



# JAGUAR JOURNAL™

Official Magazine of the Jaguar Clubs of North America

March-April 2019

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# JAGUAR JOURNAL

WORLD'S OLDEST JAGUAR MAGAZINE  
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## NEWS & VIEWS

- 4 ..... **Blowin' Smoke** ..... Mike Cook remembered
- 5 ..... **News Shorts** ..... Pet accessories, Motorfest, etc.
- 10 ... **President's Perspective** ..... Timing.....is everything
- 11 ... **SC Region Report** ..... Review, preview, and a cat
- 12 ... **Canada Calling** ..... A wizard trip to meet Merlin
- 13 ... **Continental Drift** ..... Track time pastime

## FEATURE

- 14 ... **Jag Estates** ..... Oddballs and excellence

## DRIVES & EVENTS

- 26 ... **The Last Trip** ..... Funeral by Jaguar

## WORKSHOP & TECHNICAL

- 28 ... **The Holy Grail** ..... Perfect reproduction data plates

## SHOW & SPORT

- 20 ... **The Gold Standard** ..... Outstanding outside-latch 'E'

## CLUBS

- 30 ... **Running a Big Event** ..... A trunk-load of hints and tips
- 44 ... **JCNA Information** ..... More detail than you will ever need
- 46 ... **Member Spotlight** ..... Mark Mayuga

## MARKETPLACE

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

## COVER PHOTO

**Photo:** The Midas touch – stunning first five hundred E-Type examined.



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website!





## Blowin' Smoke

"Mike Cook[s]... experience... was a little intimidating as I contemplated applying to succeed him."

Peter Crespin

### MIKE COOK REDUX

The news about Mike Cook's passing came too late last issue to do much more than pull a page and insert Mike's obituary. Many of us interacted personally with Mike and have individual stories. Here's mine...

They say if you want to look slim in photographs, stand next to big people. If you want to look tall, stand next to someone shorter. I'm over six feet tall, but even though he was six inches shorter, there was one sense in which genial Mike Cook towered over me – his work experience. There was no way I could match his long, wide and deep knowledge of the British car industry from the inside. This unavoidable fact was a little intimidating as I contemplated applying to succeed him in the *JJ* editor's chair. Even at the end of the competitive selection process, after I had been offered the job, I was still a little self-conscious that I had never worked professionally in the car business, let alone for Jaguar. In the event, at our handover meeting, Mike couldn't have been nicer and was at pains to put me at ease and encourage me to implement some of the ideas we discussed. He even offered an overnight at his log cabin home so we could continue next day.

One theme was to try and capture the experiences of Jaguar staff at all levels and specialties, to inform, entertain and record their histories and skills before they were lost to time's inexorable passing. After all, to take Mike's own case, there is no way to 'rewind the video' and replicate his firsthand knowledge and experience of past events – you were either there at the time or you weren't. But detailed personal memoirs, of the type recounted recently in several published Jaguar books, do at least let us live those times vicariously. Likewise, the stories of those still with us, such as Sir John Egan, Mike Dale and Tom Payette (whose 1981 photographic memoir is in development) are valuable social histories to complement the technical and model-specific books that usually form the backbone of a Jaguar enthusiast's library.

Meanwhile, how can we add to the canon ourselves? Well, it is likely that many JCNA clubs have in their ranks individuals whose own Jaguar involvement goes back half a century or more, or is perhaps still current if they serve JLR today in some capacity as worker, dealer or vendor to the company, such as Barton Goldenberg

in the last issue. Why not look through your club's roster and see who might have a story to tell. Help them to get their thoughts down as PowerPoints or notes and give them a slot one club night. Or even better, submit them to *Jaguar Journal* and we'll publish them.

### MEETINGS

In this issue you'll find a feature based on Mark Mayuga's advice on running an International Jaguar Festival, or similar large meeting. Mark will be the first to say that one key factor is to assemble a good team, drawn if necessary from neighboring clubs. JCNA Secretary, Bob Matejek, is meanwhile gathering some formal dos and don'ts focused on the financial and related aspects, and in due course will collate both documents into a 'Meeting Manual' for use by clubs contemplating hosting a JCNA regional or larger meeting. Currently, every meeting is run by a new group, who consequently have to learn from their own experience – sometimes after a hard lesson or two. We know experience is a good teacher, except that you often get the test first and the lessons afterward. Following the AGM and release of the meeting manual, we'll finally be able to capture each successive team's learning and build up a formidable asset that takes the angst out of meeting planning and describes all the physical and financial help available.

Finally, I can't sign off without thanking 'gentleman Jack' Humphreys for his stellar service to JCNA (see page 10). You would not believe the hours Jack, and his predecessors put into JCNA. Thanks Jack, thanks Barbara, George, Rob, Dick et al. 🍷

*Peter*



*Cool Mike Cook in his Triumph racing days. A natural choice to chronicle the team exploits of Group 44 from their Triumph beginnings to their later Jaguar successes.*



*Mike in his prime, on duty as the Jaguar PR contact at an unspecified track.*

# News Shorts

## I-Pace Multiple Winner

Good cars may win car awards, and the current Jaguar range has won plenty. Exceptional cars occasionally win not only car awards but also awards outside the ranks of the mainstream motoring media. The E-Type, for example, has won many pure design accolades and who can doubt it would have won a slew of car prizes in the early sixties had such things existed as they do today?

### STREET CRED

Well, we can now add the I-PACE to the list of cars that represent such a leap forward that they are honored with awards for their technology itself. Specifically, the all-electric I-PACE has won *Stuff* magazine's 'Best Car' award, to add to being named *Pocket-lint* and *T3* magazines' Best Car, as well as being named 'Car of the Year' in Germany and *Sunday Times* 'Car of the Year.'

*Stuff* is the best-selling gadget magazine in the world and the third largest men's magazine brand. It comprises 26 international editions with over a million readers, and includes interactive editions available on smartphone and tablet, alongside a content-rich website. The I-PACE win was therefore front and center under

the noses of the perfect younger, tech-savvy target demographic for the I-PACE and other key models in Jaguar's current range. Coming on the heels of the Best Car awards from *T3* and *Pocket-lint*, it means I-PACE had made a clean sweep of the major tech publication awards. It has also been voted Scottish Car of the Year by a panel of motoring experts and *Top Gear* magazine's 'Best Electric Vehicle.'

### TECH CRED

I-PACE is the most high-tech Jaguar ever produced, featuring a fully-electric powertrain fitted with two electric motors. It is also Jaguar's first vehicle to include the Touch Pro Duo infotainment system, capable of over-the-air software updates, and uses artificial intelligence to adapt to a driver's personal preferences, ensuring driving and infotainment settings are matched to each individual using the car.

With four-wheel-drive, 400PS and 696Nm of torque, I-PACE delivers sports car performance, accelerating from 0-60 mph in just 4.5 seconds. Despite its exhilarating speed, I-PACE is capable of around 250 miles real world range (292

claimed), thanks to a state-of-the-art lithium-ion battery complemented by a suite of range-optimizing technologies, including an advanced battery pre-conditioning system. At the time of writing, I-PACE has won well over 20 major awards, leading Rawdon Glover, Jaguar Land Rover UK Managing Director, to say, "We have been absolutely overwhelmed by the response to I-PACE. There are many who said the world isn't ready for electric cars, but... the I-PACE has proven them wrong in incredible style. Thank you to the team at *Stuff* for this award; it's the latest in a long line of accolades that really validates the years of hard work, from thousands of passionate employees, that went into creating the car." 📱



*The house and garden may be unobtainable, but the I-PACE isn't.*

# Moss Motorfest

## Calling all Jaguars

It's nice every so often to see how the other half live. In the case of Jaguars that should probably more accurately read "the other three-quarters," as there were many other marques sold, almost all of which are served by Moss Motors. Like every big vendor, Moss take care to put something back into the hobby and they are keen to host a field full of Jaguars from near or far. Ideal for enthusiasts from Virginia and the Carolinas, the Petersburg, Virginia, get-together is nevertheless expected to draw entries from the north, south and mid-Atlantic states, plus further inland.

Plans for the 2019 Moss Motorfest are coming together. On Friday, June 7, guests will be treated to a welcoming cocktail party at the Pamplin Historical Park and The National Museum of the Civil War Soldier in Petersburg, Virginia. Motorfest proper gets underway bright and early on Saturday, June 8. If you've never been, Motorfest is quite the gathering, with all manner of British cars attending, tours of the Moss facility offered all day and a people's choice awards program. There's an outside chance that if enough JCNA members book their place, a sanctioned multi-club JCNA concours might be organized, as an event within an event, but if that didn't

happen, a lawn full of Jaguars would be most welcome. Registration is open. See calendar page 45 for details, or log on to <https://mossmotors.com/motorfest> for the very latest information. 📱



*Guaranteed a nice mix of British cars, the Moss Motorfest is calling for even more Jaguars to attend.*

# Cat Swallows Dog, Shock!

## Perks for your pooch

UK Jaguar owners got a chance to buy their pet dog some branded Jag merchandise last Christmas. Since dogs are equally happy in cars with the steering wheel on the right or left, logic suggests these items perhaps could be ordered from your local dealer, if requested?

Bespoke vehicle accessories include a spill-resistant water bowl, an access ramp if they can't jump or climb aboard and a foldable pet carrier (pet to be removed first...). Also on offer are a "tailored, quilted load space liner" and a "portable rinse system" for one or other end of the beast in question. Referred to as a portable shower, I could imagine this being quite effective, but owners with long-haired pooches would be well-advised to throw a large towel or blanket on their wet pet before Fido goes into reflex 'spin-dry' mode and soaks the entire inside from headliner to floor mats.

The pet products are sold primarily in 'packs' with each set designed to cover a common pet transport scenario. There are packs to cover the range of Jaguar SUVs – the award-winning PACE family – plus the XE and the XF Sportbrake described on pages 18-19.

### MAIN ITEMS

The portable rinse system is ideal for washing pets before they enter the vehicle and can be used to clean



equipment such as bikes or wetsuits. An integrated hand pump allows users to create the pressure required for a minimum of two minutes continuous flow, depending on the setting selected. Available in a Jaguar-branded bag, it can be secured to the 'D' loops in the rear luggage compartment during transit.

Suitable for animals up to 85kg, the foldable access ramp allows older dogs access to the rear luggage compartment without straining their joints and muscles. It also eliminates the need for owners to lift their dogs. It features aluminum side panels and a plastic center section with a high-

grip tread pattern. Rubber feet keep it in position when in use and retaining straps are available for stowage.

The foldable carrier provides a safe, comfortable environment for the transportation of pets, thanks to its lightweight metal frame and quilted fabric cushion. It is available alongside the spill-resistant water bowl, which has a capacity of 350ml and a rubber base to prevent it from moving when driving.

Manufactured from a soft, quilted fabric, the tailored luggage compartment liner protects all carpeted areas of the rear load space, including the floor, second row seat backs and side walls. It has an integral rubber mat and detachable bumper protector, making it easy to wipe clean.

There are four packs, with prices quoted in Sterling, the least expensive of which is:

#### 1. Pet Rear Seat Protection: from £248.00

Available for XE and XF saloon models, it combines a second row seat cover and the spill-resistant water bowl to protect the rear seats and door linings from wet and muddy paws. Next comes...



# 2019 JCNA Annual General Meeting



## March 21-23 2019

Hosted by Jaguar Land Rover North America LLC  
Mahwah, New Jersey

### 2. Pet Transportation: from £405.00

Providing a comfortable environment for transporting pets, this includes the foldable carrier, spill-resistant water bowl and luggage compartment rubber mat

### 3. Pet Luggage Compartment Protection: from £678.00

This includes the quilted luggage compartment liner, full-height luggage partition and spill-resistant water bowl – designed to provide protection and easy cleaning of the luggage compartment

### 4. Pet Care and Access: from £1,187.00

Combines the full-height luggage partition, quilted luggage compartment liner, access ramp and portable rinse system to ensure owners have everything they need to transport pets in true Jaguar comfort



The UK prices shown include 20% VAT not chargeable to export sales, plus any fitting time required, which may not apply if you buy in North America. It may be possible to collect from your dealer and avoid shipping charges, if the order can be sent to your dealer with their regular spare parts? It would be worth asking, anyhow. Customers can also purchase the Jaguar pet accessories individually. Drivers are responsible for making sure animals are suitably restrained. 🐾



# JJ leads, Top Gear follows

Track time in the event transporter

JCNA slaloms are fun, but someone has to bring the cones and equipment. In the Nation's Capital club that usually means that either John Larson's big Volvo, or Editor Crespin's even bigger Buick, is pressed into service as the event tender, as wagons always have been (see page 14). Larson usually manages to bring his quick modified XJ6C, but if the Buick's on duty Crespin is car-less for the actual event. Unless of course he lets the Roadmaster Wagon loose, which he did to good effect about two years ago, winning an



*Buick goes full-tilt, literally, around the back bend during its slalom debut.*

informal wager with onlookers that he wouldn't get inside the minute mark. That was in his 265,000 mile 1991 – the model's debut year, when they used a 170hp 5.0L small-block V8. The episode was captured by someone and this picture duly appeared in a *Journal* slalom article just for fun. He is now on his second Roadmaster, a 1996 final-year model with the 260hp 5.7L LT1 under the hood, which may make a comparator slalom run this year.

