



# JAGUAR JOURNAL™

Official Magazine of the Jaguar Clubs of North America

May-June 2017

## Reflections on Vancouver, an AGM of Note

And then there were three – 1951 XK lightweights  
Smiths instruments, as seen from inside  
XK8 satellite navigation deletion



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# JAGUAR JOURNAL

WORLD'S OLDEST JAGUAR MAGAZINE  
VOLUME 63 NUMBER 3

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## COVER PHOTO



**Photo:** Host Club President Timothy Horton's 2006 X-Type Estate 3.0 is seen at midnight on Lonsdale Quay in North Vancouver, with the downtown Vancouver skyline beyond



## Blowin' Smoke

“They just used any stuff they had left over from other models, if there were parts missing or transitioning from one series to the next.” Oh really?

*Peter Crespin*

Most of this issue was developed before the AGM, but it is being finished off on Sunday evening/Monday after most people have gone home. Normally the *Journal* would be signed off for print by now, but we held it back so we could add the on-site reports from Vancouver, to give you the quickest possible news of decisions made at this year's important meeting (see pages 34-37). Full minutes and plans will be on the JCNA website shortly, but special thanks must go to Carole Borgens, Barbara Grayson and band of helpers for organizing the AGM on comparatively short notice.

### CHANGING OF THE GUARD

We got a chance to thank George Camp for his energy and commitment these last two years, which have been phenomenal. George was always on duty 24/7, and how he kept so many important projects moving, and tackled so many managerial challenges, is a mystery to me. I think he must also have had a money tree in his back yard to put Joshua through college, because his unpaid JCNA work was seemingly endless and overtime, let alone full time. It was a massive effort and we now have a win-win where his input will not be totally lost to us, but he gets to take it easier after his self-limited two-year stint. Thanks, George, and welcome fellow soldier Jack Humphrey to the presidency (see page 10).

### NEW ROLES, NEW ROLLS

As usual, the newly-elected officers/regional directors took over at the end of the AGM. This is to prevent there being two officeholders during business meetings. A sincere 'thank you' to all who stepped up to serve for a term in either role.

In the run-up to the AGM, the *Journal* and other JCNA volunteers got the

typical winter crop of phone calls and emails from disappointed people wondering why they had not received their magazine. Computers are dumb but they are pretty efficient in collating membership rolls each year. At JCNA central, it is only those with fully paid-up status who receive the *Jaguar Journal*. It follows that if the computer does not mail out an issue for you, then it doesn't have you as a paid-up member and that is rarely a central JCNA issue. Instead it is typically related to incomplete or missing club rosters submitted at the start of each year. Please always double-check first whether you have paid your dues or just forgotten. Then check if your club officers have included your details on the club roster submitted to JCNA. If they have somehow delayed submitting their roster, we operate very lean these days and don't have stashes of extra *JJs* to send out to people who have somehow missed out and not realized their membership lapsed. If you are no longer enrolled in your local Jag club, we miss you!

### TELL US YOUR STORY

The last issue reviewed a very interesting little book by an ex-Jaguar apprentice. I know for a fact that we have more ex-Jaguar members and I would love to capture your experience and memories of your Jaguar service. This applies equally to production workers, managers, and dealer staff of all kinds. There is so much conjecture and guesswork about how Jaguar operated (“They just used any stuff they had left over from other models, if there were parts missing or transitioning from one series to the next.”) Really? Sounds a bit disorganized and would require recordkeeping, by VIN at least, for what parts were fitted within each VIN range. What did you see happen at the factories, or at the US port of



*If you used to work for Jaguar, in whatever capacity, we'd love to hear your stories and anecdotes.*

entry remediation facilities, or at dealer level? We'll soon have an article by a worker from the engine refurbishment in Coventry. The factory offered this service from facilities near Radford, which was a mile or two from Browns Lane. I can't wait, but there must be others so send us your experience.

### EXCITEMENT AND EMBARRASSMENT

First the good news – a little birdie tells me that there is soon to be a brand-new vendor of some extremely-advanced tuning and upgrade parts for classic Jaguars, made using fully modern design and production methods. The improvements quoted to the *Journal* were astonishing and we hope to report on them at the first opportunity. The ‘embarrassment’ part is that in the last issue's advert for the JCNA International Jaguar Festival, I got the North Georgia club's web address wrong – it should be [ngjc.us](http://ngjc.us), not [ngjc.com](http://ngjc.com). Apologies from us all at *JJ Towers*. In fact, by the time you read this, the dedicated website [www.jcnaif.com](http://www.jcnaif.com) should be working. 🐦

*Peter*

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# Bonhams

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# News Shorts

## JLR CLASSIC ART SERVICE



*Once the dark paint is done, the color tints and background can be built up next.*

When the weather or a busy life prevent you enjoying your Jaguar, you can still gaze at a work of art based on your car(s). Tony O’Keeffe, Jaguar Classic’s PR contact, recently had his three cars immortalized in acrylic and plans to offer the service to JLR customers. We contacted the artist to find out more. Taking the automobile ‘back to the drawing board’ is something Greg Whiteman, a British artist, has been developing. After 20 years of painting everything from pampered pets to personal portraits, he is now moving into the world of classic car art. It started when he was commissioned by a friend, which resulted in an unprecedented influx of enquiries. Plenty of owners, it seems, want to capture their passion for their vehicles forever as a work of art.

“The beauty of classic cars,” says Greg, “is their lines and shapes, which I can highlight in my artworks. Having recently worked on a Jaguar XKSS, I am excited to bring peoples’ vehicle

passions to paper. Every car has a story, the rebuild perhaps, or years of use and the uniqueness of their original construction. I look forward to drawing more over the coming year.”

### The process

Greg starts with a high-quality photo – which is what allows JLR to offer this

portrait service to US customers here in North America. If required, he creates a photo montage using the portrait image and a separate background, by merging them in Photoshop (e.g. using the famous but long demolished Browns Lane admin offices for a background, as in Tony’s picture).



*XKSS painting is much nicer and more personal than a photo.*

Once the basic composition of the mock-up is approved, Greg starts to paint using artist acrylics in light layers, with glazes to create depth and detail in a photorealistic style. "I use traditional materials, paint brushes, pencils and airbrushes to produce the highest quality image possible" he says. "When the work is completed it can be sent ready to frame, or pre-framed to customer requirements. Using the highest quality artist materials means the paintings and drawings will be long-lasting, lightfast and therefore look as good in years to come as they do when you receive them."

**The finished product**

Once the dark paint is finished Greg begins to shade the vehicles with an airbrush to produce smooth gradations. Next he works on each car individually to render the details in color pencil and paint. After the vehicle paintings are complete, the cars are masked and the background painting is begun. Finally the tones and highlights are tweaked on the whole image.

One of the pleasures of driving a Jaguar in North America is that you don't see one at every stop light. With a painting you go one better and have

something totally unique. For a gallery of his work see [www.gregwhitemanart.co.uk](http://www.gregwhitemanart.co.uk). To use his services email [greg@gregwhitemanart.co.uk](mailto:greg@gregwhitemanart.co.uk).



*Typical full-color photorealistic portrait. This Land Rover exemplifies finished photorealistic painting.*

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## BURLEN SUCCESS

Well known to classic Jaguar fans, Burlen Ltd, the world's only manufacturer of genuine SU (Skinners Union), AMAL and Zenith carburettors, fuel pumps and spares, is celebrating a record-breaking 2016. This should ensure they keep developing and recreating an ever-wider range of carburettor needs in the future.

The origins of the company go back to 1971, when a partnership between John Burnett and Mike Cullen was formed and called Burlen Services; at that point, it was simply a garage workshop. The first real involvement in carburettors came in the 1974 fuel crisis when every customer wanted more miles to the gallon above all else. Burlen were appointed official SU, Zenith, and Solex agents as well as a Weber dealer. The mail-order and spares side of the business grew rapidly, particularly in the emerging classic car field. Burlen products date back over one hundred years.

Burlen co-operated with the then SU factory to ensure the continuation of some threatened products. The HS and HD carburettors as used on many Jaguars are prime examples of two such products, as in the early eighties the tooling for these was due to be scrapped.

Burlen agreed to purchase a minimum quantity of these lines, which fortunately saved the day. A further high point in the co-operation between Burlen and SU was a complicated joint venture involving both SAAB and Volvo to rescue the bankrupt Solex UK IV and CD production lines in 1985-86.

The Salisbury-based company matched the rich history of their product lines with rich sales that netted a turnover of £5.2 million in 2016 – smashing its previous best records. Since Burlen came under the control of Mark, Jamie and Andy Burnett, the company has risen from strength to strength.

Throughout 2016, Burlen brought a large part of its machining operations in house, providing more control over quality, cost and availability. A new management team combined with a more-effective purchasing strategy and computer numeric control (CNC) machines in the workshop, mean Burlen are on the lookout for new and experienced professionals in the areas of traditional casting and machining techniques and knowledge of CAD design, 3D printing and additive manufacturing. Maybe there's a *Jaguar Journal* reader who wants to move to this picturesque cathedral town, which being in the South has a reasonable climate by UK standards, and is very handy for Goodwood?

Meanwhile, Burlen are putting the final touches to a completely game-changing and innovative SU fuel injection system, with injectors inside carburettor bodies. We can't wait! 🍷



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## President's Perspective

"... none of this would have been possible without the hard work of the Canadian XK Jaguar Register and the Canadian Classic MG Club..."

*Jack Humphrey*



*George passing the gavel: 2017's second 'peaceful transfer of power.'*

### PASSING OF THE GAVEL

By the time you read this issue of the *Jaguar Journal*, it will have been several weeks since we held our AGM at the beautiful River Rock Casino and Resort in Vancouver, British Columbia. I am happy to report that George Camp's predictions were correct – the transfer of the JCNA gavel from George to me was peaceful and without interference from foreign powers!

The AGM was a tremendous success and the particulars are outlined on pages 34-37 in this issue (check out the website [www.jcna.com](http://www.jcna.com) for full detail, the minutes, etc.). Suffice it to say none of this would have been possible without the hard work of the Canadian XK Jaguar Register and the Canadian Classic MG Club, as well as the wonderful support provided by the resort staff. My personal thanks to Northwest regional directors Barbara Grayson and Carole Borgens and club president Timothy Horton for making all of this happen. To get the cover photo that editor Crespin wanted, Tim Horton got up at midnight for the best shot! Also, my congratulations to all competition and special award winners. Well done.

### WHO AM I?

Now for a little background about myself, for those of you who do not know me. I am a retired career Army officer with over 30 years of service who has loved British cars and motorcycles since I was a young teenager. My first car was a clapped-out 1965 MGB that I loved dearly despite the leaky hood, rust holes in the footwells and the lack of heat during those cold Nebraska winters. By college I owned, in succession, two E-Types. Then came career, marriage, kids and the dreaded realization that two-seater sports cars were not the most practical conveyance for moving back and forth across the country. Familiar story, right?

I have been a member of the Jaguar Club of Southern Colorado since it was formed in 2007. Prior to that, I was briefly a member of the Rocky Mountain Jaguar Club in the late 1970s and the Jaguar Owners Club of Oregon in 1997-98.

My philosophy echoes what, in my opinion, is already happening in JCNA: the organization and officers exist to support, resource and guide our clubs and it is my intent that we approach taking care of business in a positive and proactive manner. Regional directors will remain the critical link to managing, directing and communicating with the clubs in their respective regions.

### WHERE WE ARE AND WHERE WE ARE GOING?

I see JCNA as an extremely healthy organization but we still have work to do. Our strengths include strong leaders with vision and passion, association with a marque that combines current success with a long and rich heritage. We also have a solid competitive event program and a very strong and mutually-beneficial relationship with Jaguar Land Rover.

Our biggest challenges are an aging membership base, recruitment of younger members into the organization and determining how JCNA will adapt to the evolution of car clubs from how they currently exist. There is not much we can do about our current members getting older but we can do something about finding newer members and your regional directors and board of directors will continue addressing this issue. The whole landscape is changing for car clubs in terms of purpose and member interest/participation and we want to ensure that JCNA remains healthy and viable during this metamorphosis. Northeast region director and Jaguar Association of New England member, Dennis Eklof, is leading the effort for us to develop a strategic plan. Plan on reading more about that in future columns.

### IN CLOSING

I want to welcome two new regional directors – Eleanor Morris, who represents the Northeast region and Les Hamilton from the Southwest region. Both will be great additions to the team. I also want to recognize our departing directors Peter Crespin and Doug Dechant. Our thanks to you for your time and effort to make JCNA what it is today.

It is not too soon to think about attending the 2017 JCNA International Jaguar Festival on Thursday, October 12, through Saturday, October 14, at Lanier Islands Legacy Lodge in Buford, Ga. Hosted by the North Georgia Jaguar Club, this is going to be a world-class event and I hope to see you there. Lastly, I want you to know I consider it a tremendous honor to be your president and I look forward to serving you. 🍷

*Jack*

# Northeastern Regional Report

More social than competitive

By Dennis Eklof

Well, it's my turn again. Last time my regional report focused on the geography and membership aspects but this time I thought I'd take a look forward at the impressive Northeast clubs 2017 events roster.

We in the Northeast are doubly blessed with Jaguar-related events, due to lots of clubs (12) relatively closely grouped compared to some JCNA regions. You can drive from Ottawa, our northernmost club location, to Washington, DC, the southernmost, in about nine hours. The greatest distance between neighboring club is less than 200 miles, and six of our clubs have one or more neighbors within about 100 miles.

Northeastern clubs are also very active and 2017 looks to be a record year for events. Table 1 shows the tally of 198 planned events at the time of writing (early March). The number of events will probably turn out to be well over 200. Some clubs are still working on their 2017 calendars, so the table is still developing.

