounds. Good fellowship among old friends abounded as we enjoyed the finest Mexican cuisine. Making our late afternoon way back to the city after cleaning and securing the cars, we enjoyed cocktails at Jeff and Sarita Carlson's suburban home while examining the Series III E-Type that Jeff fully restored himself.

Saturday, April 6, dawned clear and beautiful. After a snack in our hotel, we ferried out to the site where many last-minute preps were underway and a proper catered breakfast got us fueled for the day ahead. In addition to the show cars, the distributors and car manufacturers that exhibit each year often include Jeep, BMW, Porsche and of course, Jaguar Land Rover. Following a briefing for judges by



*Early HE XJS, with reflection giving a 'Woodie' effect on the sides.*



Jeff Carlson, we were organized into teams according to our expertise and commenced judging. Meanwhile, the same was happening within each of the other clubs represented. Judging, adjudication of protests and score sheet reviews continued into the late afternoon, with only minor interruption by a freak hailstorm. Live music added to the pleasant atmosphere. An excellent catering team kept the club members well-fueled throughout both days of the event.

I must say that seeing (and recording) Tom at work as he judges E-Types, early XKs and other models is a fascinating exercise in 'sipping from a firehose of knowledge.' We've often performed courtesy assessments after the formal judging when time is not a constraint, only darkness, in order to help owners improve their cars. Wrapping up and securing the cars for the night took some time. Then we all headed back to Mexico City for a mellow, late dinner at CJM Treasurer Alejandro Isoard's home/'man cave', and a short night of rest and relaxation.



*Gorgeous 1948 Mk IV Drophead, owned and restored by Julio Quenca.*

## JCNA CLASS WINNERS FOR THIS EVENT:

Class	Name	Car Type
C2/120	Miguel Angel Davila	1953 XK 120 DHC
C5/E1	Enrique Vila	1961 E-Type OTS
C7/E3	Francisco Javier Casas-Guzman	1974 E-Type OTS
C8/SLS	Manuel Oliveras Lara	1952 Mark VII
C9/XJ	Raul Echeverria Correa	1978 XJ 12C
C10/XJ	Guy Lassauzet	1988 XJ 40
D1/PRE	Rafael Ortega Oteo	1950 XK 150 S OTS
S1/PD	Enrique Vila	1957 D-Type replica

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*This vintage truck probably never looked this clean again after its first day in use.*



*Enrique Vila Gil in his Lynx D-Type, used to parade Ricciardo at the F1 GP.*



*Spectacular Maserati-engined Citroën SM was truly futuristic in 1970.*



*The show isn't a millionaire's playground. Lots of MGs etc. join in.*



*Enrique Vila, JCNA leading light and current president of the Vintage Car Club of Mexico examines unrestored trim of a 1935 Horch limo with ex-racer Memo Rojas (in blue) and Jose "Pepe" de la Pena in the white shirt on the right.*

By the way, in Mexico there is the Mexican Federation that groups and organizes different types of sports, and under this is the Vintage Automotive Association (Comisión Nacional Vintage) that unites and supports collectors' car clubs. Enrique Vila is its president and also a past president of Club Jaguar Mexico.

Sunday morning early brought us out on the road again for the event finale. Cross-club judging took place in a 'corral' containing the best car of each club. The 'Best of the Best' included the Best American Car (a 1931 Chrysler Runabout), the Best European Car (a 1948 Cisitalia 202 GT coupe) and the Best of Show (the Cisitalia). Other

events included a spectacular afternoon award ceremony complete with live music, stage decorations and fashion show, parade of winners, confetti blasts and colorful ribbons. Then came the denouement of restoring the site to pristine condition (and an 'afterglow' gathering in the CJM hospitality tent), returning the cars (in the dark) to their city homes, a quick snack for hungry judges, fond adios, buen viajes, abrazos and wrapping up arrangements for the flights home next morning.

## THE END

Monday, April 8, brought creaks and groans and serious need for coffee (those of you who judged six or more cars on each of the previous days will know the feeling) and a long run eastward to the airport for our journeys back to San Diego and Austin.

For those of you who haven't been to Mexico City recently, you would be amazed at how this city of 23-plus million people has blossomed and modernized since the devastating 8.0 earthquake of September, 1985, that caused 40,000 casualties and left 250,000 homeless. Today, the restored and booming city is beautiful and vibrant. The former pollution problems have been significantly reduced. Rush hour, though, is still a challenge, as in any big city. Public transport is excellent. Safety is not an issue in the popular areas.

As with each prior year, our very good friends in CJM were superb hosts with whom we have forged marvelous memories and lasting friendships. Getting to know the members, families and histories of our fellow clubs is how, in my opinion, being a JCNA / SDJC member helps to fill out life's picture.

For interesting viewing, go to <http://www.concursodeelegancia.com.mx/>. 📷



## President's Perspective

"If your club is considering volunteering to run [a meeting] then please reach out to Mark and his committee and they will be happy to provide help, plans and tools..."

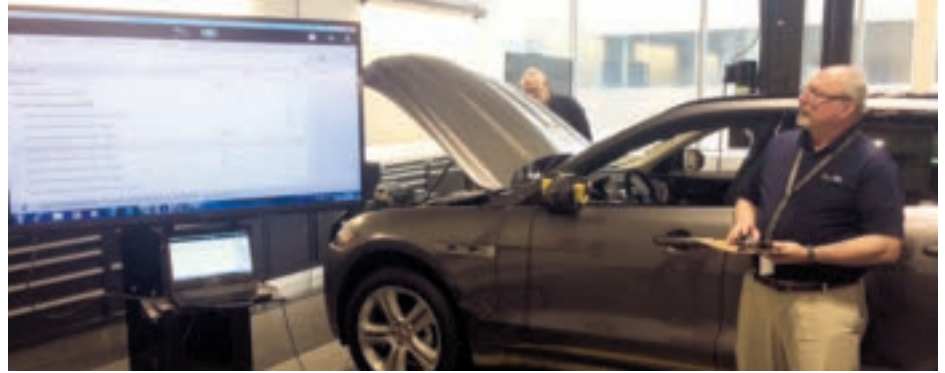
*Les Hamilton*

### SETTLING IN

As I write this article, I have filled the president's chair for a little more than a month. I have spent that time getting to know some of the intricacies of the operations of this not-so-little international business of which we all are a part. I still have much to learn and look forward to understanding more. The smooth operation of JCNA depends on a large number of volunteers, many of whom are behind the scenes, working hard to make the club function for us all. If you contact one of the admins, board members or committee members, a simple "Thanks" goes a long way (or not, your choice). I came away from Mahwah seeing again the passion that members hold for the marque and how they want to see JCNA flourish. We are all the custodians of JCNA and hence Jaguar history and future. It was great to see International members making the trip and participating in the meetings.

### BRAVE NEW WORLD

While at Mahwah, I enjoyed the tour of the Mike Cook Archives and the Technical Training overview and lab visit. The technical session provided an insight into how maintaining electric cars will be so different from the cars we grew up with. The safety precautions necessary when operating on the high-capacity, high-voltage battery systems are very different from working on carburetors and transmissions in our home garages. Post-sale service of these vehicles does require a significant investment in technical training and new equipment and these investments will make it a challenge for the local non-dealer garage to support and service these systems. While I will never underestimate the ingenuity and adaptability of these smaller operations, they will have to evolve to thrive.



*Some independents will struggle to acquire required EV facilities.*

How do the future designs of automobiles relate to JCNA, you ask? Well, as owners of both traditional vehicles and today's high-tech computerized and electrified vehicles we need to consider what our world will look like 10 or 15 years from now and beyond, and understand what changes we need to make in JCNA to continue to enjoy competitive driving and our gentler Jaguar pastimes. I don't have many answers, but I am certain that there are club members that are much smarter than me, who have opinions and some of these answers. If so, please let the board, and JJ readers hear your thoughts.

### MEETING SUPPORT TEAM

As mentioned in the last *Jaguar Journal*, the Board have added an IJF committee, chaired by Mark Mayuga, to work with local hosting club(s) to use the experience acquired in prior IJFs to plan and execute a successful and profitable event. This new group means that individual clubs will not be starting with a blank sheet and can rapidly learn and understand the tasks and timelines of an IJF show. Hosting the IJF is a big project but, as with all large projects, with a proven road map, experienced advisors and volunteers, the job can be very manageable. If your club is considering volunteering to run an IJF then please reach out to Mark and his committee and they will be happy

to provide help, plans and tools that address many of the concerns.

### FUTURE FUN

In some parts of the country warmer weather has arrived and the event season is in full swing. Ensure that you check your club website and the JCNA website for events near you or near your vacation destination. Attending neighboring club events, with or without your car, is a great way to meet fellow JCNA members. If you are driving your favorite Jaguar, you are sure to make new acquaintances and possibly recruit a new club member or even two. Even if you don't, a day with your Jaguar is never wasted.

As a footnote, while I am concerned about internal combustion viability in an electric vehicle future, think of how farriers and buggy whip makers must have felt when the automobile first started to replace the horse. However, you can still see plenty of horses around today (though not usually on the highway), and you can get new shoes for your horse and veterinary (mechanic) care. Also, the prices of thoroughbreds exceed the price of many of our cars. Just a thought. 🐾



# Southeast Region Report

We are as much about people as about cars

By Craig Kerins

Mid-March brought the year's first JCNA-sanctioned concours d'elegance to middle Florida as the Jaguar Club of Florida hosted its annual event at 'The Villages.' It was a grand affair, increasingly becoming an undeclared regional show – with fully one-third of the entrants as well as a significant portion of the judges coming from other clubs. This is a product of the club's general excellence as well as the warm welcome offered to guests.

Participating in this excellent event reminded me car clubs are as much about people as about cars. The cars were fabulous. There was a pristine and historic early XK120 racer, fresh from an award-winning appearance at the Amelia Island Concours the previous weekend. There was also an immaculate XJ220, a seemingly perfect early E-Type, an iconic '62 E-Type racer, as well as a host of other beautifully prepared and presented Jaguars.

Nevertheless, even with that stellar lineup, the car treasures were eclipsed by the personalities present. Club President Delilah Davis, Chief Judge Tom Wright and Concours Chair Will Hoehndorf seamlessly managed this show. With extraordinary thoughtfulness, Tom Wright assigned other duties to some of his own veteran judges to make room for visiting judges. Presidents from three other Florida clubs attended, Dyaarl Anderson (JCCNF), John McCarthy (Sun Coast) and Phil Mannino (JCSWFL).

Phil was buzzing about plans for his club's upcoming IJF in 2020 and it sounds as if it could exceed even the previous two clubs' magnificent efforts. It is a lot of work, but Phil seemed to be thriving and enjoying every minute, which is the right spirit and infectious too!



*An 'old lady' rests in the disabled space. I bet that really she's as fit as she looks!*

These big annual events are fabulous. They may involve some traveling but this is a car club... we like to drive. In 2017 Deanie and Steve Kennedy drove from Denver to Georgia and Jack Humphrey drove from Colorado to Georgia. Both were concours entrants with the cars they drove.

Last year Amos Kunkle drove from Bethlehem, Pennsylvania, to Santa Barbara, and most spectacularly Roger Wright drove his 1961 Mark 2 from Rhode Island (via Montreal) to Santa Barbara! Bob Matejek (always the outlier) put 8,100 miles on his car on a romp around the west, which included the IJF.

These state, regional and JCNA-wide gatherings are fun, educational and important. As much as I like seeing old friends, I'm always amazed by the wonderful new friends I've made. The Jaguar Clubs of North America is full of people like you and me.

People who love cars, love to talk and love to have a good time. Local club events generally continue to thrive.

Regional events are relatively rare, but full-coverage events such as the IJF and the AGM will become extinct if clubs do not step up to take the responsibility of being hosts. This is not rocket science and if you copy Mark Mayuga's guidance from the last two issues of *Jaguar Journal*, and look on the JCNA website for other materials, then you will see it's doable by most clubs, or all clubs with help from their neighbors.

JCNA is committed to lending as much help as necessary to any club that volunteers to host an AGM or IJF. Mark Mayuga's new club committee will 'walk you through' the process and make it easy. You will not falter financially; JCNA will have your back. Remember:

- JCNA is as much about people as it is about Jaguars
- We have a lot in common besides our cars
- The landmark meetings are crucial to our international club and need volunteers! 🍷

# Canada Calling

Sshhh! Here be Corvettes

By Malcolm Baster

A collective sigh of relief ran through motorsports aficionados here when a small group of local residents recently withdrew their legal challenge to the presence of the Vancouver Island Motorsport Circuit, near the city of Duncan. The British Columbia Supreme Court had previously dismissed a prior lawsuit filed by this group. It would be a great tragedy if this venue were forced out of existence. The track was conceived and built by the German Auto Import Network (the GAIN Group), and is a marvelous facility. The 1.4-mile (2.3 km) circuit was designed by world-renowned Tilke Engineers and Architects, and has five different possible configurations. Check out <https://islandmotorsportcircuit.com> and others.

## REAPING A REWARD

Each year the circuit stages the Vancouver Island Motor Gathering, a huge show with cars of all sorts displayed around the track. One very desirable feature of this show is that the car club with the highest rate of participation gets a free half-day on the circuit. A couple of years ago our local Corvette Club won, so for the club's big summer event that year they rented the track for the morning slalom and took our free half-day in the afternoon. I duly rolled up in our 1972 C3 to participate. We were sent out in groups of 10, and I was number three in our group. We were told that we could go as fast as we liked, but that overtaking was not permitted. I looked nervously around at the other cars in the group, all with at least 150 more horsepower than my car. I suddenly had a nightmare vision of being beaten up in the parking lot by a mob of frustrated new Corvette drivers, enraged at being forced to chug around the track in the wake of an old fellow driving a seventies relic. So after consultation with our 'dispatcher,' I started off in last position. It was all most exhilarating. I returned to the parking lot amid a strong smell of hot oil and burned rubber, and in no physical peril from the high-horsepower set.