Lo and behold, after publishing that picture, last year the following copy-cat photo appeared in last September's *Top Gear* magazine. The photograph of the magazine page is poor, but shows a professional drifter driving the magazine photographer's Roadmaster round a similar curve. Seems those old Buicks are like buses – you wait ages for one then you see two

together. Station wagons on track – remember, you saw it here first! 🚗



*As the old joke about coins goes: "Same size, same shape, only a different color."*

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# The Ghost of NUB 120?

Jaguar goes rallying in a white two-door

Unless they've lived under a rock in the French Alpes Maritimes (make that *especially* if they've lived under a French rock), Jaguar enthusiasts know that the XK120 and early Jaguar saloons did very well in the European rallies such as the Tulip Rally, Monte Carlo Rally and Tour De France/Alpine Cup events. Pre-eminent amongst those competitors was William Lyons' son-in-law, Ian Appleyard, who with his wife Pat rallied their famous white open XK120, NUB 120, to a sequence of high-profile rally wins in the 1950s.

It seems quaint nowadays, when competition cars are so specialized, but fast-forward 70 years and Jaguar have decided it's time to relive some of those glory days with their current open-top white two-door, a specially-adapted convertible F-TYPE; two of them in fact.

With design cues from F-TYPE Chequered Flag Limited Edition, the 300PS 2-liter rally cars (yes, you read that right, a 300PS 2.0L four-banger) feature bespoke FIA-spec modifications and UK fans can buy the Jaguar F-TYPE Chequered Flag Limited Edition now. Watch F-TYPE rally cars in action: <https://youtu.be/YsUcDmCmLMg>. Yes, the timing's

a little out if we're celebrating 70 years of sports car heritage, since the XK120 was revealed in 1948, but the Appleyards completed the Alpine Rally three consecutive years without incurring a single penalty point, so we are right in the sweet spot for a 70th anniversary, especially as they also won the RAC and Tulip rallies. On the other hand, Lyons' cars were winning plenty of events in the 1930s too; they just weren't called Jaguars back then.

With modifications overseen by Jaguar Design and Engineering, both rally-modified F-TYPE Convertibles are powered by Jaguar's 300PS 2.0L Ingenium four-cylinder petrol engine. They have 'slow' to match the 'go,' courtesy of uprated grooved discs with four-piston calipers front and rear. Hand-built competition dampers and softer springs ensure the high performance cars can be driven flat-out over rough rally stages. Three-way adjustable dampers allow the cars to be tuned for different surfaces and feature spherical bearings for added precision. With motorsport-spec wheels and tyres specifically for use on gravel, a limited-slip differential improves power delivery on loose surfaces while

a hydraulic handbrake helps drivers tackle hairpin bends. There's also a protective rollcage, race-seats with six-point harness, bonnet-mounted light pod and fire extinguisher. Which all sounds ideal to do Friday night battle on the Beltway.

Ian Callum, Jaguar Director of Design, said: "The opportunity to design a rally car doesn't come along very often so I was fascinated to see how we could take our modern day sports car to a similar character. These models are a fitting tribute to the XK120 and all the great Jaguar sports cars since its reveal 70 years ago, including the latest F-TYPE Chequered Flag Limited Edition."

The UK F-TYPE Chequered Flag Limited Edition sports a number of subtle and not-so-subtle exterior visual enhancements, including unique 20-inch Gloss Black wheels with a Diamond Turned finish and a Black Contrast roof on the Coupé. Inside, the luxurious Ebony Windsor Leather interior features Performance seats with embossed Chequered Flag headrests and a Dark Brushed Aluminium center console trim finisher. Here's hoping they make their way stateside sometime this year. 🏁



*Not the normal setting for a hot F-TYPE. Not for the faint-hearted either!*



## President's Perspective

"Life is like a drive on a Colorado mountain road – full of sharp curves and bumps."

*Jack Humphrey*

As you read this issue of the *Jaguar Journal*, you may be surprised to learn that I am no longer JCNA president. I'm somewhat surprised myself, as this was not in the plan when I accepted the position for my first term almost two years ago – I fully intended to serve out this second JCNA year.

However, life is like a drive on a Colorado mountain road – full of sharp curves and bumps, and so it was with great regret that on December 17 I resigned as a Southwest region director and therefore as president. The change of direction has come about due to personal reasons that render me unable to focus fully on effectively and enthusiastically leading this fine organization. You deserve someone able to give 100%, which I am unable to do at present, so in accordance with Article V, Section 4 of the JCNA bylaws, former JCNA president and current vice president

Barbara Grayson has agreed to assume the additional duties of president until the Annual General Meeting in March.

With Barbara's extensive experience and current involvement, JCNA is in more than capable hands! Barbara's term as a Northwest region director ends at the conclusion of the AGM and the JCNA board will then select a new president from the talented and well-qualified group of currently-serving region directors. Life will go on and JCNA will continue to thrive.



*Life's road often includes unexpected twists and turns.*

As I sign off, I want to thank all the leaders in the JCNA team, be it from 'corporate'/board level or individual club level, for your time, dedication and hard work in making everything happen. I know it is not always easy in a volunteer organization. Lastly, I want to thank our members for your passion and love of the marque. Without you, there would be no reason for JCNA to exist! It has been a great honor and pleasure to serve as your president and I wish everyone the best in your future endeavors. I'll still be around, but in a much more diminished capacity. In the words of Mike Dale, JCNA's great friend and former President of Jaguar Cars North America, "Keep the faith in what we are doing!" 🐾

*Jack*



## My Place-holder's Perspective

Thanks, Jack, for your service

*Barbara Grayson*

All of us on the board of directors were sorry to hear of Jack's departure, and were unanimous in our appreciation of his incredible work and devotion to duty during his time in office. Thankfully, coming as it did a few months before the 2019 AGM, the timing caused no great upheaval since there would be a new president elected in March. Jack is still able to act as our webmaster for now, so as the serving vice-president, I am holding the fort until the Mahwah meeting. If you have any president-specific queries between reading this in early/mid-March and the AGM

weekend, please refer them to me using the contact details on page 44.

This most recent change puts me in mind of another upheaval some 25 years ago, involving another JCNA president, the late Mike Cook. Prior to the Ford buyout, JCNA and the *Jaguar Journal* were handled by Jaguar themselves, as part of their press, publicity and customer relations work, which were Mike Cook's responsibilities. Ford were reluctant to continue this type of support and Mike took the opportunity of JCNA's divestment

as way of combining his personal retirement from Jaguar, and giving up his company role of JCNA president, at the end of 1991. Thereafter, from 1992 I became first president of the newly-independent JCNA, working with John Crawford, Vice President Public Affairs, whilst Mike then took on the formal *JJ* editor role, which he occupied for 22 years. I am glad Jack will still be around and hope he will eventually get more time to enjoy his Jaguars. In Mike's case, we only have memories and his writings describing how he enjoyed his. Many thanks to both. 🐾

# South Central Regional Report

Busy region, lots in store

By Dave McDowell

2018 was a very active year for the ten JCNA South Central Region Jaguar clubs. There were many club activities and events throughout the year, including monthly dinners, driving events, many JCNA-sanctioned concours, plus rally and slalom events. The South Central Region played an important role in JCNA's 60th anniversary celebration when the San Antonio Jaguar Association hosted JCNA's Annual General Meeting.

2019 will be another fun-filled year for our region's clubs. Here are some individual club highlights we look forward to enjoying.

## JAGUAR CLUB OF HOUSTON

2019 started with our annual dinner which was enjoyed by all who attended. A spring Bluebonnet drive (state flower of Texas) will include a trip to the Bellville Castle, built by the owner of the local Bellville bakery. Our visit will include a tour of the manor and lunch in the castle-sized banquet room. A

weekend trip is also planned with a country drive and a tour of a nearby classic car restoration shop. JCOH's annual concours event will be held in October in Kingwood, Texas.

## CENTRAL OKLAHOMA JAGUAR ASSOCIATION

2019 holds much in store for us with the following fun events: a road trip to Eischen's for the best fried chicken ever at Oklahoma's oldest bar; a Valentine's dinner; a boat ride and dinner on the African Queen; plus our Spring Fling in Eureka Springs, Arkansas. Our annual concours d'elegance will be held in June. A joint event with the Jaguar Club of Tulsa to the Oklahoma Aquarium in Jenks will occur in July. Finally, our 'Fall Fling' will be held at Lake Murray in October.

## THE JAGUAR CLUB OF TULSA

The Jaguar Club of Tulsa is one of the older clubs in the South Central Region. With Tulsa being situated on Route 66 and in the rolling hills of 'Green Country,'

there are many options for enjoyable driving events. A recent drive took us east to Miami, Oklahoma, with stops along the way at a Packard museum, a vintage motorcycle museum and the historic Coleman Theatre. We are looking forward to our joint event with the Central Oklahoma Jaguar Club in July. In addition, we will participate in a local car show that includes European and British sports cars in early summer.

## JAGUAR OWNERS ASSOCIATION OF NORTH TEXAS

Founded in 1963, JOANT will be the 2019 host of our annual 'Texas Spring Fling,' which brings together the four Texas clubs of Houston, San Antonio, Austin and Dallas/Fort Worth. This year we plan on visiting Granbury, Texas. Granbury was founded in 1887 and contains a traditional downtown square with many registered historic landmark buildings. The surrounding countryside provides many opportunities for a pleasant drive enjoying the twisties found on many Texas back roads. The weekend will conclude with dinner and much socializing.

## JAGUAR ASSOCIATION OF GREATER ST. LOUIS

A JCNA affiliate since 1961, the St. Louis club will host a variety of activities throughout the year. These include back road tours, attending racing events (member Phil Taxman campaigns a very competitive XKE coupe in the Vintage Sports Car Drivers Association), and hosting our annual Fall concours event. The club publishes an award-winning newsletter *The Jaguar's Growl* filled with stories sharing our love of Jaguars. Please visit our website for a good read.

We are all looking forward to a great 2019! Come join us for lots of Jaguar fun. 🐾



Photo Allen Hilburn

*Two big cats: Dogs had better not sniff around either of these JOANT beauties.*

# Canada Calling

## A Lancastrian odyssey

By Malcolm Baster

I wrote the last Canada Calling column during a pleasant, warm fall, noting that you would be reading it in the depths of winter. It would now seem that our situations are reversed. The bright light of a coming spring is glimmering just beyond your temporal horizon, while I am mired in "a drear-nighted December" (Keats). You may be distressed to hear that temperatures in our area have even dipped below freezing at night, and some of our more fragile members have actually been forced to wear gloves while outside. What's worse, I must soon go shopping in some mall where I will inevitably be engulfed by endlessly-repetitive Christmas music. If I hear "The Little Drummer Boy" one more time I might start smashing things.

At our last club meeting, one of our members told us that he had tried out a new I-PACE, examples of which are now appearing at Canadian dealers. He spoke of it in glowing terms, particularly praising its performance and handling. According to manufacturer claims, ranges have now improved to the point where electric vehicles can undertake fairly long journeys. I had supposed that the advertised ranges were achieved on dry, level roads in calm winds and warm temperatures and am wondering how far these ranges would be reduced on icy winter nights with lights and heaters working. But we must prepare to go electric at some point since several governments have already indicated that only electric vehicles may be sold there after certain dates. [Editor's note: As shown in the January JJ, the I-PACE has placed second in a UK league table of EV mileages, with a real-world range of just over 250 miles.]

In the meantime, we continue to cherish our internal combustion-engined Jaguars. The Ontario Jaguar Owners Association enjoyed a last big run before winter. John Myers writes: "Nineteen Jaguars and 39 members of OJOA gathered at the Brampton Flying Club northwest of Toronto on a mid-October day, not to take to the air, but rather to

do some ground-level flying over 90 kilometres (56 miles) of challenging roads heading north to the shores of Georgian Bay in Collingwood. Jaguars from 1961 (a 'Mk 1') to as late as 2018 (an XF S) assembled on a fine fall day and set off in the morning sun to pilot our Jaguars smoothly and competently on technically-challenging narrow roads with plenty of undulations and tight turns. The path northward wound its way through the scenic Forks of the Credit Park, and on to Hornings Mills, past the brewery in Creemore, transiting Glen Huron, climbing to higher ground and eventually descending along the winding Pretty River Road, arriving in Collingwood for lunch at the Georgian Bay Hotel. Oh yes, sometimes the drivers and navigators got a glimpse of the autumn leaves arrayed along the roadways."

The Ottawa Jaguar Club involves itself in interesting events, including a trivia quiz staged by the Ottawa MG Club, who also invited the Ottawa Valley Triumph Club and the Ottawa Jaguar Club. The OJC sent two teams, the Growlers and the Wild Cats but the Triumph club won. Quoting from the OJC's newsletter *Jaguar Jottings*: "At the conclusion of the stress-inducing competition, the team with apparently the greatest ability to retain and regurgitate meaningless information represented the OVTC... not to suggest there is any general correlation. Disturbingly, one of the OJC teams was not that far behind in the final tally."

Out west, the Pacific Jaguar Enthusiasts Group's Mike Lawton writes: "Early in November, several members (including me) were invited to attend this year's Jaguar Experience event at the Lansdown Shopping Centre parking lot in Richmond. We participated in the slalom style race through the gates in very nice F-TYPES, and rode over an obstacle course in the latest Land Rover offerings. But the highlight of the day, for me, was the opportunity to drive the new all-electric I-PACE. Wow, what a machine! Acceleration like you wouldn't believe, handling like you would expect from a Jaguar, regenerative braking, and of course a luxury interior. I asked why I hadn't seen any TV advertising and was told that at the moment they were not in a position to deliver the product in the numbers such advertising would be expected to generate! But I would say it will be a winner."