Each event is either directly organized by a JCNA NE Region club, or a club activity surrounding an event organized

Table 1: 2017 Events Planned in the Northeast Region Clubs

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Tech	1		4	3		1	1				2		12
Social	1	4	1	2	1	1	3	5	2	2		2	24
Track		2				1		1	1				5
Show			1	4	3	4		1		2			15
Concours						3		1	2				6
Tour			1	3	5	2	2	5	2	5			25
Judges			1		2	1							4
Slalom				1		2	1	1	2				7
AGM	3										1	2	6
Rally	1				1			2	2	1	1		8
Meeting	3	2	4	4	3	1	4	3	2	3	3	1	33
Soc. Meet	4	4	5	5	4	5	6	4	5	4	4	3	53
<b>All Clubs</b>	<b>13</b>	<b>12</b>	<b>17</b>	<b>22</b>	<b>19</b>	<b>21</b>	<b>17</b>	<b>23</b>	<b>18</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>198</b>

by others; for example, a club tour to a distant show. As to the categories, most are self-explanatory, but things get a little fuzzy around meetings and social events. The table shows three related categories that I have tried to map to club activities. Social events include specific activities such as a summer picnic. Social meetings include monthly meetings, dinner meetings, breakfasts, etc., where the main purpose is to socialize, not conduct club business. Meetings refers to either Board of Directors meetings or general

meetings whose primary focus is formal club business.

Several things stand out from this table. First, the frequency of non-JCNA activities. Of the 198 calendared events fewer than 10 percent represent traditional JCNA-sanctioned events: six concours, seven slaloms, and three or four rallies<sup>1,2</sup>. Of 12 clubs only six so far plan to hold JCNA-sanctioned concours, an area of activity that consumes many resources at board, region and committee levels.

Story continued on pg. 38

Table 2: Events Planned for 2017 by JCNA Clubs in the Northeast Region

Numbers indicate months event held

	Tech	Social	Track	Show	Conc.	Tour	Judges	Slal.	AGM	Rally	Soc. Meet	Meet	Total Events	Total Members
JSNE	1,3		2	5	6						Monthly	2-5,7-11	26	119
JANE	11	2,8,9		5,6	8	4,9,10	5	6,9	12	5,8	1-4,6,7,9-11	1-3,5,8,11	33	260
Empire		3,10	6,8,9	6,7		4,8					3-10		17	17
JDCLI	3	8	2	4	9	6,10			12	1,9,11		7	12	53
JAGB		2,4,7				3,5,8-10						1,3-12	19	42
JACNY		7				4,8,10		6,8				3,4	9	52
JTC		5,8		4,6,10					1				6	83
DVJC		1,4,6,10		3,10	6	5		7		8-10	1-3,5-9,11,12	1,4,7,10	26	104
NCJOC	4,6,7,11	12			9	5	3,6	4,9			1,7		14	135
OJC	3,4	2,7,12			6	5-8,10	5		11		4		15	90
JAG	4			5					1		2-12		14	25
CRJCNV	3	9		4,6,8		7			1				7	60
<b>Total Events</b>	<b>12</b>	<b>24</b>	<b>5</b>	<b>15</b>	<b>6</b>	<b>25</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>8</b>	<b>53</b>	<b>33</b>	<b>198</b>	<b>1040</b>

# Canada Calling

Can't beat beet

By Malcolm Baster

Winter has faded from the Great White North, but the memory of a faint caramel scent remains. "Caramel?" you ask? Yes. It seems that the sweetish juice of sugar beets is an excellent road de-icer, and is now used by a number of Canadian municipalities. A portion of the beets can be made into animal feed, and the rest 'juiced.' The juice can then be mixed with regular road salt. Some municipalities use what is known as Beet 55 – a mixture of beet juice, saline and sugar. The liquid is sprayed onto roads, and can last up to five days. The Municipal Director of Williams Lake in northern British Columbia reports an odor not unlike that of caramel or a Tootsie Roll. A similar product, made by a company in Ashley, Ind., called Beet Heet is used extensively and successfully in the USA. Get ready with the 'recirculate' button on your Jag if they start using these products where you live.

## WHAT A COMPLEX WEB WE WEAVE...

I understand that there is some anxiety in the boardrooms of the Canadian auto industry about what the effect of a Trump presidency and its proposed border tariff might be here. Due to the large degree of integration of auto production across the US, Canada and Mexico, achieved under the North American Free Trade Agreement (NAFTA), there is probably anxiety in boardrooms all over the continent. For instance, some 40% of the parts that go into cars made in the US come from Mexico, and cars made in Mexico contain many parts made in the US. Canada, meanwhile, is a big source of parts used in car factories in all three countries, and cars made in Canada contain American and Mexican-made parts. For now, nothing is certain except that wrecking all this integration would mean inferior and higher-priced cars. We await developments, and hope good sense prevails.

If the anxiety level is high in North American boardrooms, it must be stratospheric in Jaguar Land Rover's.

JLR's entire line-up is imported, so the Trump plan to impose a stiff border tax on imported vehicles would hit the company especially hard. Michigan-based research firm Baum and Associates estimate that a worst-case scenario would see an average tax of \$17,000 on each Jaguar imported into the US. Volvo and Volkswagen would see tax burdens of \$7,600 and \$6,800 respectively. Mazda and Mitsubishi would also be very hard hit. So if you are looking at a new Jag in the US, now might be the time to buy. But again, perhaps pragmatism and good sense will prevail.

## ON TARGET

Though winter has finally retreated well north of the 49th parallel, our big Jaguar car events still lie in the future. The one major event of the recent past which I might mention is the Inter-Club Darts Tourney, from Ottawa. This contest, organized by the Ottawa Valley Triumph Club, features teams from the local UK car clubs competing for a handsome trophy and, of course, bragging rights. This year said trophy went to the Triumph Club's team. But I must mention that one member of that team is also a member of the Ottawa Jaguar Club, so all was not lost. And the OJC made it to the semi-finals. As Dennis Eklof says in this issue, partnering with local non-Jaguar clubs usually benefits everyone involved.

And all our Canadian clubs are deep into planning our big annual JCNA events. The Ottawa Jaguar Club's concours is on June 11, and our Victoria, BC, club is hosting our annual 'Jaguars on the Island' from July 28 to July 30. The Ontario Jaguar Owners Association is celebrating 50 years of concours on July 30, and the Vancouver-based Canadian XK Jaguar Register's annual Heritage Classic is from August 18 to August 20. With the experience gained hosting this year's JCNA AGM, the CXKJR should put on a super Heritage Classic this year. I will include more info on these July and August events in the next Canada Calling. And I have heard that a genuine Swallow Sidecar will be putting in an appearance somewhere...

I am informed that the book recently published by the Ontario Jaguar Owners Association, "The History of the Ontario Jaguar Owners Association from 1959, with an eye to the future," has sold out. Long title maybe, but a great book by all accounts. I am also informed that the OJOA's membership has increased 18% over last year, and that family memberships are easily outpacing single memberships, reflecting the family-centric events the club is promoting. OJOA would also like to recognize formally the contributions of resigning members Duane and Bonnie Grady, Steve Sherriff and Chris Kallan for the great parts they have played in the success of the club. 🐾



*Caramel or rot juice? Brine spray is a necessary evil sometimes.*

# Continental Drift

News from the UK and Europe

By Tim Crespin

## NEAR MISS

I live in Chesterfield, which is a town in Derbyshire about 200 miles due north of London. Derbyshire is a largely rural county and includes most of what is called the Peak District, the UK's first National Park. The roads are typical rural two-lane asphalt ribbons that twist and turn as they climb and drop. In other words, seriously fun and pretty dangerous.

They attract drivers and riders from the big centers of population (Liverpool, Manchester, Sheffield, Nottingham, Derby and Birmingham). People are keen to try the kind of sport driving/riding that simply doesn't exist in cities or suburbia. The nearest equivalent roads would be the mountain section of the Isle of Man TT course, or in the Lake District or the Highlands of Scotland further north. Sadly, some of the tourists return home every year on a gurney in an ambulance, or even in a box. The roads may be a dream, but the laws of physics apply just the same. Mass times (high) velocity equals momentum sufficient to punch even a lightweight motorcycle clean through a dry stone wall, down to the valley below or into a cliff rising behind. Two of my own friends died in different single-vehicle accidents and the roads regularly come up in research as the 'most dangerous' in the UK.

## EXPERIENCE COUNTS

In some senses, that is a ridiculous judgement, because a road is an inert, neutral pathway to be negotiated carefully by all road users. Even with little room for error and with tightening bends, or an occasionally poor surface, anyone driving with care and at the posted speeds should always emerge intact at the other end of the pass, having avoided head-on impacts by not cutting corners. With few exceptions, there's no such thing as a dangerous road, just dangerous road users. The problem is that experience is a hard teacher and the quiet rural roads are now festooned with warning signs, chevrons and average speed cameras, to try to prevent the weekend warriors



*Who wouldn't welcome this eager crown of sponsored undergrads into their work force?*

wiping out. I suppose it is worthwhile but the dayglow roadside furniture surely spoils the look of the peaceful green hills and the last I heard, the sheep can't read anyway. Don't quote me on that last bit – we may have a few in my school.

Slightly further east is Chesterfield itself, whose most prominent building is a testimony to what happens if inexperienced workers try to cut corners, literally. This biggest church in Derbyshire sits on a prominent site in the town center and has a very tall lead-covered wooden spire on the bell tower. So far, so eye-catching – St Mary's is visible for miles. Unfortunately, the spire was built at the time of the Black Death and it seems the original craftsmen may have died and less experienced men completed the job – and they made the mistake of using green timber. Over the next fifty years the spire twisted massively, as it has remained for almost seven centuries since. It has earned lots of tourist income, however, and bear in mind this fine church was already about 100 years old when Columbus sailed for the Americas...

## JAGUAR LAND ROVER APPRENTICES

Following last issue's review of a book by an author who was a Jaguar apprentice in the late 1960s, I thoroughly approve of JLR's ongoing commitment to worker skills development and the recent announcement of schemes tailored for girls, including a familiarization course to try to attract young women into



*Built by inexperienced hands, despite a guild and apprentice system?*

engineering, thus broadening the talent pool and capturing some of the brightest minds. Two undergraduate sponsorship schemes, 'Young Women in the Know' and the new 'Women in Engineering,' are helping Jaguar attract more female talent to the business, which will be vital to continue pioneering new products. For Jaguar Land Rover, encouraging more girls and women to consider a career in engineering is a key part of addressing this skills shortage and the female engineering workforce has steadily grown to 11% over the past four years. Keep it up please, Jaguar. I wonder what kind of apprenticeships, if any, JLR do in the three countries that JCNA serves? 🇬🇧

# Destination Le Mans

The story of the 1951 Jaguar XK120 Lightweights

By Bob Knijnenburg (Photos various, incl. Paul Skilleter)

## INTRODUCTION

In the life of most sports and racing cars we recognise three distinct phases. In the first phase (new) cars get a lot of attention from owners and coverage in the motoring press. In the second phase (decay), by the time new and better-performing cars have arrived on the circuit, the older cars become neglected or at best start racing in historic or other events with little or no coverage. If a car makes it into the third phase (resurrection) it may become cherished again and even restored to its former glory, enjoying press coverage once more.

The three Jaguar XK120 LT works cars are no exception to the rule: well

covered in phase one and occasionally in phase three, but with little information available from phase two. Any additional information on the cars and their achievements is therefore most welcome.

Many people are aware that the first 242 Jaguar XK120s had alloy bodies, partly over a wooden frame. Far fewer know that Jaguar manufactured another batch of three lightweight (LT) alloy XK120 bodies in the spring of 1951. This article is a summary of a much larger study (of almost 10,000 words!) looking at the 'why' and 'how' of these three unique XK120 LT bodies and the men (and woman, Adrienne Wigton in one case) who raced them.

## THE 1951 JAGUAR XK120 LT SERIES

On basis of the results obtained by three XK120s in the 1950 Le Mans race, Jaguar were convinced that they could actually win Le Mans with a purpose-built car. Lyons eventually accepted the ideas expressed by Lofty England and Bill Heynes and the development of the XK120C (better known as the C-Type) began in November 1950.

Becoming more and more convinced of the tremendous publicity that would be generated by a win at Le Mans, Lyons decided that a fall-back scenario was required, in case the C-Type cars would not be ready in time. The 'Plan B' in case of a



Jaguar XK120XK120 LT2 (No. 135) and LT3 (No. 134) prior to the start of their 'maiden race' at Elkhart Lake in August 1951.

C-Type problem or delay was to race the three special lightweights and hopefully deliver a win regardless, or at least attract good publicity from the company's investment in the race. So for the second time Jaguar started the development of lightweight alloy bodies for the XK120, which needed to be ready by April 1951.

**NEW JAGUAR XK120 LIGHTWEIGHT NAMED 'SILVERSTONE' IN AMERICA**

The lightweight bodies were never required for Le Mans. So all three cars were stored somewhere at Browns Lane until Charles Hornburg, the US West Coast Jaguar importer, spotted them during one of his many factory visits, probably in July 1951. He purchased two cars that had been completed (body numbers LT2 and LT3) and transported these to the States. The third body LT1, without a chassis at the time, remained at Browns Lane until 1953 and was never completed by Jaguar.

Hornburg named these cars the XK120 'Silverstone' in the USA, although Jaguar never used or supported that name. It was Charles Hornburg himself who bought the cars in order to generate additional publicity for Jaguar. Immediately after the cars had arrived they attended a number of races for which Hornburg invited the drivers. Although the cars had some initial success, they did not obtain the results Hornburg had hoped for. In 1953 and 1954 he sold the cars and continued racing with the Jaguar XK120C.