## LOOKING FORWARD TO...

At present, spring has arrived here on Vancouver Island, and elsewhere Jaguaristas are realizing that spring will soon also exist for them. Rob Dunlop of the Ottawa Jaguar Club writes, "Little to report as yet, as the membership begins to emerge from beneath 260+ cms (100 inches) of the white stuff. Concours planning is underway and we will have our annual spring dinner early in April. We've been promised a super summer..." He goes on to mention the 'pothole minefield' waiting under the melting snow.

Two events pend as you read these words. Events for which, I might add, it is well worth crossing the border. From Jennifer Orum of the Canadian XK Jaguar Register: "To celebrate their 50<sup>th</sup> year, the Canadian XK Jaguar Register and its sister club, the Canadian Classic MG Club, are having special events each month. February was a wildly successful 'Beatles Night' with a world-class tribute band, The Fab Forever. Over 100 participants danced the night away, many in period clothing. The club had a major presence throughout the six days of the 98th Vancouver International Auto Show in March as part of the Hagerty Classic Car display. The three CXKJR cars at the show were Krista Briggs' 1966 E-Type OTS and two cars from Ian and Doreen Newby's extensive Jaguar collection: a 1987 XJ-S Hess & Eisenhardt convertible

and a 1993 XJ40. The location of the display was spectacular, with floor to ceiling windows overlooking the city, and over 100,000 show attendees. The club's largest event of the year, the Heritage Classic Weekend August 23-25, sees the clubs return to their roots in South Surrey/White Rock, right next to the US border. Participants will have a choice between entering the JCNA-sanctioned concours, or entering the Display section." Heritage information and registration forms can be found at [www.jaguarmg.com](http://www.jaguarmg.com).

And from Allan Lingelbach of the Ontario Jaguar Owner Association: "As you read this, the Ontario Jaguar Owners Association will be just weeks away from their August 11 concours, to be held for the first time at a world-class attraction itself – the hangar at the Canadian Warplane Heritage Museum. We will be sharing space and dining amongst approximately 50 aircraft and helicopters of military heritage. In fact, we hope to be up close and personal with one of only two airworthy Lancaster bombers that exist anywhere in the world. Despite the amazing distractions, the OJOA intends to take centre stage for a day with our own bragging rights. Our entry field of ground-hugging felines should easily surpass the number of museum airframes, and we too hope to display a stunningly rare centerpiece... but we will keep you in suspense for now." 🐾



*Tiny Lotus hiding between the E-Types is ideal for track days.*



# Continental Drift

News from the UK and Europe

By Tim Crespín

## MAKING CONTACT

There is no doubt whatsoever that one of the major benefits of the unstoppable march of technological advancement is the improvement of car safety features and subsequent impact on road fatalities. What once seemed like science fiction now barely gets a batted eyelid as adaptive cruise control, automatic emergency braking, blind spot detection and even facial recognition to constantly monitor the driver's level of attention and alertness have all found a home in modern vehicles. Despite all this, cars always have and always will have to function around a set of laws that even the worst kleptocratic nation would find it impossible to break; those of physics.

You can have all the safety features in the world, but in order to stop, start and turn safely, your car still needs to apply forces to the road through a contact area that, dependant on tyre inflation, may be hardly bigger than the contact area between your feet and the floor. Any input from the car, be that from driver input or one of the automated safety systems listed earlier, can only be transmitted to movement on the road through the air-filled rubber tubes we call tyres. As such, the construction, performance and condition of your tyres is arguably the most important safety feature that your car can have.

With that in mind I find it absolutely staggering that a recent investigation by Trading Standards and TyreSafe into part-worn tyres sold to the public, found that 75% of the tyres tested were dangerous. If that wasn't shocking enough, 99% of the 68 retailers investigated were not complying with the regulations governing the sale of part-worn tyres. In one particularly shocking case in Scotland, a tyre had been offered for sale with an 80mm nail through the sidewall. Stuart Jackson, Chairman of TyreSafe, said: "The continued vigilance of Trading Standards teams the length and breadth of the UK means at least some illegal

and unsafe part-worn tyres are being removed from the market. However, it is clear we are just scratching the surface of a trade where a completely unacceptable level of professional incompetence and worryingly high proportion of dangerous products are being sold. Nobody is arguing for an outright ban on part-worns, but when over 60% of tyres inspected by Trading Standards and TyreSafe are unsafe to return to the roads, it is clear that the sale of part-worn tyres all too often represents a clear and present danger to road safety.

"Until this scandalous situation is resolved, TyreSafe urges motorists considering buying part-worns to think again."

The joint investigation led to retailers of dangerous and illegal tyres facing thousands of pounds in fines and stiff penalties, but given the breadth of the non-compliance uncovered, tyres are definitely remaining in my (very small) 'pay whatever it takes' category.

## ALUMINIUM

Oh alright, if I got to spell tires as tyres, I'll concede the aluminium/aluminum spelling!

Despite the above issues with giving used tires a second lease of life, the original intention to reuse, recycle and refurbish is a noble one and something to be applauded in the context of global environmental issues. Some people are surprised to learn that in terms of raw mine-able content of the Earth's crust, there is actually more aluminum available to us than iron. Why then is iron and steel so much cheaper? The answer to that lies in the price of extraction. Extracting aluminum from its ore (bauxite) involves very energy-intensive electrolytic processes that require large amounts of heat energy and electrical current, which gives aluminum its high ticket price. Because of this, aluminum recycling not only makes great environmental sense by

preserving finite resources and reducing carbon footprint, it also makes a lot of economic sense as well. Jaguar were clearly paying attention during their high school science lessons and have picked up on this fact.

The REALITY project aims to recover aluminum from existing Jaguar and Land Rover vehicles and reform it into a new high-grade aluminum to create new vehicles.

The process is currently being tested on early, pre-production Jaguar I-PACE prototypes which have had their batteries safely removed. These batteries enter their own second-life process which JLR are developing, while the scrap from the vehicles is sorted into various material streams using high-tech sensors by Axion. Once separated, the aluminum scrap is melted and reformed.

When operating at full capacity, REALITY is expected to reduce the CO2 impact of production, while reducing the amount of virgin aluminum required to produce vehicles. Jaguar Land Rover has already reduced its global vehicle manufacturing operating CO2 by 46 per cent per vehicle and they are committed to an ongoing 'decarbonisation' process. Time was when decarbonisation meant cleaning the cylinder head and grinding the valves! 🛠️



*R-rated nail, safe to 106 mph? Er, NO!*

# I-PACE Road Test

Jaguar's first EV performs on EV-ery level

By Peter Crespín

**DATELINE: LONDON, UK (APRIL 18, 2019)**

A few hours ago, the newswires started humming with the story of Jaguar's I-PACE winning an unprecedented triple-crown of global awards, on top of the recent prestigious international awards documented in the May-June issue (being printed as I type).

## A STORIED START

Of course, there are no longer really any 'newswires', humming or otherwise, in this digitally-encrypted, social media age. Nor can it be denied that these days we suffer from a degree of award 'inflation,' where there are so many events and award categories that pretty soon one imagines that there could be an award for 'Best Un-awarded Car.' But when a newcomer shines through the hype and is singled out by panel after panel of judges, around the world, for praise of its design, technology, performance, practicality and sustainability, you know it must be something special. The I-PACE is such a car.

Not only did the I-PACE win the coveted top award (think 'Olympic Gold') as 2019's World Car of The Year, it also scored individual class wins as World Green Car of the Year and World Car Design of the Year – the first time one car has won three awards. Even Ian Callum, Jaguar's design supremo and no stranger to award ceremonies, must have dug into his lexicon for fresh superlatives and variations on the 'Jaguar DNA' theme. As for us, the customers, we may know lots about current models or be blissfully ignorant of automotive details, but when the professionals paid for their insights agree like this, the details almost don't matter. Any way you look at it, I-PACE is an outstanding debut by JLR and to get it so right, first time is astonishing!

When Jaguar started selling the legendary XK engine 70 years ago, they could have put a badge on the double overhead cam covers saying, "One day, all engines will be built like this" and for some time DOHC has indeed become pretty much standard. Fast-forward to today and you could imagine seeing a similar badge on the I-PACE's floor-mounted cartridge-style battery pack. "One day, all cars will be powered like this."

The arrival of the I-PACE feels historic, as will your first drive. The Toyota Prius was the first mainstream low emissions hybrid and the Tesla S the first seriously-capable EV, but the I-PACE takes the best aspects of both, combining the mass market appeal of the Prius with the performance and sophistication of the Model S, but in a practical compact SUV package. Being the first of a promised family of hybrid and zero-emissions Jaguar models, it is available from Jaguar Land Rover's conventional dealer network as it trains staff and upgrades facilities to support the fast-evolving automotive paradigm.

## "TESTING, TESTING, 1, 2, 3"

Despite receiving the keys on the Friday, I wasn't able to drive the I-PACE until the Sunday afternoon, after the BoD meeting, the AGM proper and the Sunday inaugural new president's brunch. Having to hand the car back on Monday, this clearly would not be a full road test in 24 hours. Nor would it be a short test over familiar roads. No matter; the obvious best advice is to encourage readers to arrange their own test and this piece will just describe some impressions and features in a 'data-lite' assessment that leaves probably 75% of the car's capabilities (and large handbook) unexplored.



*The I-PACE emerges from the shadows to fulfil several roles.*



*The 'fuel filler' has a legend to decode the five different patterns of battery and charging status.*



First things first, I got off to a bad start because I was unable to take the 'fuel nozzle' out of the 'tank'. It had been two days since I'd been shown the trick and I had to lock/unlock the car again and check the manual to reset the sequence. My fault entirely. Another issue was the use of red and green LEDs to display battery status – thereby rendering the color key useless to about 11% of the population who are colorblind. Thankfully, the shape and number of LEDs is seeable by all, not merely their color, so all was not lost.

*"While visiting the Amelia Island Concours, I was given the opportunity to drive the new I-PACE. One drive was all it took to know why so many are impressed with this battery electric vehicle. Outstanding performance with complete calm gives it a truly effortless nature. If this is to be the future of automobiles, the future looks good."*

– Mac Ballard

## FIRST DRIVE

Climbing aboard was easy, with none of the door frame/head contact experienced with other alloy-bodied sedans. The inside looks gorgeous, although a darker or mid-tone seat leather color might be wiser for hard-worked cars. Switching the car on (no 'ignition' of course) needs to be relearned, as there is no noise and only the faintest whirr from the climate fan, depending on setting. One of the options is to 'precondition' the car, i.e. warming or cooling the interior and power pack while the car is still plugged in. When ready to roll, the first display shows a conservative available range and the charge percentage on the best multifunction screen I have ever used. It also shows a clear view behind as you back out of your parking and drive away.

The silence and smoothness are hard to describe. If you've ever had a dead-engine tow from an inexperienced companion, you'll have some idea of the sensation of setting off in an I-PACE. A smooth rescuer will set off gently and let you brake gently to keep the rope taut but not strain the tow hooks. An inexperienced tow driver will set off at normal speed before taking up the slack and suddenly you find yourself catapulted



*Good-sized doors and high seats make entry easy.*



*100% charge shows a lower than claimed range, on account of the cold weather.*



*Waste not, want not, regenerative braking adds free reusable energy and checking/maximizing the free 'top-ups' becomes almost mesmerizing.*



*Free at last! The marque famous for thirsty, smooth and quick V12s launches a smoother and quicker car than the V12 that is able to pass a gas station without slurping on a pump hose.*

from zero to 'scary' in a sharp, silent and faintly unnerving non-servo/near-brakeless leap forward. The I-PACE offers silence always and the sharpness when you ask for it, but default is a powerful shove like the bolt on a crossbow. Default also provides a modicum of regenerative braking, with the car slowing more or less like a normal vehicle with the throttle lifted. You can change that setting to almost zero regeneration, when the car coasts easily, or maximum regeneration, which gives a firm deceleration with the percentage regenerated shown on the power consumption gauge.

*"FYI... I drove an I-PACE yesterday and absolutely fell in love! I think I might even get one... the future is exciting!"*

**– Ramsey Potts**

The ride is good, albeit with 20-inch rims and the consequent low-profile tires it could not be called plush. Being capable of such extreme acceleration requires that Jaguar prioritize safety and road - holding over comfort. Doubtless there will be other hybrid and EV models for those whose priorities lie elsewhere.

Another odd sensation is making the mental adjustment to ignore the thousands of marquees and forecourt signs of 168,000 US gas stations, plus another 12,000 each in Canada and Mexico—all competing for your custom. And unlike a sober lush, there is no chance of an I-PACE falling off the wagon and getting thirsty again.

## PERFORMANCE

I'm not sure if electrical motors need breaking in before running hard, but Jaguar gave me no instructions on the matter. However, with no tachometer or gear changes to manage, there would be few over-aggressive driver behaviors to modify anyway, that weren't already capped by national speed limits and the norms of 'ticketable' driving. The silence and smoothness do mean that you can use the

stunning performance more of the time in total discretion. Certainly one Camaro driver who pulled away noisily and quickly from traffic lights near Kenilworth, New Jersey, got a surprise when the silent black SUV he didn't even notice pull up next to him made a late decision to contest his quick start and seconds later whooshed past effortlessly. I have driven an XJR that was the same sort of performer and of course the hotter F-TYPEs can deliver 0-60 in 4.5 seconds, more or less. But even a refined Jaguar sporting sedan or two-door could never deliver such speed so effortlessly and repeatedly. Which encourages amusing games merging with traffic from on-ramps, or powering past as a road hits a steep uphill, but everybody has their own view of acceptable road manners...

A couple of niggles once underway were the large rear mirror that obstructed a chunk of frontal view until/unless the seat adjustment was modified to provide a clear line of sight; not every size and shape of driver will be affected, of course.



