



JAGUAR JOURNAL™

Official Magazine of the Jaguar Clubs of North America

May-June 2019

Mahwah Annual General Meeting Report

I-PACE wins European Car of the Year

Running great meetings: Part two

Choosing wheels well





QUALITY PARTS

SUPERIOR CUSTOMER SERVICE

Welsh Enterprises has been supplying Jaguar enthusiasts and shops with parts for over 50 years. You will always find a great deal and excellent customer service when you shop with us.

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

WELSH
ENTERPRISES, INC.

Your Trusted Source For Jaguar Parts Since 1965

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

JAGUAR JOURNAL

WORLD'S OLDEST JAGUAR MAGAZINE
VOLUME 65 NUMBER 3

Jaguar Clubs of North America, Inc.
Publisher

Peter Crespin Editor

Gregory Wells Associate Editor

Tim Crespin UK Correspondent

Diane DuFour Advertising Manager
dufourdiane51@gmail.com

Contributors: Malcolm Baster, Brian Blackwell, Tim Crespin, Mark Gordon, Les Hamilton, Mark Mayuga, Eleanor Morris, Ramsey Potts, Neville Swales, Gregory Wells.

Photography: Malcolm Baster, Brian Blackwell, Peter Crespin, Bill Davis, Barton Goldenberg, Mark Gordon, Les Hamilton, Jaguar Cars, Eleanor Morris, Mark Mayuga, Ramsey Potts, Neville Swales, Gregory Wells.

Editors Emeritus:

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

Opinions expressed in this publication are those of the editors and correspondents and do not necessarily reflect the views or policies of the Jaguar Clubs of North America, Inc. Neither the *Jaguar Journal* and staff nor the JCNA is responsible for statements or claims made by advertisers. JCNA and *Jaguar Journal* reserve the right to reject any editorial comment or advertisement at their sole discretion.

Subscriptions / Address Changes / Renewals: The *Jaguar Journal* is published bimonthly by the Jaguar Clubs of North America, Inc. 500 Westover Drive, No. 8354, Sanford, NC 27330, 888-258-2524 (ISSN 0743-3913). Periodical postage (permit 019-169) is paid at Arvada, CO and additional mailing locations. Postmaster: send change of address to: *Jaguar Journal*, Cara Dillon, 500 Westover Drive, No. 8354, Sanford, NC 27330.

Members of JCNA affiliate clubs and members-at-large automatically receive *Jaguar Journal* as a benefit of membership. Annual dues are \$30 through affiliated clubs' dues. For members at large, the first year is \$100 dropping to \$50 for subsequent renewal. US and Canadian subscriptions are \$30, foreign airmail subscriptions are \$40. US FUNDS ONLY. Contact Cara Dillon, 500 Westover Drive, No. 8354, Sanford, NC 27330. Learn more about JCNA and its 67 local affiliated clubs at 888-CLUBJAG (258-2524) or www.JCNA.com.

Produced by The Writers Bureau, MD.
Design and print: Graphcom, PA.

Canadian Distribution: Canada Post International Publications Mail Product Sales Agreement No. 42452017.

Editorial / Club and JCNA Event News: Peter Crespin, 9435 Watkins Road, Gaithersburg, MD 20882 or pcrespin@jcna.com. Advertising correspondence: Diane DuFour, dufourdiane51@gmail.com

Deadlines: Publication is the first of January, March, May, July, September and November. Submit editorial material and advertising orders eight weeks in advance, ad material four weeks in advance. Write for schedule and rates.

© 2019 Jaguar Clubs of North America, Inc.
www.jcna.com



NEWS & VIEWS

- 4 **Blowin' Smoke** AGM team, Tata trouble
- 5 **News Shorts** Awards, new firms, new tech
- 10 ... **President's Perspective** Hello from Les Hamilton
- 11 ... **NE Region Report** Crowded events, brilliant venues
- 12 ... **Canada Calling** Automakers hit hard times
- 13 ... **Continental Drift** Projected intentions and re-tests

FEATURE

- 14 ... **AGM Reports** Wisdom, workshops and walking

DRIVES & EVENTS

- 20 ... **Don't Dally, Rally!** How they do things Blackwell-wise

SHOW & SPORT

- 22 ... **Ecurie Ecosse** The flying Scots build a Jag-inspired supercar

WORKSHOP & TECHNICAL

- 28 ... **Wheel Choices** The options for E-Types today

CLUBS

- 32 ... **Running a Big Event** Advice on finance, cut out 'n keep
- 44 ... **JCNA Information** More detail than you will ever need
- 46 ... **Member Spotlight** Craig Talbot

MARKETPLACE

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

COVER PHOTO

Photo: Barton Goldenberg's XJ parked outside the swish new North American Jaguar Land Rover headquarters, generously provided as the venue for our 2019 AGM.



Visit JCNA's
website!





Blowin' Smoke

Teamwork at the top and trouble at Tata

Peter Crespin

COOL COOK CENTER

Spring is almost over, summer beckons and another AGM has been completed. It's fair to say that annual general meetings can suffer from an image problem, but JCNA meetings are pleasant affairs. Certainly this year's venue was exceptional, including the style and ambience of the new Cook Archive facility, and in terms of the partnership and support for JCNA indicated when JLR opened their doors and made their facilities available during a busy work period. Expressing token support is cheap. Offering the use of staff and facilities during both planning and meeting execution phases has real costs and we thank Joe Eberhardt, Kim McCullough and Stuart Schorr for their involvement, sometimes at short notice. We also thank 'our own' Fred Hammond, who is JCNA's point man in the JLR organization.

The 2019 event has come and gone now, and you can read about it in these pages, but if there is an issue you feel the Board missed (or alternatively perhaps spent too long considering) make sure to let the directors have your feedback. Be sure also to get the matter on the official agenda next time, for consideration by the whole meeting and a possible vote into policy, using the AGM forms cataloged in the library on the www.jcna.com website.

GLOBAL SHIFTS, LOCAL TWISTS

Sometimes being quick-witted and fast-paced is useful. Wit lets you take a bully down a peg or two, and pace gets you outta Dodge by the time he realizes what you're doing. Other times, thinking things through and taking the long view are mandatory, especially when important decisions and big-ticket spending are in prospect. Even

then, careful planning can avoid some dumb mistakes but is no guarantor of ultimate success. Harold Macmillan – whose mother was American – became British prime minister during a boom period for Jaguar (1957-63) and was definitely one of life's planners.

When the aristocratic Macmillan became the new British leader, a journalist asked him what, if anything, he feared most in his new role. 'Super Mac' as he was known, famously replied, "Events, dear boy, events!" Which is why I felt sorry for the board of Tata Motors recently when the company reported a \$4 billion loss for Jaguar Land Rover, due in part to geopolitical events beyond their control. Sales were hit hard by trade tensions between China and the US, by low demand for diesel cars in Europe and by worries over Brexit. In truth, the headline losses included investment write-downs and other factors not connected with day-to-day operations, meaning the true operating loss was around \$400 million according to some sources. Nevertheless, Tata have initiated "Project Charge," designed to cut costs and improve cash flows at JLR by £2.5 billion (\$3.2 billion) over 18 months. JLR also plans to continue roll-out of new vehicles, including the Jaguar I-PACE and the new Range Rover

Defender. Nor have they retreated from promises to offer a hybrid or electric version of all models by 2020. The winning of major awards by I-PACE should help (see News Shorts).

The news of the losses reminded me of the ride home from Scotland in the 1978 Series 2 XJ belonging to the sales director of my first employer after college. I had been trained in the diseases treated by the company's products and the boss asked me how it had gone? I told him I was basically happy with everything I'd learned, but was concerned at the possibility that even with the best evidence for good products, people might prefer to stick with what they knew. He agreed that a good number would do exactly that, as they should, but that a few early adopters would try the medicines on hard-to-treat patients. From then on, he reassured me that "... as night follows day, if you put in the effort, plan your visits and our claims are supportable, patient outcomes will improve and all parties will succeed." In other words, hard work, planning and a basic faith in the company's products and goals normally ensures eventual success. On February 8 Tata's shares fell sharply on news of some JLR job losses. Today it certainly seems like they have the situation in hand. Jaguar, especially, owes Tata a large debt of gratitude, so here's hoping things work out. Judging by the incredible I-PACE tested immediately after the AGM (report next issue) they certainly deserve to. 🐾



Special 'front of house' parking provision for AGM attendee Jaguars.

Peter

News Shorts

Cook Archive

Fine new facility

A good crowd turned out at the new Mahwah headquarters on January 22 for the formal inauguration of the new archive facility, to be run by Fred Hammond. Most of the Cook extended family made it to Mahwah, supplemented by friends and co-workers, including people from the Triumph club for whom Mike edited a newsletter.

Stuart Schorr, Vice President, Communications, opened proceedings by welcoming everyone and recounting some of Mike's achievements and work history. Fred Hammond and one of Mike's sons did likewise and people then broke up to tour the facility in small groups. A smart engraved glass door leads into the light and airy archive workspace, simply decorated with Mike's name. There is a handful of

models on display and just inside the door is a plaque to that other hero of the archives, the late Karen Miller, who helped safeguard much of the material. People coming to the AGM will get a chance to tour the facility. Stuart Schorr deserves our gratitude for investing a significant chunk of his department's PR/Communications budget on securing the room and furniture/fittings, as well as staff costs. Thanks.

Incidentally, Fred is at pains to highlight that the archive in general, and particularly the fruits of the JLR digitization, are open to all. Visitors are welcome to study there and there are many videos and other media available to clubs to view at club night or special events. Call Fred at Mahwah switchboard (201)-818-8500. 📞



The tasteful glass doors, which Mike himself walked through during the months after the new facility opened and he transferred from the previous MacArthur Boulevard HQ.

UK CAR OF THE YEAR

I-PACE wins major prize

It seems lately as if every issue of *Jaguar Journal* has news of some new award or other for Jaguar's bold modern product range. Not all awards are created equal, however and recently the I-PACE won an important one – UK Car of the Year (COTY). As even a brief trip to the UK will reveal, it may be a compact collection of islands large and small, but the density of Jaguars on British roads and private driveways far exceeds anything we ever see in North America, short of an IJF parking lot.