And here on Vancouver Island, we had a really interesting prowl to the British Columbia Aviation Museum at Victoria International Airport. The museum has just acquired an Avro Lancaster four-engine heavy bomber from WWII. Though currently disassembled, the museum plans to restore it to flying condition. Unfortunately it will be some years before our club can charter it to strike fear into the local Mercedes and BMW dealerships.



*A bigger than average engine stand for each of the Lancaster's four Merlins.*

# Continental Drift

News from the UK and Europe

By Tim Crespín

There can be no doubt that the relentless and unstoppable drive of technological advancement has brought greater levels of safety, convenience and productivity to all aspects of our lives, including our cars. Greater connectivity, including in-car telephones, Wi-Fi, Sat-Nav/GPS and digital radio, turn new cars into *de facto* mobile offices. Safety features such as airbags, ABS and traction control are now in virtually every new car, and just looking at the dashboard of some new vehicles can feel like you are at the controls of the Starship Enterprise – such is the plethora of controls, screens and lights. But is there a tipping point? Does more always mean better? If the decline in technology-packed new cars in Britain can be taken as an indicator, then maybe that point has already been reached.

As someone who considers themselves to be quite tech-savvy, even I can find the interior of some newer vehicles difficult to use effectively, so I imagine they can be even more confusing for those who do not feel as comfortable playing with all of the latest gadgets. I know what you're thinking though, "Why are declining sales of new cars any kind of proof that technology has gone too far?" Well, as opposed to the trend seen in new car sales, classic driving

experience days, where cars as old as 40 years or more are driven around tracks, are up 20 per cent this year alone and show no signs of slowing down. Few readers of these pages will be surprised to learn that the most popular classic car to be booked for these track days is the Jaguar E-Type.

## OLD SCHOOL, NEW APPEAL

Further proof of people rejecting the new for the old can be seen in the continued health of the older car market as it moves to later models from the 1980s to 1990s. One of my favourite cars growing up was the Ford Sierra Sapphire Cosworth, mainly because my dad had one. It was basically a regular four-door mid-size sedan fitted with a two-litre turbocharged engine tuned by Cosworth, that transformed it from a school run plodder to a 145 mph 4WD road rocket with a faint strand of DNA going back to the C- and D-Types\*. Since then, the fast Fords over here in Britain have come on leaps and bounds both in terms of performance and refinement. For example, the roughly equivalent model today, the Ford Focus RS is faster, more economical, quieter, and has more safety and connectivity features. Why then have people been known to spend upwards of £50,000 and as much as

£115,000 on these old Fords at auction when you can get a brand new Focus RS for a shade over £30,000? There is definitely an affinity for the old as some people turn their backs to the future. Perhaps this message will filter through to the manufacturers and impact future designs? I doubt it given the tightness of regulations and standards to which new cars have to be built, but we can dream.

## RANGE FEARS ENDING FOR ELECTRIC VEHICLES?

As I have written before, it is my belief that one of the biggest mental barriers that motorists need to overcome before buying a fully-electric vehicle is how to avoid running out of charge when mid-journey. While it is predicted that there will be 200,000 electric vehicles on the roads of Britain by the end of 2018, you would be hard pressed to find many people that believe there is a suitable public infrastructure in place to support the charging of these vehicles without a fair amount of pre-trip planning involved. However, a recently announced partnership between YourParkingSpace.co.uk, who let homeowners with driveways rent them out as parking spaces, and Zap-Map.com, the UK's top platform for finding EV charge points, means that electric car owners can now make use of the thousands of private charge points up and down the country, greatly increasing the flexibility of journeys. In addition, people who buy an electric vehicle will almost certainly have a charge point installed at their own home, which they could now monetise by renting it out to others when not in use. Slowly but surely the barriers towards the electric switchover are being eroded, which is important given the future ban on the sale of petrol and diesel cars that will be in place in the UK within 20 years.

\*One of Jaguar's star C-type and D-type racers, and 1953 Le Mans winner, was Colditz war hero Major Tony Rolt. He was a key developer of the Ferguson four-wheel drive system used in cars like the Cosworth. 🏁



*Dad's 1992 Sapphire Cosworth, captured by a non-police camera for a change.*

# Jaguar Station Wagons

Putting the horse before the cart

By Nick Hull

If William Lyons had a gift, it was an eye for style. He understood from his earliest days building sidecars that people invested emotionally in their key possessions. If they saw themselves as sporty, they bought a pencil-thin open competition sidecar and if they were more practical they opted for a larger double-adult version. When Swallow began building Austin car bodies, by using swage lines, paint schemes and body trim, he sought to convey an air of style that pleased the eye and warmed the ego beyond what were usually quite basic underpinnings.

Even when Swallow switched to offering fully-engineered cars based on reconfigured Standard mechanicals, every model was styled to impress, and this continued through to his final designs. The Jaguar core offerings through the second half of the 20th century were always a sporting two-door car and a luxury four-door sedan, with other niches catered for as markets and finances permitted. The bonnets were a little longer than strictly necessary – sometimes extravagantly so – and the cars were often markedly lower than the competition, even at the cost of passenger ergonomics. Jaguars were lean and sleek, long and low, *never* stumpy and dumpy. Moving heavy or bulky loads was the work of other marques. If you needed to move antique furniture, you rented a truck. If you had ten bags of cement, you loaded the bed of a pick-up, not the carpet-lined Jaguar trunk. The trouble was, Bill became Sir William by building a loyal customer base at home and overseas, especially in JCNA markets. People were keen to use their Jaguar for all manner of exploits and some were happy to pay to have them adapted to any unusual tasks. Sir William may have seen his cars as sophisticated and refined thoroughbreds, but some customers were happy to pay for a trailer hitch, a convertible conversion, or very occasionally a station wagon conversion. This oddball tendency is not confined to Jaguars – even Rolls-Royce Silver Shadows have been converted.



*High, wide and vaguely handsome – a converted Rolls-Royce Silver Shadow.*

In the following pages you can read the story of the estate-car bloodline running through post-war Jaguar production. No Sawzalls were used in the preparation of this dossier.

## YESTERYEAR TO THIS YEAR

With the launch of the F-PACE and E-PACE, Jaguar have established themselves firmly as a provider of practical, fashionable SUVs – cars that offer a balance of style and luggage space. But Jaguar have rarely ventured into the station wagon realm, believing it was too great a compromise from the marque's core DNA. With few exceptions, it was the work of others to offer a variety of conversions over the years.

## EARLY ATTEMPTS

### Mk 2 conversion

Sir William was no great fan of station wagons, which had a poor image in the UK right up until the 1980s when Volvo and Mercedes wagons started to be

become fashionable. In the late-1950s two outsiders approached Lyons with proposals for station wagons, yet both were rejected by the factory.

The first was the Mk 2 'County' estate. In late summer 1958 Jaguar chief engineer Bill Heynes was approached by war artist Roy Nockolds and racing driver Mike Hawthorn, to discuss manufacture of an estate car version of the unibody 3.4 saloon. Nockold's initial sketches retained the rounded rear doors of the saloon, with an unhappy squarish rear added. Lyons advised him to revise the design with a dedicated rear door upper frame.

In December 1959 Heynes let Nockolds have a scrap Mk 1 body for him to come back with his bodybuilder's suggestions and costs, although by then the project had rather lost its momentum, as Hawthorn had been killed in a tragic road accident in late January of 1959.



*The lone Mk 2 County Estate, seen here in the 1970s.*

A single example of this Mk 2 'County' estate was eventually built in 1962, with a body by Jones Brothers of London. It was purchased by Jaguar and used for a while by the Competition shop as a hack tender. After being disposed of in the 1970s it was somewhat clumsily restored and now resides in a private Dutch museum collection.

### Mk IX conversion

The second venture was by the Yorkshire Jaguar dealership Appleyards, famous for their rallying success in an XK120 and for driver Ian Appleyard being



*The Appleyard Mk IX conversion, as found in 1992. This is the sole survivor of only two commissions of the Mk IX estate, made in 1960.*



*A contemporary painting of the Appleyard conversion.*

married to William Lyons' daughter. In 1960 Appleyards converted two Mk IX saloons to an estate car layout, using rear hatch parts from the Humber Hawk estate. One of these survivors was found in a barn in 1992 and has undergone a restoration, although its current whereabouts are unknown.



*The XK150 Tow Car used MG rear lamps. After a full restoration in 1997 it was put up for auction in Sweden in December 2017, where it sold for \$300,000.*

### XK estates

Two XK150s were converted to shooting wagons. One is known as the XK150 Tow Car. In 1965 it was bought by Douglas Hull (no relation), then a well-known amateur racer. He commissioned Peels of Kensington to turn the car into an estate in 1968, and it was fitted with a tow bar. The idea was Hull would use it to tow ERA single-seaters for driver Patrick Lindsey, although it was also entered in hill climbs and amateur race meetings throughout the 1970s.

The XK150 'Foxbat' is altogether more eccentric. It was converted in the mid-1970s by Geoffrey Stevens and used a Morris Minor Traveller rear end. The late



*The XK150 'Foxbat' was sold at Bonham's Goodwood Revival sale in September 2011.*

Mr. Stevens, who worked as an industrial chemist in the tanning industry, built the car to give him extra room to transport goods as well as his two Labrador dogs. It was sold by Stevens in the 1980s and spent many years in France before being transported back to the UK in 2008.

### Series XJ options

The XJ6 Series 3 was offered as a rare station wagon conversion by Ladbroke Avon coachbuilders of Warwick. Launched at the 1980 British Motor Show, this conversion had 35 cubic feet of luggage space on offer with the rear seats in place, and over 58 when folded. In this configuration, the luggage deck was some 6' 7" long and had a payload of over 1,100 lbs.

The Anthony Stevens-designed conversion was never the most elegant design, with an unhappy collision of the square rear body with the carry-over XJ6 rear doors. It had a whiff of the E-Type hearse in the cult film *Harold and Maude* and used a Renault 5 rear hatch mated to the vertical panel from the XJ6's boot lid. The rear vent grilles were also sourced from the Renault 5. The



*Ladbroke Avon expected to sell 250 XJ6 estates but only 20 or so were made, with either a V12 or the 4.2-litre straight six.*



*Is a hearse an estate? If not, the Harold and Maude car comes close.*

basic conversion work cost £6,500, plus taxes, and included the installation of an electric sunroof, vinyl roof, rear wiper and the extension of the car's central locking system to include the tailgate. A rear-facing child seat was a £475 option, while Dunlop chrome wire wheels could be added for a further £428.

Around the same time, designer Chris Humberstone was commissioned to convert an XJ12 HE for a customer in Derbyshire, a Mr. Williams. This conversion was rather nicer-looking, with the rear doors modified with new window frames to suit the extended roof line, and the complete rear of the car from the C-pillar was widened.

Mr. Williams used it as a personal car until 1988 and it was regularly displayed in the Jaguar showroom of Hatfields of Sheffield. It was sold that year to a London enthusiast and was regularly maintained but was kept hidden until 2009 when it was sold at auction. The current owner has recommissioned the car and it is in regular use, albeit with just 30,000 miles on the clock.

### Lovely Lynx

Better known is the station wagon based on the XJ-S, built by Lynx in Sussex. Already famous for their C-Type and D-Type servicing and replica manufacturing, in August 1982, Lynx launched the Eventer – a beautifully-elegant development that ditched the



*The later facelift Eventer, of which only 15 were made.*



Photo By Ian Cooling

*The Lynx was supported by professional literature, quality badging to match the Jaguar fonts, and even a commissioned model*

awkward flying buttresses of the XJ-S in favour of a long side window and neat rear hatch. The undoubted 'rightness' of the design and the lack of any direct competitors meant a steady stream of orders for this Lynx model, despite the high conversion cost of £6,950 – around £21,000 in today's money.

The Lynx Eventer was produced in two series, the first up to 1991, with the original XJ-S rear lamps. From 1992 a



*With a similar stance to BMW's excellent 5 Series Touring, the 'official' in-house XJ40 estate was fabricated at Park Sheet Metal in Coventry. Today the car resides at the British Motor Museum at Gaydon.*

second series was developed, using the facelifted rear end. Most were produced as V12, although three were made with the 3.6-litre AJ6 engine and two or three as XJR-S models. Sixty-seven examples were made: 52 pre-facelift, 15 facelift, with 18 LHD, 49 RHD and the last Eventer was produced in 2002.

### THE MODERN ERA: LOOKING BEFORE THEY LEAPT?

By the late 1980s Jaguar had themselves become more interested in developing an estate car, based on the new XJ40. This was an official project undertaken by the Design department at Whitley in 1989, and resulted in a single metal prototype which was seriously considered for production. However, after the takeover by Ford and the difficult climate of the early 1990s, the project was abandoned.



*Starfish wheels and original tail lamps show this is a pre-facelift Lynx Eventer.*

Just prior to this, Chris Humberstone designed and built two XJ40 station wagons for Hatfields of Sheffield. They were used as personal cars by Mr. and Mrs. Williams to replace their red XJ12 station wagon. It is interesting to note that the Humberstone design is undoubtedly better resolved than the in-house design, which is somewhat lumpy by comparison. Whereas the Humberstone design retains the crisp edges and sharp corners to windows of the donor XJ40, the studio car was a bit of a rushed effort, using rounded tailgate window corners that sit uncomfortably with the other window shapes.