**THE LIGHTWEIGHT (LT) BODY AND CHASSIS**

The production of the three lightweight bodies was assigned to Abbey Panels. The body seemed to be made out of one piece: bonnet (hood) and boot (trunk) had been integrated with the front and rear wings. The bonnet lid was a removable louvered panel. A single Brooklands-type windscreen was installed. The aluminium doors were standard XK120 but cut off at the sill



*LT1 was built later than the others and still has the original narrower bonnet hatch.*

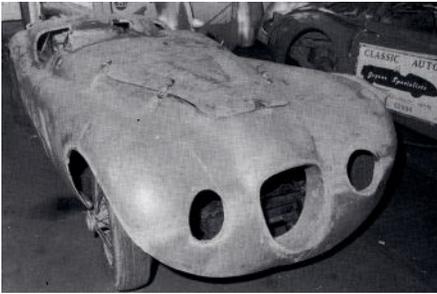


*Still easy to recognize – Hornburg's dealership in Hollywood today.*

line. The sills had been broadened to match the new door lines. The rear part of the body was supported by an internal alloy tubular frame. Note the (large) fuel filler on the rear deck at the RHS for quick refuelling at Le Mans. All three bodies were made of a magnesium alloy. The Jaguar LTs had been put on a standard XK120 chassis with standard suspension, drum brakes (with extra air scoops) and ENV rear axle. Special aluminum-rimmed Dunlop wire wheels saved unsprung weight and improved brake cooling. A 40-gallon fuel tank was fitted for long-distance event and special aluminum bucket seats with extra 'side support' were also fitted.

**ENGINE SPECIFICATION OF LT2 AND LT3**

The LT engines have been described as having 'C-Type state of tune' but the C-Type was still under development in Spring 1951. Some XK120s had already received an engine with high-lift camshafts in 1950. This is the period when Jaguar produced Service Bulletin 95, called "Tuning Modifications on XK120 Cars for Competition Purposes" (June 1951). The knowledge that was used for SB 95 had been applied in the production of the engines for LT2 and LT3. The engine of LT3 (W3594-9) had a 9:1 compression ratio and we assume that also LT2 had the same CR. Some sources mention that 2" sand-cast H8



*LT2 with LT2 modified 'C-Type' front bodywork (Skilleter).*



*All's well and LT2 is back to factory style at Pebble Beach.*



*LT3 showing widened front of bonnet hatch.*

carburetors had been installed. This is incorrect, as standard SU H6 carburetors were installed (SB 95 also specifies SU H6 carburetor needles). Even the Jaguar C-Type of 1951 had SU H6 carburetors at Le Mans. A dual exhaust was installed and a modified XK120 radiator was used with the filler cap moved to the left to save height. During the first races in the USA, LT2 and LT3 had considerable overheating problems. Around mid-1952 the radiators were upgraded (some

sources refer to 'C-Type radiators'). To allow better access, the opening for the bonnet lid above the radiator had to be enlarged (widened) at the front. LT2 and LT3 therefore have a differently shaped bonnet lid, whereas LT1 still has the original lid.

### BODY AND CHASSIS NUMBERS OF THE LTS

The XK120 Lightweight bodies received body number indication LT.

The first body (LT1) may have been the prototype. The second and third bodies were completed by Jaguar in April 1951. Jaguar designated these bodies LT2 and LT3. All LT versions were of the RHD OTS. Like many race cars, the LT models were hacked about with new engines (a Detroit V8 in LT2's case) and altered bodywork but all still survive and rising prices make them worthwhile restoring, as in LT2's case again. 📖

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# F-PACE Redux

JANE member declares Jaguar's new crossover a 'knockout.' Deer agrees.

By David Moulton



*Most dirt roads can be treated like paved equivalents.*

Jaguar has never offered a really ugly car, or even a moderately unsightly one. A review of Jag models over the years reveals handsome, graceful and elegant cars that effortlessly fulfill Jaguar's claim of grace, an essential piece of the marque's claim to distinction.

What makes cars handsome, in general, has to do with the peculiar phenomenon of 'sculpture in motion.' Cars that are beautiful as they move along the road, passing by in a beguiling flow of shape, line and sound that make us ache to be included with the party aboard, traveling off to some really nice adventure just over the horizon, where life will always be good. Much of this, of course, has to do with aerodynamics – the teardrop as opposed to the brick, Art Nouveau as opposed to Brutalism, gliding along and hugging the road instead of tilting and tottering above it.

## BULKY CAR, OR SVELTE UTILITY ALL-ROUNDER?

Jaguar's new F-PACE, interestingly, challenges that aesthetic tradition – and

some might opine, as a consequence, it is the least beautiful car that Jaguar has ever designed. Paradoxically, the F-PACE may also be the best-looking SUV built to date.

SUVs are inherently ugly – no sculpture in motion here. Jaguar's styling guru, Ian Callum, deserves a lot of credit for tackling the oxymoronic problems inherent in creating a beautiful, graceful brick. What SUVs really are is utility in motion, using excess height and squared-off corners to stuff extra volume within a given footprint, sacrificing that grace, that smooth flow across the landscape, in return for the capacity to carry as much impedimenta as we humans might ever desire, in each and every case.

So, climbing into the F-PACE after an outing in an XJL or an F-TYPE (to say nothing of an E-Type!) is instructive. It is also a little disconcerting. What am I doing so high up here? Why is everything so far away? Why are they still loading the trunk? Egads, it must be full by now! Can this really be a Jaguar?

Well, yes, it is. And quite a good one to boot. It has sufficient pace, and lots (and lots) of space. Enough, certainly, to offset any perceived loss of grace. Happily, for Jaguar, the F-PACE is selling like hotcakes, too. Here in the colonies, there is presently a mass defection underway from sedans to SUVs, including from luxury sedans to luxury SUVs, and Jaguar has very neatly come up with a lovely mid-sized luxury SUV in the F-PACE to satisfy this demand du jour. So, I've just moved up from my quirky but lovable Honda Element to an F-PACE, just to acquire that surplus of comfort and luxury, a little more oomph, and some suitably refined and dignified space. Why an SUV? So I can poke about in comfort and dignity on all the lovely antique dirt roads that constitute the best, most beautiful, motoring that New England has to offer – roads that are pretty much off limits for our more, er, graceful Jaguars.

## MEET JEFE

My particular F-PACE (named Jefe) has Jaguar's 340-hp supercharged V6, with its lovely eight-speed automatic transmission. They claim it'll get to 60 in 5.4 seconds, but who cares? It has really nice bottom-end torque and enough scoot for any reasonable application – that's what's important here. I also ordered the active suspension, which helps a lot with both ride and handling, yielding a competent, pleasant and easy-going vehicle that is perfectly happy being driven sedately to the symphony and sushi bar, as well as delighted to be piloted *con brio e presto* over more interesting and challenging terrain. Finally, the F-PACE has rear-biased all-wheel-drive (and I added a set of Blizzak snow tires for New England winter adventures), so I feel free to go anywhere, anytime. Over New Year's Eve weekend, Bonnie Getz and I took the F-PACE up to Vermont to play in the snow, which included ferrying Dennis and Prebble Eklof about in regal rear-seat splendor over some hundred miles of snowy, back-road exploration of the whitish Green



*Packed snow/ice is harder, but quite drivable in an F-PACE.*



*Good looking with adequate ground clearance – let's go!*

Mountains. Dennis later reported that the F-PACE was sufficiently smooth that he kept falling asleep, even on the aforementioned dirt roads – more a testament to the F-PACE's excellent suspension than to my somewhat limited smooth-driving skills.

The downsides are minor: the F-PACE is a little wide, some of the entertainment electronics are a little quirky, the panoramic center touchscreen (in the In Control Touch Pro version) can be tough to use on a rough road (almost as dangerous as texting), and rear

vision can be a little tough, too.

On the plus side, the seats are extremely comfortable and supportive, the cabin is quiet, the F-PACE is surprisingly economical (23-24 mpg for my normal stop 'n go suburban duties, and up to nearly 28 mpg on the open road – you can easily add 2-4 mpg to that by selecting ECO mode, which really works well but makes the F-PACE somewhat less responsive and less pleasant to drive). There's also some trick software to help you proceed in really slippery conditions and even off-road. One



*Excellent, expansive navigation beats earlier Jaguar versions.*

nice feature for people who like maps (me, f'rinstance) is that the map display can be called up in place of the clock/tach/speedo right in front of you, the driver, and its resolution varies as a function of your speed – really helpful! The optional LED headlights are stellar (no pun intended), as is the automatic high-beam selection. The optional heated/cooled seats and heated steering wheel contribute greatly to a fine upper-middle-class sense of well-being. There is also a yuuuge sunroof, suitable for scenery and tanning. In short, plenty comfy, plenty luxurious, plenty roomy. I like! So...

The new Jaguar F-PACE is a really nice, really competent set of wheels that gives you some really nice motoring with the space 'n capacity of an SUV, but with more than a little sporting verve, and without the typical clumsy excess understeer, yaw and soft body roll that characterize life in the modern SUV. And the biggest payoff, for me, has been to regain all of my beloved back roads, even the really sketchy ones, the ones that make you occasionally wonder, "Should I really be trying to drive on this, out here?" In an F-PACE? Absolutely! A great addition to the Jaguar portfolio.

## EPILOGUE

The F-PACE recently exerted a sadly fatal attraction for a large white-tailed deer and is presently in dry dock being recommissioned before sailing the roads of New England once more. Should I fit deer whistles and a rack of 12-inch spotlights at the bow, complemented by gun rack astern? I think not, but be careful. There's only so much grace and pace that wildlife can handle. 🐾

# Smiths Chronicle

Boy meets girl, boy gets job

By Dave Wardale



*From a Ford Popular to an XJ-SC – quite a leap!*

“You say you have mechanical aptitude?” asked the interviewer. “Well, I may have something for you. Smiths Industries – do you know them?”

I certainly did, since the name Smiths was on the speedometer face of most British cars and motorcycles – now I was going there for an interview! I’d left my hometown of Liverpool just a few days ago, driving my little Ford Popular all the way to London in pursuit of an American girl I had met several months previously.

On my journey south I stayed off the motorways because my old car could not keep up with the traffic. I would probably have been pulled over by one of those white Jaguar saloons with flashing blue lights on top, driven by an annoyed policeman.

## DAY ONE

I walked through the main gate of the Smiths factory in Cricklewood, north London, looking for the personnel office. There I had an initial interview and was then directed to the ‘bi-metal Instrument shop.’ I well remember the first question – “Can you tell me what is meant by bi-metal?” My interrogator

was the shop foreman, a cheery fellow with a rich Cockney accent. “You’re from the North, aren’t you?” he said, making me feel as though I were in some foreign country now. “Well, you seem to know enough for me, so can you start work on Monday?” With a new optimism, I went back to personnel to complete some paperwork and a quick factory familiarization tour.

First stop the stamping shop: Very noisy. Big presses all around, manned by men in overalls, stamping out various sizes of cases that would eventually contain the instruments. Then on to the chemical shop where all the oily steel cases would be dipped and cleaned before painting. I was introduced to the shop manager, and it quickly became clear that he was totally blind after an accident some years earlier. The man loved his work so much that he refused to be put out to pasture, so Smiths retained him at his full salary!

On to the paint shop, and then the print shop, where all the gauge faces were done. Thirty or so women operating these curious-looking machines that would pick up an impression from a painted template, and then transfer it to a blank, black dial. Finally, we

reached the assembly areas: speedos in one shop, tachometers in another, and the bi-metal shop where I would be working. It was a large open space with several assembly lines, all staffed by women. The only men I saw either were rushing around carrying boxes of parts and replenishing the various stations, or moving much more slowly, wearing white coats and looking serious. I was to be a white-coated person, a quality control inspector no less!

## THE NUTS AND BOLTS OF INSTRUMENT SUPPLY

There was an enormous variety of car instruments made at Smiths, all different and they all had to be correct. People say that Bill Lyons skimmed on fixtures and fittings and that if he’d paid for instruments to a higher specification, his cars would have been more reliable. I can tell you as someone ‘on the inside’ that all instruments used the same components and my only concern as a QC inspector was that every instrument was built to specification, using the correct parts for that particular order. There were no quality grades or other variables for a given instrument, with the exception of speedometer accuracy.

Standard accuracy was to read 2% fast (called ‘flatter’) but makers could specify their own flatter. Police speedometers were normally fitted as an extra instrument to traffic patrol cars, which kept the original speedo in the dashboard but used the specially-calibrated one for checking motorist speeding offences. The police speedos were made as accurate as possible and periodically calibrated so the evidence of speeding would stand up in court.

Every time a new run was being made, a prototype would go down the line and the inspector would make certain that all the parts were correct before signing off accordingly. For example, a vehicle might have one of our speedos and several gauges, which would be regarded all part of the same order. But

if a thousand oil pressure gauges were made using the wrong bezel, shipped to the car factory, and it was found they did not match the others, then someone was really in trouble.

There were master index cards which showed the correct components for the assembly process, and they were referred to constantly. If a station was about to run out of a part, and the next box of components was incorrect, then that particular assembly line would go down. Not good. The men responsible for supplying all the parts were called 'chasers,' a really high-stress occupation!

In this shop we made ammeters, battery condition indicators (a curious way of saying voltmeter), fuel gauges, and electrical oil pressure and water temperature gauges. I was there for about a year, until a big change occurred. The shop manager retired, and was replaced by a much younger man whose main interest seemed to be doing the same thing every hour, and putting the results on charts attached to a clipboard. This approach removed much of the independence and incentive that we all had, and reduced us to a robot-like existence. I decided it was time to move on, when after a short time an opening appeared in the print shop. This is where all the faces of the gauges were manufactured and it was to be my next adventure.

### THE FACE OF SMITHS

All of the machines in the print shop were operated by women, mostly young Irish lasses that had come to London to make their fortune. They usually wound up sharing bed-sits (tiny one-room apartments) with one another, paying high rents and hoping for a man to marry them and rescue them from their situations. Most of them were good workers and would stand for hours, printing dials endlessly as the days slowly passed. The women mostly argued about whether it was too hot or too cold in the shop and were seemingly never content, but goodness knows what they discussed when the men weren't around! Ninety miles to the northwest, in Coventry,



*The bi-metal team. The two younger women were the shop clowns whom the older women tried to keep under control. I'm on the far left..*

girls in the Jaguar trim shop were probably dreaming the same things, listening to the same hits on their own Tannoy system.