*Rear view mirror is somewhat obstructive under low roofline.*



*Small but useful carry compartment up front...*



*With fold-down seats to extend the rear compartment...*





*Although the rear compartment is OK by itself.*

There is also a large cubby box above the front motor, which drew a few comments that it wasn't very big (2-3 cubic feet) when AGM attendees viewed the demo car in the Mahwah lobby. Yes, it's not huge, but when was there last *any* dry, secure carrying space under the hood of a Jaguar? In back, the picture is much more conventional and, though not a full-size truck, it certainly has more storage space than the average sedan.

Interior comforts include a USB port for each seat and a huge glass roof. You might think this would only be useful for sightseeing in hill country, but in fact it gives a wonderfully light and cheerful appearance in the passenger compartment.

The whole enterprise really is a game-changer and the showering of awards shows the world recognizes that fact. Many of the prestige competitor marques are publicizing their own EV models at the major shows, but most are still concepts or pre-production models, with showroom availability sometimes two or more years away. The I-PACE is here, now, so try it yourself. 📍



*It is not a Suburban, or even an X5, but it's superb in its niche.*



*The future should be cleaner than the past.*

## [SUPPLEMENT] Driving an I-PACE in Winter

By John Myers

In the 'true north' we have true winters, especially on the shores of Georgian Bay in the town of Collingwood where I live, which is located about a 90-minute drive north of Toronto.

Five days before Christmas, I took delivery of my I-PACE First Edition clad in Santorini Black and finished inside in Ebony Windsor leather and headlining. That was the first and last time I have seen the car really clean, on the outside at least. The trip home of some 135 kilometres resulted in the car's taking on a greyer and duller tone, which it hasn't been completely without since.

Moving from my 2017 XF Sport 2.0 D into the I-PACE was a significant change due to the very different proportions of the two cars, clearly demonstrating the unique architecture of the I-PACE's design allowed by its electric powertrain. Nevertheless, as with anyone familiar with late model Jaguars, I found that the Jaguar DNA is abundantly present, and I was comfortable behind the wheel in just a short time, even with the regenerative braking set to maximum. In fact, in the 6,500 kilometres I have accumulated on my I-PACE so far, I can confirm that the car provides a brilliant driving experience, which all the automotive journalists who have driven the I-PACE are quick to point out. And yet my concern when I first stepped into my new Battery Electric Vehicle (BEV) was not how it would drive, but rather how far it would go. Range anxiety had set in immediately.

Quite frankly, in the Canadian winter environment, the European WLTP estimate of 470 kilometres (292 miles) maximum range is unattainable going downhill in a strong tail wind. The American EPA rating of 380 kilometres (237 miles) is closer to my experience, and likewise to Jaguar's own claim of 386 kilometres (240 miles) noted in the Canadian I-PACE brochure. Nevertheless, these are maximum ranges in controlled conditions, and do not represent normal driving styles and certainly not driving in Canadian winter conditions.

## WINTER DEMANDS

Winter adds a significant qualifier to the I-PACE's range estimates. Firstly, the lower the temperature, the more reduced is the potential range as the batteries will not accept the same level of charge at colder temperatures as they do when temperatures are warmer. For example, a full charge after a cold soak at minus 10 degrees Celsius would result in an indicated range of from 330 to 340 kilometres, rather than the EPA rating of 380 kilometres. Furthermore, if the batteries and the car's interior are not 'preconditioned' (warmed-up) while connected to an electric power source before departure, the initial indicated range can swiftly fall by 15 to 20 kilometres in the first few metres when driven in the cold. There are other complications due to winter conditions. Accumulated snow on the road creates considerable additional rolling resistance, and if the tyres are at the specified pressure in a warmish garage, the pressure will fall by 2 psi for every ten degrees C drop in temperature experienced outside, again adding to the rolling resistance. And then there are winter's blasting winds which truly test the I-PACE's 0.29 coefficient of drag.

So how does all this affect the actual range? Note that the I-PACE batteries have a 90-kilowatt hour capacity; however, they are limited to just under 85 kilowatt hours usable to prevent battery damage by excessive

discharging. Therefore, referencing the EPA maximum range of 380 kilometres, an I-PACE would need, on average, 22.4 kilowatt hours every 100 kilometres to travel the 380 kilometres. Having logged travel data from my I-PACE's trip computer over a total highway distance of 2,885 kilometres driven on 21 occasions in temperatures varying from plus 4 to minus 20 C, the result is that 24 kilowatt hours are needed on average to travel 100 kilometres, or about 7% more than the EPA rating. Other trip computer data which I have recorded indicate the starting range, the distance traveled, and the remaining range at end of each journey. Theoretically, the distance traveled plus the remaining range should add up to the indicated starting range; however, my I-PACE's actual result is a mean average of 82% of the starting range.

Of course, using the cabin heat, defrosting and de-icing the windscreens, warming the seats and steering wheel, the weather conditions, and the speed of travel all play their part in the values of these data. That said, I can now reasonably rely on about 80% of the initial indicated range when I leave on a winter trip in my I-PACE without suffering from undue range anxiety. Still, I reserve about 20% of my planned trip distance to be remaining when I arrive at my destination. 🍷



*A greyer shade of black, but spring restored the car's elegance.*



## I-PACE Journey Data

Precond?	Date	Temp (°C)	Distance (km)	Avg Speed	Begin Range	End Range	% of Indicated Range	% Range Remain	kWh per 100 km	Burn Rate	
Yes	12 Jan	-7 to -11	63	60	235	140	86%	45%	25	63%	
Yes	13 Jan	-12 to -14	53	NA	210	120	82%	39%	25.8	59%	
	15 Jan	-1 to -2	125	70	290	149	94%	47%	24.5	89%	
	19 Jan	-15 to -17	61	54	180	84	81%	30%	28.4	64%	
Yes	20 Jan	-15 to -20	238	71	360 + 92	92	73%	36%	30	66%	
	28 Jan	-10 to -12	58	55	265	191	94%	70%	27.5	78%	
	1 Feb	-12 to -9	134	60	330	170	92%	56%	26.5	84%	
Yes	2 Feb	-2 to -6	107	61	210	68	83%	21%	23.9	75%	
	3 Feb	NA	125	72	280	120	87%	35%	23.8	78%	
	4 Feb	+11 to +9	130	NA	240	110	100%	30%	21	100%	
	5 Feb	-6	74	55	255	126	78%	38%	25	57%	
	6 Feb	-3	150	76	330	127	84%	38%	26.3	74%	
	7 Feb	-2 to -1	149	76	303	145	97%	43%	23.1	94%	
	8 Feb	-6 to -8	133	62	340	152	84%	49%	24.8	71%	
	10 Feb	-4 to -8	129	67	330	164	89%	50%	24.7	78%	
	14 Feb	-2	95	62	210	89	87%	27%	24.1	79%	
Yes	17 Feb	-18 to -5	339	66	350 + 165	117	89%	36%	25.1	85%	
Yes	21 Feb	+1 to +5	328	65	377 + 196	156	84%	47%	24	79%	
	24 Feb	+11 to +5	124	76	310	162	92%	45%	22.7	84%	
Yes	26 Feb	-11 to -8	271	71	350 + 170	122	76%	38%	28	68%	
Yes	28 Feb	-11 to -7	165	63	322	131	92%	43%	24.3	86%	
Yes	2 Mar	-5 to -1	226	63	330	61	87%	19%	23.3	84%	
Yes	6 Mar	-11 to -18	320	68	325 + 234	115	78%	39%	27.1	72%	
	9 Mar	-7 to + 2	282	66	245 + 296	205	90%	57%	22.6	84%	
Yes	13 Mar	+5 to +1	305	63	350 + 178	172	91%	58%	23.5	86%	
	17 Mar	-14 to +2	351	69	354 + 234	125	81%	35%	24.2	76%	
			4535				83%		24.0	75%	Winter
	21 Mar	4 to 6	134	62	374	210	99.5%	57%	22.5	82%	
	23 Mar	-6 to -2	326	72	344 + 191	153	89.5%	41%	22.8	85%	
	26 Mar	0 to +2	133	62	339	168	89.0%	47%	22.7	78%	
			593				93%		22.7	82%	Spring

**% of Indicated Range** is the ratio of **Distance** plus **End Range** divided by **Begin Range** (plus range added by en route charging).

**Burn Rate** is the ratio of **Distance** divided by **Begin Range** less **End Range** (including any range added by charging en route).

It is the most accurate indicator of the potential range that can be reasonably relied upon at the outset of a journey.

Variances in results for given temperature can be partially explained by the amount of regenerated range accumulated during a trip (trip regenerated range was not recorded).

# Delaware Valley Jaguar Club visits Amelia

## Jaguar presence at the 24th Amelia Concours

By Bob De Lucia

There are a few shows in the classic car calendar that are genuinely world-class and the annual Amelia Island d'Elegance event is one of them. Although the average club car is unlikely to be invited, there's no reason why a number of club members can't organize a group visit, especially if a fellow member owns an exceptional car which is taking part.

The west coast clubs have Pebble Beach and the east coast crowd has Amelia Island, which this year was special for the Delaware Valley Jaguar Club. One of our members, Dave Hutchison (2006 Jaguar S-Type), and another fellow car enthusiast made the 14.5 hour drive down, taking a 1938 Jaguar SS100 for the Sunday concours. DVJC members

Alan and Robin Anspaugh (1971 E-Type Series II OTS) also drove down, albeit in modern roomy comfort in their Ford Explorer. I looked forward to seeing the SS100 compete but, frankly, not so much to another long drive. In the end, deciding I'd done enough lengthy road trips over the years, I choose to fly down. Both parties, of course, made the obligatory stop at the iconic and campy 'South of the Border' attraction in Dillon, South Carolina to say hello to Pedro, although hopefully nobody actually ate there! I also met DVJC member Gerry Kunkle on the field, as he is now a volunteer for the Amelia show. He had driven down in his F-TYPE, which covered the miles with ease, of course.

### SETTLING IN

On Wednesday evening, we just relaxed and visited one of our favorite seafood places in Fernandina Beach, "The Crab Trap." Grouper, hushpuppies, crab bisque, key lime pie, and good local pints on tap. Life is good. <https://www.ameliacrabtrap.com/>.

On a beautiful sunny Thursday morning, we helped Dave and Delaware Valley Triumphs member Dan Tinsman unload the SS100 (well, we actually just watched from our lawn chairs!). The airport parking lot was crammed with car-carriers unloading their charges. In our area we saw a rare 1963 Cheetah blasting down one of the airport's unused runways. And another rare-colored Ford GT40 down at the



*Dave Hutchison driving the SS100 to the concours display.*





*A team of Jaguar drivers gave non-stop test drives in the I-PACE and others.*

other end. And so it continued, and continued, but that's Amelia...

We then visited the activities at the host Ritz-Carlton hotel, which was a hotbed of motoring activities, motoring celebrities, and everything else car-related. I picked up my all-important 'Press' credentials, and we were good to go for the weekend.

After an early dinner, it was off to the 3<sup>rd</sup> Annual Amelia Motoring Film Exhibition, with two very good shorts, and then a film about the Targa Florio race titled "A Sicilian Dream: Pistons, Passions, and Pleasures" by Alain de Cadenet. We also saw many of the 35 cars on the Hagerty tour that had left to journey to Amelia *in the snow* from a collection in Allentown, Pennsylvania.

## TOURISTS ON TOUR

On Friday morning, we had signed up for a gratis RM Sotheby's pre-auction tour led by Andy Reid of the cars that would be auctioned off on Saturday at the Ritz-Carlton. RM enjoyed some very high-dollar sales, with a 1966 Shelby 427 Cobra going



*This 1935 SS1 coupe won the "Amelia Award – Sports Cars, Pre-war." Initially owned by Argentinian Tango singer, Ada Falcon. After 80 years in Buenos Aires it was shipped to Miami. It is currently owned by Eduardo & Michelle Zavala Harris of Miami.*

for \$1,792,500, a 1992 Ferrari F40 for \$1,017,000, a 1934 Packard 'Individual Custom' Dietrich Convertible Sedan for \$1,325,000, a newer 2015 McLaren P1 for \$1,490,000 and 2010 Bugatti Veyron 16.4 'Sang Noir' for \$1,500,000.

RM also sold several Jaguars. A 1962 Jaguar E-Type Series 1 3.8 Fixed Hardtop for \$179,200 and a 1953 Jaguar XK120 Roadster for only \$64,400. The latter was pretty beat-up, needing some restoration and TLC. Finally, a 1973 Jaguar E-Type Series 3 V12 Roadster went for \$128,800.

After the RM tour, we stopped over at the Bonhams auction to watch and view more of the metal "eye candy" on offer. A 1930 Cadillac Series 452 Fleetwood Roadster sold for \$1,187,500, and a 1968 Repco

Brabham-Cosworth BT26/BT26A brought \$1,105,000. Lots and lot of Jaguars... with prices all over the place. Among the E-Types there was a 1967 Series 1.5 2+2 for only \$34,720; a 1966 4.2 Roadster for \$145,600; two 1964 3.8 Roadsters for \$196,000 and \$100,800 respectively, plus a Series 3 V-12 2+2 that went \$29,120. Other Jags included a 1995 Jaguar XJS 4.0 Convertible for \$16,800, a 1959 Jaguar Mk IX for \$36,840 and a 1951 XK120 Alloy Body OTS that did not make its reserve. Gooding also sold a 1965 Jaguar E-Type Series 1 4.2 Roadster for \$109,000.

I later attended an interesting seminar about racing AKA exploiting regulations to maximize performance numbers and minimize lap times. Titled "The Unfair Advantage: Racing Around

the Rules," it featured a distinguished panel of crew chiefs, engineers, managers, pit workers, etc. The master of ceremonies, Ray Evernham, worked with Steve Roby, (Indy 500 and USAC), Jay Signore (Bill Murphy's old boss with Penske and IROC), Andy Petree, (NASCAR), Kevin Jeannette, (IMSA), Mark Raffauf, (IMSA), and Jim Busby, (IMSA and drag racing). Suffice it to say, a competitive advantage involves a lot more than track time and slavish adherence to the rulebook!