Humberstone is said to have built at least a third XJ40 estate for an American

customer, which is reputed to remain in the US and has been seen at some club meetings. If a JCNA member knows of it, please contact *Jaguar Journal* (details on page 3).

Although station wagon Jaguars were very rare, the market for 'lifestyle estates' became well-established in Europe by the end of the twentieth century, with, for example, over 60% of Audi A4s being sold in this format. With a steady market segment for estates, Jaguar could now justify the investment for this larger-volume derivative. Although it was designed at Whitley, Pininfarina were contracted to carry out much of the development and engineering work for the X-Type project during 2001-03



*The Humberstone XJ40 estate was designed in 1988, with three examples being made – dark blue, green and maroon. The blue example is now in the same collection as the Mk 2 County in Holland. The delicate, almost Italian, glasshouse shows an XJ40 estate that could have sold well perhaps?*



*The impetus for this feature was the editor's crude X300 estate mock-up. The love-child of his monstrous Buick Roadmaster wagon and his long wheelbase XJ6*



*In the flesh – a modified XJR8. Quick meets capacious. Tasty!*



*The X-Type was regarded by many as prettier and more distinctive than the sedan version.*



*A sports estate version of the S-Type was developed in 1999, with the code initials ALV. Seen here as a double-sided clay model, the proposal was dropped in favour of the X-Type Estate.*

leading to launch in the fall of 2003. The X-Type wagon was the first Jaguar project over which Ian Callum could claim he had total control.

Following the demise of the X-type in 2009, there was a gap in Jaguar's station wagon offering until the XF Sportbrake arrived in 2012. This combined the sweeping profile of the X250 sedan with a practical loadspace of 1,675 litres. Following the launch of the top-performance XF-RS with 542 bhp at the Los Angeles Show in 2012, Jaguar unveiled the XF-RS Sportbrake at Geneva in March 2014. This 187 mph model gave them a flagship to compete fully with rivals such as the Audi RS6 and Mercedes E63 AMG estates that had become popular in Germany.



*The original steel-bodied Sportbrake – a handsome car, no question.*



*The newer alloy-bodied Sportbrake, a superbly torquy and hugely practical diesel in this case, but Europe is falling out of love with diesels.*



*Roomier than an M5 Touring and here seen from the front, for a change.*

Jaguar unveiled the second generation X260 Sportbrake in September 2017. This uses an all-aluminum bodyshell, with a range of gasoline engines from 238 to 375 bhp in V6 form, as fitted to the XF-S versions. In Europe, the XF Sportbrake was mainly sold with turbo-diesel engines from 160 to 296 bhp, although thanks to regulatory clampdowns following the Volkswagen cheating scandal, customer preference is shifting once again towards gasoline engines.

Trim levels comprise Prestige, Portfolio, R-Sport and S. R-Sport models get an aggressively-styled body kit, sports suspension, a dark roof headlining and gloss black exterior as standard. The range-topping S models get 19-inch alloys, a beefier body kit, aluminum interior trim and adaptive suspension.

The XF Sportbrake is now reckoned by many observers to be the best-looking non-sports Jaguar currently on sale, with its low-raked roofline and sleek rear. Despite Sir William's reservations, Jaguar station wagons have finally made it. 🍷



*The one that got away – thank goodness.*

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# Terrific Tilden Time-warp

An original's original

By Gregory Wells



*The man himself.*

## IN THE BEGINNING – THE VERY BEGINNING

Whether or not US Army Major W. W. 'Bill' Tilden had heard or seen pictures of Jaguar's stunning new E-Type, while preparing to leave Europe at the end of his tour, is not known. What is clear is that upon his arrival back in the states he made a beeline for the 1961 New York Auto Show where the E-Type was making its US debut, only two weeks after it had been unveiled in Geneva on March 15, 1961. The New York show opened on Saturday, April 1, and Bill clearly attended either that day or the next.

On Monday, he went directly to the nearest dealer to place his order for an E-Type OTS. Bill was always a careful spender and with the perks provided to service members overseas, plus the low cost of living in Europe during the late fifties and early sixties, his savings were sufficient for him to splurge. In a few days, Bill took delivery of 3.8L Jaguar E-Type, serial number 875235 ('Car Number' on the E-Type's data plate in Jaguar-speak). It had bronze paintwork with a beige interior and a tan 'hood.' This is the same color scheme as the famous launch coupe Bill admired on the turntable at the New York show, and was the 235th left-hand drive OTS produced. While in New York, Bill also met Marilyn, who became his wife. Coincidentally, her name matched that of the New York model and actress Marilyn Hanold, whom Bill had probably admired on the same turntable. Bill often quipped, "Got 'em both in New York and still have 'em." History does not record whether his wife also developed bronze bodywork by the end of a good summer.

Today, other than a few windshield stickers, the only adornments on his car are to be found on the center console and they show Bill was active in JCNA as soon as he got the E-Type, witness the 'JCNA Lime Rock 1961' plaque along with an engraved JCNA-badge logo mounted in a most prominent position. He also competed in a couple of SCCA

regional events with the car and the console badges attest to this, too.

It is believed that Bill didn't use the E-Type as a daily driver very much, if at all. It certainly couldn't have been driven during the harsh winters of New Jersey, where he lived, and survived in the condition it is in today. But the car was no garage queen either. His great friend, the automotive historian, Richard M. Langworth, CBE (honored for years of Churchill research and writing), tells of cruising with Bill in the car at 140 mph on Michigan's Packard Proving Grounds when one of its Atlas Bucron tires went "ka-pow"! "We stopped to find a fist-sized hole in the tread," he says.

## MEETING THE MAN

I cannot remember when I first met Bill but it was before the first Walter Mitty Vintage Race at Road Atlanta in 1977, an event that happened because someone discovered that the track rented for \$750 a day with safety crew! Three local sports car clubs (Jaguar, Aston Martin, and Ferrari, I believe) pooled their money and selected a weekend.

Bill invited me to attend and take a few laps in his E-Type, which I had not yet seen, and those laps led to a very memorable day. Years before, Bill had removed the middle muffler from the car, leaving just the resonator, and giving the exhaust a very loud 'sporty' sound. The consensus among attendees was, in comparison to all the other Jags, Ferraris, Austons



*A convertible version of the launch coupe color scheme.*



*Early filler cap and rectangular filler flap, not tapered.*

(including a Le Mans-winning DRB1!), Porsches, etc., Bill's car unquestionably made the most impressive and glorious deep-throated sound roaring down the front straight. I think I drove two or three of the ten-lap stints allowed in the no-passing 'Touring' class, alternating drives with Bill. The memorable part occurred when I was offered a run in a 1974 E-Type Series III OTS immediately after exiting from Bill's car. Thus I experienced both the first and last E-Types back-to-back at one of the most exciting racetracks in the world. It shouldn't be hard to guess which one I preferred...

### GOOD NEWS, BAD NEWS

As Bill's car collection grew, the dilemma all collectors have to face arose: where to store them? I have no idea how many cars he had at any one time, but late in life he claimed to be down to less than fifty ("I'm only keeping the cream.") A group of cars he had stored in an unused chicken house in north Georgia was vandalized in a very telling way: just the radiators were removed from every car. For those who might not understand the 'why' of such larceny, old automotive radiators are often used (very inadvisably due to the lead solder in them) as condensers in illicit moonshine stills.

In the early eighties, the E-Type was stored with several other cars in an old barn on an unused farm located alongside I-20, east of downtown Atlanta. A rare Georgia snowstorm collapsed the barn's roof and while most of the cars sustained significant damage, the E-Type escaped virtually unscathed, with just a few scrapes and a handful of minor dents. Years later, 'paintless dent removal' specialists were able to massage all of them out perfectly (at a cost of nearly \$1,000!), although the



*Unique early rocker catch and firewall buffer.*



*The tiny feature that signifies a very valuable first-batch car.*



*The inside of the outside latch. A version of the D-Type part.*



*The shape was sensational in '61 and still is today.*



*Early breather hose, brake switch, head color and fluid reservoirs.*



*Early carb top linkage, plenum, bonnet catch and reproduction tires.*



*Rubber seals eventually rot out.*



*Number stamp and perfect length nuts and bolts.*

paint damage remains. To assist Bill with the insurance claim, I took photos to document the scene, afterwards giving him the pictures and the negatives. Wish I had them today.

## LIFE IN THE SLOW LANE

With the car's odometer showing not much over 32,000 miles, Bill took the car off the road, storing it in his basement in Dunwoody, Georgia, for perhaps twenty-five years or so. Foolishly, he neglected to drain the car's fuel system, which led to much grief later. Having become employed at Jaguar parts specialist Coventry West in 1996, I began to realize just how significant a car it was, with virtually every early feature, low mileage, original paint, interior, even, as we came to discover, original radiator hoses. It bears mentioning that Bill replaced the tan top not long after buying the car, as he disliked the color; thus the white top now fitted.

Bill and I continued to see each other often at various car events and at our 'Third Thursday' luncheons, a monthly car guy's meeting patterned after the famous 'Madison Avenue Sports Car Driving and Chowder Society' gatherings in New York City. Starting in the late nineties, I rarely missed an opportunity to urge that he get his E-Type back on the road. After I understood the depth of E-Type experience and knowledge possessed by my Coventry West co-worker Dick Maury, I ramped up the pressure and about a year before his death, Bill gave in and had the car brought to us.

The recommissioning addressed the usual problems resulting from such long storage, but the one aspect that stands out in my mind (actually, my nose) was



*Not a hint of corrosion on any seams.*

the awful smell of the gas drained from the fuel tank. In fact, it wasn't gas at all, but rather a tar-like substance that took days to slowly ooze out. The stink permeated every nook and cranny of our 74,000 square foot, three-story building, taking weeks to dissipate. The car now has a reproduction tank. Careful inspection determined that the car was completely original except for replaced spark plug wires and a few service items. The list of missing parts was tiny: one of the bonnet latch covers and the front floor carpet, both said to be "somewhere in the basement."

### A TIME FOR EVERYTHING

When the car was finished, Bill and his lovely Marilyn came to take a short drive in it. Both were then in poor health, but his joy at seeing his E-Type properly purring again was palpable and



*Early beech steering wheel and original winged ignition key.*

wonderful to observe. It was the last time he ever drove the car, as he passed away unexpectedly at age 78 on October 18, 2013, before he could pick it up. At the time of his death, it is believed his was the earliest E-Type in the world still in the hands of its original owner.

Bill Tilden was interested in anything with four wheels, with a soft spot for 'orphans' like Packard, Studebaker, Kaiser-Frazer, Nash, and Willys. He was a world-class raconteur, with an endless list of stories and jokes, and lit up every room he entered. He held memberships and positions in numerous collector car clubs and was friends with virtually everyone in the automotive world, past and present. And he was exceedingly kind to me and many others in so many ways. There was this call: "What are you doing for Memorial Day? I have this extra ticket for the 500, it'll be my treat..." Or asking me to run the slide projector for a

presentation by a friend, famed designer Brooks Stevens. As Dick Langworth, in a Churchillian echo, said of Bill: "He meant so much to so many..."

I was honored and touched to be allowed to drive 875235 the roughly 75-mile distance to its new caretaker, Bill's son Mark Tilden, whose property is fittingly right at the exit to Road Atlanta. It was a sunny yet cool day, but the top was staying down. What was not staying down was the tachometer needle, which broadcast a beautiful symphony when in its upper ranges. And I wasn't the only one enjoying the concert, as nearly every passing or passed car gave a honk, a wave, a thumbs-up, and huge smiles. That I didn't have a recorder in the seat beside me is an omission I still regret. On reflection, I truly feel there was someone in that seat, and he was grinning, laughing, and urging me on. 🚗



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# Funeral for a Friend

The ride of his life

By Peter Crespin

*[Editor's note: this story was originally included in the January-February issue, but was held over as a mark of respect when we heard of Mike Cook's passing. He would probably have laughed at the coincidence and said to go ahead, but still...]*

A few years ago you couldn't move for silver cars. Get stuck in traffic and they'd be all around you – literally. These days it seems like black is the fashion *du jour*, or white (or gray, for the indecisive). I had to write 'fashion' rather than 'color,' because black's not a color really; it's an absence of color. It's what you get when a surface refuses to reflect pretty much any color back at you. White is the opposite, with every color reflected back, all at once, making 'white.' But really, leaving physics out of it, black and white are like Advil – inoffensive, unlikely to go wrong and occasionally perfect for the job in hand. Gray is just, well, lukewarm black. Unless...

Unless you are starting out in the limo business. For weddings you want white and for funerals you want black, which doubles your start-up costs right there. Then there's double the maintenance, twice the insurance and two cars needing two garage spaces. Plus you know that even if you take the plunge and buy a white wedding car to complement your black limo fleet, there will be weekends when you have four weddings and no funeral, or vice versa, needing two of one color with no work for the car you invested in. Even the happiest family parties would query black at a wedding or white at a funeral. Suddenly gray makes sense; it's versatile, unobtrusive, and businesslike. Accessorize with white ribbon for the weddings and black for funerals. Who could complain?

"White, Madame? We could certainly arrange something, but it's perhaps a little predictable wouldn't you say?

Metallic gray sparkles and will highlight the colors in your daughter's corsage, trust me. It's bold without being brash, sophisticated yet understated. I'm sure she'll love it."