So when a panel of 29 top UK automotive journalists choose a winner in this fiercely-competitive market, you know the accolade is merited. The all-electric Jaguar I-PACE beat over 80 rival new cars to win the COTY contest, to add to its existing tally of 55 major global awards, including German Car of the Year, Norwegian, Scottish and Swiss

Car of the Year and China's 'Green Car of the Year.' Yes, you read that right; the German COTY is the Jaguar I-PACE!

At the time of writing, I-PACE is also on the 'last three' shortlists for its category in World Car of the Year, World Car Design of the Year, World Green Car of the Year and European Car of the Year. Nor are these awards merely of academic interest, given that comparable electric vehicles from top luxury brands are either months or years away, or only just trickling into showrooms. Jaguar has stolen a march on its rivals such that the awards and publicity they attract have a great chance of translating into vehicle sales ahead of a number of competitive models from the likes of Rolls-Royce, Bentley and Volvo.

In a market still largely empty of credible key rivals but full of EV concepts and prototypes, the press too

have honored I-PACE, with the *Sunday Times*, *Auto Express* and *Top Gear* magazine bestowing their premier awards on the model. We previously reported T3's 'Best Car,' *Stuff's* 'Best Car' and *Top Gear* magazine's Electric Vehicle of the Year. Two days before this issue's deadline, the I-PACE appeared at the Geneva Motor Show on the final list of seven cars vying for the European Car of the Year award. [STOP PRESS: It won!], UK Car of the Year judges praised the I-PACE for being "miles ahead of the premium EV pack, designed and engineered without compromise for an electric future, unlike big-name rivals still to launch." According to other judges the I-PACE "gives executives good reason to switch to electric mobility, packaging a long-range battery and powerful drivetrain into a sporty SUV body. It's an electric car that appeals to both head and heart." 📞

AUTONOMY BUILDING BLOCKS

Putting the pieces in place

Some EU countries hate the term 'United States of Europe', whereas others are quite open that their ever-closer union is headed that way. Love it or loathe it, however, there's no question that a large group of independent but mostly contiguous states can benefit in many ways from working together across borders and jurisdictions. Transport and related industries are a case in point, with just the automotive sector's 3.4 million jobs accounting for 11% of total EU manufacturing employment, generating 413 billion Euros in tax contributions in the 15 countries with the biggest automotive presence.

Given that the automotive industry is also a key driver of knowledge and innovation, and that R&D proceeds best in stable regulatory environments, it's no surprise that car and commercial vehicle makers have clubbed together in many respects to ensure stability for what is Europe's largest private contributor to R&D (€54 billion invested annually). One key association is the European Automobile Manufacturers' Association, known better by its French acronym ACEA.

ACEA represents the 15 major Europe-based car, van, truck and bus manufacturers, including Jaguar Land Rover, of course, who between them generated a trade surplus of €90.3 billion for the EU. Working with the European Parliament and consumer protection bodies, ACEA have agreed on the safety technologies often already present but soon to be mandated in new vehicles to improve road safety.

The technologies include features that have been present for some time on many new Jaguars, depending on markets. They include the requirement that all new car types come equipped with autonomous emergency braking (AEB), drowsiness and attention detection systems, reversing detection for cars and vans, emergency stop signals, and lane departure warning systems. Though not explicitly cited as part of the build-up towards full autonomy, clearly the near-universal adoption of such capabilities is a prerequisite for an fully autonomous driving capability. Since rapid progress towards that goal is occurring on both

sides of the Atlantic (and Pacific), there will clearly be lobbying to agree on a coordinated global approach to these and related technologies. Lobbying, in so far as it puts experts and interest groups in touch with legislators (and vice versa), has a worse reputation than it deserves.

However, auto manufacturers are concerned about the proposed time between the entry into force of regulations and the moment from which they apply. Whilst some innovative manufacturers like JLR are already fitting these systems, for industry-wide adoption ACEA is lobbying for appropriate product development time and a pragmatic interval of at least 36 months before the regulations are fully applied. In ACEA countries 13.3 million people – or 6.1% of the EU employed population (and voters) – work directly and indirectly in the auto sector. With the twin paths towards autonomy and away from the internal combustion engine, we truly do live in 'interesting' times. 🌀



COMPETITION FOR EAGLE?

New 'Restomod' vendor

Evolution used to be thought of as a slow, gradual process but the prevailing theory is that it can also happen much quicker for some species. It may involve gradual periods of equilibrium, punctuated with relatively rapid changes. So whereas some academics are called gradualists, those believing that evolution jumps between stability and relative rapidity, are described (according to Wikipedia) as "discrete variable speedists" – which sounds like many Jaguar drivers. Meanwhile, as in biology, so in technology and the classic car business, judging by some recent developments.

When Uryk Dmyterko started E-Type Fabs, he sold only exquisitely-crafted exhaust systems and engine frames for E-Types. Not very long afterwards, his leading exhaust fabricator suffered serious health problems and Uryk sold off the exhaust division (which became Classic Fabs) whilst he concentrated on the frame business. Before long, his fertile mind had conjured up a well-regarded five-speed gearbox, vented disc brake kits and various other goodies, like billet-machined cam covers. With the boom in E-Type popularity, he eventually passed the marketing and sales side of the frame business over to Hutsons of Bradford, England, and about a year ago Uryk's business evolved to the point of producing entire upgraded E-Types to customer requirements.

At spring's London Classic Car Show, Evolution E-Types unveiled their aluminum-bodied E-Type Roadster, alongside their stunning 'E-Spec' FHC and a partly-completed Low-Drag Coupe in progress. The show had a strong focus on Jaguar, whose director of design Ian Callum received the Icon Award for his career-defining design work at Jaguar and Aston Martin. Evolution E-Types, on the other hand, are just at the start of their work and currently produce a handful of bespoke cars per year; 2019 is already fully booked. For them, the show gave visitors the opportunity to acquire build slots for 2020.



A familiar ambience, but the Evolution is very different under the skin.

Although the word 'Restomod' is a label that doesn't necessarily fit, Uryk is determined not to be seen as just another E-Type restorer. He wants to create a brand new range of Jaguar E-Type models with modern day comforts, handling and engineering developments, offering customers all the sixties style, look and feel of a gorgeous classic, but with twenty-first century handling, reliability and comfort. As Uryk explains, "This is a Jaguar E-Type like no other. We don't cut corners on our builds and we don't count the hours. If something isn't absolutely perfect, we reject it and start again. I personally check everything and we take enormous pride in manufacturing as much as possible on site here at our workshops in Darlington. Our aim is to create a car which doesn't just look great, it is engineered to be fun to drive offering excitement and speed but also to be reliable and comfortable enough to be your everyday driver." Hence the comparison with Eagle E-Types, where a similar philosophy applies.

Customers can choose from the Jaguar E-Spec Fixed Head Coupe (also on show in London) or opt for a Roadster or a Low Drag Coupe. All Evolution cars come with the option of a steel or aluminum body and a range of engine sizes, as well as a paint colour of your choice. Prices start from £350,000 – also in the Eagle E-Type ballpark, but one can imagine a subtly-different clientele gravitating to Darlington rather than East Sussex.

For more information on the Evolution E-Type visit: <https://evolutionetypes.com/>.

Specification: Evolution E-Type Roadster original period E-Type identity with lifetime warranty and customer care package.

Engine & Transmission: 5-litre high-torque engine with aluminum block, sequential electronic fuel injection with custom aluminum intake manifold, EDIS ignition system, fully-programmed engine management system, aluminum five-speed gearbox and aluminum rear axle.

Chassis: High-strength high-tensile aerospace aluminum chassis frames, all aluminum monocoque as original.

Suspension: Revised front suspension geometry, widened and upgraded to improve look and handling. Six-piston front billet aluminum vented brakes, four-piston rear billet aluminum outboard vented brakes, adjustable aluminum dampers and upgraded springs/torsion bars, variable electric power assisted steering, fast rack steering, dual servo brake system.

Interior: Electric door windows, fully upholstered interior in leather. Custom seats and custom steering wheel in style of originals. Electric air conditioning system incorporated into style of original heater.

Exterior: LED lighting 700+ man hour paintwork, with Gibson Shield ceramic coating, 17" customer alloy wheels or original lightweight design. 🏠

XK70 COMMEMORATION



To commemorate the 70th anniversary of the XK120 in America, JCNA has

procured a run of 120 distinctive cast and enameled medallions as a matched set for car and driver. The mold has been broken, there will be no more than 120 made, so grab yours while you can – once they're gone they're gone.

The small badge has a lapel pin and the larger one comes with car mounting hardware. First shown in New York on Max Hoffman's stand in February 1949, the XK120 was the hit of the show. Whilst being of special interest to XK120 owners, the badge will also appeal to automobilia

collectors. Order from the JCNA website shop as 'XK120 badge.' Sets are available for \$70 inclusive – one dollar per year of the anniversary. The price for Canadians is slightly higher at \$75 inclusive, but still a bargain. Overseas buyers should contact JCNA administrator George Camp (scjag@juno.com) to check mailing and availability. Mailed orders should include a check made out to JCNA for the appropriate amount and sent to JCNA, UPS Store Box 105, 7001 St Andrews Road, Columbia, SC 29212. 📧

COVENTRY CALLING

On the Foundation website (www.coventryfoundation.org) there is a recent link to the new eBay store at the top right of the home page. You can also access it from within eBay by clicking the 'Advanced Search' button next to search and entering 'Coventry Foundation' in the store finder box. Save them as a seller so you never have to enter the information again.

The store sells Jaguar documentation, artwork, surplus tools, etc., and is well worth a visit for that rare piece of literature you've been seeking.

President Gary Kincel recently attended the Boca Raton concours, where a Foundation patron with a 1935 SS Coupe won his class, and at least two Foundation board members

attended the Amelia Island Concours. Later this summer, the Foundation will be awarding their third scholarship to a lucky student. Why not check with your local officers or board members about your club becoming a formal patron of the Coventry Foundation, a genuinely useful and 'feel-good' organization supporting the future of our favorite marque? 📧

Building the Future of Classic Jaguar.

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



Powered by Moss Motors

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

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

800-444-5247 | www.XKs.com | parts@XKs.com

LATE NEWS: I-PACE BIG WIN

What a tonic for Jaguar – their I-PACE has just won European Car of the Year at the 2019 Geneva Motor Show, arguably one of the world's top three car prizes (Europe/USA/World COTY). It represents the first time a Jaguar has won this award; the I-PACE has won 55 awards globally since its launch a year ago.