On Saturday, the "Cars and Coffee" part of Amelia was happily held on the 10<sup>th</sup> and 18<sup>th</sup> fairways of the Golf Club of Amelia Island next to the Ritz. The past two years this gathering had to be moved to run concurrently with the Sunday concours because of forecasted rain (and it did come down both years



*JJ covered this wonderful car in detail last fall. The 3.5 Liter Suede Green SS100 is owned by Christopher and Garance Prior.*



in the proverbial 'cats and dogs.' This year, the 450 vehicles in attendance had the fairways all to themselves. Sadly, I somehow managed to miss the Jaguars, as they were on the other side of the street.

Several DVJC members had tickets for the "The Porsche 962 Dynasty" seminar that was hosted by Justin Bell. The panel was amazing: Joachim Mass, Alwin Springer, Rob Dyson, Derek Bell, Mark Raffauf, Hurley Haywood, Brian Redmond, David Hobbs, Jackie Ickx and Justin Bell. Plus four historic Porsche 962s displayed in the ballroom. Wow! Jacky Ickx is a Belgian racer who won the 24 Hours of Le Mans six times (his daughter Vanina has driven Le Mans seven times). Many of his famous race cars could be viewed on the concours field.

## THE MAIN EVENT

After Cars and Coffee, the 18th green was quickly vacated so it could be set up for the main event and cars of all marques and models began driving onto the field. Entrants buffed their show cars, or had professionals to do the grunt work for them, like Chris Prior's 1936 Jaguar SS 100, featured in the *Journal* last year and maintained by Ragtops and Roadsters. Once detailed, the cars were covered with layers of protective covering for the evening.

On Sunday, after losing an hour of sleep due to the time change, our alarm went off at a painful 5:30 a.m. We departed for the show field at 7 a.m. and by then it was already warm, with highs headed for the mid-80s. Did I say life is good?

As usual, the Concours d'Elegance was its typical incredible display of extraordinary classic cars; perfection personified. Since Ragtops and Roadsters brought their own show car, we arrived at the field early so Dave and Mike Engard could stage the SS100 in a great location right near the entrance. And as we later discovered, it was in the company of no less than ten Jaguar XK120s, one of the featured marques being celebrated this year. A Roadster, a Fixed Head Coupe, an Alloy Body, a Drophead Coupe, OTS, an XK120 customized by George Barris (formerly owned by Clark Gable) and a rare

XK120 Special. Also on the field were an SS and a 1935 SSI Coupe.

This year's competition featured more than 350 cars and motorcycles in 35 classes, so not surprisingly a vast horde of spectators swarmed the field at the 9:30 a.m. opening to view the assembly of world-class cars. There were literally far too

many cars (and too many people) to study under the hot March Florida sun.

The concours features a non-traditional, eclectic class each year and for 2019 it was 'Heads of State,' vehicles. There were two 'Popemobiles', an over-the-top one-off custom Cadillac for a self-



*The Best in Show Concours d'Elegance Trophy was awarded to a 1938 Mercedes-Benz 540K Autobahn-Kurier owned by The Keller Collection. In front, the 1957 Ferrari 355 S owned by Cavallino Investments took home the Best in Show Concours de Sport Trophy.*



*The Bronze ex-Gable XK, shown by New Yorker Joey Limongelli.*

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Vehicle shown: 2019 Jaguar I-PACE HSE. © 2019 Jaguar Land Rover North America, LLC





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WORLD CAR OF THE YEAR  
WORLD CAR DESIGN OF THE YEAR  
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defrocked king, and President Eisenhower's 1956 parade Cadillac, which was the car that directly followed the POTUS Lincoln Continental JFK used in Dallas. There was also a four-wheel 'bribe' for a rebellious communist dictator (Tito) who, like the tyrant Stalin he defied, had a strong taste for big, powerful American cars. Other special collections included a large collection of Porsche 962s, custom-coachwork Volkswagens, and 50 years of NHRA Gainesville Raceway cars. Plus of course, the wonderful display of Jaguar XK120s.

Jaguar Land Rover unfortunately did not have a large display of new models on the show field, as was the case in many previous years. A spokesperson indicated they would have more impact in just doing demonstration drives, from a site located near the entrance to the Ritz-Carlton. Perhaps corporate financial issues due to collapse of diesel demand or the uncertainties of Brexit and the Chinese market were involved. Offering more test drives seemed very popular and the three F-TYPES, one F-PACE, and three of the new I-PACES rarely stopped except to swap test drivers.

### THIS YEAR'S AMELIA

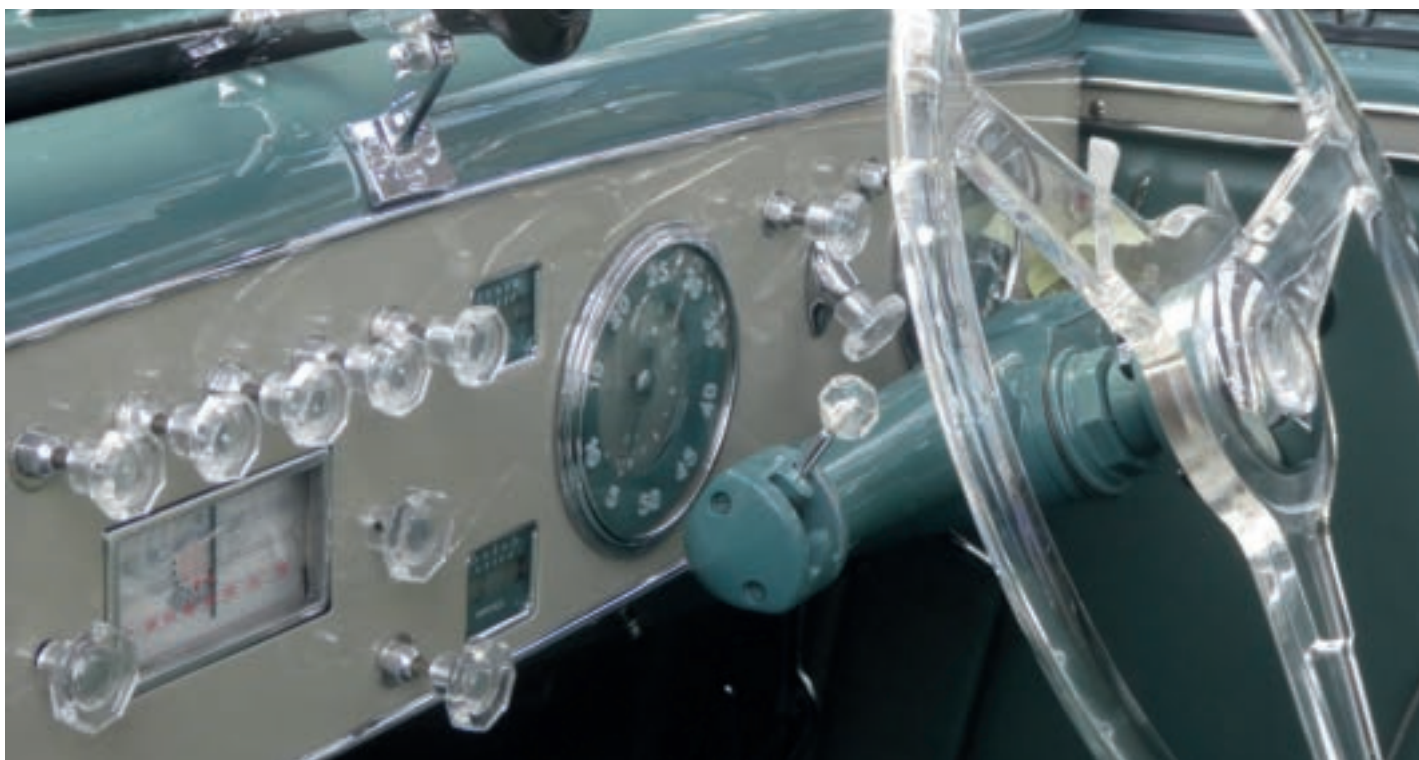
*by Robert 'Mac' Ballard*

As dependable as your favorite holiday, the second full weekend of March brings the Amelia Island Concours d'Elegance. Every year on that joyous occasion over 300 shiny ornaments are placed with care on the greens of the Ritz-Carlton Golf Club – a celebration that you never grow out of. A time to reunite with friends and make new ones and a time to gather photos for sharing.

One of the featured classes in 2019 was the Jaguar XK120. It was honored on the seventieth anniversary of the speed record set in Belgium, where the XK recorded a top speed of 126.448 mph with the top up. After which the windshield and top were removed and it recorded 132.6 mph becoming "the fastest production car in the world" while eclipsing the previous record by over 22 mph.

The XK120 was unequalled in performance and perhaps in beauty as well. It drew many to the Jaguar showrooms including Hollywood actor Clark Gable who purchased one of the first XK120 to arrive in the US. He said of his aluminum-bodied 120, he "wanted it like a child wants candy." The second XK120 that Clark Gable purchased was sent to George Barris for custom work. Most notable of the changes was a removable Carson-type padded top, made to accommodate Mr. Gable's tall stature. It was also de-chromed to a degree and featured a custom gold bronze lacquer finish.

Also featured this year was the car to beat of an earlier time, the Mercedes 500 and 540 K. Tremendous in both size and expense, the lavishly-styled Mercedes was awash in chrome and grand sweeping lines. Just a little more than a decade later the XK120 arrived to do more with less. Its svelte dimensions catered to a more adventurous crowd and its performance clearly showed it to be a significant advance in engineering. To see both of these motorcars in quantity just a few steps apart was a true privilege. 🍬



*Wonderful Delahaye dash and controls look like candy.*



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# Jaguar XKE: A Love Story

Absence makes the heart grow fonder

*By Captain M. W. Newman, USN (Ret.)*

Back in the olden days of the U.S. Naval Academy, midshipmen were not allowed to have cars until their first class (senior) year. Today, they probably let Plebes drive. Anyway, each year, banks from all over the country would compete for the opportunity to make car loans to the new firsties. These loans were very good deals for the midshipmen with low interest rates and long payback periods. They were good deals for the banks too, because the borrowing midshipman had to execute an allotment to the bank for automatic monthly payments. As long as the borrower was not dismissed from the service or killed, the bank got their money first before anyone else. Even if the borrower did get killed, they still got their money because there was a term life policy included in the loan.

As a dashing young Midshipman First Class in the fall of 1970, I was desperate to get my car loan and purchase my dream car – a Jaguar XKE roadster. I could never afford a brand new one, but the dealership in College Park, Maryland hooked me up with a demonstrator. It was love at first sight. This had to be the most beautiful car ever made, and

I looked so damn good driving it. All I had to do was commit to a thirty-year mortgage and it was mine.

I took delivery of my Jag the weekend before Thanksgiving. Sadly, I had to leave it at a friend's place in Georgetown because I couldn't take it into the yard until Army-Navy weekend, one week later. It was such a beautiful car. It was not, however, the best car for someone like me who had zero mechanical skills. The afternoon I picked it up in College Park, I didn't even know how to get it into reverse. I also didn't know how to change the tires. That I learned one evening under the watchful eyes of the Marine guard at Nimitz Gate, U.S. Naval Station, Pearl Harbor; but I am getting ahead of my story.

I drove the Jag home at Christmas and back to Annapolis pretty much without incident. After graduation, I drove back to Texas, and the Jag and I spent some time in Houston impressing Miss Nancy Poteet. That's another story. Then I was off to Philadelphia for Damage Control School, en route to my first ship, USS Connole, a new-construction frigate. I did

have a little trouble on that trip because the alternator failed and left me stranded at my uncle's plantation in Metcalf, Mississippi. No one ever told me to put water in the battery! I had to order a part sent down from Memphis, and uncle Eddie's tractor mechanic installed it.

While at damage control school, my orders were changed from Connole to USS William M. Wood, an old FRAM (Fleet Rehabilitation and Modernization) destroyer returning to Norfolk from a Mediterranean deployment and going into the shipyard. Needless to say, I was disappointed. Then one day, the ensign who sat next to me was called out of class for a phone call from the initial assignment desk at BUPERS (Bureau of Naval Personnel). He came back most distressed. He was an NROTC graduate from Penn State, married to a nurse, with orders to the destroyer tender in Pearl Harbor, USS Bryce Canyon. They planned to spend three years in paradise then leave the Navy and return home to Pennsylvania. Now BUPERS wanted him to go to Vietnam in USS Goldsborough, and they wanted him to go in less than a week! I knew I would have much more





fun in the Western Pacific than in the Norfolk naval shipyard. I told Mr Penn State (his name escapes me) I would take his orders if he would take charge of my Jag and have it waiting for me in Pearl when I got back. He and his bride were thrilled, and BUPERS really didn't care as long as somebody showed up on Goldsborough before she sailed. I gave him the keys to the Jag and flew out to Hawaii two days later.

After several ceremonial mai-tais with classmate A.J. Whittle, gunnery officer in Goldsborough, we left the next morning for high adventure in the Western Pacific. I was having so much fun, I didn't think about my beautiful car for several months into the cruise. Then one mail call, I received a letter from another classmate, Tony "Speed of Heat" Callahan. He wrote to tell me he would be in Pearl for a while and wanted to get together. I wrote back and told him I wouldn't be in Pearl for many more months; but that if he needed a car, he could go to Bryce Canyon and get the Jag from their damage control assistant. Why I did this I am still trying to figure out today, but I did. When we stopped in Japan on our way home, I got a letter from Penn State saying that classmate Callahan had, many weeks earlier, picked up the Jag and never brought it back!

Crisis! I remembered someone telling me that yet another classmate was in Pearl, assigned to the naval station staff. I mailed a reply to Penn State just before we left Japan for Hawaii and asked him to check with NAVSTA Pearl for an ensign Setzer, AKA Chucky Fubar Setzer. If he could not find him or the car, I told him to swear out a warrant for Callahan, grand theft Jaguar. For the several days transiting across the North Pacific, I had nothing to do but worry about my Jag. Of course my good friends in the wardroom were nothing but sympathetic and supportive with comments such as: "How could you be so stupid!" and "Don't you know better than to trust a classmate?" By the time we arrived in homeport, I was sick with worry.