As in my previous position, accuracy was paramount. The dial was the face of Smiths, and had to look good. No mistakes were allowed. One day I came across someone printing dials with the name 'Jaeger' or possibly 'British Jaeger.' I asked about that and was told that those instruments were to be used on the "very expensive cars." All of the working parts were the same, so I never fully understood that. Smiths bought Jaeger in the late 1920s so it could have been a re-run of pre-war instruments, maybe even spares for SS cars or MGA, or perhaps Bentley or Rolls-Royce?

### MORE MOVES

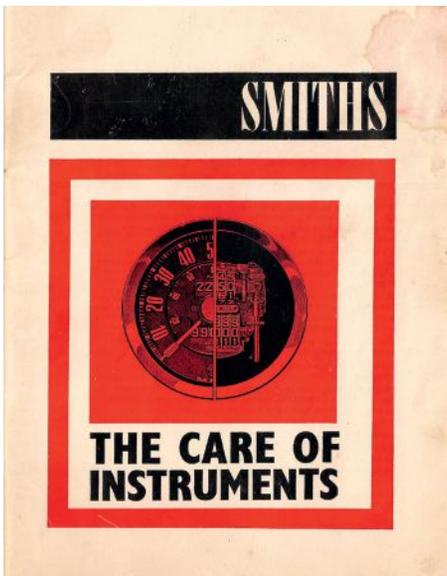
After a time in the print shop, I moved into the drawing office, and then another opportunity came along. About a mile north of the Cricklewood Works is Smiths repair facility at Oxgate Lane. This is where all of the instruments returned to Smiths, for any reason, would go. At that location there was a division of the quality



*Least favorite – a seat belt warning indicator.*

control entity where a few men would dismantle returned pieces, and try to find out why they had failed. This is where I would be spending the rest of my time with Smiths.

There were three of us who worked independently and went to where all the faulty items were collected. We would pick, say, ten speedos, each with a tag describing its problem. Like detectives we would work out why did it fail? Was it a manufacturing error, a weak part, or did the customer install it incorrectly? Is there a problem that keeps on appearing in a particular run? If we found something that repeated itself, we were able to go to the appropriate assembly line and start digging deeper. On the other



*The manual was freely available to all who asked.*

hand, the number of speedos I saw that were full of grease from someone enthusiastically using a grease gun on a speedo cable was amazing.

The facility also had a garage, where two mechanics would install just about any instrument on any car on the road, for those unwilling or unable to do it themselves. We also had our own volunteer fire department. After hours, every other week, we would gather and work very hard at resurrecting an ancient water pumper with a petrol-fueled engine, whilst answering questions from the Chief – “What is the difference between flammable and inflammable?” That stumped a few fellows, amazingly. [Ed. Note: *There is no difference, they mean the same thing.*]

As I found my way around, and became friendly with some of the operators, I was able to make a few custom instruments. Parts could be combined resulting in some one-offs that were really good-looking. I remember one destined for a Jaguar, although I don't remember which model. It was black plastic and held four gauges and a central clock, and was powered using a newfangled printed circuit. I rescued a damaged plastic enclosure from a scrap bin,

and cut out the face so I could mount conventional gauges in it, and shoe-horned it into my Morris Mini. Happy days! [Ed. Note: *Sounds like an XJ Series 1 minor instrument cluster.*]

I enjoyed my time at Smiths Industries and learned a lot. In 1971 the American girl decided that she had seen enough of England, and missed things like air conditioning, window screens, Betty Crocker, Crisco, and on and on, so we and our daughter came to the USA. I am now retired and have my own Jaguar sitting out in the garage, an '88 XJ-SC. Learning the foibles of the glorious V12 has been, um, 'interesting' – but that's another story!

### COMMON 'FAULTS'.

Probably the biggest mistake I saw was over-tightening the ends of speedo cables. If the inner cable was even a small amount too long the end-thrust would ruin the speedo head, which would grind itself to destruction. Hand-tight only, please! That, and over-greasing – leave the last six inches only faintly lubed. Oil pressure switches and transmitters usually suffered from being grabbed by channel-locks and tightened, instead of using the correct sized wrench at the base.

The bi-metal gauges were fairly robust, as long as people used common sense when tracking down a fault. The coil surrounding the bi-metal strip does not like high voltage. The voltage stabilizers were troublesome, and seemed to have an unusually high failure rate.

XKs and MGs used the 'dual gauge' mechanical oil pressure/ water temp instrument that seemed to me to be a little crowded; I preferred the separate units.

Chronometric speedos and tachs were being phased out, and were built on a small line at Oxgate Lane. Mostly for motorcycle applications, and way too complicated. The new spinning magnet speedos were so much simpler, quieter, and smoother (and cheaper!).

My personal favorite is the battery condition indicator. Being accustomed to seeing a needle in an ammeter move either left, right or not at all, measuring voltage seemed a much better idea. Being in a position to mix and match parts resulted in some really colorful creations, too! Least favorite? A seat belt warning indicator! Wired to the ignition switch, it illuminated on start-up, and pressing the button would trip an electromagnet and the light would go out, until the next time. I had one in my car for about two days, and I still have the silly thing! 🤖

# JAGUAR

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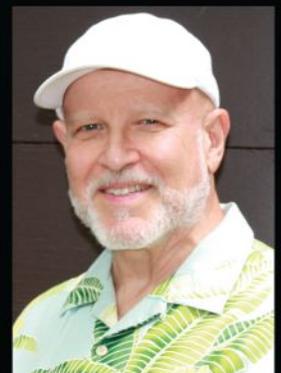
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# Reviving JCNA slalom support: Part two

Build on success

By John Larson

## RENEWING/INITIATING SLALOM

While the old history is playing out, encouraging signs suggest a new history lies waiting to be developed. Outgoing JCNA President George Camp recently noted that the JCNA membership reached a 58-year high in 2015 (*Jaguar Journal*, March-April, 2016) and four new clubs have joined JCNA in the past 10 years. In his President's Perspective column George encouraged clubs to renew both their membership rolls and their attitudes toward club renewal. In that same *Jaguar Journal* issue, David Hayden, Southeast Regional Director, offered a few tips for strengthening club memberships.

Jaguar Land Rover's ongoing new car discounts support new or sustained club memberships if club officers connect with and cultivate the new members. In broader terms, the latest advertising campaign from Jaguar Land Rover emphasizes performance. The car bodies are stronger, safer, lighter. Suspension systems and brakes are beyond complicated. Production line engines are more powerful than the race cars from Jaguar's heritage. And, after decades of waiting, a true Jaguar sports car once again graces the roads. This has to be good news for performance drivers, and the F-TYPE, the XE and the F-PACE models have begun competing on the JCNA slalom circuit.

The new cars and the tantalizing advertisements may inspire some, but as noted above, the challenges for sustaining and expanding the slalom program are not challenges of hardware. Here are some tips gathered from several JCNA slalom stewards that may assist clubs in launching a slalom program or in maintaining a 'Slalom Culture.'

### JCNA collaboration

Several levels of collaboration are useful in strengthening a slalom program, for example: collaborations among members within the club, co-planning with neighboring clubs (especially borrowing equipment for a try-out event), joint events with JCNA or non-Jaguar clubs, and collaborations with Jaguar dealers. A slalom team needs a slalom steward, timer, recorder and field staff to set up and take down cones and reposition displaced cones. A driver is needed to transport the cones, scoring table, canopy (recommended), chairs, timing gear and signage/banners. Spreading the work among many helps to avoid burnout, and provides opportunities to train future slalom leaders. In addition, it is helpful to recruit several drivers with experience in other clubs' slaloms or autocross events to promote mentoring of novice drivers.

Clubs need not go it alone in forming slalom events. The Review Results page of the website [JCNA/events/slalom](http://JCNA/events/slalom) menu shows that enthusiastic members often choose to drive to slalom events in neighboring clubs. Apart from such individual initiatives, some clubs have collaborated in joint events on the same weekend. Glen Enright, an experienced slalom steward in the JOCO, describes how the

Western States gatherings originally grew out of a three-club collaboration of the Portland, Seattle and Vancouver clubs. Along the populous eastern seaboard from Richmond (VJC) to Boston (JANE), there are many clubs that could cluster for collaborative slalom events. For example, four clubs lie within 120 miles of Washington, DC. Or, four clubs lie within 100 miles of Philadelphia. And, seven clubs lie within 150 miles of Hartford, CT. Following the model of the JOCO with the Seattle club and the three clubs in British Columbia, such a collaborative would provide for two sanctioned slalom events over Saturday and Sunday, would allow members more concentrated practice in slalom driving, and would allow for an evening of camaraderie and slalom tech talks. OK, that's total immersion, but lesser levels of help and collaboration can be explored, too. Shared tasks, equipment and finances would lower the burdens on any one club. Since many clubs plan two-day concours weekends, there is no reason why that could not also enhance the slalom opportunities.

### Non-Jag club collaboration

In addition to collaborations among JCNA clubs, joint ventures with non-Jaguar clubs can also facilitate slalom activities. For example, the



*Keith Bertenshaw's Tempero D-Type replica at the Challenge Championship in 2013.*

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Heart of America folks host a slalom in collaboration with other car clubs at the vintage races held at the Lake Garnett Raceway (Kansas). The JOCO (Oregon) club has maintained a collaborative event with other car clubs at the Portland International Raceway for about 20 years. Their consortium of seven clubs shares planning, finances and logistics for the "All British Field Meet" that draws close to 800 cars for a festival of car show, slalom, "funkhana" and off-road excursions. For that group, nothing succeeds like success.

### Dealer input

Finally, clubs should not overlook the opportunity to collaborate with Jaguar dealers in promoting their slalom activities. Jaguar Land Rover are marketing the new F-TYPE, the XE and the F-PACE models with a strong accent on performance. "How bad are you?" goes the strap line. This emphasis on driving translates into sales to members and potential members who want to enjoy the Jaguar's claws, not just its glossy coat. JCNA clubs need to identify such drivers, and channel their interests into local slalom events. Where possible, recruit local dealers to provide donor cars for slalom runs just as they provide donor cars for static displays at the concours. Slalom doesn't hurt cars at all, as they do not exceed 30-ish mph during a run.

### Communication

Nothing about the crucial role of communication is unique to slalom events. As with the concours, a long-term advance notice allows members

to schedule the event into their busy calendars. The special preparations for slaloms are probably less time-consuming than the preparations for concours, but owners who do not intend to show their cars still need notice for the driving event. The club newsletter and website are most important, plus word of mouth personal invitations/explanations by phone or in person. Periodic group emails are useful to convey specific plans and to provide tips as the event approaches, and certain likely performance drivers may be contacted individually, including from neighboring clubs. Spectators should also be encouraged, perhaps as passengers, because they become candidates for future drivers. Many clubs follow up the slalom event with a sociable luncheon. Follow-up stories and vignettes may serve to reinforce the slalom culture, along with presentations at periodic club meetings.

### Convenience

Certain administrative details may facilitate the slalom participation. For example, some clubs have on-line programs that allow quick registration and payment options. This procedure also provides the slalom steward some indication of likely attendance. Short of an on-line procedure, forms may be attached to email messages that enable entrants to download, fill out and pre-print their registration papers. Both of these procedures are more convenient for the participants, and greatly facilitate the registration process at the start of the slalom compared to filling out forms at the slalom site.

Many slalom participants, especially novices, will not own the required helmets. Thus, a helmet loaner program is useful. A club can buy a supply of four or five loaner helmets, or more cheaply, solicit loaners from club members. Alternatively, helmets can be rented for a day, typically from motorcycle rental places. In any case, head socks, purchased from internet sources and sold to participants, are usually recommended for use with loaner helmets.

*Typical hand-written score sheet from busy Delaware Valley event.*

### Added equipment

Slalom participants should have the benefit of a scoreboard that posts the times as each run is completed. Everyone, from novice to national competitor, wants to know, "How was my time?" Spectators are also interested. A public address system or bullhorn can also serve the purpose.

### BRIEFING & SAFETY

Before the first run of the slalom, the slalom steward should conduct for all drivers a walk-through of the entire three-lap course, pointing out the best lines of approach to the cones and offering tips on braking and steering. Novices should not be dropped cold into the subtle but occasionally bewildering contours of the JCNA slalom course. As an added benefit, novice drivers can be offered the chance to ride as passengers with a more experienced driver or have a veteran ride with them as consulting passenger. Such simple gestures go a long way toward building the confidence of new, and hopefully continuing, slalom enthusiasts.

Finally, where possible provide for restroom facilities. Some locations such as public schools or colleges may offer this convenience. Alternatively, clubs should investigate the cost of temporary restrooms and build that item into their slalom budget. Such provision, over the long-term, may enhance slalom attendance for drivers and spectators. Above all, keep it light and have fun. Editor Crespin is waiting to publish your stories.



*Relaxed 'run what ya brung' vibe.*

# XK8/XKR Navigation to Triple-Gauge Conversion

From obsolete technology to the classic analog clock and gauges

By Steve Klonsky

"Can we take the Jaguar convertible, P-L-E-E-E-A-S-E," pleaded Sophia, my 10-year old granddaughter. "Sure honey," I said, trying to contain my delight at her enthusiasm. I scribbled our destination on a Post-it and placed it on the console. "Let me just set up the navigation. OK, let's see, Navigation on, press Enter, hmmm... press Menu, press Set Destination, press Enter again, now Region which means state. OK, enter City, then Address. 'H,' where is 'H?'... darn I overshot it." At that point I hear a computerized voice say "Turn right in 100 feet." "I am still typing!" I exclaim to nobody in particular, perplexed. Sophia extends her arm and shoves her Android phone and its pretty 3D map view under my nose. "Let's go. We are ready now," she boasts.

She was indeed ready. I was still mired in the '90s-era point and click GPS in the XKR. I then later discovered the address we were headed to in a 15-year-old subdivision was not even on the antiquated line-drawn map! Let's face it, the 2000-06 optional navigation system on XK8 and XKR was primitive even by the standards of the day and aesthetically – well, to each their own, but those black plastic bezels and tiny non-touchscreen display always looked out of place to me in the sea of gorgeous burl that makes up the XK8/R dashboard. To make matters worse, Alpine only supported it with map updates until 2003. Jaguar changed navigation system suppliers, and this system was never further supported. Clearly, with new roads constantly being created and old ones diverted/closed, the inadequate system is only going to get worse.