Only last week, I-PACE was named UK Car of the Year and was praised for being 'miles ahead of the premium EV pack.' To win European Car of the Year in a strong finalist category, yet being the only vehicle to boast zero emissions, is a testament to the I-PACE's design and capability.

The all-electric crossover SUV triumphed over six other finalists and actually tied with the Alpine A110, with each receiving 250 points. The I-PACE earned the overall victory because more voters put it at the top of their list than the Alpine. The Kia Ceed and Ford Focus took third and fourth place with 247 and 235 points, respectively. "For our first electric vehicle to also be the first Jaguar to win European Car of the Year gives us a huge sense of pride," Jaguar CEO Ralf Speth said about the honor.

Two or three years ago, as the XE and F-PACE neared market, Jaguar told us the next few years would be pivotal and the greatest change from what had gone before in the company's history. It sounded good then and still echoes today but, hand on heart, it left some a little blasé. Well, banish the blasé

and blow away boredom – the future is here and it's Jaguar-shaped. The news about the European award came up whilst writing up the UK COTY story, so shall we tempt fate and point out that at this time the I-PACE is in the top three finalists for World Car of the Year and World Car Design of the Year – two awards won by the F-PACE in 2017 – and also in the last three for World Green Car of the Year. The final placings will be announced at the New York Motor Show on April 17.

WORLD AWARD FINALISTS

*World Car of the Year**

- Audi E-Tron
- Jaguar I-PACE
- Volvo S60/V60

World Green COTY

- Jaguar I-PACE
- Audi E-Tron
- Hyundai Nexo

*World Car Design of the Year**

- Jaguar I-PACE
- Suzuki Jimny
- Volvo XC40

*These two awards were won by the F-PACE in 2017

The European Car of the Year jury of 60 motoring journalists from 23 countries chose Jaguar's all-electric performance SUV above six other finalists. The award recognizes technical innovation, design, performance, efficiency and value for money.

Dr. Speth pointed out that I-PACE was designed and engineered in the UK 'from a clean sheet of paper.' "It is the most technologically advanced battery electric vehicle and a true game-changer," he said. "Winning European Car of the Year is an honor and real recognition of what our world-class team has delivered." Designed and developed in the UK, the Jaguar I-PACE has had profound sales success globally, with more than 8,000 customer deliveries to date – 75 per cent of them in Europe, but now that the roll-out has begun in North America we can expect those stats to change.

Rawdon Glover, Managing Director, Jaguar Land Rover UK, said: "It's fair to say that the Jaguar I-PACE is on a roll; only 10 weeks into the year and Jaguar's first all-electric model has already received a further 13 major international awards. This latest European Car of the Year title is a real testament to the skills and dedication of the entire Jaguar Land Rover workforce in our home market. It's not just the experts that love I-PACE, either; UK customers have been rushing to our showrooms to experience the very latest in hi-tech British innovation and engineering."

Nothing else on the road looks or drives like the I-PACE. It is engineered to take full advantage of its electric powertrain and bespoke aluminium architecture, offering sports car performance and SUV practicality. Charging is made easy for customers using the Jaguar public charging service, accessed via a dedicated app or using a radio frequency ID key fob. Users can buy tailor-made charging packages and tariffs compiled into a simple monthly bill, it gives I-PACE customers access to more than 85,000 charging points throughout Europe. 📶





President's Perspective

"I... encourage all members to convey their comments and ideas to each other and to the JCNA hierarchy."

Les Hamilton

Hello, I am Les Hamilton and I have the honor of being the JCNA President for 2019-20. I follow Barbara Grayson, Jack Humphrey and George Camp and I must say they each will be a tough act to follow. As one of the Southwest Regional Directors, I worked closely with Jack and then Barbara over the past two years and I have great respect for the hard work and dedication that they contributed to JCNA during their tenure. I will do my best to serve you the members and the organization and will also do my best to foster the relationship with JLR – one of the primary reasons for JCNA's existence.

IN THE BEGINNING

I first yearned for a Jaguar in the 1950s, when I would ride with one of my friends in the rear seat of his father's Mark IX along narrow British country lanes. I have remained a Jaguar enthusiast ever since. My first Jaguar was a Series 3 Vanden Plas in 1986. I joined JOCLA in 2003, transferred to JAG in 2006, and became more active in the club after I retired from managing operations for Internet companies. Within JAG I have served as Director at Large, VP, Membership Director, Webmaster and Editor – all positions that have given me a feel for the challenges in each area. I live on the left coast, on the Monterey Peninsula, and do not travel quite as much as I once did, but do enjoy getting one of my Jags or my pre-war Rolls Royce out on the highway, or riding with other enthusiasts.

When I was employed, I ran large dispersed organizations and found that the most efficient way to operate is to communicate ideas and issues up, down and across the company. Therefore, I want to strongly encourage all members to convey their comments

and ideas to each other and to the JCNA hierarchy. (Personally, I like to listen to others a lot and talk less.)

As you read through the reports from the 2019 AGM, you will understand that JCNA is facing challenges with the maturing of the membership and increased expenses. Also, our major partner JLR is faced with global challenges that you will no doubt have read about. I firmly believe that a strong and vigorous JCNA membership is to the benefit of JLR and obviously the reverse is true. While we cannot change the course of the chaos that is Brexit, or change the Chinese auto landscape, we can support JLR by promoting our favorite cars whenever possible. A simple 'Cars and Coffee' at the local Starbucks or a morning drive with a group of Jaguars draws attention to the marque and may attract a future Jaguar buyer or enthusiast and new JCNA members.

THE HERE AND NOW

Returning to JCNA's challenges, our membership is maturing and with some exceptions, the club memberships are not growing. The membership trajectory compounds a challenge that JCNA faces with increasing expenses. The Board and the various JCNA committees are reviewing the JCNA finances for opportunities and we, as members, can all contribute by attracting and retaining new Jaguar owners to the club. Our demographic is trending older and to reverse this we need to sow the seeds of Jaguar passion in future generations of drivers. The motoring world also is evolving, with increasingly high-tech autos and electric vehicles, and JCNA needs to participate in this evolution to remain relevant.

I challenge myself and each of you to review how we can increase membership and then feed these ideas to the Membership Committee.

SHOULDERS TO THE WHEEL

In closing, as Jack mentioned in his January message, we do not have a venue for the 2019 IJF. The 2018 IJF, hosted by JOCLA and supported by the clubs in the region, was a great success and Mark Mayuga and his team have lots of information to help to organize future events. At the AGM we created an IJF Committee, led by Mark, to be a resource and to partner with hosting club(s) to build upon the 2018 success. If your club wants to make an additional strong contribution to JCNA, have a lot of fun, and possibly even generate some funds for your treasury, please considering stepping up to host the 2019 IJF.

If you are in the Monterey area, please let me know as I always like meet JCNA members. If you are attending Monterey Car week in August, we will be having a Jaguar Corral at the Rolex Motorsports Reunion and are hoping to have an all-British concours on Monday, August 12.

Thank you all for this great opportunity that I am so excited about and please let me know if there is anything that you believe I or JCNA can improve upon. I look forward to seeing you out on the road, on the concours field or on the track. 🍷

Northeast Region Report

2018: An active year

By Eleanor Morris

2018 was a good year for the Northeast Region. Seven out of our 12 clubs held sanctioned events. We had a total of eight rallies, eight slaloms and five concours, for a total of 21 sanctioned events.

As always though, the bare numbers do not tell the whole picture. For example, all eight rallies were conducted by one club: the Delaware Valley Jaguar Club. If you wonder how the club does it, they do it during two three-day events. *Jaguar Journal* hopes to publish more information about this approach and how it might help other clubs to put on more events.

Sanctioned slaloms were held by the Jaguar Association of Central New York, Jaguar Club of Southern New England and Nation's Capital Jaguar Owner's Club (two events), and two concours in particular were of interest. The Jaguar Drivers Club of Long Island had its 45th concours at the Vanderbilt Estate, with a turnout of over 50 Jags, including Kim McCullough and her XK120. The Ottawa Jaguar Club event was the Canadian club's 30th anniversary concours and family day. To commemorate a special year for Jaguar, OJC recognized 50 continuous years of XJ saloon production with a special display of a dozen different models, and also acknowledged the 70th birthday of the XK120.



A capacity crowd of 120 Jaguars line up for the Tour de Marque drive around the circuit.

We had two special events in the Northeast Region in 2018. The first was the 50th Anniversary celebration of the Jaguar Club of Southern New England. They held what could be considered a 'mini' IJF. They invited all clubs in the NE Region to join them in a three-day party that included a sanctioned concours and a sanctioned slalom, plus a casual rally/tour to several local wineries and lunch. The party closed with a formal awards dinner with a notable guest speaker – Kim McCullough from JLR. Ms. McCullough was also a competitor in the concours, entering her Jaguar XK120, the same car she and her husband drove in the reenactment of the Mille Miglia several years ago.

The second significant event involved a multi-club participation in the Watkins Glen Grand Prix Festival, recognizing the 50th anniversary of the Jaguar XJ

and the 60th anniversary of JCNA. Clubs throughout the NE region participated as well as the Pittsburgh club and other members from the North Central Region. The Capital Region Jaguar Club of NY and Empire Division promoted club participation. Together they worked with the festival committee to get Jaguar named 2018 marque of the year, and to get maximum club involvement. It was the first time since 1989 that Jaguar was so honored. More than 120 Jaguar cars entered the 'Jaguar Tour de Marque' event. It was a sell-out success – some Jags even had to be turned away. Jaguar tied the previous Corvette record for participation!

The Region has had an unexpected change in directors. Dennis Eklof resigned in December for personal reasons. He has done a fine job during his tenure. We thank him for his service and wish him well in his business. The region welcomes Bill Beible, current president of DVJC, who was appointed to fill the vacancy. Welcome, Bill.

As for 2019, things are looking good for the region. We're starting off with the JCNA AGM at JLR Headquarters in Mahwah, New Jersey. You can't beat that for an opener. And five clubs already have sanctioned concours scheduled on the JCNA event calendar. Keep up the good initiatives, and keep Jaguar out in front. 🐾



Kim McCullough looks nervous as JCSNE judges prepare to assess her XK120.