Being a bachelor, I was given duty the first day in port. I even got the first watch on



the quarterdeck. All the families were on the pier waiting for us, but there was no sign of my Jag. After the ship was secured and the married men left with their loved ones, things started to calm down. Still there was no sign of my car. Not only did I not have any loved one greeting me, I didn't even have my beautiful car. I was beginning to get rather morose.

The lucky bachelors who didn't have first day duty had to go over to Ford Island in the middle of Pearl Harbor to reclaim their cars from storage. They had to take jumper cables and tire pumps and even extra batteries to try to get their cars started after eight months. Several of my wardroom "friends" in shorts and aloha shirts had assembled on the Quarterdeck with all their equipment prior to heading off to Ford Island. They were still harassing me about losing my car. Suddenly, out on the pier, the most beautiful car every made zoomed up to the end of the brow. My Jaguar was all shiny bright, the top

was down and perfectly stowed, and a gorgeous blonde was behind the wheel. She slipped out of the car with a pair of significantly long, tanned legs and bounded up the brow directly toward me! My wardroom friends just stood there entranced with their mouths hanging open as she placed a flower lei around my neck, kissed me on both cheeks, gave me the keys, then danced back down the brow to her waiting husband, Penn State. Life was good.

When my wardroom companions finally regained their composure, they pounced on me demanding to know who SHE was, how did I know her, could they have her phone number, and could they borrow my car to go to Ford Island? I just grinned and told them how sorry I was, but that just as they had advised, I had learned my lesson. I should never again loan my Jag to anyone, especially not a bunch of shipmates. That would be almost as bad as loaning it to a classmate! 🍷

# Blue, Naomi and the Concours

A story from the antipodes

By Stuart Steinberg

It all started one day when the kids had flown the nest and me wife was wandering around the house all clucky like she'd lost her chicks. She finally says she's lonely and wants to move to town where she would have some human neighbors. Now I prefer crocs and roos for neighbors, because if they agitate me I can kill 'em and eat 'em. Human neighbors... not so much. I do have aborigine neighbors and they never bother me about how me yard looks or nothin', so I was reluctant to move to town. Then me wife started saying things weren't the same anymore and I thought she might have figured out that the crocs had eaten the chicks and every morning I was making her croc eggs for breakfast. I love me wife and I want her to be happy. I also know that the sheila controls the happiness in our digs and if the sheila's not happy... well you know how that is.

Then me wife tries to persuade me towards moving with, "Look, Blue, you've got that Jaguar auto that you love. If we move to town you'll find some mates that have Jaguar autos and you can have some coldies and talk about your autos." Well, she had me there. While the aborigines are good mates, they don't drink coldies and they aren't fond of autos. Maybe town wouldn't be so bad if I had me some Jaguar mates. So I gave in and we moved to town. I was missing the taste of chicken eggs anyway.

So, I said goodbye to me aborigine mates and the crocs and the roos and the kookaburra and we moved to town. Well, I tell ya, I was none too happy with the change and I coulda used a Koala hug. We got a house with a hut for Naomi so it's good to get her out of the sun. Sometimes in the desert sun the seats get so hot the geckos won't sit on 'em. It was time for me to drink a slab and meet some blokes what love Jaguars.

I've had me Jaguar so long I can barely remember how long I've had her or where I got her. I just know I've loved her from the start (and when she starts). Her name is Naomi. I don't remember why I named her Naomi but me wife suspects I named her after an old girlfriend. If I did name her after a girlfriend, she'd surely be an old girlfriend by now.

I found me a Jaguar club in town and it must be uppity because I had to pay 40 Aussie dollars to join and they didn't even give a guy a couple of mug tokens. They don't even tell ya where the clubhouse is so how was I gonna find some Jaguar mates? After a week of me looking for a clubhouse I get a fancy invitation to attend a Concours De Elegance. Now I've got nothing against the French but I thought I'd be eating bangers with some Aussies and maybe a Brit or a Yank. I didn't expect to be hanging with a bunch of Frenchies. I didn't sign up to eat quiche and drink champagne with a bunch of Frenchie poms at some Concours De Elegance. I mentioned it to me wife and she said that she likes quiche and champagne and I should learn to be nice to everyone. Some of those Frenchies are probably good fellas. After all, they're having a party for Jaguars.

With me wife prodding, I rang up the club and the Jaguar mate explained that the concours is a get-together where everybody shines up their boot and their bonnet and they get trophies. Well, what could be better than having some quiche and champagne and gettin' a trophy for Naomi? So I polished the kookaburra dung off Naomi's boot and her bonnet and I took me wife to the concours. Well, we arrive at this park and see all kinds of shiny Jaguars lined up in rows. I didn't see any French cars so I reckon they really don't make cars in France. Maybe this party was just to make up to French folks after all times the Brits beat their bums?

Everybody was polishing away on their Jaguars and I wondered why they didn't polish them before they left home like I did. They just kept polishing and polishing until I thought they were going to polish the paint off. After a while, a fella came by and asked me what class I was in and I said middle to lower middle. He shook his head as if one of us didn't understand. Then he looked at Naomi and put a paper over the crack on her windscreen with some numbers and letters on it. It was gettin' near lunch time and me wife went on a walk-a-bout for that quiche and champagne. There was no quiche to be found and I was left to have a long wait with a huffy wife.

About the time I was gonna grab a nearby squirrel and make some lunch, a snooty bloke with a clipboard struts over to me car and announces that he's the judge. "I'm here to judge your Jaguar," he says. I'm thinking, judge my Jaguar? You don't even know Naomi and I polished her boot and bonnet like the fella said to. Just give me my trophy and if you insult Naomi I'll punch you in the eye. The wanker wanders around me Naomi bobbing his head and looking at this and that and not paying any attention to me shined boot and bonnet. Then he asks, "Is that original equipment?" I said, "If you're asking about me Jaguar the answer is yes. If you're talking about me wife I'm gonna punch you in the eye!" He shook his head and didn't answer, so I assumed he was talking about the car or he didn't want a bust in the eye. He got down on a knee and looked at my tyre and asked, "Is that dirt on your tyre?" I said, "Hell, yes. The auto doesn't fly. It runs on roads. Roads have dirt, tyres run on the roads." This dag has no clue about driving a car and he's judging my Jaguar! Where did they get him? So he walks around to the back of the car and stares at me taillight. "Is that a spider in your taillight?" he asks. I sparked at him, sayin' that it was a British spider and it





*Naomi buffed up well for a shed sled, I thought.*

was original equipment. So the judge looks and says, "How do you figure he's British?" "What a stupid question," I says, "Anyone could see his web is in the shape of a Union Jack." Mongrel judge! Then he walks around to the back of the auto and lookin' quizzical he asks, "Where's the spare?" And I replied, "That's what I asked the guy when I bought this car." That judge gave me the oddest look and marked something on his clipboard. Next he says, "Open the boot." I open the boot and he jumps back and shouts, "There's a snake in your boot!" I nodded my head and said, "Natch, Old Digerie eats the rats before they can get to chewing on the leather." Now that judge is shaking a little bit and stands way back as he tells me to open the

driver door. The bloke cautiously looks in the cockpit and says, "The seat leather looks worn." Now I'm getting agitated with him saying bad things about Naomi. "Where the hell do you think I sit when I drive this auto, you galah?" He marked something else down on his clipboard and I started doubting that I was gonna get one of those trophies. The bloody bloke hadn't even looked at the shine I put on the boot and the bonnet. Then he took a peek under the bonnet and asked why the engine was so dusty. I said, "Hell, if it's dusty under the bonnet that's because it doesn't rain under there." He gave me a glare and then looked under the papers at the crack in my windscreen. Then he says, "Is that a smudge on your windscreen." and I replied, "The smudge is probably on your glasses, bloke. Maybe you need to polish those and

look again." He marked something on his clipboard and I knew my saying that sure didn't help anything. Naomi might not be getting one of those trophies. "We're done here," he said, and that was the first thing he got right since I met him. I did ponder about him for a while and I figured there must be something wrong with him. But I thought about it some more and reckoned I was wrong: there was more than one thing wrong with him.

Naomi didn't win one of them trophies and me wife didn't get any quiche. I was thinking about finding that judge and punching him in the eye just for the heck of it. Me wife said it was our first time and we learned some things and we would come again. What I learned is, the next time I'm bringing my own quiche. 🍷

# GKN & R&D Powerhouse

## Home Advantage

By Peter Crespín

An interesting news item came down the wires recently about a new technology from GKN. We tend to imagine automaker R&D departments are filled with wild-haired, white-coated boffins, with scientific instruments whirring or beeping in the background. Doubtless there are a few such facilities, but in fact much R&D is performed by component suppliers like Valeo or TRW. These vendors work to develop new capabilities which they then sell to automakers. We can see one new example happening right now, and curious minds might wonder if the ultimate buyer may be Jaguar Land Rover?

### WORLD-FIRST EV WITH TWO-SPEED TRANSMISSION AND TORQUE VECTORING

The British firm GKN Automotive is the world's leading supplier of automotive driveline technology and serves more than 90% of the world's vehicle

manufacturers. No, not 19%, 90, nine-zero percent. Of the world. They must be doing something right, ya think? So when a global vendor operating from 53 locations in 27 countries comes knocking, it's a smart automaker who offers them a cup of tea in good china cups (and doesn't stint on the cookies). As a manufacturer committed to supplying a hybrid or battery version in each product family, Jaguar Land Rover have more reason to listen than many.

GKN's order book for electrified drivelines rose 40% in 2018 and their current hot pick is their 'GTD19' technology demonstrator, illustrating its potential for industry-leading efficiency, acceleration and range. The demo is an internal combustion engine (ICE) all-wheel-drive SUV (Jeep Renegade), re-engineered as a pure electric vehicle with coaxial 'eAxle' based on GKN's award-winning Twinstar technology. A re-engineered ICE vehicle showcases not only a likely real-world automaker need but also demonstrates

GKN's vehicle integration expertise. In today's fast-moving market it's not just a case of "Buy this widget" but of adding value by selling the widget plus the in-house expertise to get the best out of it.

### ELECTRIC CARS DON'T NEED GEARS THOUGH...

True, an electric motor can have almost 100% of its torque from a standstill, hence their extensive use in traction work such as railways. But GKN Automotive have unveiled the world's first battery electric vehicle (BEV) with a two-speed transmission and torque vectoring on the front axle. The GKN Jeep is undergoing extensive testing at GKN's annual winter testing program in Arjeplog, Sweden, and showcases how automakers can use drivetrain innovations to achieve industry-leading standards of efficiency, safety and driving dynamics in BEVs, especially in the cold and slippery harshness of Sweden in winter.





The GTD19 uses a two-speed 'seamless shift' eTransmission and smart shifting strategy, which has the potential to extend vehicle range as well as provide greater torque, acceleration and a higher top speed. Sounds good? The eAxe's coaxial format (one shaft inside the other) is compact and as in the F-TYPE and other Jags that use torque vectoring, it offers exceptional stability and dynamic performance.

The set-up in GTD19 provides pure electric power with two speeds – a development of a system used in last year's Mercedes 'GTD18' AMG GLA 45 test vehicle. The Merc demonstrated the benefits of an eTwinstar rear axle e-motor, two-speed eTransmission and torque vectoring by twin clutches; paired with a mechanical Twinstar on the front axle. The electric two-speed gearbox is configured to ensure the shifts are seamless, with minimal losses in power and torque and the potential for faster acceleration, improved efficiency and a higher top speed.

The advanced eDrive system in the GTD19 replaces the Jeep Renegade's internal combustion engine with a 120kW GKN e-motor, delivering maximum torque of 3,500Nm and vectoring of up to 2,000Nm to either of the front wheels when required. Front-wheel drive applications of torque vectoring provide more noticeable benefits than rear- or all-wheel drive configurations, due to the relative ease of breaking traction in a front-wheel drive car.

Being significantly smaller than systems with equivalent power outputs, the eTwinstar two-speed can be easily integrated into existing vehicle platforms. It is readily adaptable for use in front-wheel drive, rear-wheel drive or all-wheel drive applications (all of which Jaguar uses) extending from entry-level electric city cars to plug-in hybrid luxury SUVs and fully electric all-wheel drive hypercars.

For the GTD19, all the drivetrain technology was integrated easily into the existing vehicle platform without

major modification, including both a GKN-derived electric motor and GKN-developed inverter controls, supplementing the company's advanced eAxe. All software is programmed by GKN to enable seamless shifting of the two-speed transmission and torque control on the front axle, with minimal power and torque loss during changes.

Not only can the Twinstar system keep the front wheels in check during acceleration, it can correct an understeer yaw moment experienced by a driver entering a corner too fast. The system prioritises torque delivery to the outer wheel helping to correct the natural understeer characteristic typically associated with a front drive vehicle. Which in plain English means it helps driving fun and saves yours or your loved-one's neck.

We shall see. Whether we shall see in a Jag, or a Land Rover remains to be seen, but this sounds right up their street. Or dirt track/frozen lake as applicable. 🐾

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# Anniversary Present

## Mk 2 portrait freebie for loyal readers

*[Editor's note: The nice thing about birthdays is there's often a present involved. This year sees the 60<sup>th</sup> birthday of the Mk 2 and the holiday season is about six months away. Therefore, over the next three issues, artist David Townsend has agreed to show us the process of how he turns a commission into a final piece of artwork worthy of being framed as a present for the swankiest of studies, never mind garage walls. Having seen how he works, you'll be able to commission your own unique car portrait, but in the meantime relax and watch a true craftsman at work over the next two Jaguar Journals.]*

### "WHY DO YOU DRAW?"

That was the very question posed to me not long ago... and a darn good one at that.

It may be a bit easier to start with what doesn't motivate me to draw, sometimes... very obscure cars. It surely isn't for the money. By the time you consider the 150 hours or so that goes into researching and drawing each car and the number of prints I typically sell of each model, the hourly figure would be too embarrassingly low to admit. And it isn't for the glory. Even within a small group of enthusiastic fans, my name and reputation are hardly household items.