Where to go from here? Some owners have managed to get a modern Garmin portable unit to fit behind the wood bezel and jury-rigged a permanent power supply. This still presents a problem with muting the



*Outdated, circa late 1990s' design navigation system.*

radio, it never quite fits perfectly in the opening and it does not address the aesthetic dashboard issues.

I thought, "Do I really need navigation in this car?" I have always admired the clean lines of the XK8/XKRs with factory-offered triple-gauges in the center. They are reminiscent of the Jaguar XK classic dashboards. I carry a smartphone. If I need navigation, Google works great. Why not convert to the original equipment triple-gauges? All that is required to make it happen are a triple-gauge cluster, a special wiring harness, a new wood bezel, some basic tools and two or three hours of one's time. Here's how to do it.

## THE XK8/XKR TRIPLE-GAUGE CLUSTER

The triple-gauge cluster, also known in the Jaguar Parts Catalog as the Minor Instrument Pack (MIP), provides an oil pressure gauge on the left, a quartz analog clock in the center and a voltmeter on the right. These are backlit and connected to the vehicle dimmer. The gauges are modern stepper motor types, driven by the computer built into the main speedometer cluster. The cluster fits into the exact space the navigation screen occupies.

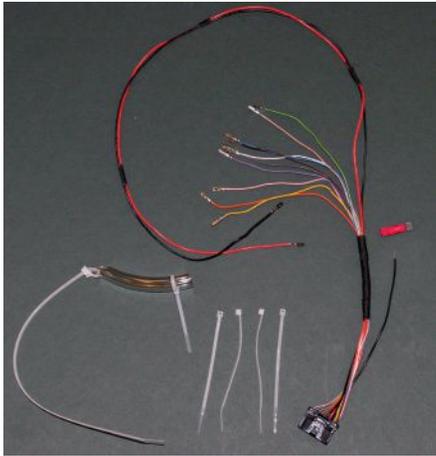
The oil pressure gauge registers mid-scale when there is at least 3 psi of oil pressure. If there is less than 3 psi, the gauge registers zero. This style of 'dumbed-down' gauge sender was made available in '90s and '00s to prevent owners who did not understand normal oil pressure fluctuations from unnecessarily bringing the vehicle in for warranty service. The face also includes a red Low Oil Pressure LED.

The quartz clock includes two time-setting buttons conveniently at the bottom of the front face.

The voltmeter has a range of 9 to 17 volts. It also is computer-filtered to minimize fluctuations but does indicate actual voltage in roughly 0.25 volt increments. The face includes a red voltage warning LED.

Fortunately, all production years of the XK8/XKR MIP are functionally interchangeable, with minor caveats. There were several triple-gauge part numbers over the 1996-2006 XK8/XKR production run:

**LJB4310AB, LJA4310AE, LJA4310AG:** These are the most widely available parts, were supplied on vehicles from 1996 through 2003 and have black



*The Navigation to Triple-gauge Wiring Harness Kit from thejagwrangler.com includes all of the parts you need to complete the conversion except the gauge cluster and the replacement wood center bezel.*

pointer hubs and rectangular dial tick-marks. You cannot go wrong with these models. These can be used in any model year XK8 or XKR, even if the eBay listing or Jaguar parts reference says otherwise.

**LJB4310AA:** This MIP was used on some 1996-99 models. It is distinguished by teardrop-shaped dial tick-marks. Though they will operate fine, I hesitate to recommend this part because the voltage scale is slightly compressed, and it will not be accurately calibrated for use with 2000 and later vehicles.

**C2N1627:** This part has chrome pointer hubs and was used only in 2004 and later models, which also have factory chrome instrument rings on the main instrument panel gauges. This part is relatively hard to find used. Unless your goal is absolute factory authenticity, one of the above models with the black pointer hubs will work, look great and chances are good no one would be the wiser. This part will also work for any model year vehicle.

The MIP clusters from Jaguar have a list price of over \$500, so I highly recommend picking up a nice used one from salvage. Used, the average price is around \$75. An eBay search

for 'Jaguar XK8 clock' or the above part numbers will almost always turn up a few good used candidates. When you receive your salvaged MIP, a bit of clean-up and maintenance may be in order.

Plastic scratch remover, such as Meguiar's Scratch-X, can remove fine scratches from the clear lens. Also, I recommend replacing both backlight bulbs with new, since these used bulbs are prone to failure. They are accessible from the rear of the cluster with a counterclockwise turn on the bulb holders. The two #194 miniature wedge bulbs are available at any auto parts store. At the time of writing, cleaned, polished, tested, fully refurbished and warranted, ready-to-install MIPs are available from thejagwrangler.com for \$150.

**THE WIRING HARNESS**

Jaguar used an entirely different interior wiring harness for navigation-optioned vehicles vs. triple-gauge

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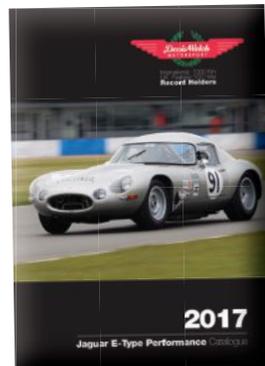
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*Book-ended XK8 dash panels..*

vehicles. Swapping complete interior wiring harnesses would be impractical regarding both materials and labor.

Fortunately there is an aftermarket specialty wiring harness modification kit which is built expressly for converting navigation to triple-gauges available for \$89.95 from [www.thejagwangler.com](http://www.thejagwangler.com). That's the hard part taken care of right there!

### WOOD DASHBOARD TRIPLE GAUGE CENTER BEZEL

To complete the conversion, you will also need to acquire a new wood center bezel. Though all model year triple-gauge wood bezels are physically interchangeable, a decision of budget vs. factory authenticity and cosmetics comes into the fore for bezel selection. Jaguar XK8 and XKR dashboard wood panels come as a set. The panels are all cut from the same sheet of veneer so that the grain and color is matched. Dash panels are 'bookmatched,' which means adjacent panels have mirror

image grain patterns. For this reason, Jaguar Parts does not sell individual replacement panels, only complete dash sets. Acquiring a new set is a very expensive proposition, with a list price north of \$2,000. Again, the salvage market is your best bet.

If you are on a tight budget, consider purchasing only the triple-gauge cluster wood dash panel. This will not have the authentic bookmatching; but if you purchase off of eBay, you can often score a reasonable color match on a salvage panel for around \$50. Try to buy one with a return policy, so if it is not up to par when you receive it, you can return it and try another. With careful selection of just the center triple-gauge panel, only a very discerning eye would notice the lack of bookmatching.

If your budget is more flexible and you desire an authentic bookmatched set, full sets are available on eBay typically for \$150 for \$500. You can also resell your old set on eBay and recoup some of the cost.

The walnut panels are the most commonly available. Search on eBay for 'Jaguar XK8 Wood Instrument' or 'Jaguar XK8 Wood Dashboard.' If you buy a full set from outside of the US, make sure it is a left-hand drive set. Rarer maple panels will be harder to locate. If you have a Silverstone with the grey finish panels, or other rare wood finish from a limited edition model, these may be a special challenge to find. For these rare cars, your best bet will be to check with Madera



*Example of a conversion on a budget with a carefully selected, but not book-ended center bezel. Still looks great.*

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1963 XKE Series 1 3.8 OTS



VIN: SAJAV1346GC482300  
1986 XJ6 Series III 4.2 Sedan



VIN: 671614  
1952 XK-120 3.4 Roadster



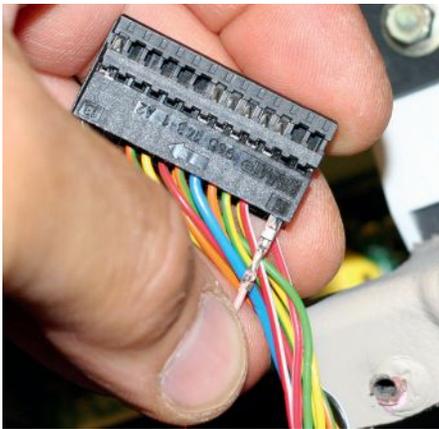
VIN: J92045BW  
1959 Mark IX 3.8 Sedan



VIN: J876751  
1962 XKE Series 1 3.8 OTS

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*Inserting a terminal in the main speedometer cluster connector.*

Concepts in Goleta, CA, for advice. They specialize in quality Jaguar wood refinishing and re-veneering.

Also, if you have a 2004 or later XK8 or XKR you may have trim rings on your main instrument cluster. There is no need to purchase a hard-to-find wood bezel with factory-polished trim rings, as there are several aftermarket sources for trim rings including Mina Gallery, Adamesh and eBay.

**MAKING THE CHANGE**

Once you have acquired all the parts, it is time to perform the conversion. You will need the following tools: 8 mm and 10 mm socket ratchet wrench with extension, wire cutters,

a #2 Pozidriv screwdriver and pair of small pliers. Most importantly, you will need to print out the detailed step-by-step instructions at [www.thejagwrangler.com/installation-lhd.html](http://www.thejagwrangler.com/installation-lhd.html). What follows is a brief overview.

**Disassembly**

Start by lowering the steering wheel and extending it out as far as possible. Then disconnect the battery. Next, remove the kick panel under the dashboard on the driver's side and remove the main speedometer cluster wood bezel. Unplug the switch assembly at the upper part of the bezel. Unplug both of the yellow and black connectors on the main speedometer cluster. There is a video for this disassembly referenced in the website instructions. Pull out the center navigation wood bezel and remove the navigation monitor.

**Pull the new wiring harness**

The new wiring harness, as shipped, has a simple cable pulling tool attached. Thread the nylon tab from the cable pulling tool into the cable opening for the navigation connectors until it emerges the short distance into the area of the main speedometer cluster.

**Connect the ground wire**

Locate the black wire with the pink stripe on the 12-position connector from the navigation monitor. Attach

the stripped black wire from the triple-gauge conversion harness using the wire-tap included in the kit.

**Connect the new harness wires**

After removing the speedometer cluster connector shells, insert the terminals in the main instrument cluster connector body following the step-by-step instructions. Carefully follow the color code in the instructions for each of the 12 wires with terminals that need to be inserted into the two connector bodies. Then reassemble the shells and plug in the speedometer cluster connectors.

**Install the new triple-gauge cluster**

Fit the new cluster and fasten it with four Philips screws retained from removing the navigation monitor.

Reconnect the battery. When starting the car, the gauges should indicate approximately center scale. The red fault lights on the voltmeter and oil pressure gauges should also briefly light up as part of the test sequence just after starting the car. Check that the gauge illumination is working properly. Once everything checks out and the wood trim panels are installed, refit the lower kick panel.

Now sit back and admire the classic beauty and functionality of your new dashboard! 🍷



*Handsome Original Equipment Jaguar XK8 / XKR triple-gauges installed with optional trim rings.*



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# Keeping Your Cool: Part 2

Keeping 12 pots from boiling over

By Norman Lutz



*The full Monty – a twin-pump race engine: Cool.*

*Disclaimer: Though not a JCNA member, Norman is an accomplished tuner and has a long track record of successfully upgrading various Jaguar engines. Please note, these are Norman's thoughts and techniques and do not necessarily represent the views of Jaguar Journal, which accepts no responsibility for any loss or damage, however caused, in relation to this article.*

## DOUBLE TROUBLE

The work I did and the test results I achieved with the six-cylinder XK in 1968-69, led to my modification of a friend's V12 E in the Seventies. I followed the same assumptions, that the water ports were too large to control water flow though the head, of which more below. It doesn't help that many V12s are fitted with 'standard' parts-store thermostats, instead of the foot-type that close off the bypass passages. Or that in many cases of overheating the reflex first step of many non-specialists is to toss the thermostats altogether, in the mistaken belief they somehow impede coolant flow. Recently on a major UK E-Type forum, a succession of posters professed themselves unaware even that there were two thermostats on V12s...

Most of Jaguar's 'fixes' did little to alleviate the problem, occasionally causing other problems. Meanwhile, the V12 had cooling challenges for

its 21-year life – fuel-injected engines even more so than the original carburetted engines.

**Table 1: Cooling analysis of carburettor V12 engines**

V12-Carb	diameter (in.)	area (sq. in.)
Thermostat Housing Outlet	1.00t	0.79
Thermostat	1.06	0.89
Water Transfer Tube	0.90	0.64
Water Manifold Ports(s)	0.70	0.39 (x 4) = 1.56

Manifold port restrictors sized as follows:

1st or Front Hole	0.125	0.012
2nd Hole	0.50	0.20
3rd Hole	0.50	0.20
4th or Rear Hole – std.	0.70	0.39

Total port area of front and rear manifolds is 0.80 sq. in., equal to the water outlet area (0.79 sq. in.), giving 26% of flow to the front and 74% to the rear.

**Table 2: Cooling analysis of fuel-injected V12 engines**

V12-Injected	diameter (in.)	area (sq. in.)
Water Outlet	1.00"	0.79
Thermostat	1.06	0.89
Water Transfer Tube	0.645"	0.33
Water Manifold Ports(s)	0.70"	0.39 (x 4) = 1.56

To achieve adequate water flow though rear of head, port area of front water manifold should not exceed 50% that of transfer pipe. You will also see that the area of the transfer pipe is less than 50% of the outlet area; not a good thing. By installing restrictor plugs in front manifold water can be directed to the rear of the head to produce a more effective cooling outcome.

**Stage One modification:** Front manifold ports sized as follows:

1st or Front Hole	0.125"	0.012
2nd Hole	0.50	0.20
	total	0.21

The Stage One modification is suitable for most drivers, giving 36% flow to the front and 64% to the rear. For those using their cars at sustained high speed cruise mode, or for track days, the Stage Two modification is recommended.