Canada Calling

Anniversaries amid the gloom

By Malcolm Baster

The Canadian auto manufacturing sector took a hit recently when General Motors announced the closure of its Oshawa plant, part of a number of plant closures by that automaker. The Oshawa plant, which opened in 1954, makes the Chevrolet Impala, Cadillac XTS, and Chevrolet and GMC pickups. The Impala and XTS are selling poorly, as customers buy fewer cars and more trucks and SUVs and vehicle electrification gains momentum. GM will build the next-generation Chevrolet and GMC pickups in US and Mexican factories. The Oshawa plant will remain on the books, but will be classed as 'un-allocated,' meaning that no model has been assigned to that plant for manufacture.

Canada has had a robust auto industry for many years, starting in 1867 with a 'steam buggy' built in Quebec by Henry Seth Taylor. Regrettably, it crashed into a creek shortly after impressing the crowds at the annual Stanstead Fall Fair.



Rolling coal, Canada-style. The unlucky 1867 steam buggy.

The first Canadian-made electric car was built in 1893 in Toronto by William Still and Frederick Featherstonhaugh, and the first successful gasoline-powered car appeared in 1896, built by George Foote Foss in Sherbrooke, Quebec. The first Canadian car to be built in quantity for sale was the 1903 LeRoy, essentially a close copy of the US-made 'curved dash' Oldsmobile. Large scale manufacturing began in Walkerville, Ontario, in 1904 at a factory established by Ford (but operated independently). The McLaughlin Motor Car Company and Buick swapped stock in 1908, and General Motors of Canada Ltd was incorporated in 1918.



Rolling down the shutters. The ill-starred Oshawa plant.

Boosted by the demands of the First World War, Canada's auto industry expanded rapidly, and by 1923 was the second largest in the world. The industry was big, but it was also very inefficient, and protected by high tariffs. This all changed in 1965 with the signing of the Canada-United States Automotive Products Agreement, which removed tariffs and created a vastly more efficient Canadian industry. Today Fiat-Chrysler, Ford, General Motors, Honda and Toyota produce vehicles and components in Canada.

But the industry is shrinking. From a peak in 1999 of 3.1 million vehicles and 200,000 workers, production today is down to less than 2 million vehicles and 125,000 workers. And production is likely to shrink further as manufacturers look to building cars in lower wage countries. New employment opportunities in the industry now are for software and AI personnel. Canadian auto parts manufacturers are still doing well, though. Australia is a cautionary example of what might happen here. Most major international manufacturers had at various times operated plants there, including British Leyland, Chrysler, Ford, General Motors, Nissan, Toyota, Volkswagen and others. But one by one they closed, and now they are all gone.

But enough auto woe. A new event season is almost here, and our clubs are making their plans. First up is the Pacific Jaguar Enthusiast Group's show, held in conjunction with the annual Pitt Meadows Days festival on June

1. Next comes the Ottawa Jaguar Club's Concours and Family Day at the Cumberland Heritage Village Museum on July 7. This followed by our Jaguar Car Club of Victoria's 'Jaguars on the Island,' July 27-29. I am not on the organizing committee for this, but I suggest that a reappearance of last year's ice cream truck on the concours field would be very welcome. There are two big events in August, the Ontario Jaguar Owners Association's concours (see below), and the Canadian XK Jaguars Register's annual Heritage Classic. This is the 50th of these events, held this year August 23-25. You should visit!

From OJOA: "The Ontario Jaguar Owners Association closed off their fifth decade of existence with a booked-to-capacity Christmas dinner and awards banquet at the end of 2018. The end of one era marks the beginning of another, and with that reality we entered 2019, our 60th anniversary year.

"Amidst many other activities, we are organizing two signature events designed to celebrate our milestone. The first will be a JCNA-sanctioned concours 'Jaguars and Warplanes,' which will be held at the fabulous Canadian Warplane Heritage Museum near Hamilton on Sunday, August 11. This will be followed a month later with our 60th Anniversary Celebration gala planned for September 13 at The Old Mill Toronto Heritage Hotel. Yes, this is a Friday the 13th, but as Jaguar Owners, we have conquered our fear of bad luck!" 🍀

Continental Drift

News from the UK and Europe

By Tim Crespín

A PENNY (OR PROJECTOR) FOR YOUR THOUGHTS

The English writer James Allen once wrote, "There can be no progress nor achievement without sacrifice." Now given that he penned those words for his 1902 book *As a Man Thinketh*, I can't be entirely sure that he was talking about the development of vehicular automation, but nevertheless the words still apply. There have been a few high profile incidents and accidents in testing of driverless vehicles and that has done nothing to instill the trust that wholesale acceptance of the technology is going to require if it is to become the primary form of transportation in the future. Even the week of the *JJ* deadline, a second Tesla failed to notice a semi across its path. After passing under the trailer with predictably grisly results, the car continued for about quarter of a mile before stopping. I haven't heard yet if autopilot was engaged, but...

Car manufacturers are painfully aware of the need to build trust in these machines, with a recent study suggesting that 41% of drivers and pedestrians are worried about sharing the road with autonomous vehicles. This is where Jaguar Land Rover have stepped in by developing a system that projects the direction of travel on to the road ahead of self-driving vehicles to tell other road users what they are going to do next.

The intelligent technology beams a series of projections onto the road to show the future intentions of the vehicle – for example stopping and turning left or right – as part of research into how people can develop their trust in autonomous technology. In the future the projections could even be used to share obstacle detection and journey updates with pedestrians.

These projections, tested on autonomous pods developed by Aurigo, feature a series of lines or bars with adjustable spacing. The gaps shorten as the pod is preparing to brake

before fully compressing at a stop. As the pod moves off and accelerates, the spacing between the lines extends. Upon approaching a turn, the bars fan out left or right to indicate the direction of travel. Cognitive psychologists were enrolled to give their thoughts on how the system should function, using artificial streets in Coventry. Pete Bennett, future mobility research manager at Jaguar Land Rover, said, "The trials are about understanding how much information a self-driving vehicle should share with a pedestrian to gain their trust. Just like any new technology, humans have to learn to trust it, and when it comes to autonomous vehicles, pedestrians must have confidence they can cross the road safely. This pioneering research is forming the basis of ongoing development into how self-driving cars will interact with people in the future."

Personally, I think that the line system looks quite intuitive and would be easy to understand, even if you had never seen it before, although I would have concerns about visibility of the projections in bright daylight.

SUPPORT FOR COMPULSORY RE-TESTS GROWS

Should elderly drivers be forced to retake their driving test? This has been a divisive issue amongst drivers for years, being a complex question because each driver is different in terms not only of their driving ability but also

of their physical capabilities at any given age. Compulsory retesting has been introduced in countries such as Australia and Denmark without improving crash statistics, but a recent royal write-off has tipped the balance of opinion in Britain in favour of those measures. According to research carried out by *BuyaCar.co.uk*, since the Queen's husband, the Duke of Edinburgh, was involved in a collision that ended with him rolling his Land Rover, support for compulsory retesting has jumped from 53% to 66%. Following Prince Philip's high-profile fender-bender, opinion was split on whether the retesting should be linked to age or required every 10 years for all drivers. An added layer of complexity is thrown in when people were asked if retesting should be linked to results of eye-tests or effects of prescription medication, issues which tend to affect elderly drivers more than other road users.

Despite the groundswell in opinion, statistics show that elderly drivers are not the most dangerous demographic of road users, with 17-21 year-old males being three to four times more likely to have an accident. Apropos of nothing in particular, Prince Philip has since decided to give up his driving licence at the ripe old age of 97 and a driving career which included spins around the MIRA test track with Norman Dewis in a D-Type. 📺



Marvelous Mahwah

Short sharp program in a swish shiny facility

By Peter Crespin

GATHERING OF THE CLANS

It is said one should “Beware the Ides of March” – at least according to a literary gentleman of high repute, who shared a first name with the founder of Jaguar cars and, like Sir William Lyons, made Warwickshire world famous, albeit via Stratford, not Coventry. Someone in the JCNA or Jaguar hierarchy must have remembered this, because instead of the 15th of March, they chose a date exactly a week later to hold the Board of Directors meeting that always precedes the larger JCNA Annual General Meeting. Smart move, but unfortunately, having confirmed that Jaguar Land Rover would be happy to host us in their excellent new building on the 22nd, someone forgot to book the previous day’s weather for those driving to the event. With an eight o’clock start on Friday morning, getting there the previous night was essential.



Travel-stained 22 year-old XJ rests under the imposing hotel tower.

I can confidently say that what should have been a pleasant, if dull, five-hour drive turned into the most nerve-jangling, seven-hour horror trip I’ve endured for at least a decade. Despite the solid old ‘97 XJ6 doing her best to feel reassuring and ‘planted’ on streaming wet highways, it was practically never safe to go much over 50 mph. As well as water, the roads were full of jostling 18-wheelers that were clearly not constrained by the laws of physics to the same extent as mere sedans, if at all. Apparently, when a moving mass becomes large enough, one merely has to set cruise velocity at around 80 mph to be sure of carving through, or over, almost any impediment. A black Ford Focus travelling eastwards on I-80 near the Delaware Water Gap had this lesson literally impressed upon it by the cab of a Volvo semi, which itself was forced forward by another truck using its huge radiator as a battering ram. Not nice.

After about a half-hour wait, traffic eventually filtered past the wrecks and continued at a slightly more sober pace for all of, oh, maybe a mile, after which the normal craziness resumed. AGMs are interesting, but not worth an ER visit, or worse. So I kept the speed down to levels where I at least had a sporting chance of stopping before hitting whatever loomed up through the clouds of spray ahead. Not being able to relax for the entire trip was bad, but, at least it could only get better, right?

LET BATTLE COMMENCE

Most people who reached Mahwah in time on Thursday went out for a pre-arranged evening meal and next morning several brave souls were seen walking across the wide expanse of the former Ford factory site towards the JLR buildings.



Kim McCullough, Stuart Schorr, Fred Hammond and Tim Philippo of JLR mingle during the welcome dinner.