"Black, Madame? Why of course we could arrange black, but we find more and more customers prefer to celebrate a life well-lived, rather than accentuating the loss and grief. We find gray strikes a respectful and serious tone without being gloomy or in any way oppressive. I'm sure you'd love it."

Which, in so many words, is why I got married in a gleaming gray Daimler DS420 limousine forty years ago. It was 'Hobson's choice,' according to the tightwad misanthrope who became my father-in-law forty years ago. He was torn between the pain of spending money on his only child's wedding, and his pleasure that I was taking her off his hands. He didn't mellow much in the ensuing years when we turned up with a succession of 'nippers,' as he grumpily referred to his grandchildren, but the limo company went from strength to strength. Fast forward 39 years and we found ourselves once more in the back of a plush Charles Stevens Jaguar limousine – a stretch



*Just another XJL, until you count the door handles.*



*Abracadabra! A subtle six-door XJ, with factory-quality body and trim*



*Not an uncommon sight in the UK – a Jaguar-based funeral cortège*



*Return to base – in more ways than one.*

XJ this time, and black, not gray like the DS420. They had obviously done well and could afford white, black and gray cars aplenty – mostly expensive Wilcox conversions of Jaguars. My ex-father-in-law was still going strong too, amazingly.

Wilcox are pretty much where it's at if you want specialty coachwork the UK. They do funeral and limo conversions for high-end cars and benefitted from Jaguar's decision to axe the low-volume but labor-intensive DS420 models. These were the last of the XK-powered cars, built to order as late as the early 1990s, with their long wheelbase, fold-down occasional seats and no extra work needed. Nice cars, but old tech, and direct competition if your own business is coachbuilt specialty hearses or limousine conversions. Jaguars were always a favorite starting point for Brit coachbuilders doing limo conversions, being comparatively long and wide to begin with, but way cheaper than a Rolls or Mercedes. Jaguar's leather, wood and deep carpet interiors are also a plush look that suits the chauffeur vibe and is easy to extend over new doors and interior panels – especially the acres of burl walnut and chrome needed to construct the casket-carrying and storage structures. Sitting in the six-door stretch it was hard to work out which trim was factory and which was a Wilcox adaptation.

Why were we there? To bury my brother-in-law, a PhD and a double-first from Cambridge. He inherited a debilitating disease and, although it's a cliché, his eventual passing really was a release. To the best of my knowledge he never rode in a Jaguar. Well, he has now. Bon voyage, Paul! 🍷

# Holy Grail Found!

There may be others, but where?

By Peter Crespin

It's common to hear enthusiasts of classic Jaguars moan about the quality of today's spare parts. It's just as common to hear them swapping stories about high prices and where to get the cheapest parts, without realizing they may be somewhat arguing both ends against the middle. Sometimes there are shoddy parts, no question, but other times the skills, equipment or process are effectively extinct, making a 100% correct replacement part uneconomic or occasionally near-impossible to manufacture. Although not truly extinct, photo etching is one such process that seemed to be lost in the mists of time where Jaguar data plates are concerned.

## WHY A PLATE?

As can be seen in the production logs consulted by Jaguar Heritage before issuing certificates, Jaguar for many years recorded a range of numbers unique to each car. The chassis, engine, body and gearbox were all given numbers that were in turn stamped on a brass or alloy data plate that also showed recommended lubricants and valve clearances. This is far more information than could easily be linked

to a single number in pre-computer days. The easiest way to catalogue a specific car and tie it into spares book changes, etc., was to record the data by stamping numbers and letters on a plate before riveting it to the body, usually under the hood on the firewall or inner fender. This plate effectively became the 'soul' of the car and could be removed whilst the bodywork was restored/repainted and then replaced onto the pristine panel, usually slightly scruffy but wearing the passage of time proudly, not apologetically.

The data plates themselves were initially made of brass, specifically chosen in the knowledge that it would probably outlast the structure it was fitted to, corrosion prevention being somewhat in its infancy where mass-produced cars were concerned. When unibody construction arrived with the 'Mk 1' there was no separate chassis, so the name of the first number was changed to 'Car No.' Of course, just as unibody construction meant there was no separate chassis, it also meant there was no separate body that could be removed or exchanged, but Jaguar continued to

attach numbered tags to the body and stamp two separate body/chassis (now car) numbers on the data plate for the one indivisible structure. By the time of the monocoque E-Type it made sense for the car (formerly chassis) number to go on the frame rails and the body number to stay as a riveted tag, and with four key components to each car, the plate made sense. They eventually shifted to small screen printed bulkhead and screen pillar plates although the Series 3 E-Type did at last get the car number stamped into the actual body steel as well as the printed ID plate.

## ETCHING AND SCRATCHING

Being stamped into thin soft metal, the numbers were permanent and could not be erased or altered without leaving obvious signs of tampering. However, Jaguar and others went one step further – by etching them to make the genuine metal plates resistant to forgery. Rather than being merely a screen-printed 'form' inked onto sheet metal, the surface was etched in a 3D 'bas-relief' technique. This prints a 'negative' image, where the lettering and grid lines are printed in special ink and allowed to dry before acid is used to eat away the exposed metal not covered by ink. After a given time, a specified depth of metal (which feels like about five thou) has been removed and the process is stopped by washing the acid and paint off, then re-inking and wiping off the surplus to reveal the raised lettering



Typical scruffy but honest Jaguar plate.



Shiny, smooth, but incorrect screen prints.

and grid lines/blank stamping spaces. Once the ink has dried it shrinks slightly, leaving partly-raised lettering that can be felt with a fingernail.

Until very recently, I had imagined there was nobody left who made data plates the old-fashioned way. Time and again on internet forums, or by personal inquiries, I would track down a promising lead only to find it was another variant of a screen-printed plate. Finally, and I don't even recall exactly how, I came across Classic Reproductions Ltd, UK specialists who make a huge range of plates and technical decals for British classics ([www.classicrepro.co.uk](http://www.classicrepro.co.uk)). I'm actually against tossing out scruffy ID plates but some are missing altogether or so far gone they are unusable. Certainly, the availability of a correctly-produced plate lowers the bar to replacement. It's the same with other items in their extensive product range. In 2008 the business was approved by British Motor Heritage to use the trademarks in the classic section that BMH has authority to license for the production of chassis plates, labels, etc., to original manufacturers specification.

Classic Reproductions have an interesting near 50-year track record in various hands, including a previous owner who once worked at Jaguar. With that kind of hands-on experience and the enthusiasm of current owners Guy and Suzie Singleton, it's not surprising their work is accurate and original spec. You need a Smith's heater motor graphic? Why settle for a decal when you can get a metal strip label? Tired of ersatz coil labels or air filter decals? Missing your seat belt anchor safety compliance decals? Try Suzie at [sales@classicrepro.co.uk](mailto:sales@classicrepro.co.uk). To be brutally honest, I was very skeptical that Suzie's data plate would be any different to every other dud I'd bought, or inspected on even money-no-object restorations. Before placing an order I peppered her with emails describing exactly what I needed. Her answers were always correct and exactly what I wanted to hear, so I had no alternative but to put my money where my mouth was. Being a brass plate it was slightly dearer than others,

but including US postage was still only around \$20-25 (I bundled some small decals in the same envelope).

When the envelope arrived, I pulled the plate out, ripped off the polybag and sighed with relief as I dragged my thumbnail across the surface: "Aaaah! Etched, at last!" The searching was over,

the Holy Grail discovered and all that's left is to tell everyone.

NOTE: If you've discovered a rare source for sought-after Jaguar related items (and have no affiliation with the supplier) please spread the joy and write to *Jaguar Journal*. 📧



*As it arrived – the film-protected Classic Reproductions XK plate.*



*Success! Hard-to-show raised characters make this a genuine old-school photo-etched data plate, at a bargain price!*

# Confessions of a Meeting Organizer

How to emerge happy and sane from running big events

By Mark Mayuga and the Jaguar Owners Club, Los Angeles

## WHY READ THIS?

With few exceptions, JCNA meetings are organized by volunteer teams who work and learn together, just in time to get proficient and confident as the meeting ends and the last attendee leaves. If the experience does not leave them scarred for life, they may offer to do it again a decade or more later, by which time the team will likely consist of different members with other skill sets and experience. Predictably, these new folks once again learn occasionally-stressful lessons 'on the job' and equally predictably come fully up to speed at the end of the event, rather than the start. This pattern is repeated almost everywhere in congress and meeting organization, even in the most highly-skilled academic and business societies, including those where professional meetings agencies play a key role. Continuity is rarely found and wheels are re-invented left, right, and center.

We love Jaguars, and are therefore intelligent, discerning individuals. We can do better. The first step is to record and circulate each team's experiences for the benefit of those who come after. We present here the Dos and Don'ts, as learned from running the recent IJF in Santa Barbara. Feedback is welcome via the website at [www.lajagclub.com](http://www.lajagclub.com) or my contact details at the end of this feature.

NOTE: To help the impatient speed-readers, I have used ugly upper case to highlight key words and phrases. The editorial team differed amongst themselves whether to allow this esthetic blemish on their fine magazine. In the end, 'pragmatic' beat out 'pretty', so don't blame them.

## PLANNING POINTERS

1. Brainstorm to establish your concept, the theme of your event, MOST Important!
2. YOU NEED A HOOK! Piggyback on another event if it will help your attendance. More people will come if they can attend two events to offset expenses.
3. Create a separate EVENT WEBSITE, with easy-to-use buttons, with PAYPAL or CREDIT CARD payments for all events. This makes it very easy to manage your budget, event accounting and refunds
4. Be realistic in your estimate of attendance and where people will be coming from and start advertising early. Discuss with *Jaguar Journal* – they ADVERTISE these events for free.
5. Start to LOOK FOR SITES that can accommodate large groups of people and cars and car events, hotel, catering, parking, transportation.
6. Check for local city and county PERMITS for car events (slalom can be a challenge).
7. Create a COMMITTEE of folks who have experience putting on each sub-event, budgeting, asking for money, organizing groups, outgoing personalities, webmaster, graphics design skills and writing.
8. Solicit help from NEIGHBORING CLUBS if feasible.
9. Make sure your club(s) have the financial depth to put on an event. JCNA CAN HELP WITH LOANS/GRANTS if justified and well-planned. The 2018 IJF was a \$65,000+ event. We had to front money for EVENT LOCATIONS, HOTEL RESERVATIONS, CATERING, ADVERTISING, PRINTING of PROMOTIONS, LITERATURE, etc.
10. Create a SPONSORSHIP PACKAGE, use a two or three-tiered approach: PRESENTING, SUPPORTING, EVENT VENDOR. Emphasize WHAT YOU WILL DO FOR THEM before discussing MONEY, it's in their advertising budget, often decided a year in advance, so approach early.
11. Create an "ASK LETTER" for event sponsorship and be generous in your exposure of the sponsor/vendor. Most sponsors want the email addresses for the members and attendees. Make a condition that these email addresses be used exclusively for advertising only, not solicitation. Advertisers MUST BE AUTOMOBILE RELATED ONLY! No condo, time share, investment scams.
12. Take EXTREME CARE WITH NAMES and addresses on form letters. Better, still, do personal letters to each contact.
13. YOU MUST HAVE ONE PERSON IN OVERALL CHARGE, THE CHAIRMAN. He or she must be able to make decisions without a committee review unless it involves money from the budget.
14. YOU MUST HAVE ONE PERSON IN CHARGE OF THE BUDGET, and make sure your TREASURER can respond in a timely manner when DEPOSITS are required (50% for a location use fee, for example).

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15. Create a separate "EVENT ACCOUNT" to monitor revenue and expenses. Don't mix with your club's regular accounting. AGMs and especially the IJF are big deals and the money collected can amount to very large sums (\$47,500 JUST FOR BANQUET AND FACILITY IS NOT OUT OF THE QUESTION).
16. We used the "CLUB EXPRESS" computer program to handle event registrations. This program is designed to handle attendee registrations by individual events, food selections, basic registration info, prints reports, accounting, event participation counts, etc.
17. We created a "GREEN BOOK", which was a master list of attendees, all their contact info, events they registered for, what they paid, how they paid, who they were by person, club info, JCNA number, email and phone numbers, etc. (actual paper records, not computer). The book was at the registration check-in table just to make sure people remembered what they registered for.
18. We created an E-TICKET that was a checklist ticket listing what each attendee signed-up for, simple, with a red check mark to indicate the event participation, hung on a lanyard that was required at each event.
19. Make sure that each EVENT CHAIRMAN has experience in running that event and that their volunteers are experienced or have READ THESE NOTES and practiced putting on an event, handling registrations, compiling results, set-up and tear-down (example: slalom timing equipment and course layout/cone set-up).
20. MAKE ABSOLUTELY SURE THAT ATTENDEES ARE CURRENT MEMBERS OF JCNA AND LOCAL CLUBS, This matters when it comes to the event insurance, concours and certified judges! Cross-check with JCNA Administrator (at time of writing, George Camp), see page 44 of each *Journal*.
21. Don't be afraid to make your event A MULTI-CLUB EVENT! That was our intent from the beginning. Events like the IJF are complicated and have many moving pieces, spreading the responsibility around works

in a positive way. Take advantage of experienced people, and others in your region. Learn how to put on events of this size, and you establish a foundation of experience and knowledge in organizing large and small events.