**Stage Two modification:** This stage removes the standard water transfer tube and adds a large bore tube for maximum flow. The front water manifold is as per Stage One.

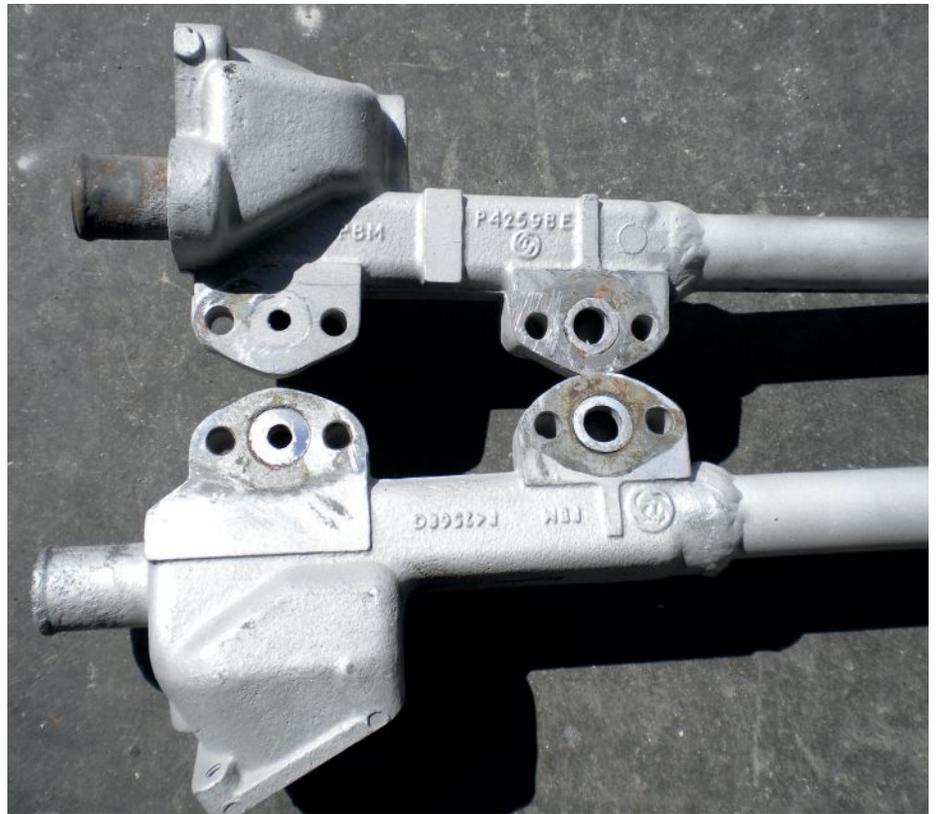


*Correct thermostat left. The 'footless' one shown*

The transfer bore of the water manifold(s) is 0.86 in. for an area of 0.58 sq in. so we add a restrictor to the rear manifold as follows:

	diameter (in.)	area (sq. in.)
Water Manifold Port(s)	0.70"	0.39 x 2
Manifold Transfer Port	.86"	0.58
3rd Hole	0.50"	0.20
4th or Rear Hole – std.	0.70"	0.39

This now gives a total port area in the rear manifold of 0.59 sq. in. which added to 0.21 sq. in. for the front gives a total port area of 0.80 sq. in., i.e. equal to the water outlet area giving 16% to the front and 74% to the rear. That's all there is to it and, since the parts to be modified generally do not stick in place it is quite easy to remove them with care and work on the bench. Try it and see. 🛠️



*A pair of Stage Two modified water rails.*



*right leaves the bypass open and spoils cooling.*



*Differential-sized restrictors shown in situ.*

# Reflections on Vancouver

Friendly + busy = productive

*Jaguar Journal* on-site team

There's a song called Big Spender that starts "The minute you walked in the joint, I could tell you were a [marque] of distinction..." Maybe some AGM attendees and members of the public recalled those lines when they walked into the lobby of the stylish waterfront River Rock Casino Resort. As a minimum, they can't have missed the gorgeous F-PACE and F-TYPE parked in the hotel lobby. The cars certainly made a good impression and thanks are due to Jaguar Land Rover, Richmond, for the display. Nor were they alone as, despite the comparatively short notice, a great group of sponsors responded positively to presentations and appeals by the host club – the Canadian XK Jaguar Register, and their partner Canadian Classic MG Club. Between them, Jaguar Cars, Hagerty Classic Car Insurance, Jaguar Land Rover Canada, SNG Barratt, Welsh



*The ultimate lobby-dressing: An XJL and matching white F-PACE.*

Enterprises and XK's Unlimited made a great meeting possible, for which the host clubs were extremely grateful.

## MEETING PREP, THE CANADIAN WAY

As usual, many folks – especially the Board of Directors – arrived two days early on Thursday evening, to get the necessary early start next morning on the full-day BoD meeting. Early-arriving delegates were joined by host club members for a gathering of old friends, and first meetings – often finally putting faces to names. Connecting for information sharing, catching up on activities, sharing travel stories and touching on what would be discussed at the AGM were common themes. It was a pleasant early evening of appetizers, drinks and conversation, followed by many going their separate ways for dinner both in and outside of the hotel.

**"Beautiful venue  
and gracious support  
from the resort staff."  
Jack Humphrey**

## BOD DELIBERATIONS AND AWARDS

Traditionally, Friday involves going through the AGM agenda and this year there was an afternoon seminar on JCNA special awards. Thirty-five AGM attendees gathered in a seminar room overlooking the Fraser River to hear about the JCNA Special Awards program. To new members, the origins of the awards can be lost in the mist of time and Bob and Committee members Les Hamilton, Jennifer Orum, Paul Petach and Mary Snyder outlined the awards, their history, the selection criteria and process, and how JCNA affiliate clubs can submit nominations. [The Committee also includes Hazel Beck and Mike Cook.]

The awards covered were: Andrew Whyte Service Award, Fred Horner Sportsmanship Award, Karen Miller Editor of the Year Award, Website Award and President's Awards; plus the Dealer of the Year Award, as well as the Newsletter Awards for Photography and five article categories – Heritage, Event, Travel, Technical and Jaguar Life. Being an interactive session, seminar attendees made numerous suggestions, particularly concerning the Jack Horner Sportsmanship Award. A proposal to



*Looking like a high-kicking French can-can chorus line: your JCNA Board...*

incorporate club drives over 50 miles in the Fred Horner Award criteria had been made in recent years and many at the seminar strongly recommended it be looked at again. In the discussion of the Website Award, it was suggested that consideration be given to expanding the selection criteria to include assisting with club functionality (e.g. processing of renewals and event registrations.) Attendees were thanked for their many ideas, which will be reviewed by the Committee over the coming months.

**"...very well organized. There was something for everyone. The River Rock Casino and Resort provided great facilities and spectacular views."**  
**Bob Matejek**

Bob announced a new award for JCNA members who contribute to the *Jaguar Journal*. He also indicated the Committee will be discussing the creation of a Social Media (Facebook) Award.

**Important reminders:** The deadline for affiliate clubs to submit award nominations is December 31, 2017 and full award information & nomination

forms will now be available under a new Awards Tab on the JCNA website. The Special Awards Committee needs representatives from the South Central and Southeast Regions and anyone interested in becoming part of this fun Committee is encouraged to contact Bob at [awca@jcna.com](mailto:awca@jcna.com). See the table for winners.

**ST PATRICK PUTS IN AN APPEARANCE**

Irish eyes were smiling throughout the room when 95 guests gathered for buffet dinner and a celebration of St. Patrick's Day. The Irish band, the Cronin Trio who are host-club members, played and sang to a standing ovation at the end, and plenty of audience participation (A.K.A. Guinness-fueled singing) throughout the evening.

Two guests were celebrating birthdays that day, one from the host club – marked candles, cake and history being shared.



*Club members the Cronin band made the evening go with a swing.*



*CJKR/CCMGC club founder Ian Newby looks on as Jerry Parkhill addresses the room and his wife Sue discreetly adjusts her man's clothes, as wives do!*

CJKR's founder, Ian Newby, introduced Jerry Parkhill as a charter member 48 years ago, and spoke also of his long relationship with JCNA, including positions of regional director and past president. The strains of 'cockles and mussels alive alive-o" could be heard echoing through the hotel as guests returned to rooms later in the evening.

**SPECIAL AWARDS**

- Andrew Whyte Service Award
- Dick Maury–North Georgia Jaguar Club
- Frederic Horner Sportsmanship Service Award (2 winners)
- Brian and Pauline Craig and Thomas and Nancy Jones - Delaware Valley Jaguar Club
- Dealership of the Year (2 winners) Jaguar Colorado Springs, Colorado Springs, CO.
- Jaguar Land Rover North Scottsdale, Phoenix, AZ.
- President's Award (x 4)
- Dave McDowell–Jaguar Owners Association of North Texas
- Richard Halk–Jaguar Associate Group
- Gary Kincel–Jaguar Club of Pittsburgh
- Gerry Ellison–Carolina Jaguar Club
- Karen Miller (Editor) Award
- Editor: Jerry Cohen
- The Litter Box
- Carolina Jaguar Club
- Website Excellence Award
- Jaguar Associate Group Webmaster Les Hamilton
- Newsletter Awards
- Photo: Timothy Horton
- Technical: Bruce Murray
- Event: Gene Lapko
- Travel: Ed Avis
- Heritage: Timothy Horton
- Jaguar Life: Dennis Eklof



*An important meeting with lots to decide.*

**“The AGM ratified reorganization of Slalom Classes proposed by Slalom Committee to better accommodate future Jaguar models.”**

**Tom Wright**

**SATURDAY AGM**

The formal AGM meeting next day had a good contingent of Canadians in attendance, which was nice to see. One of the formal duties was announcing the election results.

**ELECTION RESULTS**

President: Jack Humphrey

Vice President: Barbara Grayson

**Regional Directors**

Northwest: Barbara Grayson

Southwest: Les Hamilton

North Central: Mike Meyer

South Central: Dave McDowell

Northeast: Eleanor Morris;

Southeast: Tom Wright



*An extremely interesting seminar from Nigel Matthews.*

Other formal changes recorded were the alteration to slalom classes, plus a concours tie-breaking system approved to solve problems at North American Champion Division. (Check website minutes for final wording). The business also included agreement to a bylaw change to clarify appropriate regional director election announcements and rules governing the handling of voting ballot papers. As one director put it: “It seemed several of the delegates came to the AGM with a unclear understanding of the proposed concours change. But after the proposed rulebook change was presented, it became clear what the proposal was and the proposal passed easily with over a two-thirds majority.”

**SPECIAL SPEAKERS**

On Saturday afternoon, attendees were treated to a fascinating presentation by Nigel Matthews, from Hagerty Classic Car Insurance, entitled ‘Classic and Exotic Cars Around the Globe’. This was based on cars as judged and/or seen by Nigel in his travels as a concours judge. He entertained the audience with complete histories and photos of rare cars before, during and after restoration. A special focus was cars beginning life in one form and being repurposed. Would you believe a Rolls-Royce/Bentley garbage truck, and fire tender? Other examples were cars recreated to owners’ eccentric requirements and some of them really were eccentric. It was well attended, enjoyable and informative.

“Thirty-one North American competition awards were presented at the Saturday evening banquet. Our friends from Canada were there in force, accepting thirteen of them.” Dave McDowell

Saturday’s Awards Dinner featured keynote speaker John Lindo, Director of Public Relations, Jaguar Land Rover Canada. Guests were treated to a presentation including current developments with Jaguar, the recreation of the XKSS, the new F-TYPE

and Formula E car, the return of Jaguar to racing, and video of the F-PACE climbing a rugged rock cliff. One point that was especially welcome to the Canadian audience was a long-awaited announcement that a special discount program will soon be available through Canadian dealers.



Keynote speaker John Lindo, Director of Public Relations for Jaguar Land Rover Canada.

End of year competition awards for rally, slalom and concours were handed out to any winners present, and mailed to the rest. A very deserving George Camp also received a plaque in recognition of his contributions as JCNA president. 🏆

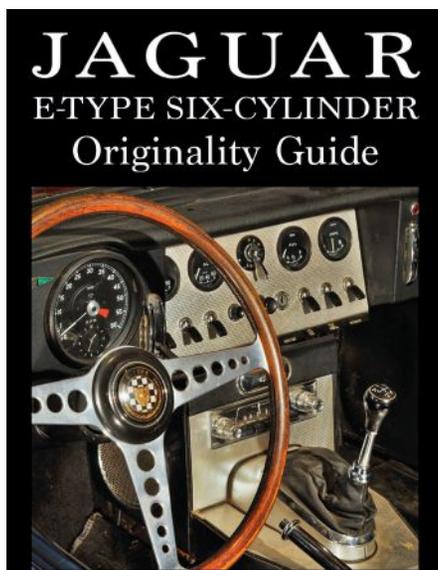


Bowing out in style – a relaxed George Camp addresses the gala dinner guests.

## Book Review

Jaguar E-Type Six-Cylinder Guide, by Dr. Thomas F. Haddock and Dr. Michael Mueller

By George Camp



Despite being out of print for years, anyone who is seriously involved with E-Types will have heard of ‘Haddock’. Usually mentioned in revered terms. Dr. Haddock’s seminal work on E-Type

originality has, in recent years, mostly been seen on eBay. When a volume does show up, the bidding often climbs to hundreds of dollars for the first edition, reflecting the status of the book. The second edition continues to sell well but that may soon change. This latest collaboration of Haddock and Dr. Mueller (a JCNA Rules Committee member) is effectively the previous works on steroids!

For an E-Type lover who wants to get the smallest details right, Haddock is almost a romance novel with intimate erotic encounters. It crosses all boundaries of originality and places all other works at the back of the shelf, or repurposed as a chock for a short-legged table.

Simply stated, it is the documentation of the six-cylinder cars to a level never previously reached. My knowledge is fair enough to state that I am sure there are changes and variances shown that the factory did not realize transpired. Jaguar Classic staff have already ordered

copies – that is high praise indeed! Most important to some are the 1,568 full-color and very sharp pictures to enable restorers, owners, and potential buyers to determine the status of an E-Type as their values climb!