I suppose the main reason I focus on the cars of my youth is that the illustrations are a way to help preserve both the memories as well as the era and values they represent. While I certainly am in no position to restore every car I fancy, I can try to capture as many of these fabulous cars on paper as I can, preserving them for myself as well as for others to enjoy.

The plan for the Jaguar Mk 2 illustration is to present it in three parts and give readers an opportunity to follow the progress, ending with the completed illustration in the holiday issue. The order of drawing is not unlike building

or restoring a real car – I start with the chassis, progress to the running gear, then finish off with the body and interior.

Every illustration starts with the same basic background – black gradient fade, 'graph' paper lines, a horizon and background highlight. From there, I set the wheelbase and the wheel/tire outlines which give me the basic dimensions from which everything else will be drawn. That means, I need to be 'on the money' or everything else will be for naught. Once I'm happy with the outline and guides, I draw the tires and wheels to help give me a sense of scale and further set the basic layout. For the Mk 2, I'm borrowing parts and pieces from a previously illustrated E-Type that I know to be accurate. Once I've researched the correct wheels and tires, I'll pen them in. With the basics set, I like to get going on the remainder of the chassis along with the running gear – engine, gearbox, differential, driveshaft, and brakes – again, all borrowed from the E-Type illustration for the time being.

### ILLUSTRATION BASICS

My equipment is a Mac Mini dedicated solely to Adobe Illustrator and powering a Wacom 27" drawing tablet. I have about six or seven styli that take the place of the pens I used to use but that function in pretty much the same fashion – nib to board, pull a line, shade an area. Repeat. A second Mac powers the rest of my programs on two different monitors so I can keep my photography references separate from email, browser and all that. All of this is backed up on a RAID storage system so nothing is lost in the event of a meltdown (hey, it happens).

I generally work in half-scale, meaning that each native illustration is approximately half the size of the real car. It takes a decent amount of computing power to do this but it's worth it as it permits me to be highly

### THE SCA STORY

Sports Car Art began with just a single assignment and not the slightest intention of making it my full-time gig... it was more of a retirement plan.

After a career spent in advertising, design and web architecture, I wanted to explore my fine arts side – something I hadn't practiced with any regularity for more than 40 years... maybe longer if we go back to doodling Ed Roth's Rat Fink creations in grade school. That counts, right?

Things started innocently enough when I responded to an online inquiry for help replicating a vintage race decal. From there, things just took on a life of their own – growing in both scope and volume until, today, I have some 150+ postwar makes/models in my fine art print and large-scale display catalogues. It's all been a lot of fun and a very happy marriage between two things I'm passionate about – cars and art.

Back in the day, I started out with a set of markers, pens and a drawing board. These days, my pens and paper have been traded for the computer and a drawing tablet – Adobe Illustrator is my medium of choice – but the results are still very much 'hand drawn.' I guess it's just part of my analog heritage and sense of what things should look like. While I sometimes miss the tactile aspect that comes with pen and paper (the electronic versions are close but not the same), there are things I can do in the electronic environment that just wouldn't be possible on a drawing board. It's a good trade-off.

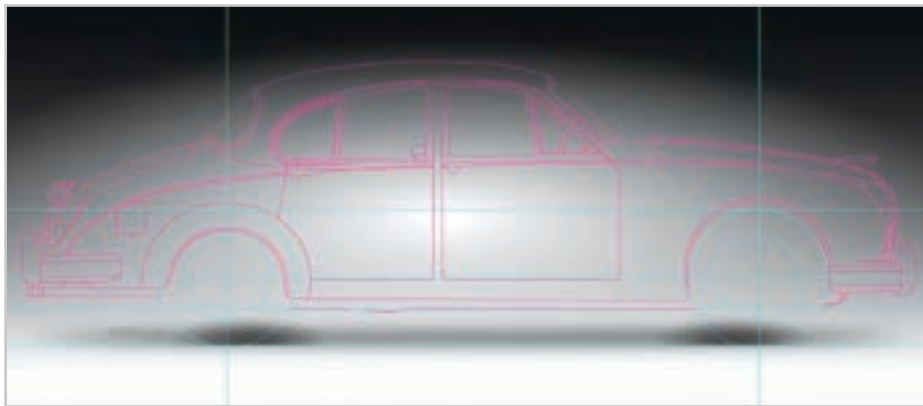




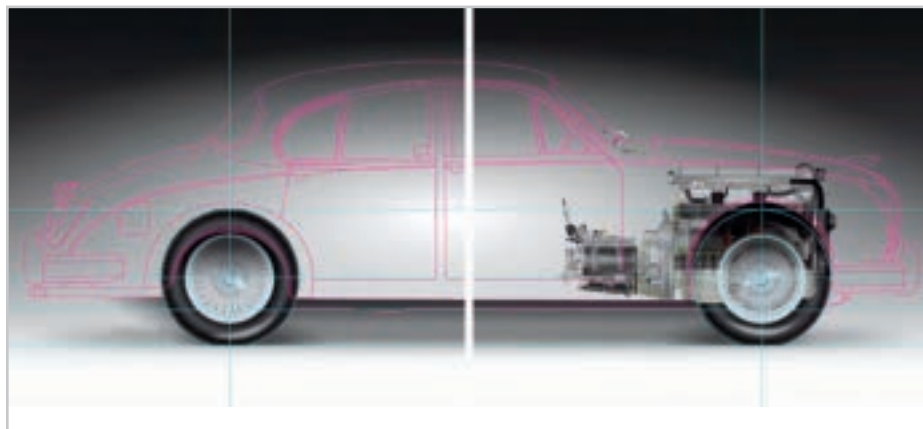
accurate as well as to include as much detail as I'd like to show. And, because these are vector files, the final illustrations can be printed in full-scale without any loss of details. So, if you have the urge to hang a full-size version of the Mk 2 in your garage, I can certainly accommodate you.

All of the production cars I draw are available in any of the factory exterior and interior color combinations, including most period or factory-offered options and accessories. To be able to customize each illustration in a timely fashion, it means all of these options must be considered in the base artwork. Occasionally, someone throws me a curveball in terms of an accessory or alteration I hadn't considered and I'm generally happy to include them if it's not too weird (the client who wanted me to pen in his, then, girlfriend on the passenger seat is a good example of a request I discouraged).

In the next installment, I'll be drawing in the remainder of the drivetrain, brakes and other mechanical bits as well as penning in the left side of the body, glass, and any visible exterior accessories, like mirrors, radio mast, badges and the like. At that point, things should start looking like a proper Mk 2.



Everything starts with a simple outline that includes the wheelbase and wheel/tire dimensions.



Once I'm happy with the outline, I pen in the front and rear wheels, tires and brakes, as shown in the left side of this composite image. Then I set an engine and gearbox from an E-Type in place (as shown on the right side) to help me have a sense of dimension and space. (The right side shows a bit of wiper detail that's also been added.) In the 'trade' we would call this an FPO (for position only), because it's intended to be replaced with the correct part a bit later down the line. 🛠️

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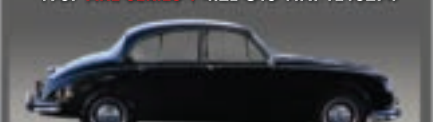
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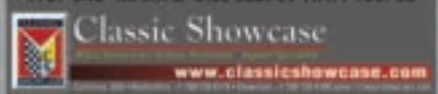
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# Book Signing

## Me and My E-Type

By Mike Carroll

On April 13, 2019, Joe Limongelli, author, TV personality and member of the Jaguar Drivers Club of Long Island and the Huntington Jaguar Land Rover dealership of Long Island, hosted a book signing of Joe's latest publication, 'Me and My E-Type.'

While JDCLI and the Huntington dealer have always had a great relationship, general manager Richard Cappetta really went the extra distance to make Joe's book signing a huge success. He cleared the showroom and parking lot of new inventory so that seven E-Types could be displayed inside, with another

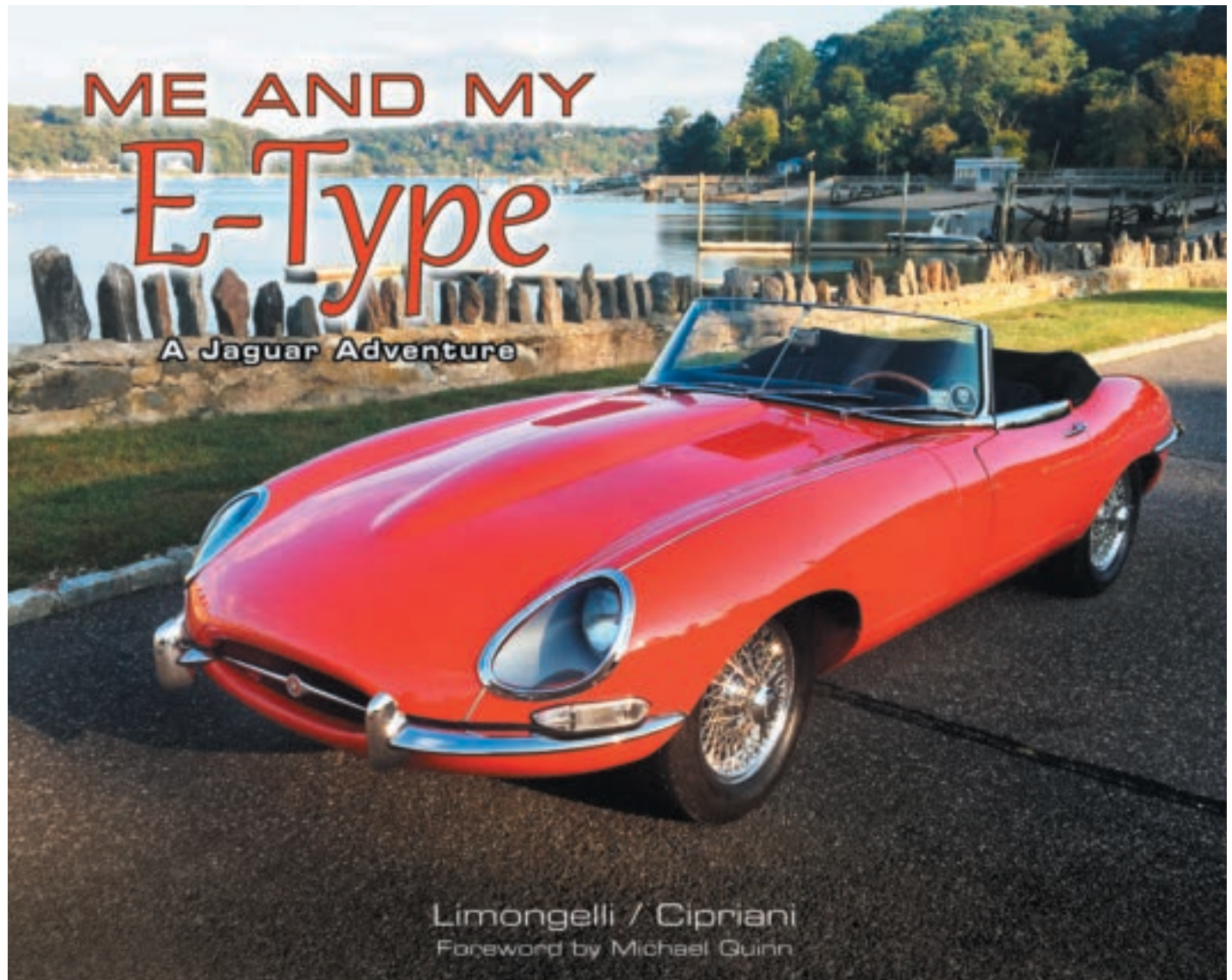
four right outside the building, provided valet parking for the large number of attendees and catered a great selection of passed hors d'oeuvres and additional appetizers.

This was Joe's fourth book and what better location than the local Jaguar dealer to recount the adventures of his favorite automobile: the Jaguar XKE.

E-Types on display included examples of all of the series 1, 1.5, 2 and 3, with one car being a very rare early righthand drive Series I with silver-painted wire wheels. These were complemented by

several member cars such as XK8, XKR, XJS and various sedans.