Perhaps the walkers wanted to clear their heads, but with a brisk start scheduled for 8 a.m., folks mostly arrived early to breakfast at the Jaguar-subsidized cafeteria, rather than pay double at the Sheraton where most of the ‘troops’ were billeted. If an army marches on its stomach, Jaguar were equipping us well, since few will have eaten enough to equal the pre-paid \$10 meal cost. Well done, JLR, for providing good food at excellent prices.



Ultra-modern facilities include a totally new type of EV technology center.

ACTING 'COMMANDER IN CHIEF'

Outgoing President Barbara Grayson did what presidents do – she presided over her fellow directors and kept them on topic and on time during her last duty in the club year. Having served previously in the role, JCNA is very lucky that Barbara was willing and able to step into the breach when Jack Humphrey had to withdraw his services at short notice. Characterized by one attendee as “hell on wheels with an agenda,” Barbara worked efficiently through the BoD topics after Secretary Bob Matejek completed the formalities around last December’s quarterly BoD teleconference meeting and the 2018 AGM minutes from San Antonio, Texas. This was followed by short updates from George Camp on meeting logistics and Rob Thuss announcing minimal bylaw or policy issues before the meeting looked at the slate of six significant future events, with two as yet unallocated or voluntarily hosted by clubs. The meetings are:

- 2019** IJF (unallocated)
- 2020** AGM in Las Vegas (Rocky Mountain Jaguar club)
- 2020** IJF in Bonita Springs (South West Florida club)
- 2021** AGM in Tampa (Sun Coast Florida club)
- 2021** IJF (unallocated)
- 2022** AGM SF Bay Area (JAG club)



Left to right: Dean Cusano (NE), Ron Gaertner (SE), Les Hamilton (pres. elect), Bob Matejek (secretary) and Barbara Grayson (outgoing president).

There followed a brief ‘housekeeping’ summary of the likely-ongoing sponsorship of JCNA by JLR and then the first substantive issue came up – the possible splitting up of concours judging and entry criteria to separate vintage and new or modern cars. This was to be the subject of heated debate the next day during the AGM proper, which is not surprising as there is no single solution that could completely satisfy both camps.

Sadly, JCNA Treasurer Bill Sihler could not be in Mahwah but his very detailed report showed that although income held more or less steady, the club’s expenses rose through a combination of factors, such as replacement of a computer, an increase in sponsored events and 2018 AGM-associated costs. Likewise, decreased ad revenue and increased expenses pushed *Jaguar Journal* further into the red.

A sequence of committee chairs and authors then presented their reports in sequence and the meeting ended in time for the first two groups of participants to visit their preferred gatherings, starting with either a visit of the Cook Archive or the adjacent technical center building for a look at a completely new way of servicing future types of Jaguar, including battery-electric vehicles (BEVs).

SERVICING, BUT NOT AS WE KNOW IT

The group who chose to visit the new JLR service and training center were given a foretaste of what will eventually become the dominant form of car servicing – the upkeep of electric vehicles of various types. Jaguar have established an ‘academy’ for its North American staff and the JCNA group was guided around the facility by a leading light of the academy staff, Lazlo Stankovics. Apart from the cleanliness and silence not normally associated with service departments, there was an overwhelming number of safety precautions on display. The dangers of fuel fires and mechanical injury are well-known in workshops, but in the tech center the predominant hazard that new staff were guarded against was electric shock. Conventional cars with 12-volt electrics can pack a hefty punch if shorted out, but in the EV service bay metal watchbands and jewelry are banned not simply to protect the technician but also to protect the car. The academy program is geared to use online and classroom learning to provide four grades of staff competence with EVs, with at least one person in each grade per dealer:

- An ‘Informed Person’: one who knows enough to understand the basics and discuss EVs knowledgeably with customers and colleagues
- A ‘Competent Person’: who has additional skills and can perform basic tasks on EVs
- An ‘Authorized Person’: is able to troubleshoot and repair Jaguar or Land Rover EV rolling chassis

The final grade of ‘Senior Authorized Person’ works across dealerships and is customer-facing. JLR runs an annual North American Tech of the Year competition across all JLR dealers/ service centers and a total of 2,300 eligible staff.



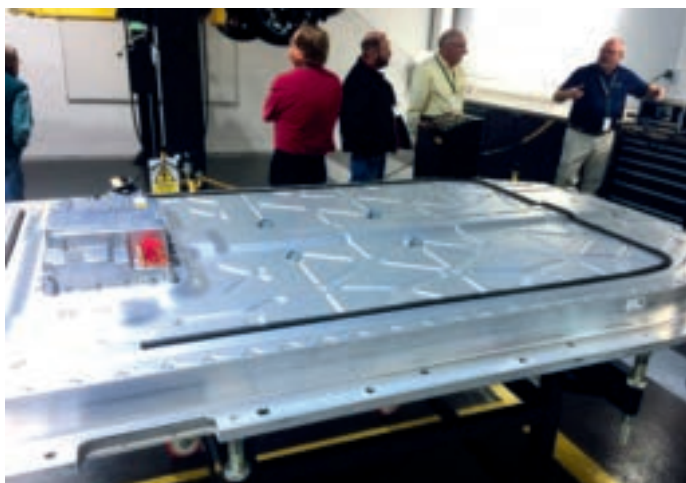
Not just for visitors: safety signage was ubiquitous. Electricity is invisible, odorless and potentially deadly.



“The leg bone connected to the hip bone...” as British ex-pat Lazlo explains the critical defined sequence of connection/ disconnection for each cell.



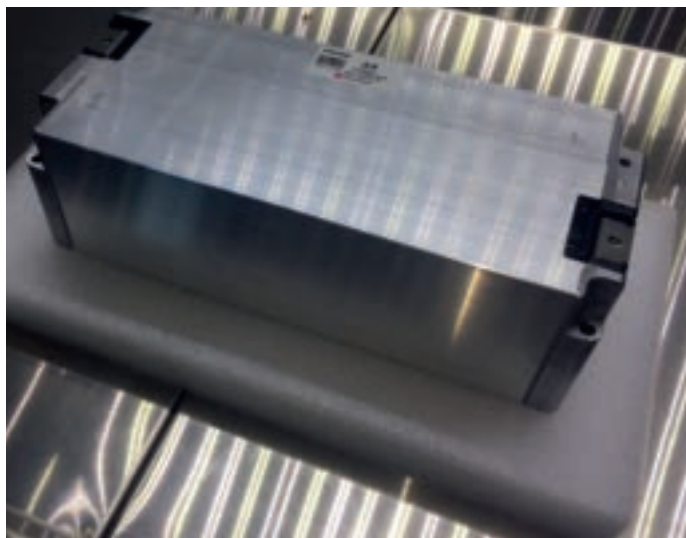
For service, the entire pack is removed from under the car floor. This could perhaps evolve into a possible 'instant refuel' option.



The battery pack 'on the bench' for checking. This significant ultra-low mass gives the I-PACE its flat, kart-like handling.



Bob Matejek poses with the deadly-serious carbon fiber rescue hook used to pull injured persons off any power source.



An individual battery removed from the floor pack

ARCHIVE TOUR

After 45 minutes or so, the tech center group traded places with the Cook Archive group, handled expertly by the new archivist himself, Fred Hammond. The archive now has a second photo and dedication to Mike Cook, hanging alongside the Karen Miller lobby picture seen at the recent Cook Archive dedication (see reports in previous *JJs*). Beyond the small entrance display of models begins the archive proper, with cupboards full of historic company catalogs, advertisements, price lists and magazine road tests, etc. Much of the material was supplemented from Mike's personal book collection and a large section houses original items filed by his predecessor, John Dugdale. He was a smooth operator and a confirmed pack-rat, with a large personal archive and papers – including all the ephemera of a true hoarder. Hardback-bound *Jaguar Journal* sets are arranged for inspection atop filing cabinets, ranged in order of year, while Jaguar artwork adorns some of the walls of what is a prime front-facing ground floor location. Mike's Triumph-related archive is being generously stored by Moss Motors.



Beyond the cabinets is a wide-open study space for research by clubs or individuals.



Fred invites inspection of stored archive material, including digitized film and images.

THE MAIN EVENT

Saturday saw the AGM proper take place in the large dining area that had been further expanded by folding back the partition forming the board meeting room. The agenda followed a similar pattern and presented all the same committee reports as the previous day's BoD meeting. This time, however, differences of opinion were stated openly and forcibly, which resulted in a few sparks flying before the atmosphere calmed and the meeting continued.

The membership committee report generated a lot of interest and will be downloadable from the website AGM tab.

The most contentious issue concerned the planned split being considered between new or very modern cars and the classic models – with the actual break point deemed to be the 1996 arrival of the V8s. Although seemingly a pure concours issue, in practice it has potential negative effects on the simultaneous efforts to bring in more and younger members and could also result in defections to driven or display classes. An argument ensued that it was wrong to assume modern cars were hardly used and therefore easy to keep spotless. Splitting off moderns should encourage participation by younger buyers and simplify the judging rules for both club and Judges. Facing criticism from both sides, Jim Sambold agreed to re-examine the issue and present final recommendations next year.

At the other end of the scale, there was also some moderately-serious discussion on the color of tire valve caps. These are normally indicative of nitrogen filling but as this was not available in the classic era there is no factory guidance either way.



Fred shares a funny story with Dennis Eklof (left) and Jim Sambold (right).

OTHER TOPICS

The full complement of 30+ reports is available on the website and particularly worthy of study are the thoughtful and thought-provoking reports on rally and slalom participation.

The meeting was followed by two further seminars on the Coventry Foundation, which we often cover in the *Journal*, and performance tuning, which we practically never cover. Dean Forsman, of Donovan Motorsports, gave a fun talk with great anecdotes. Call 413-499-6000 for advice.

The day ended with an awards dinner with a fine menu and an entertaining speaker, Tim Philippo, from JLR's 'Future Mobility' group, talking about Jaguar in the age of electrification. Tim gave a tantalizing glimpse of what may be coming from Jaguar's development pipeline in due course. As with the committee reports, a full list of 2018 award winners will be made available on the website, but here are the richly-deserved winners of some key special awards presented at the banquet:

Name	Award
Mark Mayuga	Andrew Whyte Service award
Ron & Gary Schotland	Fred Horner Sportsmanship award
Wilde Jaguar, Sarasota, Florida	Dealer of the Year award
Robert Delmar, JAGWire	Karen Miller Editor award
Phil Crutchfield, JAG, Michigan	JCNA Club Website award 🏆

You can't take it with you...