This work is granular down to the correct original wheel weights, minor casting changes in various parts, hidden locations of identification numbers and factory markings, built-in factory flaws and more.

Both authors are proud JCNA members and are a credit to the club. JCNA was given first offer of this limited publication work and so this review was “forced” into this issue in a hurry. Members may find the book in the JCNA merchandise section of the JCNA web site under Jaguar Books and A-JAGUAR-SIX. The book will retail for \$125 on the open market but JCNA members will pay \$85 (plus shipping). Seriously, buy one while stocks last! 🏆

# Northeastern Regional Report, (Continued)

Meanwhile, there is a huge number of social events – i.e. almost 40 percent – as opposed to driving/show-based. And of course, many other events have a lot of social content. You could describe the clubs in the Northeast Region as social clubs with car problems.

Finally, despite often wretched weather, the large number of socially-oriented events means that many clubs are active year-round despite seasonal lack of opportunity for driving events (unless of course you own a new AWD Cat). Interesting off-season activities promote member loyalty and continuity.

Table 2 breaks events down by club. The three largest clubs account for about half the regional membership and plan an average of 25 events each over 2017, many of them social not competitive.

Another advantage we in the Northeast have is the number of car-related events staged by other organizations

in our back yard. This provides many opportunities for Northeastern clubs to benefit from the efforts of others, such as:

- British Invasion, Stowe, Vt., September 15-17 (JTC and JANE)
- British Car Day at Larz Anderson Auto Museum, Brookline, Mass., June (JANE)
- Van Vleck Car Chow, Montclair, N.J., June (JTC)
- Sports Car Driving Association Driving School, Lime Rock, Conn., September (Empire)
- West Point Football Game, N.Y., October (Empire)
- Simeone Auto Museum, Philadelphia (DVJC)
- US Vintage GP in Pittsburgh (JACNY).

- The Classics at Brantwyn, Wilmington, Del., October (DVJC)
- British Car Show, Lewes, Del., May (DVJC)
- Carlisle British Car Gathering, Carlisle, Pa., May (NCJOC)
- New York Auto Show, April (Empire)
- Tour and Car Corral at Pocono Raceway Indycar Race, August (Empire)

As we with grapple with issues of maintaining and growing membership and increasing participation, hopefully the activities of the NE clubs can provide some guidance. If you see something of interest, call fellow JCNA members in the Northeast and have a chat. 

<sup>1</sup>Only three or four of the scheduled rallies are JCNA-sanctioned events.

<sup>2</sup>JCSNE normally holds two slaloms a year but lost its venue in 2016 and is still seeking another.

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# Tales from the Trade

*“If someone told you to stick your hand into the fire, would you do it?”*

A luxury car maker was recently admonished by the national body responsible for advertising standards in its home market. The charge was ‘encouraging unsafe driving practices’ during an advertising campaign featuring its hands-free technology aimed at business executives. The offending item was an ‘advertorial’ which appeared in a prominent newspaper in September 2016. The copy claimed that driving could be “transformed into productive reclaimed time” and the car is becoming “an extension of the workplace.”

It also included the following passage: “Cleverly integrated in-car systems – such as those found in the latest [model name] – let you work on the move without compromising safety. The combination of smart technology built in to the car, and vehicle optimized smartphone apps, can help organize your next meeting and stay in touch with colleagues and family while on the move. [It has] Wi-Fi connectivity– invaluable in transforming what would otherwise be downtime in a traffic jam or long hours on a motorway.”

Two complainants lodged objections to the piece with the advertising regulator. They claimed the ad as written was irresponsible, because it encouraged unsafe driving practices. Hmm, you can see what they were ‘driving at,’ excuse pun, but the audience was, after all, adults. Surely anyone achieving that particular milestone will have been told more than once as a child that “if someone told you to stick your hand into the fire, would you do it?” It takes a pretty dumb child, let alone adult, to answer in the affirmative. The car maker replied saying they did not believe the piece encouraged dangerous driving and that it specifically stated that the described functions of the car “should be used without compromising safety.”

## POSSESSION OR USE?

The advertising regulator thought otherwise. In its assessment of the complaints, they said it understood the ad was aimed at business

executives and that it promoted a car that included features allowing the driver to carry out work related tasks via hands-free technology. However, it said the features were likely to distract a driver’s attention from the road and could prevent them from having full control of the car. Since very many other automakers and models have similar features today, the ‘it could’ argument would presumably include them, too. In which case, did this automaker transgress by fitting the relevant technology, or by mentioning it in their promotional material, or both? In other words, adopt a policy of technical nudge-nudge “Don’t ask don’t tell?” The regulator concluded the advertorial was “irresponsible” and ruled that it must not appear again in its current form, telling the automaker that future advertising must not encourage drivers to carry out tasks that could distract them. That’ll be it for driver-side vanity mirrors then? Of course not.

The automaker said the ad had been written in conjunction with the newspaper and had not been further distributed. A statement from the company added: “We acknowledge the ruling by the [regulator]. We were disappointed they did not find the safety message in the campaign was prominent enough. For all of the connected car technologies we offer our customers, we will always offer only what is safe to do whilst driving. The hands-free technology in the [model] has been developed and tested to allow users to put their phone safely and legally away, and to focus on the driving experience.”

Figure on seeing many more legal or regulatory actions around autonomous technology or connectivity on the move in an attempt to save people from themselves. Driving aids are becoming not just more common, but already some are mandated for all new cars. There are additional self-drive technologies just around the corner in the run-up to the autonomous-driving future. Since

anything has the potential to distract a careless driver should we cover it all up? No. Should we put in a few interlocks that limit what can be used/ accomplished whilst driving? Possibly. Should you put your hand in the fire if someone says it OK? Your call. As a very prominent JCNA officer put it: “You can’t fix stupid.” The regulators of the worlds ought to remember that sometimes. But for goodness sake, concentrate on your driving, not reading or drinking or doing your make-up (that’s just the men).

Oh, the name of the automaker? Sorry, can’t tell you that. Even if you strapped me into a heated Connolly leather seat and surrounded me with chrome accents and burl walnut, I couldn’t say. You might think that aluminum-intensive architecture or a steering wheel growler would give the game away, but my lips are sealed... 🤐



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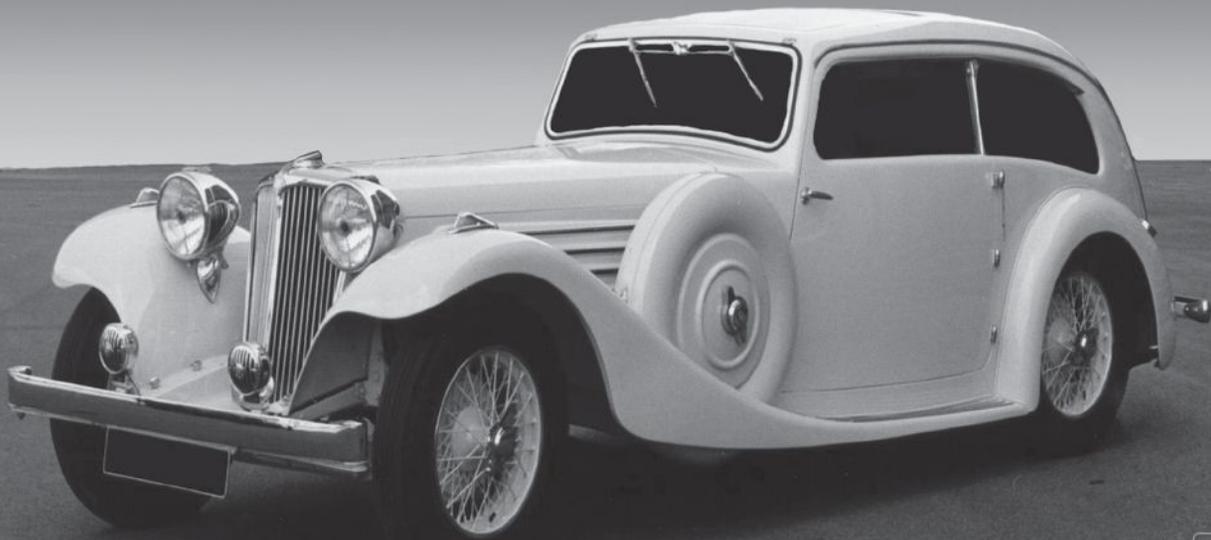
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**Jaguar Clubs of North America**  
 500 Westover Drive, No. 8354  
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 JCNA Website: [www.jcna.com](http://www.jcna.com)

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

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

**Vice President:** Barbara Grayson,  
[Barbara@consolidatedautoworks.com](mailto:Barbara@consolidatedautoworks.com)

**Elected Member:** Gary Vaughan,  
[gcv Vaughan@me.com](mailto:gcv Vaughan@me.com)

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

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[haroldleggett@gmail.com](mailto:haroldleggett@gmail.com), 502-593-6379

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

**Jaguar Designated Director:** TBD

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 Portland, OR 97219, USA, 503-246-8477 Fax: 503 246-8478, [barbara@consolidatedautoworks.com](mailto:barbara@consolidatedautoworks.com)

**Carole Borgens** – 3/2018–304–20443 53 Avenue,  
 Langley, B.C., V3A 7A6, Canada  
 604-514-8414, [caroleborgens@shaw.ca](mailto:caroleborgens@shaw.ca)

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**Jack Humphrey** – 3/2018 – 5102 Brady Road,  
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[jagluver2@cs.com](mailto:jagluver2@cs.com)

**Les Hamilton** – 3/2019 – 447 Homer Ave, Palo Alto,  
 CA, 94301. 408-759-2921, [Les@jags.org](mailto:Les@jags.org)

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**Bob Matejek** – 3/2018 – 1900 Pine Valley Court,  
 Oakland, MI. 48363, 248-842-1046 cell  
 248-650-8755 home, [BMatejek@jcna.com](mailto:BMatejek@jcna.com)

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 Carrollton, TX 75007, 214-649-5275, [xjjags@gmail.com](mailto:xjjags@gmail.com)

**Gary Vaughan** – 3/2018 – 6015 Azalea Lane  
 Dallas, TX 75230, 214-212-7570,  
[gcv Vaughan@me.com](mailto:gcv Vaughan@me.com)

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**Eleanor Morris** – 3/2019 -, 518-766-4064,  
[kdanneil@fairpoint.net](mailto:kdanneil@fairpoint.net)

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 Avenue, Deland, FL 32720, 772-713-3996.  
[thomaswright@bellsouth.net](mailto:thomaswright@bellsouth.net)

**George Camp** – 3/2018 – 1772 Willowcreek Dr.  
 Columbia, SC 29212, 803-760-9460, [scjag@juno.com](mailto:scjag@juno.com)

## JCNA COMMITTEES AND MEMBER SERVICES

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

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

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

**CHIEF JUDGE:** – Dick Cavicke, 5849 Sagebrush Rd., La Jolla, CA 92037. H: 858-456-0849, E-mail: [dcavicke@jcna.com](mailto:dcavicke@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 Court, Norcross, GA 30071. 404-610-4524

**COMMUNICATIONS:** Works with JCNA affiliate clubs to improve posting event listings and other information on JCNA.com. Assists affiliates with their own Websites. Position open

**JUDGE'S CONCOURS RULES COMMITTEE (JCRC):** – Dick Cavicke, Chair, 858-456-0849, [dcavicke@jcna.com](mailto:dcavicke@jcna.com)

**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 Road, 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)

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

**MEMBERSHIP COMMITTEE:** Works to increase JCNA membership and make the club more responsive to members. Eleanor Morris, co-chair, 518-766-4064, [kdanneil@fairpoint.net](mailto:kdanneil@fairpoint.net); and Greg Huelsman, co-chair, 502-292-0426, [greghuels502@gmail.com](mailto:greghuels502@gmail.com)

**NEWSLETTER AWARDS:** A program to recognize excellence in content and production of JCNA club newsletters. Editor of the Year receives Karen Miller Award. – Mike Cook, 10 Hawthorne Rd., Wayne, NJ 07470, (C) 201-424-5838. (H) 973-835-7604.

**NOMINATING COMMITTEE:** Receives Regional Director Nominations. – Gerald Ellison, Chairman, PO Box 41721, Fayetteville, NC 28309-1721, 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*. – Ed Avis, [ed@avisfamily.com](mailto:ed@avisfamily.com) 252 Upper Pond Road, Litchfield, ME 04350

**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. – Thomas G. Wright, 1631 Strathcona Avenue, Deland, FL 32720, 772-713-3996. [thomaswright@bellsouth.net](mailto:thomaswright@bellsouth.net)

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

**WEBMASTER:** Maintains JCNA Website and coordinates all postings, event results, forums, etc. – Jack Humphrey, [webmaster@jcna.com](mailto:webmaster@jcna.com)

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



# Events Calendar

**May 19-20, 2017:** The Heart of America Jaguar Club will host their annual Concours d'Elegance on the Terrace at the Crown Center Complex in downtown Kansas City, Mo. The club will host a hospitality party on Friday evening, May 19, with hors d'oeuvres followed by dinner. The venue has not been confirmed; complete information will follow shortly. The Concours is scheduled for Saturday, May 20. Contact Mark Short, 913-940-2082, email: mark@kenmarkbackdrops.com.

**May 19-21, 2017:** The Delaware Jaguar Rally will be joining The North East Rally Club's Spring Rally in Beach Lake, Penn., benefitting the Beach Lake Fire Department. Contact Kurt Rappold, 610-358-4055, email: kprappoldxksp@verizon.net.

**May 20, 2017:** The Jaguar Owners Association of North Texas is moving its annual Concours d'Elegance to the Spring season, during the weekend of May 19-21. JONAT hopes to again hold the event on the Old Downtown Square in Carrollton, Texas, just north of Dallas. More details will be announced soon. Contact Alan Barclay, 214-542-6264, email: jagman.alanbarc@gmail.com.