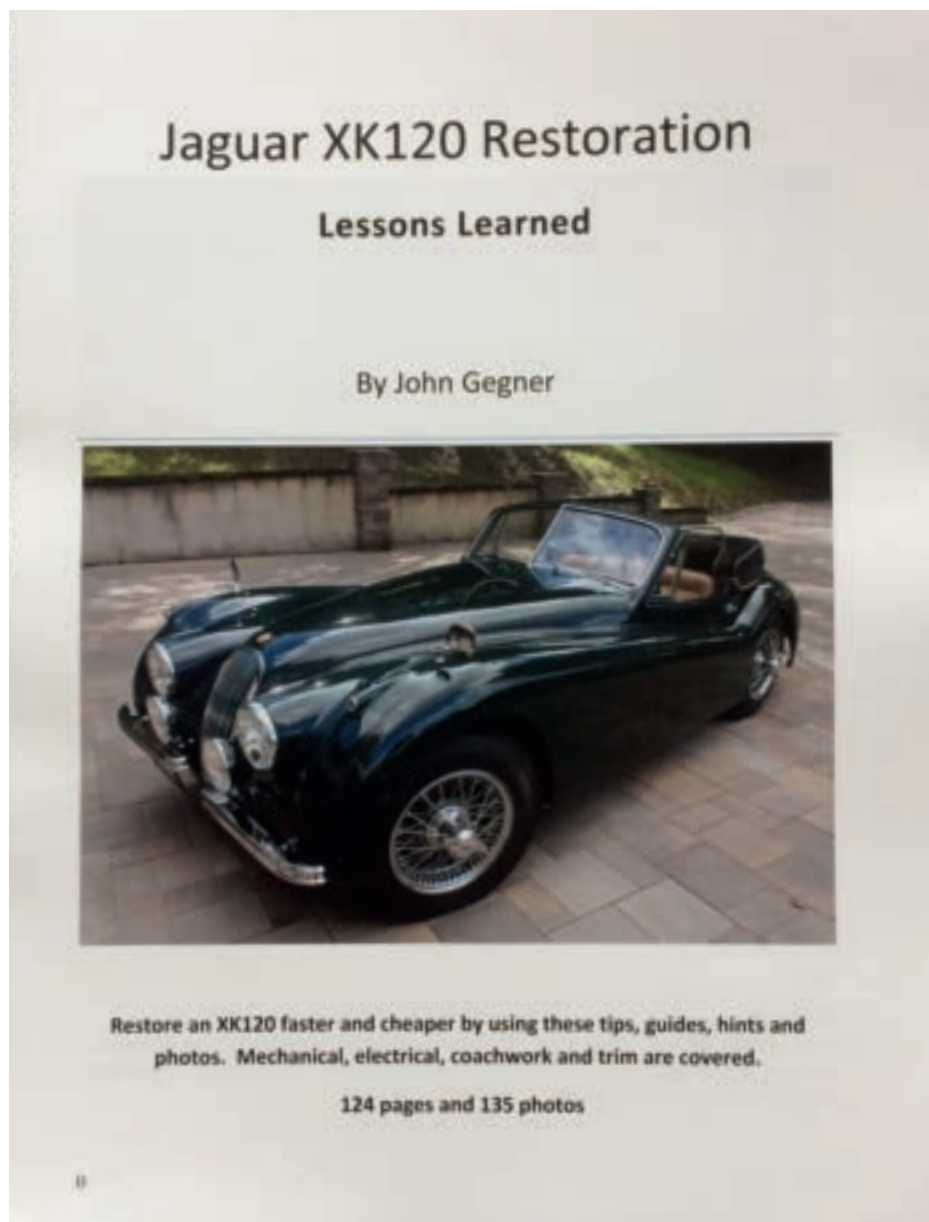
The possibility of staging an event like this only comes along once in a great while. The coordination of Huntington Jaguar Land Rover and the Jaguar Drivers Club of Long Island showed how the cooperation of dealer and club can create a first-class experience. The crowd of club members and invited guests was totaled 200 people. Book sales were very brisk, which will allow a portion of the proceeds to be donated to local veterans charities and to provide a blueprint for future successes. 📖





# Book Review

## Jaguar XK120 Restoration: Lessons Learned



Hot on the heels of his recent work on replacing the top on an XK drophead coupe, John Gegner has now produced a sister volume on XK restoration in general, using his XK120 as the subject car. This is a much more substantial work, albeit in the same spiral-bound format which lends itself very well to workshop use as it lies perfectly flat when open at any page.

Unlike the unique DHC book, reviewed at the turn of the year, there is plenty of competition in the general XK restoration segment – some of it very pricey, superbly produced and well-presented. Even so, Gegner manages to carve out a niche as an enthusiast representing the ‘average’ restorer and his book is a catalog of one man’s journey through a complete restoration

of his own car on his own terms. The generous Acknowledgements and Sources sections give extensive credit to others in terms of advice and practical execution.

On that basis, it would be easy to point out what is *not* covered. For example, although Gegner does some light fabrication, he has no welder and did not do the paint or bodywork. The engine section is the same length as the body section – five pages each – of 124 pages total. The clue is in the nature of the book, where by contrast the Buying Guide chapter is eight pages and ‘Getting Ready’ uses another four. In other words, this is not a deeply technical guide and consists of advice, not instructions. The main area, where there is a lot of practical guidance and useful detail (and the only chapter to be sub-divided), is the section on interior trim. This covers 33 pages and contains about a third of the photos and is probably worth the cost of the book on its own.

There are a few questionable statements, such as the comments about XK valve seats and his twice-stated mistrust of Jaguar’s engine lifting brackets, but equally he is very honest about his mistakes in not renewing valve guides and door hinges, etc., while he had the chance. The picture sizing is sometimes overly generous, to the detriment of space for actual text, but that may be sour grapes from a reviewer who dreams of having that much space in *JJ*. Overall, the book delivers on its cover promise to help owners “Restore an XK120 faster and cheaper by using these tips, guides, hints and photos.” The more inexperienced you are, the more this book will get you up speed, metaphorically and literally. To buy this book, at US \$68 including US postage, contact John directly on [jpgegner@comcast.net](mailto:jpgegner@comcast.net). 📧

# Generation XJS

The longest-produced Jaguar comes into favor again

By Ramsey Potts

Many pundits, automotive journalists and enthusiasts entered 2019 wondering how the new crop of 'Youngtimer' cars would be received, as these automobiles from the 1980s, 1990s and early 2000s have only recently been perceived as collectible. During these years, Jaguar produced their much-maligned coupe, the XJ-S (later changed to XJS), and classic car collectors may struggle to see the "collectability" of Jaguar's most prolific two-door model, with more than 115,000 produced during a 21-year span. XJS supply is not an issue, but few have survived in top-flight condition. The XJS is a most pleasant Grand Touring machine, rewarding its owners with fantastic highway manners, but it has rarely been considered a highly-collectible car... until now.

Through April, the premier auction houses completed sales in Arizona, during *Rétromobile* in Paris, and at the Amelia Island Concours. RM Sotheby's also offered much of its significant 144-car Youngtimer Collection at their Fort Lauderdale sale and at auction in Germany during *Techno Classica*. No fewer than 27 XJS models were offered across these sales, with 25 sold, and these results tell us much about the collector car market's current interest in the model.

The top five XJS sales of 2019 to date, starting at number five, were a 1993 XJS V12 Coupe showing just over 18,000 miles in BRG over a beige interior, and it sold for \$26,035 at RM Sotheby's in Essen. Slightly ahead of that was a 1992 XJS V12 Convertible in the same color scheme, but with more miles. This one-owner example sold for \$26,400 at the RM sale in Fort Lauderdale. As these two examples share similar mechanicals, colors, and condition, it was confirmation that drop-top examples can still bring stronger values than similar coupes. The third strongest-selling example was a red 1992 XJS V12 Convertible showing fewer than 13,000 miles and offered from RM Sotheby's at Essen, where it brought \$27,194.

The top two sales for the XJS model begin with a limited production 1993 Jaguar XJR-S Coupe. This Signal Red car was number 40 of 100 high performance coupes offered to the American market to commemorate the launch of the XJ220. Showing fewer than 42,000 miles and estimated to sell between \$25,000 to \$30,000 with RM Sotheby's in Fort Lauderdale, it soared to \$41,250. In the top spot was a 1990 XJ-S V12 Convertible in Diamond Blue metallic with fewer than 25,000 miles; it passed

to just its third owner for \$44,800 at Bonhams in Scottsdale, Arizona. Again, the convertible models show strong results compared to even their limited production fixed-roof stablemates.

All in all, I concur with the pundits dedicating copious column inches to the seismic shift in the era and genre of collector cars that are rapidly gaining in value. I do not, however, dare to predict for how long and how stable the interest will be, as values always ebb and flow. I'm often asked, "How is the Jaguar market?" – and that's a tricky question, as the market is many things. Some cars are up, some show signs of retreat, and others remain steady. Actually, I surmise that the overall collector car market is stable, maybe even slightly better than forecasted; however, dollars are moving quickly to a new generation of cars. Frankly, I believe we should celebrate this next generation of collectors spending their money and keeping the hobby alive by seeking out a new genre of automobiles. No, this doesn't mean an XK120 will ever become an undesirable car, but tastes are changing, the hobby is expanding, and it's exciting to see what the new flavor of collector car is going to be in 2019 and beyond! 🐾



*The quick XJR-S special edition performed well on the block, too. (Dirk de Jager, 2018, courtesy of RM Auctions.)*



# Tales from the Trade

When perfect isn't good enough

"Lotta talk about torque" declared the magazine ad in the late sixties. Underneath was a studio shot of a Norton motorcycle staking its claim for reader dollars, in the face of what was the start of the 'Superbike' era and Japan's final nail in the coffin of the post-war British motorcycle industry. Ironically, it was the Brits who started the rise of the multicylinder road bike wave, with the three-cylinder Triumph and BSA models launched in 1968. The next year Honda arrived with the epoch-defining CB750 and, together with the Kawasaki triples, the age of building engines to tolerances of a few tenths of a thousand of an inch on worn-out machinery was over, hastened by demands from America for more power.

## WHAT THE CUSTOMER WANTS, THEY GET


As with Jaguar, North America was by far the biggest market for British motorcycles, and just as with Jaguar, being the best performers didn't save them from dealer demands for even more power. So just as the sweet 3.4 XK grew to 3.8 and eventually to over 4 liters, the bike tuners hogged the lovely 500 cc twins out to 600-650 cc and then to 750 cc or, in Norton's case, 810 cc. The XK was able to stand up to these increases because with inherent perfect balance and seven main bearings it was fundamentally strong enough. The British 360-degree parallel twins had inherently poor balance and only one bearing at each end of the crankshaft that flexed more with each overbore and stroke increase, intensifying vibration and sacrificing reliability. The crank flex got so bad that the normal step of using fine-tolerance roller mains to support the crank became counterproductive. The bearings were trashed in short order as the bending crank forced the rollers to ride on their edges and break up. The cure was to fit bearings with slightly barrel-shaped rollers, to survive the bad crank flex of the 750 and 810 cc engines. Honda,

meanwhile, were building twin-cylinder 250 cc engines with four ball/roller main bearings, each of them as large as the mere two holding a heavier British crank in a larger but less durable 750 cc. Even the plain bearing shells used in the CB750 were graded in several color-marked tolerances for each individual journal – accuracy unheard of on contemporary British bikes.

When Triumph went bust in the mid-1980s, their biggest parts maker bought the license to manufacture complete machines, using bought-in suspension and other parts not made in-house. The factory drawings often allowed for the wear and imprecision in the old machinery. When super-accurate CNC machinery used Triumph's data, the machines did as they were programmed but some of the parts were now misaligned. For example, the Bonneville primary drive cover is about the same size as the XK timing cover, held in place by about the same number of fasteners around its periphery. It turned out that the worn multi-spindle drill at Triumph was allowed for in the drawing. When it moved slightly further than intended, the jig allowed for that and the drilled cover holes thereby aligned with those on the crankcases as intended. By contrast, a computer-controlled machining center

gave perfect accuracy and repeatability of an incorrect operation, with the holes several millimeters offset. The effect was like having the timing cover moved to the exhaust side by 1/8", exposing the timing cover gasket on the right and overhanging the block on the left. Having set up and machined a three-figure batch of parts, he couldn't throw them away and they were used on the bikes completed before production ceased entirely.

## IMPERIAL RULE(R)

When Packard started building the Mustang's Merlin engine, American spares and British spares could not be swapped because an American inch is different from a British inch at the sixth decimal place. It doesn't sound a lot, but in fine mechanics it is. Consequently the Rolls-Royce Merlin would leak and the Packard Merlin would jam. Many figures on our Jaguars are compromises – especially in areas such as suspension or running gear. Workshop manuals are best for most people, but if you are going to get hyper-picky, good luck finding more precise modified-use data and at least make sure your tools are capable of delivering your sought-after 'precision.' Chances are the mechanism will be more forgiving than you. 



*See the visible casing face peeping out from behind the cover? The Triumphs made on worn machinery were better than with the CNC parts.*

## AD INDEX

Ace Peak Plates.....	43
Beverly Hills Car Club .....	36, 43
British Marque Car Club .....	42
Classic Showcase .....	35
Cooper Classics LTD .....	36
Denis Welch Motorsports .....	27
Donovan Motorcar Service .....	37
Gullwing .....	43
J.C. Taylor Insurance .....	43
Jaguar Land Rover North America .....	24, 25, 48
Jose Romero/Driversource .....	43
Koolmat.....	36
Lucas Classic Tires.....	36
Madera Concepts .....	36
Motorcars Incorporated .....	27
Muncie Imports & Classics.....	37
SNG Barratt.....	47
Speed & Sport Chrome Plating .....	43
Sport & Specialty .....	37
Steve's British Connection .....	43
Terry's Jaguar Parts.....	36
TYCTA, LLC .....	33
Welsh Enterprises, Inc. ....	2
XKs Unlimited.....	8

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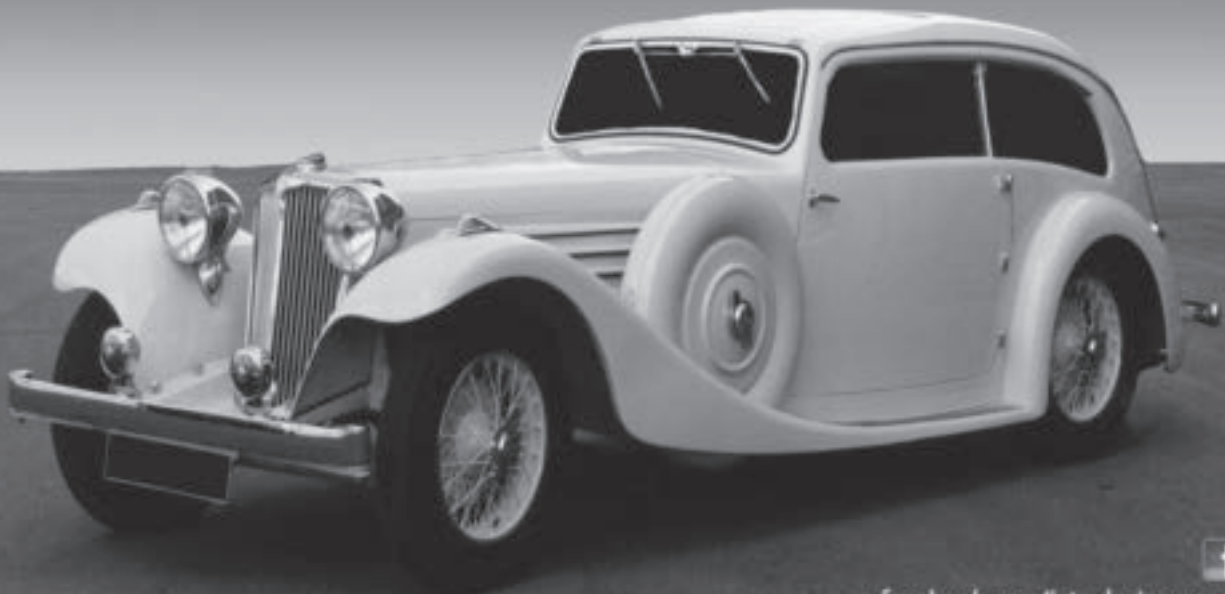
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**BUSINESS/INSURANCE:** Support administrative manager, monitor financial activities, deal with insurance provider. – Gary Vaughan, 6015 Azalea Ln., Dallas, TX 75230, 214-212-7570, [gcvaughan@me.com](mailto:gcvaughan@me.com).