Time to LET IT GO?
You **REALLY** need Joe's expert advice to get full market value.

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

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

TYCTA.LLC
OWNED BY JOE BORTZ • CHICAGO ILLINOIS

Save This Ad!



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



Yes, All Roads DO Lead to Luckenbach, Texas!

At least they do these last 30 years for the San Antonio Jaguar Club

Story by Brian Blackwell, photos by Brian Blackwell and Bill Davis



SAJC Director Eddie Garcia holds the Blake Lambert Memorial Trophy by the late Hondo Crouch's statue, next to the Luckenbach Post Office.

The San Antonio Jaguar Club has typically announced their annual Time Speed Distance rally to Luckenbach, Texas, with the phrase, "We've found another way to get to Luckenbach." For thirty years now, the San Antonio Jaguar Club has held an annual time, speed, and distance rally through the Texas Hill Country in late January. While much of the rolling stock of many JCNA affiliated clubs are cloistered away from the ice, snow, and road salt of winter, such conditions are very rarely a problem for wintertime residents and visitors to South Texas. Winter never comes to stay around these parts – it only visits, now and then, for a few days.

These rallies usually consist of four stages, with route instructions provided for the next stage at each checkpoint. Our timing and scoring methods have evolved over the years, with many of our lessons learned having come from rallies we attended with the Jaguar Club of Mexico. We do not get as serious as they do, with in-car transponders for scoring, and average deviations of less than a second per stage for the winners. Rather, more like an average of around 30 seconds deviation per stage can win you this rally, with trophies to keep, and possession of a traveling trophy



SAJC Rallymaster Brian Blackwell launches cars in Gruene, Texas, at the start of another great rally to Luckenbach.

for the following year. A trophy we call the Blake Lambert Memorial Trophy is awarded that you have to return and defend the following year. The late Blake Lambert was one of the founders and benefactors of the San Antonio Jaguar Club. When former club president, and now late, Mac McKibben actually built the trophy, he dedicated it to then recently departed Blake. The names of the driver and navigator of each year's winner are added to the trophy, similar to professional hockey's Stanley Cup.

While the rally starting point moves around almost every year among a few compatible restaurant locations, the final destination has always been the Post Office that marks the fabled former town of Luckenbach, Texas. Why Luckenbach? What does a country rock song from 40 years ago have to do with a car club driving event? Well, it is in a beautiful spot in the hills, which is why the famous song was written in the first place, by Texans Willie Nelson and (the late) Waylon Jennings. And there is



The 1984 XJ-S Coupe of SAJC founding member Bill Davis sits outside the former Luckenbach, Texas, post office on a beautiful winter's afternoon.



The town historical marker, erected near the post office about the time we started doing this rally.

a car connection written right into the song itself. One of the later verses of the song goes:

*We've been so busy keepin' up with
the Jones, Four-car garage and
we're still buildin' on, Maybe it's
time we got back to the basics of
love, Let's go to Luckenbach, Texas, ...*

Luckenbach is a state of Texas mind, where people from cities far and wide come now to kick back under the shade of century old oaks, hear some acoustic music, enjoy a beverage, and maybe stay for music under the stars in the Dance Hall. The town began 150 years ago as a suburb of the most German city in Texas, Fredericksburg. It dwindled in size for a hundred years, until the General Store had its Post Office closed in 1971. The store owner, Hondo Crouch, turned the store and dance hall on Grape Creek into a hill country oasis, where live music was a constant. Willie Nelson's annual 4th of July Picnics were often held here, and stars like the late Leon Russell are among people this author has seen perform in the Dance Hall. License plates from all over the USA and Canada are often seen rolling through the town, as it only takes about a 45 mile detour off Interstate 10 on a cross country trip through south Texas to see both Luckenbach, and Fredericksburg. The latter is a very interesting place to overnight as well. Check one or both out next time you cross Texas by car. 🚗

Beyond XJ13 – Launching a Le Mans-based Road Car

A dream coming true

By Peter Crespin with Neville Swales



The foundation of the Ecurie Ecosse reputation – winning with Jaguars.

TEAM SCOTLAND

Many people remember the three consecutive Le Mans wins for Jaguar and most can recall that they were in the 1950s. Some can give the years as 1955, 1956 and 1957, but many forget that only one of them was won by Jaguar. The 1956 and 1957 races were won by the small, impecunious Team Scotland, better known in its French translation as Ecurie Ecosse.

Conceived in 1951 after chartered accountant David Murray crashed his Maserati heavily at the Nürburgring, the team ran XK120s in their first season of 1952, then C-Types, and subsequently won Le Mans at their first attempt in

1956, driving 'customer' rather than 'works' D-Types. After repeating the feat in 1957 as the unofficial factory entry, Ecurie Ecosse never quite achieved such greatness again. They raced on beyond the sixties and David Murray's disappearance, personifying the winning spirit of the underdog through over 60 years of racing pedigree and instantly-recognizable blue cars. The blue was not Opalescent Silver Blue, that darling of the E-Type crowd. Nor was it Opalescent Dark Blue but, rather Flag Blue metallic, from paint makers Ault and Wyborg – and good luck finding a supply of matching solvent-based single stage metallic in North America.

Blue and white patriotic colors aside, the achievements were nothing short of remarkable. Murray's 'Team Scotland' was based at Merchiston Mews, a cobbled lane of garages in suburban Edinburgh. Backed by fellow Scottish motor racing enthusiasts and driving cars prepared by ex-Reg Parnell mechanic 'Wilkie' Wilkinson, the team was quickly regarded as one of the most potent forces in the country, competing at three successive F1 British Grand Prix from 1952-54.

The team would depart Formula One to concentrate primarily on sportscar events from 1956. Ecurie Ecosse Le Mans drivers Ron Flockhart and Ninian Sanderson made history with the 1956 win as it was the first by Scots. The French, old allies of Scotland against the English, took the small team to heart and they shook the world of motor racing as they again overcame giants such as Ferrari, Lotus and Maserati to win again the following year, this time securing a stunning 1-2 finish. The masterful Ron Flockhart partnered with 'Ivor the Driver' Bueb and claimed first position, with fellow teammates Ninian Sanderson and John Lawrence coming in an admirable second. Flockhart and



The power and the glory of XJ13. You can have a similar V12.



Preliminary doodles to get the juices flowing.

Bueb's distance record of 4,397 km would not be surpassed until 1961.

The team would go on to notch up an incredible 68 racing victories in just 10 seasons. The victories at Le Mans had captured the imagination of the British public, and their distinctive blue metallic painted Jaguar D-Types had become icons in their own right when Edinburgh's greatest racing team finally disbanded in 1972. They didn't disappear for too long as the team was reformed in 1982 under the astute leadership of Hugh McCaig, and would go on to taste success on a number of occasions at various major racing events.

Today the company is run by Hugh's son, Alasdair McCaig, and his latest adventure is to work with Neville Swales, familiar to *JJ* readers through our series on his 'Building the Legend' recreation of the fabulous XJ13. Ecurie Ecosse and Neville are collaborating with the Design Q company to bring a roadworthy but still potent XJ13-based sportscar to life on road and track. The car, currently titled the LM69, is the fruition of their dream to create a practical but stunning British roadworthy retro-racer with the hard edges smoothed off.

Now installed in Coventry workshops (where else!) Neville has been quietly attending to the legal and regulatory niceties required to create for sale his meticulously-engineered cars inspired by Jaguar's 1966 XJ13 Le Mans prototype. That car was originally designed to return Jaguar to their glory days at Le Mans and take on the might of



From doodles to more complete renderings.

Ford and Ferrari. In reality it fell behind the fast-moving racing technology standards of the day and never turned a wheel in anger, due to a combination of rule changes at Le Mans and the corporate demands upon finances when Jaguar was absorbed into the BMC behemoth. Neville's cars take their inspiration from the original 1966 version, true to Malcolm Sayers' vision, as it first left the Competition Department before it was crashed at MIRA and rebuilt in 1972-73 by Jaguar apprentices.

The first completed car covered in *JJ* was a finalist in the 2016 International Historic Motoring Awards, where it stood shoulder-to-shoulder against such icons as the 1966 Le Mans-winning Ford GT40 and the 1956 Le Mans-winning Ecurie Ecosse Jaguar D-Type. That first car has since been joined by a limited number of customer cars built to the same exacting standards.

DESIGN Q

Recreating the XJ13 fired Neville's imagination. He is a huge admirer of the legendary Malcolm Sayer, a trained aerodynamicist who helped create many iconic Jaguars under the watchful eye of Sir William Lyons and who was largely responsible for the design of Jaguars C, D and E-Types before he penned the iconic XJ13. However, Neville always harboured an ambition to design and engineer a car that would combine his knowledge and all that was great about late 1960s race cars – cars like the Ferrari 312P, the Porsche 908, the Alpine A220, the Lola T70 and the mighty Ford GT40. Design Q, founded in 1997, is an internationally recognized, multi-award winning automotive and aviation design consultancy. More specifically, CEO Howard Guy was a former principal designer at Jaguar from 1987 to 1997 and worked on the design of the XJ and XJR. Can you feel the synergy?

THE NEW ALL-ELECTRIC JAGUAR I-PACE

STAND OUT EVERYWHERE, EXCEPT THE GAS STATION



With sleek, aerodynamic design and intuitive driver-focused technology in the cockpit, the all-electric I-PACE is a Jaguar vehicle through and through. Plus, the zero-emissions I-PACE is free to explore brand-new territory — like the HOV lane*.

JAGUARUSA.COM

THE ART OF PERFORMANCE

Vehicle shown: 2019 Jaguar I-PACE HSE. *Please contact your local government for further details. *Class refers to luxury auto brands. For complete details regarding Jaguar EliteCare,



JAGUAR ELITECARE

5 YEARS 60,000 MILES

- ④ New Vehicle Limited Warranty
- ⑤ Complimentary Scheduled Maintenance
- ⑥ 24-Hour Roadside Assistance
- ⑦ Jaguar InControl® Remote & Protect™
- ⑧ 8 Years 100,000 Miles EV Battery Warranty

BEST IN CLASS COVERAGE*

Working alongside Swales with his design team, Howard has acted as a catalyst for this project and proposed that Neville seek the backing and expertise of Ecurie Ecosse, due to their historical involvement with Le Mans racing. Howard's vision has led to a fantastic opportunity to create something truly unique, a car that pays homage to a phenomenal era, a brilliant race team, and the event that inspired everything, the Le Mans 24 Hours.