**May 27, 2017:** The Susquehanna Valley Jaguar Club will hold its 10th annual Concours d'Elegance at Sunset Lane Park in York, Penn. JCNA rules will be used and trophies awarded in Champion, Driven and Special classes in addition to Dealer Choice and Spirit of the Concours awards. Contact David Hershey, 717-792-5271, email: ivestrainboy@aol.com.

**June 2-3, 2017:** Lime Rock track days by Empire Drivers, Inc. open to all cars (not just race cars). Event will feature both muffled and open exhaust classes. This is a fun family event, run entirely by volunteers. Free camping at the track, Friday night party after track closes at 6 p.m. Contact Charles Bordin, (914) 968-5700, email: Cbordin123@aol.com.

**June 3, 2017:** The annual Concours d'Elegance of the Delaware Valley Jaguar Club held in conjunction with the Cars and Motorcycles of England Car Show and co-sponsored by the Delaware Valley Triumph Club. Contact Bill Beible, 610-223-1051, email: Bill.Beible@verizon.net.

**June 10, 2017:** The Central Oklahoma Jaguar Association will be hosting its 2017 Oklahoma City Concours d'Elegance again next year at the Waterford Hotel. On June 9, Friday afternoon, there will be a get-together at the hotel for concours attendees. For registration or additional info, contact Dick Russ, 405-470-2767, email: dickathometwo@yahoo.com.

**June 11, 2017:** Jaguar Club of Southern New England will hold its 44th annual Concours d'Elegance in the beautiful country setting of Lyman Orchards, 70 Lyman Road, Middlefield, CT. Classes will be judged by JCNA standards with additional enthusiast classes by entrant vote. Contact Robert Aldridge, 860-482-9849, email: bobetype22@optonline.net.

**June 11, 2017:** The Ottawa Jaguar

Club will hold its annual Concours and Family Day for 2017 on the grounds of the Cumberland Heritage Village Museum. If you're not entering the Concours, please come and display your Jaguar on the field anyway and be eligible to win the People's Choice prize. Contact John Blais, 613-256-4462, email: john.blais3@gmail.com.

**June 17, 2017:** The Jaguar Association of New England invites all its members, plus anyone who has an interest in watching, to the Spring Slalom. The slalom will be held at 1600 Osgood Street, North Andover, Mass. Registration is from 10 to 11:30 a.m., with the slalom running from 11:30 to 4 p.m. Contact Paul Bicknell, 617-924-6355, email: pab@mitre.org.

**June 17, 2017:** The Jaguar Association of Central New York will hold its Slalom #1 at 333 Butternut Dr., DeWitt, N.Y. on this date. Contact Jeff Dafoe, 315-488-1492, email: L49cd@hotmail.com.

**June 24, 2017:** 'Jaguar Day at Hemmings' sponsored by the Capital Region Jaguar Club of New York. This informal Jaguar car show is being held at Hemmings Motor News, 222 Main Street, Bennington, Vt. Rain date is June 25, 2017. For more info, call 518 283-4534, email: info@CRJCNV.org.

**June 25 2017:** Rocky Mountain Jaguar Club's Roxborough Park Concours at the park in Denver, Colo. Contact Vince Lane and Deanie Kennedy, 303-489-3944, email: dkennedy@ecentral.com.

**June 30, 2017:** Jaguar Association of Greater Indiana's 2017 JAGIN Concours at Tom Wood Aviation in Fishers, Ind. Contact Debbie Holley, 317-413-2167, email: dholleyxke@gmail.com.

**July 15, 2017:** The Carolina Jaguar Club's 'Head for the Mountains' Concours at the Switzerland Inn in Little Switzerland, N.C. Contact David & Rhonda Ballard, 704-533-2397, email: carolinajagman@carolina.rr.com.

**July 15, 2017:** The San Diego Jaguar Club celebrates all Jaguars during its 53rd annual JCNA-sanctioned Concours d'Elegance at Spanish Landing Park on San Diego Bay on Saturday from 8 a.m. to 3 p.m. Note day change from our traditional Sunday to Saturday. Contact Mark Hodges, 619-890-0149, email: sdjagclubwebmaster@outlook.com.

**July 22, 2017:** The 2017 Illinois Jaguar Clubs Concours d'Elegance will once again be held at the Beautiful and Historic Dunham Woods Riding Club in Wayne, Ill. A pre-show gathering will be hosted on Friday evening, July 21. All events are within a 3-mile radius. Contact Michael Belica, 630-204-6322, email: michaelbelica@att.net.

**July 22, 2017:** The annual slalom of the Delaware Valley Jaguar Club will be held at Garnet Valley High School, which is, appropriately, the home of the Jaguars. Contact Brian Craig, 215-483-5861, email: bhc166@aol.com.

**July 28-30, 2017:** Jaguar Club of Victoria's 'Jaguars on the Island,' the largest annual Jaguar concours, show

and slalom in North America. Location is Windsor park, Oak Bay, Victoria, B.C. Details and registration form are at <https://vijaguars.ca/wp/joti-2017-main/>. Contact Graham Darby, 250-385-4954, email: gjd9@telus.net. For slalom info, contact Dave Frisby, 250-748-4013, email: enetai\_max@yahoo.com.

**July 29, 2017:** Join us in Cincinnati for Jaguar Club of Greater Cincinnati's 14th Concours on Saturday, July 29, 2017. A welcome reception will be presented on Friday evening, July 28. Locations for both events will be announced at a later date. Contact Rich Frantz, 513-604-9118, email: rfrantz@fuse.net.

**July 30, 2017:** This year's 50th annual Concours d'Elegance represents a milestone for the Ontario Jaguar Owners Association. The event will include contests, a noon catered meal, and a grand-finale parade of winning Jags. All the JCNA required classes will be judged, as well as a "Daily Driver" category with judging on the lighter side. More information is available on the club website at [www.ojao.org](http://www.ojao.org) or by contacting Steve Sherriff, 905-822-7396, email: sesherriff@gmail.com.

**August 4-5, 2017:** Again this year, Wisconsin Jaguars Ltd is holding its 2017 Wisconsin Jaguar Concours in conjunction with the Milwaukee Concours weekend in Veterans Park on the Milwaukee lakefront. For additional info, contact John A. Boswell II, 414-840-1317, email: jboswell1@wi.rr.com.

**August 5, 2017:** Jaguar Club of Ohio's 2016 Concours d'Elegance at Ursuline college in Pepper Pike, Ohio. Contact Dominic Perri, 330-467-3953, email: dperri6699@aol.com.

**August 11-13, 2017:** This will be the 45th year of the Jaguar Association of New England's Jaguar Festival and JCNA Concours d'Elegance. The event, to be held at the Sturbridge Host Hotel-features a pizza party on Friday night, a lawn venue beside a lake for the actual Concours, an awards ceremony and a banquet Saturday night and a poker run on Sunday morning. Contact Jane Murray, 781-729-1886, email: mszahna@hotmail.com.

**August 13, 2017:** Rocky Mountain Jaguar Club Slalom at Front Range Airport in Aurora, Colo. Contact Bob Grossman, 303-278-2068, email: bob.mightyroar6@gmail.com.

**August 19, 2017:** Canadian XK Jaguar Register 2017 Heritage Concours, a part of the CXKJR's Heritage weekend which runs from Friday, August 18, through Sunday, August 20. The event will be part of the field meet at Waterfront Park, North Vancouver, B.C. on Saturday, August 19. Contact Tom Doyle, 604-892-4890, email: tomdoyle@telus.net.

**August 20, 2017:** The Jaguar Association of Central New York will hold its Slalom #2 at 333 Butternut Dr., DeWitt, N.Y. on this date. Contact Jeff Dafoe, 315-488-1492, email: L49cd@hotmail.com.

**August 26, 2017:** 'Jaguars at Saratoga,' a Jaguar lawn show at the Saratoga

Automobile Museum, sponsored by the Capital Region Jaguar Club of New York. Rain date is August 27, 2017. The museum is located at 110 Avenue of the Pines, Saratoga Springs, NY. For more info, call 518-283-4534 or email: info@CRJCNV.org.

**September 2, 2017:** Jaguar Owners Club of Oregon's Concours and Slalom will be held at Portland International Raceway. Contact Glen Enright, 503-538-8610, email: britcar69@hevanet.com.

**September 15-16, 2017:** Jaguar Club of Austin's annual Concours d'Elegance will be held in the Georgetown City Square in Georgetown, Texas, on Saturday, Sept. 16. Contact Charlie Cluck, 512-282-2135, email: cwc321@gmail.com.

**September 17, 2017:** Nations Capital Jaguar Owners Club 53rd Annual Concours d'Elegance at 868 Estate Vineyards, Purcellville, Va. Contact is Suzanne Motta, 301-518-3688, email: ncjoc.treasurer@gmail.com.

**September 16-17, 2017:** The Virginia Jaguar Club is once again planning to partner with the 33rd annual 'Classics on the Green' for its 2017 VJC Concours at the Wyndham Virginia Crossing Resort in Ashland, Va. Contact acting chairperson David Glick, email: dmbgcc@gmail.com.

**September 23, 2017:** Jaguar Association of New England 'Fast Fall' Slalom in North Andover, Mass. Contact Paul Bicknell, 617-924-6355, email: pab@mitre.org.

**October 1, 2017:** The Jaguar Club of Southern Colorado will hold its 2017 Pikes Peak Concours at Jaguar Land Rover Colorado Springs in, of course, Colorado Springs, Colo. For more information, contact Aaron Cosley, 719-243-9932, email: acecent@comcast.net.

**October 13-15, 2017:** America's British Reliability Run, Washington DC area, benefitting Our Military Kids charity. Limited to 50 teams driving British cars that are at least 25 years old. Registration open June 1 and fills quickly. For more info, go to [www.dcbritishreliability.org](http://www.dcbritishreliability.org).

**October 13-15, 2017:** The JCNA International Jaguar Festival will be held October 13-15, 2017. Hosted by the North Georgia Jaguar Club at the Legacy Lodge & Conference Center, Lake Lanier Islands, Buford, Ga. There will be three days of fabulous activities with your favorite Jaguar in Concours, Rally and Slalom. Details to follow as they become available. Contact is John Hoffman, 770-992-2856.

**October 13-15, 2017:** The Delaware Valley Jaguar Club will be joining The North East Rally Club's Annual Pumpkin Run Fall Rally in Millsboro, Del., benefitting the Millsboro Volunteer Fire Department. Contact Kurt Rappold, 610-358-4055, kprappoldxksp@verizon.net.

# Member Spotlight

Ron Laurie

By Gregory Wells

Ron Laurie says he's a rare bird: a native-born San Franciscan. An only child, as a teenager Ron was influenced by a father who owned gas stations and the famous California car culture, which while not as pervasive in NorCal as in SoCal, still exerted its charm on him as with so many. He retains fond memories of the 'American Graffiti' cruising and drive-in scene of the fifties.

After attending Capuchino High in nearby San Bruno in 1955-59, Ron matriculated to the University of California at Berkeley, where he pursued a degree in Industrial Engineering and Operational Research through the school's work-study program. This entailed attending school for six months and then working for six months as a systems engineer at Lockheed/Sunnyvale. The good news about such programs is that he earned money for half the year and hopefully would have a job after graduation; the bad news is that it took longer to graduate and there was no summer break.

Ron's work-study program at UC Berkeley ran from 1960-64, spanning the uncertainty of the Cuban Missile Crisis, and after receiving his BSIE, some soul-searching was called for. Did he want to continue in the aerospace industry or pursue another career path? Recalling the many uncomfortable months he had spent working in a giant hanger filled with hundreds of desks, and considering the nature of the industry (where large lay-offs occur with depressing regularity if proposed designs are not selected and when production runs are ended), he opted for another direction. Influenced by a boss's father-in-law, in 1964 he entered the University of San Francisco School of Law and received his JD in intellectual property (IP) in 1968.

His choice of legal specialty was fortuitous, as the tech industry began to explode in the Bay area and IP litigation grew exponentially. He worked as a patent attorney and IP strategist at several large law firms, where he advised clients in numerous industries on IP



Ron receiving a prize for his outside bonnet lock E-Type, at the Quail event in Pebble Beach.

strategy – a subject he later taught at the Stanford and UC Berkeley law schools. He handled many high-visibility patent, copyright, trade secret and trademark infringement cases in federal and state courts, including representation of Hewlett-Packard in its successful defense of the copyright infringement suit filed by Apple against HP and Microsoft over the "look and feel" of the Macintosh interface. Ron ultimately ending up handling the IP aspects of over \$50B worth of corporate mergers and acquisitions (M&A) transactions.

In 2004, after 35 years as an attorney, Ron "tore up his bar card" and co-founded the first IP investment bank, which provides patent brokerage and IP-driven M&A advice to companies and investors around the world. He went on to participate in several other respected start-up companies involved in IP and patents. With such a stellar CV, Ron has received many industry awards and serves on a number of boards.

Having achieved success in his career, Ron has been able to indulge his love of cars, especially Jaguars. In fact, that's about the only marque he's owned since

college, with too many cars to list fully here. Worth mentioning are a 1948 Mark IV with original interior and paint that Ron says, "... was really too nice to drive." One standout is 1955 D-Type XKD-528, which Miles and Blackwell used to win the Pomona Six-Hour Enduro in 1958, a victory considered the last 'big win' for a D-Type in the US. Ron auctioned the car to a new owner in 2002.

One of Ron's other Jags will annoy the purists, as it is a bright red 1952 XK120 with a 1989 Chevrolet V8 engine (and the attendant GM electrics) from an IROC Camaro race car! He often uses it as a daily driver.

Ron still stables the famous Hagemann Jag Special built in 1955 along C-Type lines, a very-successful competitor in west coast vintage racing in recent years. Painted red when acquired, Ron tired of people asking what kind of Ferrari it was, so he painted it green and that ended those questions.

Ron and his lovely Mina reside in Palo Alto, Calif., and are active members of the Jaguar Associate Group, "The World's Oldest Jaguar Club." 🐾



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