22. BE FLEXIBLE in your events: event timing, locations, hotel and banquet agreements, promotions, advertising, ask for more, settle for less.
23. KEEP YOUR ORGANIZING COMMITTEE SMALL. We did the IJF Santa Barbara with four principal 'chairmen' (overall event chairman, budget, treasurer, concours) and a great cadre of volunteers, all who had experience in their event (banquet, slalom, rally, touring, concours, member relations, etc.)

## SUMMARY

The keys to a successful event are to *define your event early, establish your budgets, locate the hotel and banquet and location, location, location.* Put together a great event and the people will come! We had 248 attendees and sold out two of our events! And the hotel.



*An added twist was arranging for Land Rover involvement, a JLR suggestion.*

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## PLANNING / SELECTION DETAILS

1. Your Location must have good access to transportation, roads, airports, ferries, etc.. Also, if you choose a location near your home club, you may not get the hotel reservations that would give leverage to negotiate a good room rate. Select a location where everyone has to travel to attend; that's part of the event adventure.
2. Establish an overall budget, and separate budgets for each event, promotions, advertising, regalia, prizes, trophies, use fees, permits, event insurance, committee travel, original art work for ads, computer program for registration, contingency for out of pocket expenses.
3. Establish a Budget Account for each event, RECEPTION, CONCOURS, SLALOM, DINNERS, LUNCHEs, RALLY, REGALIA, PROMOTIONS, etc. You need to monitor your expenses and your revenues for each item. Be prepared to transfer monies from sponsorship revenue to offset expenses.
4. Establish your HOTEL ROOM RATE EARLY, try to lock it down 18 months prior to event. We got the 2016 rate for the 2018 event. Be realistic in your room guarantee; they can always add rooms. We sold out our room allocation; some attendees had to stay at offsite hotels.
5. Don't skimp on food. If you have a great menu, they will pay for it. This is where your sponsorship money can offset costs. Well-fed attendees are happy attendees!
6. We approached the IJF Santa Barbara as a social event, with less stress and more fun!
7. Local public relations is important. Chamber of Commerce, Visitors Bureau, hotel promo, etc.
8. Your advertising should have the flavor of the event location, personalities, etc. We used the Hollywood and historical figures of Santa Barbara.
9. Establish a one-on-one relationship with the EVENT SPONSORS, they want to feel important. Make them a part of your planning; they have experience, too.
10. The Chairman must have a clear vision of what the event will be, no gray area, keep to the goal. You will have doubts, work through them.
11. DON'T do the same-old, same-old, try new ideas, people like to be entertained and to be a part of something special. They enjoy surprises and humor (our FAREWELL BREAKFAST was totally tongue-in-cheek, including one contest that awarded the "worst British accent" by a Brit!

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*Confessions of a Meeting Organizer: Part 1, pg. 3*

12. Choose a MASTER OF CEREMONIES, someone with humor and wit, knows how to keep things moving during a banquet and ceremonies, can remember names, organize a presentation, cheer-leader type.
13. Have a bulletproof registration procedure that cross-checks paid events, names, menu selection, etc. Use the Club Express computer program for clubs.
14. Don't be afraid to ask for help from other clubs or persons that have BIG EVENT experience, they will help if you ask, JCNA BoD were great in keeping us on track.
15. AVOID PLATED BREAKFAST, LUNCH, OR DINNER. The hotel will give you a better deal on food if you use the BUFFET LINE, with more variety and selection of food, less set-up for them, usually no charge by the plate on the day.
16. Audio-visual equipment is a must. Just be careful what you use and plan for. We needed a remote microphone, screen to show winning concours cars and a podium; that was all.
17. Make sure your Concours Chairman and Chief Judge are separate individuals, they will have lots to do individually – registrations, verifying judges, verifying membership, judging schedules. We have our own computer program that works great; you are welcome to use it. Count on people not filling out the registration form completely; that means your Chairman must run down the information by phone or email.
18. If you plan on a rally, use the JCNA Self-Checkpoint option. This reduces the manpower requirement of a traditional Monte Carlo or TDS Rally and works great! Our event had five cars within two minutes of the actual time and less than one mile of the total rally mileage.
19. Establish quarterly and finally monthly committee meetings separate from your regular club BoD meetings to focus on the event only.
20. If you plan on doing a fundraising event or contribution, make sure your attendees are of a mind to donate money to that charity. We chose the CONVENTRY FOUNDATION STUDENT ENDOWMENT program with positive results.
21. FEATURED SPEAKER, that's tricky. We did something totally different, we had two panel discussions that featured more relevant topics. PETERSEN MUSEUM, "How To Insure Your Collectable Automobile" and "Should you restore your Jaguar?" We had representatives from two major insurance companies as speakers for one topic, and the other was a panel on the "Direction of car collecting, restoration, and parts supplying industry, plus and minuses of the industry and where it is going in the future." We had three of the event sponsors as panelists. This ended up being very popular and could have gone on for an

hour, as we were getting questions from the audience. The speakers ended up getting more after the event that evening. We did not want to have the same talk about the "good old' days at Jaguar," which weren't that good! We wanted something fresh and current. The new Jaguar owner doesn't want to hear about leaking oil or union problems, they want to hear something positive.

22. What to expect from all your efforts? Well, realistically you might make money, but the chances are slim. Depends on your efforts to get sponsorship support, your organization of events, your volunteers and their support, and most importantly, how you manage your financial resources, volunteers, sponsors, location, etc.



*Location is critical: Interesting or attractive venues sell themselves.*

23. The numbers of our event speak for themselves:

- Overall attendance: 248 (our goal was 250)
- Hotel rooms: 115 rooms, sold out
- Petersen Museum tour and dinner: 80 attendees, sold out
- Tour to Santa Barbara: 38 cars
- JCNA slalom: 25 cars, sold out
- Welcome reception: 184
- Concours: 28 Champion, 22 Driven, 5 Land Rover, 27 display = 82 cars
- Awards dinner: 185, sold out
- Rally/Tour breakfast: 98
- Rally participants: 38 cars
- Scenic tour: 48 cars
- Vineyard lunch: 168 attendees
- Monte Carlo Night benefit: 105 attendees
- Farewell breakfast: 102 attendees

NOTE: Regalia sales were light. Popular items were IJF logo polo shirts, jackets, wine goblets, coffee mugs with IJF logo, IJF AD poster. NO SALES – lapel pins, picnic blankets.

SPONSORS SUPPLIED: registration bags, pens, flashlights, lanyards, door prizes, raffle prizes, notebooks, tire gauges, hose kits, car covers, Jaguar history books, wristwatches, suspension kits for E and XJ, discount coupons, \$25-\$200 gift certificates, shopping spree, wall clocks, restoration parts for XK 120-150, more stuff than I can remember.

DID WE MAKE MONEY? YES, not that much (see next part on finances). Profit was not our intent, our focus was to have a good time and give everyone a great time to remember!

For more information and ideas, or you just want to talk things through, please feel free to call me or email me: markmayuga@att.net, (909) 772-1075 cellphone.

Mark Mayuga, Chairman, 2018 IJF Santa Barbara.  
3042 Walker Lee Drive, Los Alamitos, CA 90720 📧

Next issue: *Financial Aspects*



Mark (right) and Anne Murphy check the numbers on day two.

Confessions of a Meeting Organizer: Part 1, pg. 5

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1961 **XKE SERIES 1** 3.8L FHC VIN: 885041



1935 **SS1 TOURER** 2.7L OTS VIN: 249456



1966 **XKE SERIES 1** 4.2L FHC VIN: 1E31442



1959 **XK-150 S** 3.4L OTS VIN: T831422DN



1965 **XKE SERIES 1** 4.2L OTS VIN: 1E10502



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



1959 **XK-150 S** 3.4L OTS VIN: T831604DN



1962 **MARK 2** 3.8L SEDAN VIN: P218990BW



1966 **XKE SERIES 1** 4.2L FHC VIN: 1E32792



1956 **XK-140 MC** 3.4L DHC VIN: S818281DN



1967 **XKE SERIES 1** 4.2L OTS VIN: 1E13274



1948 **MARK IV** 3.5L DHC VIN: 637013



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# The Year in Review: 2017-18

## Trends emerge

By Ramsey Potts

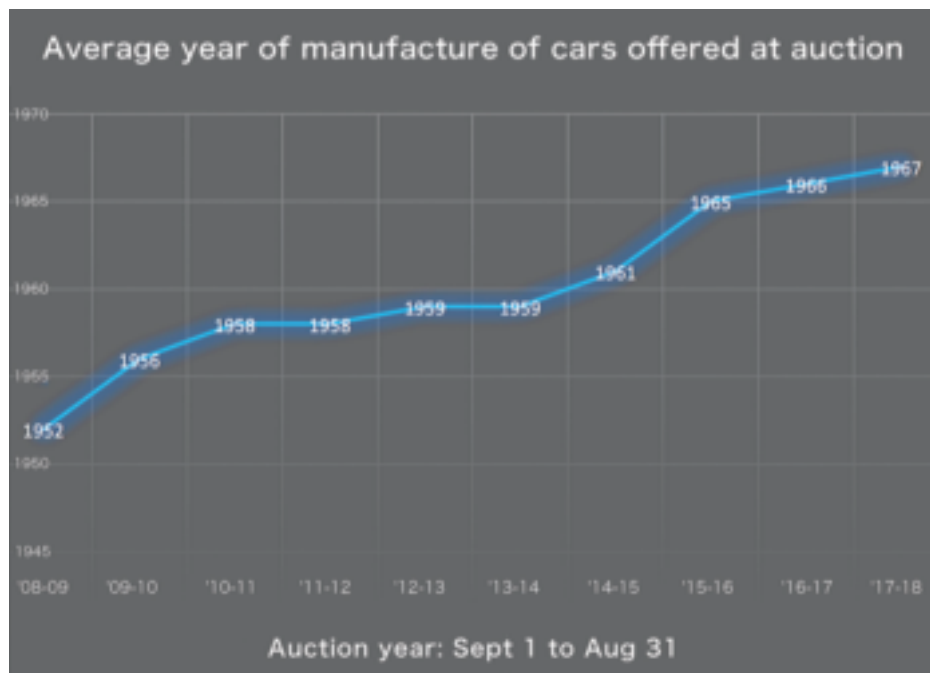
As I write this issue's column, I've been reflecting on the performance of the market over the past few years and contemplating what the season ahead holds in store. As a result, this seems like the perfect time to offer a few statistics and perspectives on the 2017-18 auction season.

While it was a good season overall, it was slightly less than optimal for Jaguar owners and collectors. From 1 September 2017 to 31 August 2018 (the period of time reviewed every year by the auction market standard *Classic Car Auction Yearbook*), all Jaguar models changed hands at a slightly lower value and at a slower rate than the previous auction year. In that same period, however, it was still good to be a petrolhead and automotive enthusiast, as the overall market appears to be experiencing a steady stabilization.

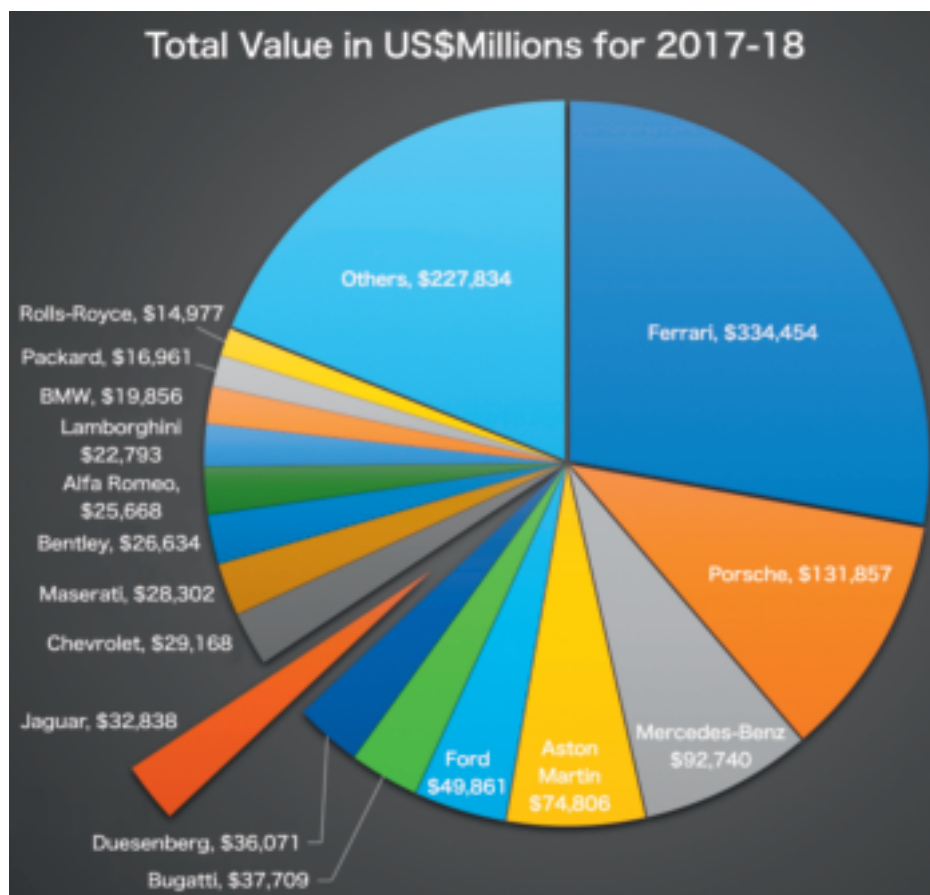
In an effort to further clarify, I would like to share a few pieces of data that will help explain overall market activity. The following illustrations include sales results from all the major auction houses in North America and help show that while we as collectors and enthusiasts evolve, often the market does so in different ways and not necessarily in the direction we might assume.