For over 20 years, Design Q has worked with the biggest names in the car industry, of which Ferrari, Maserati, McLaren, Bentley, Land Rover and Jaguar are just a few. They have provided services such as design, engineering, CAD, colour and material specification, prototype and show car manufacture, and high-quality visualisation imagery. Design Q also undertakes bespoke design commissions for individual customers who desire their own automotive product and work directly with the client or their partners to achieve a car of their dreams. Design Q has a reputation for providing their clients with the best quality designs and imaginative solutions. I would abbreviate their name to DQ but *JJ* readers may start looking for an ice cream parlor. On the other hand, since Design Q and Dairy Queen both serve delicious and cool products...

BLUEPRINT FOR SUCCESS

The talented team of automotive designers at Design Q were tasked with designing a car that could have raced at Le Mans in 1969. With this unique brief, strict guidelines had to be set. As the car was due to race in 1969, no technology post-1968 could be used. Engineering and design influences of competitor cars up to and through the 1968 season could be adopted and contemporary FIA regulations would have to be honoured.

The race team that will help bring this to fruition is Ecurie Ecosse, the very team that brought Le Mans success to Jaguar in 1956 and 1957. The finished LM69 design is a unique Ecurie Ecosse race car that could have raced at Le Mans in 1969 if Ecurie Ecosse had created their own car.

Alasdair McCaig, managing director of Ecurie Ecosse, said, "When I first saw the design for LM69 I was quite overwhelmed. It is achingly beautiful, yet with the menace and purposefulness that it is designed to win the greatest race on earth. I'm sure that Jackie Oliver and Jacky Ickx, who won the race in 1969 in a GT40, would have had a major competitor to worry about had this car been on the Le Mans grid 49 years ago. Imagine that!"

THE CREATION OF THE ECURIE ECOSSE LM69

How do you design an icon? Design Q's senior designer, Patrick McCallion, working closely under Howard Guy's guidance, explains his approach. "When researching the history of Le Mans, and the rule changes between 1966-69, I was able to understand how rival competitors advanced their ideas over these years. I was able to map a design that was original yet found truth in the innovations of the time. I could only add design and aerodynamic details that could trace their origins to that period. Naturally I found inspiration in other Le Mans competitors whose designs suited my outlook, where another designer might have looked in a different direction. Crucially, I kept Ecurie Ecosse in mind while designing, as I wanted it to be a perfect fit for the brand and what might have been.

"I wanted the Ecurie Ecosse LM69 to look as stunning as a road car as it would on the track, a homologation requirement at the time. The more I looked at Le Mans cars of the era, I tended to favour sophisticated flowing shapes, and designs that raised towards the rear in a natural quest for downforce. The silhouette of the Ferrari 312P struck me, as did road cars like the Lamborghini Miura. I wanted



Design Q

.....The talented team of automotive designers at Design Q were tasked with designing a car that could have raced at Le Mans in 1969. With this unique brief, strict guidelines had to be set. As the car was due to race in 1969, no technology post-1968 could be used, and engineering and design influences of competitor cars up to and through the 1968 season could be adopted. FIA regulations for 1969 would have to be honoured.

The race team that will help bring this to fruition is the famous Ecurie Ecosse, the very team that brought Le Mans success to Jaguar in 1956 and 1957. The finished design is a unique Ecurie Ecosse race car that could have raced at Le Mans in 1969 if Ecurie Ecosse had created their own car, the LM69.

Alasdair McCaig, managing director of Ecurie Ecosse, said: "When I first saw the design for LM69 I was quite overwhelmed. It is achingly beautiful, yet with the menace and purposefulness that it is designed to win the greatest race on earth! I'm sure that Jackie Oliver and Jacky Ickx, who won the race in 1969 in their GT40, would have had a major competitor to worry about had this car been on the Le Mans grid 49 years ago. Imagine that!"



Not just part of the brochure – more of an investor's prospectus...



Tantalizing rear three-quarter view. More coming soon!

to mix the raised tail design from a side view, but somehow keep the low rear end of the Porsche 908 as this would suit fast tracks like Le Mans. Studying cars like the Alpine A220, I started to discover a way to have both elements and I developed large fins. Seeking more downforce, a common weakness of the era, I added a spoiler that bridged the gap between the fins. Similar spoilers were becoming popular with other teams at the time, and Porsche even had controversial movable aerodynamic wings in 1969. I chose to go for an integrated spoiler to compliment the curves of the body. My side profile, along with the elongated tail fins and integrated spoiler, leads to the tear drop rear design, with hints of the Ford GT40, although more drag-efficient.

"At the front, the common consensus at the time was to lower the nose and add winglets to the fenders to aid downforce. A chin splitter could also be added but that would be better suited to tracks with shorter straights. With the air being directed through the grille and flowing through the bonnet over the car, the increase in downforce would

be significantly noticeable to the driver, an aero trend that was developing after 1966. The headlights are a direct result of the smooth shape of the fenders. The teardrop shape suited the bodywork and I didn't want to create a shape that could disrupt the aero. Similar shapes could be found on the Lola T70, Ferrari 312P, and Ford GT40, but this unique shape was only possible by trying to perfect the fender shape, moving the surfaces around in CAD, imagining its aluminium panels were rolled into shape on an English wheel.

"More air channels to the cabin and engine bay were added to help bring in much-needed cold air, and a grid of vents added to the rear allow the hot air to escape aerodynamically. Rules changes imposed on the 1969 race meant the abandonment of the traditional 'Le Mans Start,' where drivers sprinted across the track to their cars to jump in, buckle up and speed off. This was due to an accident the previous year. Willy Mairesse crashed on the first lap while trying to properly close the door of his car at speed on the Mulsanne Straight, forcing an end to his career.

"To avoid any issues with access to the car at the start, or at the driver change in the pits, or even in a tight parking spot when used on the road, I chose a dihedral (butterfly) door design that opens at a 45° angle, similar to the Alfa Romeo Tipo 33, allowing part of the roof to be attached to allow the driver to step in and slide into the seat. A similar door that used part of the roof to gain access was available on the Ford GT40, but that opens at a 90° angle taking up more pit lane space. My door design would also still allow the driver of the road version to remove the roof panel attached to the door for the open-air targa experience.

"On the road version of the LM69 I want the closed coupe's roof panel and the sill to expose the bare aluminium bodywork, avoiding the paint process. It could even be polished to shine like jets of the day. This bare metal look would boast the luxury of showcasing its aluminium-clad body and differentiate it to the livery of the track version."

(Next issue, engineering and development, aerodynamics and producing the quad-cam V12.) 🏁

Wheels Within Wheels

Mark's flat-foot floozie

By Mark Gordon

Since I bought my 1967 Series I OTS in 2008, I have had three flat tires due to tube failures on the original Dunlop 5x15" wheels. It is getting hard to find a tire shop with the know-how and proper equipment to repair, mount and balance a tubed tire to a wire wheel, so I'm getting concerned that a flat out in the boonies could leave me stranded. My spare is also a 5x15" tubed Dunlop and after changing a flat, I worry that driving on my spare means I have no back-up and another flat could leave me flat-bedding home. By contrast, a puncture in a tubeless tire can be repaired at most any service station or tire shop without the need to dismount the tire or can even be done roadside with a can of Fix-A-Flat or a DIY plug repair kit. The chances of being truly stranded with a tubeless tire are pretty remote.

One practical solution to the problem is to replace the original tubed wheels with more modern tubeless wire wheels. Dayton Wire Wheels offers a chromed stainless wire wheel that is tubeless and is guaranteed for life to never need re-truing. They offer 15" 72 spoke wheels in a 5" and a 6" rim width that fit Series 1 and Series II E-Type hubs. (They also have 6x15" 72 spoke wheels for the Series III.) Replacing the 5" Dunlops with 5" Daytons would result in an appearance that is indistinguishable from the original. Going to the wider 6" rim offers the option of staying with the original 185 profile tire to retain the original handling for which the E-Type suspension was designed, or going to a wider 205 size. Some owners prefer the latter because it more fully fills the wheel arches, at the expense of cornering and slow speed turning effort. Another disadvantage to the wider rim, particularly when fitted with the 205 section tire, is that removing the rear wheel can be a tight squeeze with the rear wing and could possibly