**CHIEF JUDGE:** Jim Sambold, [XKJagnut@comcast.net](mailto:XKJagnut@comcast.net).

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

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**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](mailto:glc100850@aol.com).

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

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

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

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

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

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

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





# Events Calendar

**July 7, 2019:** The Ottawa Jaguar Club Concours and Family Day will again be held on the beautiful grounds of the Cumberland Heritage Village Museum in Cumberland, Ontario. This museum is a recreation of a rural village from the 1920s with many exhibits and heritage buildings including a period gas station. The concours field can accommodate a large number of entries. All Jaguar owners are invited. Contact: John Blais, 613-256-4462, email: john.blais3@gmail.com.

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

**July 13, 2019:** Registration for the San Diego Jaguar Club's 55th annual Concours d'Elegance will open soon. Go to the San Diego Jaguar Club website's upcoming public events page and scroll down to the Concours Entry, where you can view concours information and download the registration forms soon. Please read through all the info as there are some significant changes to our Concours and registration from years past. Contact: Mark Hodges, 619-593-1798, email: sdjagclubwebmaster@outlook.com.

**July 14, 2019:** The 15th Annual Slalom of the Delaware Valley Jaguar Club held at Garnet Valley High School, home of the Jaguars, in Glen Mills, Pennsylvania. You can register for the event at the DVJC website at <https://delvaljaguarclub.com/>. Contact: Rich Rosen, 609-923-7655.

**July 26-28, 2019:** 'Jaguars on the Island' is the largest annual Jaguar event in North America. Held in the top-rated destination of beautiful Victoria, British Columbia, the weekend's events include a Friday evening reception, the Saturday Concours with more than 100 cars on the field and an evening awards dinner, and on Sunday a 'prowl' drive and brunch along with a sanctioned slalom. Contact: Telse Wokersien (concours), email: jccv@shaw.ca; Terry Sturgeon (slalom), email: terrysturgeon@telus.net.

**July 27-28, 2019:** Join us for a celebration of the 50th Anniversary of the Illinois Jaguar Club. The event kicks off with dinner and entertainment on Saturday evening at Ditka's Restaurant in Oakbrook Terrace. Sunday morning at the Oakbrook Polo Club starts with "Jaguars and Joe" followed by the concours and awards ceremony. Our host hotel will be the DoubleTree in Oakbrook. For online registration and

information please go to our website [www.ijc.clubexpress.com](http://www.ijc.clubexpress.com). Contact: Michael Ksiazek, 630-789-2257, email: mksiazek@aol.com.

**August 2-3, 2019:** Jaguar Driver's and Restorer's Club of Northwest America will hold 'Jaguar on the Green' on Saturday, August 3, at the Lemay Car Museum in Tacoma, Washington. Contact: Ray Papineau, 206-383-6892, email: papineau@aol.com.

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

**August 4, 2019:** Wisconsin Jaguars Ltd again is pleased to invite everyone to participate in the 2019 15th anniversary Milwaukee Concours d'Elegance at Veterans Park on the Lakefront, Milwaukee, Wisconsin August 2-4, 2019. Contact: John A. Boswell II, 414-840-1317, email: jboswell1@wi.rr.com.

**August 9-10, 2019:** The 2019 Jaguar Association of New England Concours d'Elegance will once again take place in the Historic Town of Sturbridge, Massachusetts. A special room rate has been negotiated with the Sturbridge Host Hotel & Conference Center, call 508-347-9393. A welcome reception is planned for Friday evening, August 9, 2019. Contact: Daniel Graf, 617-216-9703, email: danielgraf100@yahoo.com.

**August 11, 2019:** The Ontario Jaguar Owners Association's 52nd Concours d'Elegance will be held at a fabulous venue hinted at by our title "Jaguars and Warplanes." The Canadian Warplane Heritage Museum contains almost 50 aircraft and displays spanning from WWII to the present our concours will be held in the hangar surrounded by these aviation classics. We will also dine in the hangar. This museum is less than a 1-1/2 hour drive from the Buffalo border crossing for. All JCNA classes will be judged, as well as a "Regularly Driven" category, which involves judging-on-the-lighter-side, and a "Senior Division," featuring distinctive Jags, both in type and quality. A special room rate is available at the host hotel, which is also the location for our pre-concours meet-and-greet. More information will be available soon at: [www.ojoa.org](http://www.ojoa.org). Contact: Mike Parry, 647-472-3465, email: mikeparry617@gmail.com.

**August 23-25, 2019:** The Capital Region Jaguar Club of New York Ltd will hold its fifth annual 'Jaguars at Saratoga' Jaguar-only lawn show at the Saratoga Automobile Museum in Saratoga Springs, New York. In past years, the show has attracted both classic and modern Jaguars: XKs, Mark IIs, many E-Types and newer F-Types, even an original 1955 D-Type. The new i-PACE may be on display, too. Rain date is Sunday, August 25. For details on the Friday and Sunday activities associated with the show, go to: <https://www.crcny.org/jaguars-at-saratoga>. Contact: John Corey, 518-795-8035, email: jc@coreyhome.net.

**August 23-25, 2019:** Canadian XK Jaguar Register and Canadian Classic MG Club will be hosting its 50th 'Heritage' Classic at the Hazelmere RV Park in South Surrey, BC. The Saturday event will include Jaguars, MGs, and British motorcycles in a lovely park setting with lots of shade with a sanctioned JCNA Concours for the Jaguars. Awards will take place on the field at the conclusion of judging. Other activities will include a silent auction, British teas, veggie car races, etc. The Saturday evening banquet will be at the Hazelmere Golf Club. The host hotel is the Ocean Promenade Hotel in White Rock, BC. Contacts: Ian and Doreen Newby, [newby@tellus.net](mailto:newby@tellus.net), or Peter Tilbury, [patilbury@shaw.ca](mailto:patilbury@shaw.ca).

**August 24, 2019:** The Rotary Club of San Juan Island and the Sports Car Club of the San Juan Islands invite you to their 13th annual Concours d'Elegance and car show at the San Juan Vineyards, Friday Harbor, Washington on Saturday, August 24, 2019 from 11 a.m. to 3 p.m. Go to the event website for more info: <http://www.sanjuanconcours.org>.

**August 31, 2019:** The Jaguar Association of Central New York will hold its JACNY Salom #2 in De Witt, New York on Saturday, August 31. Contact: Jeff Dafoe, 515-488-1492, email: L49cd@hotmail.com.

**September 7, 2019:** Join us for the Jaguar Club of Austin's Concours d'Elegance in Georgetown City Historic Square. Contact: Scott McCauley, 512-563-9814, email: [concours.jcoa@gmail.com](mailto:concours.jcoa@gmail.com).

**September 7-8, 2019:** Jaguar Owners Club of Oregon's All-British Field Meet at Portland International Raceway. There will be a quick afternoon slalom on Saturday between the end of the concours and before the BBQ, as well as salom on Sunday morning. Contact (concours): Mike Scott, 541-913-9170, contact (slalom): Tyler Hayward, 503-522-1181.

**September 8, 2019:** Vanderbilt Jaguar Invitational Concours d'Elegance sponsored by the Jaguar Drivers Club of Long Island. Location is the Vanderbilt Estate and Museum in Centerport, New York. Event

will include Jaguars Championship, Driven and Special Division classes judged under JCNA Concours rules. For additional information go to the club website [www.jddli.com](http://www.jddli.com). A separate concours will be held for other British and selected international and special interest cars approved for entry by the Concours Committee and to be judged under Concours Sanitaire rules which include appearance, cleanliness and general condition in four areas; originality will not be judged. Awards will be given to the first three places in all classes. Best in Show awards will be given in both Jaguar and Sanitaire. Other awards: Peoples Choice based on voting by the spectators, Judges Choice and Best MG. Rain date is September 15, 2019. Contact: Mike Carroll, 516-607-6074, email: [macsl300@aol.com](mailto:macsl300@aol.com).

**September 13, 2019:** OJOA 60th Anniversary Celebration Gala. 2019 represents the 60th year of the Ontario Jaguar Owners Association. This is a significant milestone for any auto club and the OJOA plans to draw attention to that fact throughout the year, culminating in an Anniversary Celebration Gala in September. We invite all Jaguar enthusiasts, club members and non-members, to share in our formal dinner festivities. Contact: Allen Lingelbach, 519-656-9398, email: [swissbear@sympatico.ca](mailto:swissbear@sympatico.ca).

**September 15, 2019:** The Nation's Capital Jaguar Owners Club cordially invites you to its 54th Concours d'Elegance on Sunday, September 15, 2019, at the corporate headquarters of GEICO Insurance Co. Conveniently located within three blocks of the concours site are two hotels, 15 restaurants or coffee shops, and many stores for shopping. The site lies just a five-minute walk from the Friendship Heights station on the Metro Red Line that offers a 20-minute ride into the heart of the nation's capital. Details on registration forms and overnight accommodations to follow. Contact: John Larson, 301-520-3620, email: [jlclards123@aol.com](mailto:jlclards123@aol.com).

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

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

# Member Spotlight

Carolyn Sikes

By Gregory Wells



The term 'car guy' is a common descriptor but it's rare to hear a woman labeled a 'car gal.' It's the perfect appellation for Carolyn Sikes of John's Creek, Georgia. Her family remembers that at a mere five years old, Carolyn would sit out on the porch and identify the makes and models of cars as they passed. Asked what led to her interest in cars, Carolyn says, "When you're young, you're always attracted to things you didn't have. Although I didn't realize it, we were poor and didn't have a car. We walked everywhere..."

Born, raised, and educated in Houston, Texas, by a widowed mother (Carolyn's father passed away when she was fifteen months old), Carolyn earned a college scholarship but her new stepfather wouldn't allow her to accept it. But a college was involved in her future, as University of Houston student Marvin Sikes, an Atlanta native, soon caught her eye, most likely because of the two cars he drove, a 1955 Ford Crown Victoria and a 1954 Jaguar XK120. After their marriage, Marvin went to work for a national transportation leasing company, first in California and eventually in the small town of Foreman, Oklahoma, near the Arkansas border. The couple viewed the move to Oklahoma with some trepidation, as both Sikes were raised in the city but it didn't take long for them to become enamored with beauty of the area where they purchased a small farm. "We knew nothing about farming or raising cattle at first and

when we'd question our local friends about something on either subject, they double over with laughter. But we learned," says Carolyn. "Foreman was my favorite place we ever lived."

Then Marvin was offered a significant promotion which would entail moving back to his home town of Atlanta. In her heart Carolyn didn't want to trade their bucolic lifestyle for the bustle and congestion of a big city, but she encouraged Marvin to take the new position. After finding new digs in the Atlanta area, Marvin returned to Oklahoma to wind down his former job. To reward Carolyn for her cheerful support for their relocation, as he left to come back to Georgia, he called her to say, "I'm bringing you a present, dear." He wouldn't tell her what it was: a new 1972 Jaguar Series III E-Type 2+2! "It had to be a 2+2," says Carolyn, "as it was our family car, often loaded with four kids, dogs, and luggage."

The family's first collector car was an MG-TD Marvin restored but its anemic on-the-road performance led to its sale after restoration. Sometime later, Carolyn spotted a 1961 Corvette she wanted to buy and told Marvin about it. He wasn't too excited about the car and slyly asked her, "Where are you going to get the money?" Carolyn thought a bit and came up with a solution. "I'm turning 62 in a few weeks and will

begin drawing Social Security. I'll take out a loan and use my Social Security check to pay it off." And that's exactly what she did. "So, it was really my car, not Marvin's, but when we showed it, he would give everyone the impression it was his car," Carolyn chuckles.

After 25 years of working for someone else, Marvin and Carolyn started their own transportation services company, which eventually grew to encompass four locations and 80 employees. Its success allowed the Sikes car collection to grow and the couple was very active in the activities of the local Jaguar, Thunderbird, and Studebaker clubs for three decades. Sadly, Marvin passed away at age 81 in November, 2016, ending a 60-year marriage that produced four children, eight grandchildren, and three great-grandchildren. And a great number of grieving friends.

Carolyn continues to enjoy showing her cars at various major concours d'elegance around the southeast. Her collection today includes Corvettes (a 1954, a 1955, and that previously-mentioned 1961), Studebakers (a 1955 Speedster, and 1960 and 1961 Avantis, one of them supercharged), a 1956 T-Bird, and Jaguars (a 1960 Mk 2, the 1972 E-Type, and her latest acquisition, a 2009 Portfolio Special Edition XKR convertible with just 14,000 miles.) 📷





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2020 JAGUAR F-TYPE SVR

# SCENE STEALER



The Jaguar F-TYPE SVR can reach 0-60 acceleration in 3.5 seconds and grabs your attention just as fast. With 575 hp and a top speed of 200 mph\*, it's capable of stealing the show entirely.

**JAGUARUSA.COM**



**SPECIAL VEHICLE  
OPERATIONS**

**THE ART OF PERFORMANCE**

Vehicle shown: 2020 Jaguar F-TYPE SVR Convertible with optional equipment. \*Always follow local speed limits. For complete details, please visit JAGUARUSA.COM, call 1.800.4.JAGUAR / 1.800.452.4827 or visit your local Jaguar Retailer. © 2019 Jaguar Land Rover North America, LLC