When looking at it as a whole, these numbers can appear overwhelming, but my hope is for you to see that the market is truly global and shaped by many factors beyond sales in a region, a state, or even a nation. We live in a shrinking global village with access to sales results from around the world in a matter of moments and that can have a stabilizing effect on values. Conversely, it also means that trends spread quickly, good or bad.

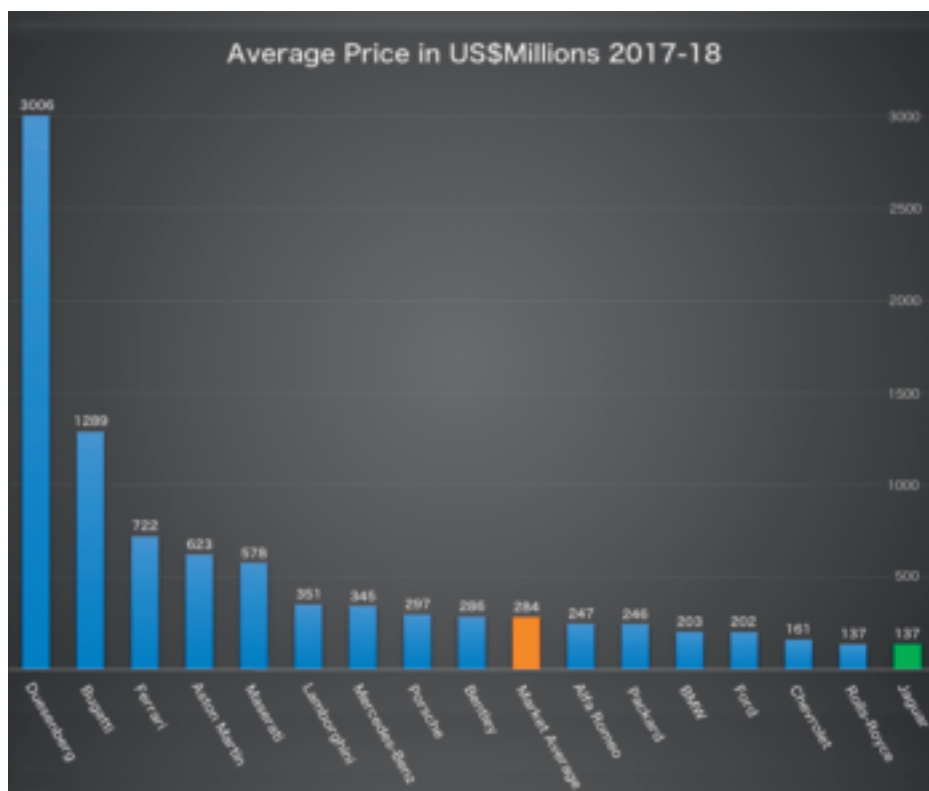
The moral of this story is that Jaguar values haven't changed all that much, but when they do, they change more quickly. Markets will move, values will shift, and time will continue its march, but if there is one thing I know, Sir William Lyon's Jaguars will always be cars that collectors seek out with passion!



*This chart reveals the march of time and its effect on value of vehicles over the last 10 years.*



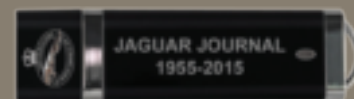
*This shows the average price for each marque sold at auction in the 2017-18 season.*



*This shows the total value sold at auction for each marque. Jaguar represented 2.73%.*

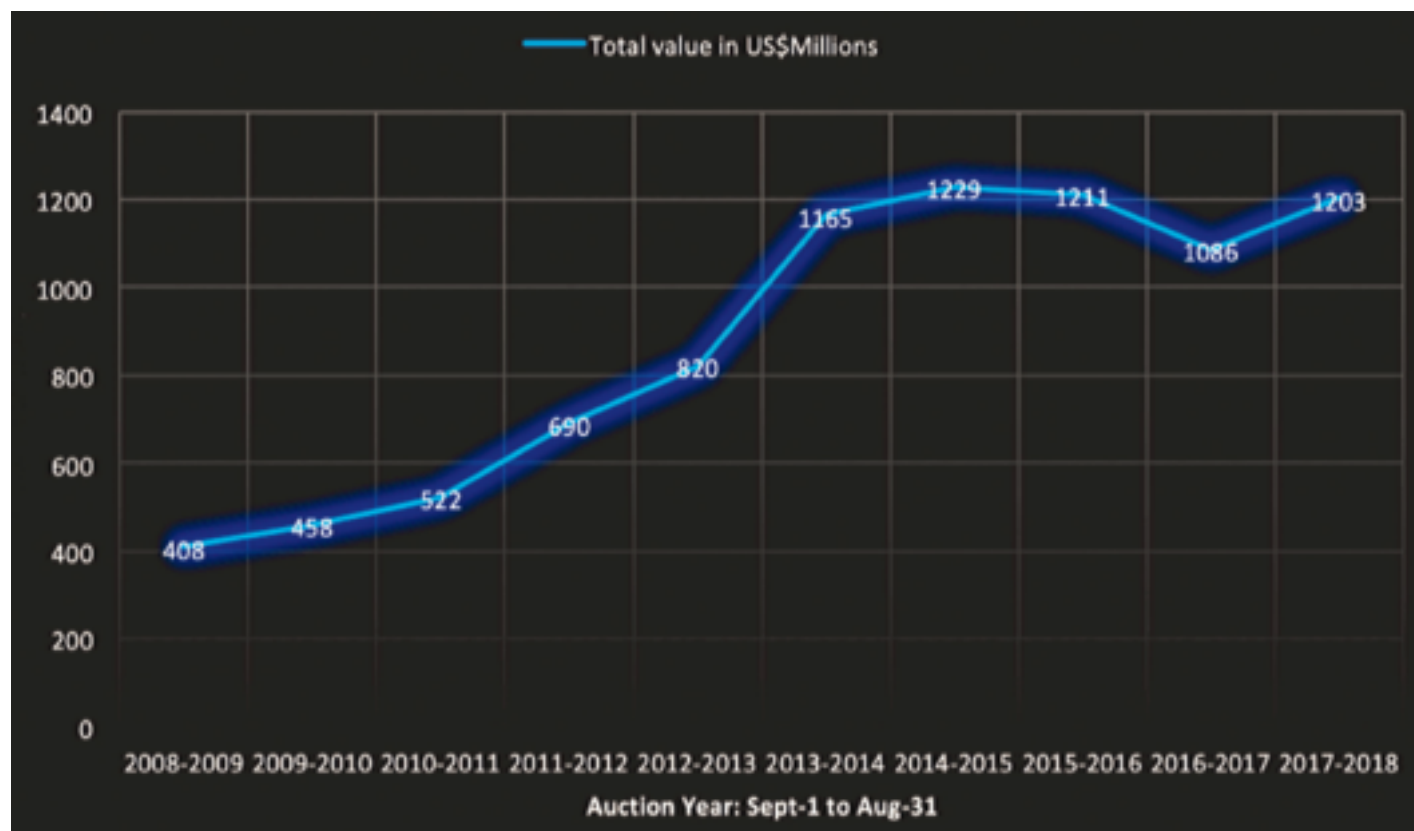
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*This chart shows the past ten years of auction results across all marques and that the market has not retreated from the billion-dollar valuation first reached in the 2013-14 season.*

# Book Review

Jaguar XK, by Nigel Thorley



The full title of this latest Thorley offering is *Jaguar XK, A Celebration of Jaguar's 1950s Classic*, and as titles go it's pretty accurate. It's not a coffee table book and it's not technical. It's not a workshop book or competition history. Consequently, hardcore XK fans are unlikely to learn anything new and may actually find the book a little bland. But as with the XK's successor, the E-Type, for every expert there are probably a hundred curious souls and dreamers. That much larger group is the intended readership for this kind of book, a target which it hits dead center.

Most Jaguar fans know the outline history of the XK120's dramatic 1948 debut and that the likes of Clark Gable owned early examples. They probably know the XK140 had more room for the driver and featured better rack and pinion steering, and that the final XK150 version came with disc brakes all round and an optional triple-carb 3.8 engine that carried over into the E-Type. This book fleshes out the story by combining a descriptive timeline of models and options, with press impressions and production/sales data for each year.

The mixture of period monochrome photos with luxurious modern studio shots of better-than-new restorations strikes a good balance, and the layout is varied enough to keep the pages turning with a sense of anticipation rather than ennui.

The expected appendices cover useful side-by-side illustrations of all three models in each series, which should help would-be buyers decide which versions they could live with in the garage. The second appendix, appropriately called a 'photo miscellany,' has an entertaining mixture of archive and oddball pictures, ranging from futuristic concept cars to a delightfully-posed fifties shot of a boy under a Christmas tree holding up a Cotswold Blue XK120 roadster model of about 1/12 scale. The child looks a little like David Langley of Carmel Valley, California, who did indeed grow up to an open top XK in exactly that shade. I wonder...?

One cautionary note, however: The dust jacket identifies this as being part of the Veloce Classic Reprint Series and states that it was originally published in 2008 by Haynes, the workshop manual people. Not having access to that original version, it is not clear how similar this book is. Technically, a 'reprint' (as opposed to a new edition) is exactly that – identical content printed over again. Before buying this book, it might be worth checking whether you already have the Haynes version on your bookshelf someplace.

*Jaguar XK, A Celebration of Jaguar's 1950s Classic, by Nigel Thorley, is published by Veloce Publishing as a 152-page hardback with 300 pictures. 250mm x 250mm ISBN 978-1-787113-02-2. In North America costs are USD \$60, CAN \$78, for orders through Quarto Publishing, (612)-344-8100 or [www.quartoknows.com](http://www.quartoknows.com) (quote the ISBN above).* 📖

# Tales from the Trade

Old-tech fun: an idea for our times?

You'd have to be blind, deaf and dumb not to notice that football is struggling somewhat, and not just at NFL level. The injury worries are making parents steer their kids towards other sports, including soccer, which also caters for girls, not just boys. When the flow of new participants in an activity begins to dry up the future starts to look troubling, but where grassroots popularity grows, prospects are healthier. Football, baseball and basketball won't be dethroned any time soon as the most popular sports, but you'd be brave to bet on soccer still being as low as fifth place 10 years from now.

Another long-term projection that seems unstoppable is the move towards ever higher-tech cars. The switch to zero emission vehicles has been sweetened by the ability of electric cars (EVs), such as the Tesla S and I-PACE, to blow most cars away effortlessly on acceleration, albeit without the spine-tingling roaring exhaust, vibrating engine and shuddering chassis as muscle-car tires scrabble for grip. EV range anxiety is also receding as an issue, with the advent of battery technology and packaging that allows close to 300 mile ranges, or better. Even away from 'artificial' regulatory mileage tests, the best cars such as the I-PACE still give around 240+ miles of genuinely real-world mixed use per charge.

But if EVs can tick the pace and range boxes and be fun to drive even without much visceral drama, the inexorable trend towards active interventionist safety enhancements is less thrilling. We'll give anti-lock braking a pass, 50 years after it arrived here in the US as Chrysler's Bendix Sure-Brake system. Unobtrusive directional stability control and maybe even emergency braking also get the nod, mostly because they become apparent only in extreme circumstances, which skillful driving can avoid almost entirely. But with all new cars now featuring multiple driver aids fitted as stepping stones to full autonomy, the days of being able to

perform driving as a complex satisfying task are surely numbered. As for visceral thrills... with noise, vibration and harshness refined out of existence, you'll miss the sensory bombardment and edge-of-control adrenaline high, no matter how impressive the numbers that flash up briefly on the drag strip or dashboard display. Just buying a stick shift is getting hard, including on rufty-tuftty workhorse pick-ups and SUVs – the demand's not there. Even entry-level models are getting lots of gadgets. Take the Jeep Wrangler, which sells on a no-frills persona yet comes loaded with radar sensors, sonar sensors and cameras, for back-up aids, blind spot monitoring, rear cross path detection and hill start assist (which used to be spelled S-K-I-L-L). The Wrangler does at least come in a standard gearbox version.

Meanwhile, back in the real world, the vast majority of drivers in JCNA territory won't regret the loss of driver input and fine judgement required to drive safely from A to B. Despite the marque's sporting heritage, probably a large percentage of Jaguar drivers, and even JCNA members, will also be relaxed about their car taking over more and more tasks in day-to-day travel.

But what about those who love driving for its own sake? Drivers who enjoy the challenge and satisfaction of completing a brisk but sporting drive and stretching the car's capabilities, and their own, beyond

the mundane? When cars communicate our location and speed in real time, true 'sport driving' will become difficult if not impossible without incurring the wrath of insurers or the authorities. What to do? How about driving where there are no speed limits, no road junctions, no light poles or dangerous trees and walls and power lines? Where there are no traffic cops or cars coming the other way so you can concentrate on finding your limits or the car's in safety and measure your progress accurately? Sound good? Welcome to track day driving, which is a growing sport that younger drivers raised on video games are beginning to embrace. And the great thing is that the biggest growth seems to be with old-school classics where stick shifts and manual everything are standard. Can we really expect to wind the technological clock backwards? According to informal discussions, the answer is a definite maybe... and the trends are positive.

Track days in general are a great option that looks set to grow faster as driver inputs in daily driving diminish. With real estate so expensive, land owners are looking to maximize returns on their acreage. Track days can be organized locally, without reference to third party sanctioning bodies. If you've got an old airfield perimeter road laying around, or control a few acres of disused municipal asphalt, chances are you could score with a track day offering. C'mon – you gotta speculate to accumulate, right? 🏁



*Run what ya brung, or resto shakedown – track time rocks.*

## AD INDEX

Ace Peak Plates.....	43
Beverly Hills Car Club .....	36, 43
British Marque Car Club .....	42
Classic Showcase .....	35
Cooper Classics LTD .....	36
Dalton Watson .....	19
Denis Welch Motorsports .....	31
Donovan Motorcar Service .....	37
Gullwing .....	43
JCNA AGM .....	7
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 .....	33
Muncie Imports & Classics.....	37
SNG Barratt.....	47
Speed & Sport Chrome Plating .....	43
Sport & Specialty .....	32
Steve's British Connection .....	43
Terry's Jaguar Parts.....	36
TYCTA, LLC .....	31
Welsh Enterprises, Inc. ....	2
XKs Unlimited.....	8

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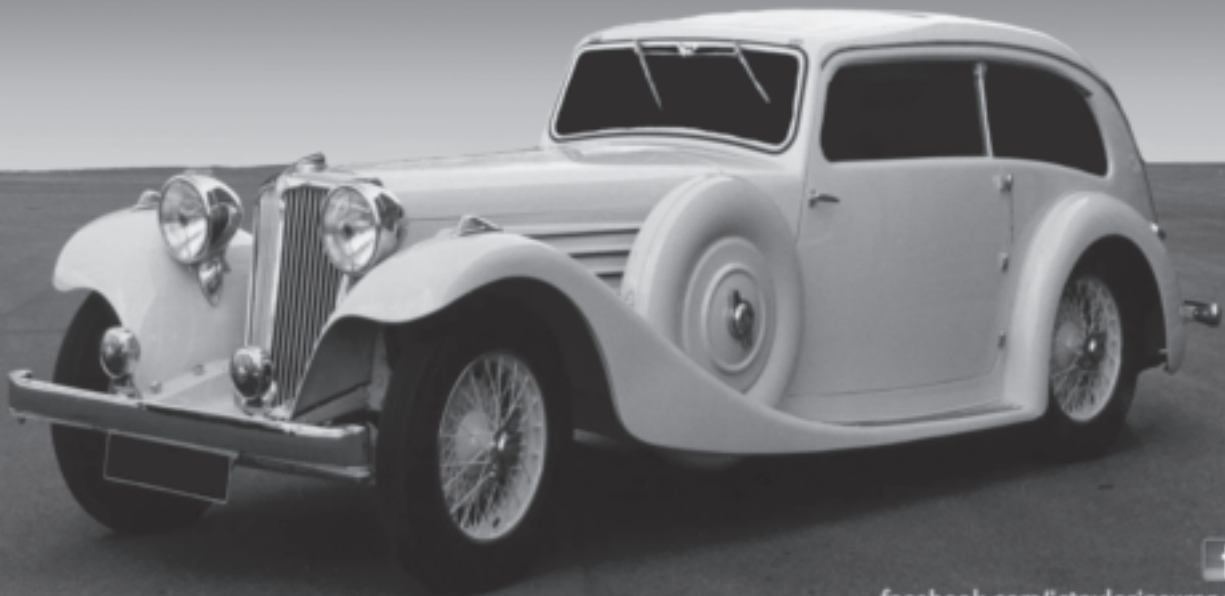
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**CHIEF JUDGE:** – Dick Cavicce, 5849 Sagebrush Rd., La Jolla, CA 92037, 858-456-0849, [dcavicce@jcna.com](mailto:dcavicce@jcna.com).

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

**JUDGE'S CONCOURS RULES COMMITTEE (JCRC):** – Dick Cavicce, Co-chair, 858-456-0849, [dcavicce@jcna.com](mailto:dcavicce@jcna.com); Harold Kritzman, Co-chair, 860-666-3045, [coinman1@cox.net](mailto:coinman1@cox.net).

**CONCOURS COMMITTEE:** Handles concours results. Sanctions events, maintains North American concours event schedule, monitors judge qualifications, reviews and approves concours scores and judging reports. – Gary Cobble, 726 Whitesburg Dr., Knoxville, TN 37918, 865-719-3802, [glc100850@aol.com](mailto:glc100850@aol.com).

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

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

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

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

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

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

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

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

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

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

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

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

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

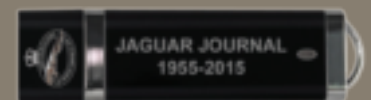
**RALLY COMMITTEE:** Handles Rally results. Reviews and revises the Rally rule book as necessary. Handles Rally program protests. – Jay Hixson, Jaguar Club of Florida (Orlando), 407-566-9438, [jhixson2@comcast.net](mailto:jhixson2@comcast.net).

**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

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

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

**April 5-7, 2019:** Once again, the Gran Concurso Internacional de Elegancia hosted by the Jaguar Club Mexico will be held from April 5-7, 2019, at the Las Caballerizas en Dos Rios, Huixquilucan, Mexico. 400 to 450 of the most beautiful classic cars from every club imaginable. Come join the Jaguar club as we will be hosting the 50 years of the XJ series. We look forward to seeing you there. Contact: Jeffrey C. Carlson, 01525555894419, email: jeffcarlson61@gmail.com.

**April 26-28, 2019:** The Delaware Jaguar Club will again participate in a Northeast Rally Club rally in the style of The Great Race. The proceeds of the rally will benefit the Millsboro Volunteer Fire Department in Delaware. Contact: Brian Craig, 215-483-5861, email: bhc166@aol.com.

**April 28, 2019:** The Capital Triumph Register is proud to announce that the 22nd annual 'Britain on the Green' will be held at historic Gunston Hall, the colonial home of patriot George Mason, in Lorton, Virginia, on April 28, 2019. BOG, which welcomes all British cars and motorcycles, live music, a Food Truck Alley, a sponsor/vendor Midway for your automotive needs, activities for children, and tours of the Gunston Hall mansion and gardens. Participant's Choice honors will be awarded in 25 or more classes, plus special awards including Best Resto-Mod, Best Survivor, Best Display, and of course, Best of Show. In addition, 'Hagerty Youth Judging' sees the next generation of British car drivers pick their favorites. Cars pre-registered by April 15 will receive a collectable poster by famed artist Joseph Craig English. All for \$25, instead of \$35 on the day. Contact: John Buescher, 703-522-6571, email: bog@capitaltriumphregister.com. More information [www.capitaltriumphregister.com/bog/](http://www.capitaltriumphregister.com/bog/).

**May 19, 2019:** The Jaguar Owners Club of Los Angeles 2019 Concours will once again be held at the Muckenthaler Cultural Center in Fullerton, California. Contact: Charlie Hallums, 949-733-1097, email: chash3@cox.net.

**May 25, 2019:** On Saturday, May 25, 2019, the Susquehanna Valley Jaguar Club will hold its 12th Concours d'Elegance at Sunset Lane Park, York, Pennsylvania. JCNA rules will be used and trophies awarded in Champion, Driven and Special classes in addition to Dealer's Choice and Spirit of the Concours awards. Musical entertainment will be provided by Central York Middle School Fifes and Drums. Trailer parking is available. A caterer will be on hand along with a pavilion and picnic tables for lunch. Air-conditioned restrooms are on the grounds in a park setting. Chief Judge and contact: Dave Hershey, 717-846-0642.

**June 1, 2019:** The annual Concours d'Elegance of the Delaware Valley Jaguar club held in conjunction with the Cars and Motorcycles of England car show hosted by the Delaware Valley Triumph Club. Location is the historic Hope Lodge in Fort Washington, Pennsylvania. Contact: Jim Sjoreen, 610-989-3860, email: concours@delvaljaguarclub.com.

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

**June 7-8, 2019:** Moss Motorfest in Petersburg, Virginia. Contact: Michael Marter, 805-540-7449, email: michael@xks.com.

**June 11-14, 2019:** The Carolina Jaguar Club's annual concours will again be held at the beautiful Little Switzerland Inn in North Carolina's Blue Ridge Mountains, where you will enjoy cool temperatures and stunning panoramic mountain vistas. This is a JCNA-sanctioned event governed by the rules found at [jcna.com](http://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 Concours registration from years past. Contact: Mark Hodges, 619-593-1798, email: sdjagclubwebmaster@outlook.com.

**July 28, 2019:** The Illinois Jaguar Club's annual concours will have a new location this year. It will be a one-day event held at the historic Naper Settlement in Naperville, Illinois. More details to follow! Contact: Michael Ksiazek, 630-789-2257, email: mksiazek@aol.com.

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

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

**August 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, "Jaguars and Warplanes" will be held at the Canadian Warplane Heritage Museum (<http://www.warplane.com>). There are almost 50 aircraft and the concours will be held in the hangar surrounded by these aviation classics, with a noon meal in full view of our Jags and the flying machines. This museum is located at the Hamilton International Airport and is less than a 1-1/2 hour drive from the Buffalo border crossing for our American friends. All of the JCNA required classes will be judged, as well as a club designed "Regularly Driven" category and a "Senior Division," for distinctive Jags brought together into one class for judging. There will be a block of rooms available at a host hotel for a special rate. This will also be the location for our pre-concours meet-and-greet dinner. As we get closer, more information will be available on our website [www.ojoa.org](http://www.ojoa.org). Contact: Mike Parry, 647-472-3465, email: mikeparry617@gmail.com.

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

**October 11-13, 2019:** The Sun Coast Jaguar Club will host its 34th annual Concours d'Elegance presented by Wilde Jaguar Sarasota on Saturday, October 12, 2019, near the beach at beautiful St. Armands Circle in Sarasota, Florida. The weekend begins with a beach luau on Friday 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. 🐾

# Mark Mayuga

By Gregory Wells



Those who regard Hefner's infamous men's magazine as a bastion of great writing are dismissed, usually accurately, with "Ah, you just look at the pictures." If anyone reading the *Jaguar Journal* doesn't recognize the name Mark Mayuga, they must have only been looking at the images of pretty cars. Mark seems to be the poster child for the adage that "10% of the people do 90% of the work," based on his world-class stewardship of the recent IJF Santa Barbara as Planning Committee Chair, as well as his long involvement in the Jaguar Owners Club of Los Angeles.

Born in Long Beach, California, on January 28, 1947, Mark was the older son of a petroleum engineer father (a graduate of the famous Colorado School of Mines) and a homemaker mother. A cross-country move to the Washington, DC, area resulted when his father went to work at the Pentagon, as a member of the Air Force Strategic Studies department. After about a decade the family returned to Long Beach. Mark attended the revered St. Anthony High School in that town, before moving on to California State University Long Beach, where in 1969 he graduated with BA in marketing, advertising and industrial design, afterwards attending the University of Southern California to study macro economics.

Mark's employment history encompasses three distinctly different careers over a nearly 50-year history of continuous work.

His first career was in advertising, marketing and design for a wide variety of clients: airline, automotive, food, retail and industrial. After ten years, Mark started his own agency and for 20 years specialized in corporate communications, product development, annual reports and other similar activities. He also taught part-time in the California State and University of California systems in his areas of expertise.

Mark's second career was spent in the public sector for two different cities, Fontana, California, and Shoreline, Washington, so for a few years he resided in the Seattle area. In this career he was employed as a special projects and economic development director charged with revitalizing moribund downtown areas by attracting new investments in business and community/residential developments. Mark still works in this arena as an economic development consultant for cities, counties, and the private sector.

Mark's third career remains in the project development area, but on a much larger and 'greener' scale. His title is Project Development Manager for ProCone GmbH, a Swiss-based technology and engineering consultancy founded in 1999. The company's expertise is in conversion and process systems with an emphasis in power and chemical liquid/fuels generation and related activities. In more specific terms this means ProCone works to create facilities that will convert organic trash and bio-mass into gases, chemicals, and power in a non-

polluting and efficient manner. Mark's responsibility is to develop gasification projects in the Americas and the Pacific rim. These projects include coal to ethanol, bio-mass to chemicals and energy, and bio-mass to chemical liquids for industry and medical products. Currently active projects are located in the Pacific Northwest, Montana, Arizona, New Mexico, Utah, West Virginia, Pennsylvania, and Central America.

His interest in Jags came pretty naturally. "Everybody in my family drove Jags," he says. "My dad had a Mk X, a Mark 2, and an XJ6." His first Jaguar was a Mk 1 3.4 in 1964, then an XK150 OTS, and next an E-Type. "I think I've owned 30 Jags altogether."

His current stable includes nine cars: a 1969 E-Type OTS, a European 1985 XJ6 Series 3 (with 275,000 miles!), a 1990 XJ-S 'Rouge' (first in class at the recent IJF), a 1990 XJ-S 'Classic,' a 2001 XK8 OTS, and a 2002 XJR sedan. Several non-Jags have insinuated their way in, an Aston Martin DB7 Vantage and two Lancia rally cars, a Monte Carlo and a Zagato, both with racing provenance.

This year, Mark is serving as the president of the Jaguar Owners Club of Los Angeles for an incredible *twelfth time!* He is also celebrating his 50th consecutive year as a JOCLA member, originally having joined in 1969. He lives in Los Alamitos, California, with his eighteen-year-old daughter, Julie, who, can you believe it?, drives an S-Type. 🐾



Photo: Jame Groth

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