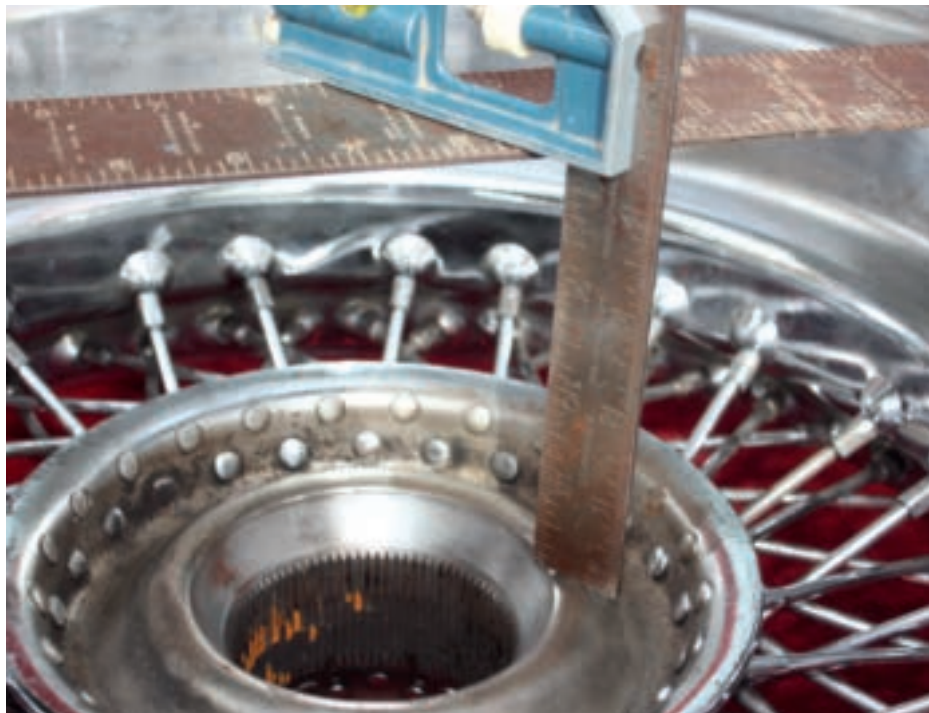


Figure 1

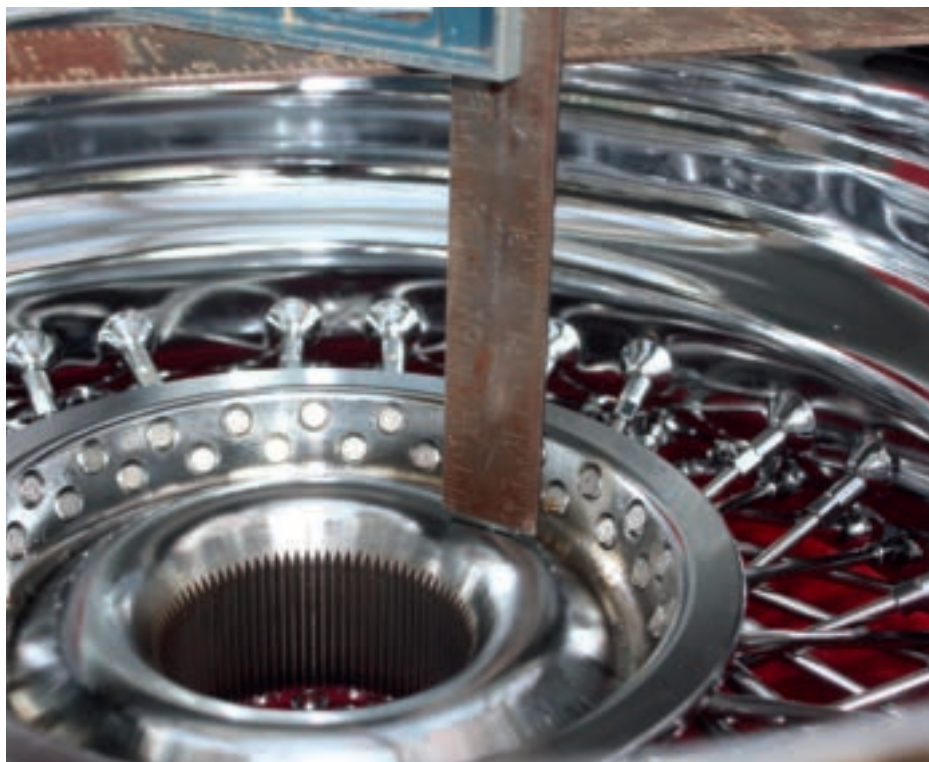


Figure 2



Figure 3



Figure 4

create problems in a roadside flat situation. Also, some owners have reported having to remove the rear bump stops when fitting the 6x15" 205 tire combination.

Another potential advantage of a tubeless wheel is the reduction of unsprung weight which could improve ride and potentially handling. The 5" Dunlop plus inner tube sans tire weighs 22.5 lb. while the 5" Dayton tubeless wheel weighs 23 lb. and the 6" Dayton weighs 23.5 lb. So although there are no savings in going to the tubeless wheel, it is possible to drop a couple of pounds of tube from each corner so that the stronger heavier wheels can at least be used without an overall weight penalty.

After much thought and talking to other owners and mechanics, I decided to go with the 6x15" tubeless wires from Dayton. I don't find the profile of the 185 R70 15s to be objectionable and since my current 185s are only three years old and have no significant tread wear, I opted to install them on the new wheels. Should I or a future custodian decide to fit wider tires, that option will be available.

Another concern that I had after talking to E-type owners was whether the 6x15" wheels would fit my car. I knew that other owners had fit 6x15" wheels to their E-Types, but none of them could give me the exact part number that they had ordered. The main issue

is the backspacing of the wheel, which is technically the distance between the inboard rim edge and the wheel mounting surface. It is sometimes incorrectly referred to as wheel offset, which is actually the distance between the rim centerline and the wheel mounting surface, and therefore harder to measure with a tire mounted. Wheel fouling on E-Types normally either happens when the inside wall or rim of a rear tire contacts the bump stop, or the outer wall of the tire contacts the upper rear lip of the wheel arch itself. The easiest measure is the distance from the inside rim edge to the inboard face of the hub. Measuring the original Dunlop at 4-3/8" (Fig. 1) and comparing that measurement to the Dayton (4-1/2") , I found only 1/8" more offset on the 6" Dayton which is negligible (Fig. 2). Most of the added 1" of rim width is placed to the outside which would not affect tire rubbing on the bonnet frame in hard turning (Fig. 3). I did a trial fit of the tire on the new wheel and found that the inside side wall did contact the bonnet frame at full lock (Fig.4), but so did the tire when mounted on the 5" Dunlop. Both tests were done with the car on jack stands and the front suspension unloaded. Fortunately, when the car was dropped to the ground and the suspension arm swung the wheel upward and outward, there was 2" of clearance between the inner wall of the tire and the bonnet springs (Fig. 5).



Figure 5

David Jones of Nottingham, England has done extensive research and comparison of the 185 vs. 205 width tires in terms of appearance and handling. The topic was covered extensively in a thread on the E-Type UK Forum: <http://forum.etypeuk.com/viewtopic.php?t=152>. The bottom line is that he found that while the 205s do fill the wheel wells more fully (Fig. 6) than the 185s (Fig. 7), the degradation in handling of the larger tire made him switch back to the original size.

I took the new wheels and my Universal Sport Classic 185/70R15 5/8" white stripe tires to Weber Tire Company in Fairfax, Virginia, for the mounting and balancing. Weber is one of the few "old school" tire shops in my area with the expertise and equipment to properly mount and balance wire wheels. They even know how to handle tubeless wires which I had them do for my spare. I retained the original Dunlop 5" spare with its tube because the wider 6" rims won't fit into the wheel well and allow the boot board to be refitted. I figure that the only time that the spare is likely to feel the road is if I have a flat on one of my road tires and have to use the spare to get me to a repair shop. I am certainly pleased with the look (Fig. 8).

The mounting of the new wheels fortunately coincided with a break in our weather. We finally had dry, snow- and salt-free roads to drive on, so I took the car out for a good test run. With highway speeds up to 80 mph, I felt none of the former vibrations that were felt between 0-70 mph. I really could not feel a difference in handling with hard cornering on windy back roads, so I am not sure how much difference the theoretically stiffer side walls on the 6" wheels really makes. Those of you with a more discerning feel for handling may notice the difference. My final assessment of the upgrade to 6" tubeless wires is that the change is definitely worth the expense and effort. I am looking forward to a summer of even more enjoyment driving this wonderful car. 🍷



Figure 6



Figure 7



Figure 8

MOTORCARS
INCORPORATED



OVER 50 YEARS OF QUALITY FAMILY OWNED SALES AND SERVICE

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

We are located in central Connecticut's Farmington Valley, and provide service to customers locally, nationally and internationally. We offer experienced service and sales as well as quality restoration services for Jaguar and other exotic motorcars.

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

333 Cooke Street Plainville, CT 06062 860-793-1055 motorcarsinc.com

Jaguar E-Type / XKE Performance Parts

Racing and high performance enthusiasts demand only the very best parts. We design and manufacture ours to be 'Better than Original' but without damaging the cars irreplaceable heritage.

Our race experience and design technology has been utilised over many years to produce components that will increase the performance of your Road, Race or Rally Car.

Our reputation for building some of the fastest racing E-Types includes the 2016 Jaguar Classic Challenge series winner.



www.bighealey.co.uk



Visit us online at: www.bighealey.co.uk for latest products and prices!

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

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

Confessions of a Meeting Organizer

Part Two: Finances

By Mark Mayuga and the Jaguar Owners Club, Los Angeles

GETTING ORGANIZED, BUDGET, EVENT PLANNING AND PROMOTION

Now we come to the meat on the bones of the event, **How do you organize and finance a big event like an IJF?**

To start, you really must look at your club's financial health, and for that matter, your Region's financial health. I mention Regions because in some cases it will take a Region to put on an IJF or AGM. When we set out to stage the IJF Santa Barbara 2018, we looked hard at our financial resources and decided that an aggressive plan to solicit SPONSORSHIP MONEY was the best way to offset HARD COSTS. At this point some terms need to be defined:

Hard Costs: those fees and deposits that are established over a long period, hotel rates, government use fees, equipment purchase or rental

Negotiated Costs: those fees and deposits that are flexible, not final. These are sometimes hotel room rates, banquet fees, and outside services

Soft Costs: those expenses that are incidental, quantity minimums, setup fees, deposits, minor amounts, advertising costs, promo items, computer time, artwork

What are the first steps to determine if your club(s) can stage an IJF or AGM? It is imperative to have an overall event plan, and to select an Overall Event Chairman, individual committee chairmen and a cadre of volunteers. Individual events need to be defined, locations chosen, equipment suppliers, alternative hotels, air and ground transportation, local jurisdiction fees, venue use fees, catering services, and live entertainment companies, etc.

EVENT PLAN OUTLINE:

Event Theme: This is important because it can help you define the location of the event, entertainment, accommodations, meals, decorations, transportation, sponsorship, advertising, local promotions, Chamber of Commerce, and Visitor's Bureau publications, etc.

Accommodations: The adage of **location is everything** is extremely important when staging an IJF or AGM. You are responsible for providing your attendees the best choice for a hotel, room rate, food, meals, venue amenities, location, accessibility, services, parking, etc. When visiting a potential hotel be sure to make an appointment with the Special Events Sales Manager or Catering Manager. Always deal with the top person in charge; they are amenable to negotiating hard costs, room rates, banquet facilities, menus, audiovisual equipment, parking, grounds use, etc. Have a realistic idea on how many people you expect to attend the event. We locked in a 2016 room rate for the 2018 IJF by guaranteeing 80 rooms (160 individuals); this resulted a difference of \$219/night vs. \$259/night. Always remember, there are taxes and fees added to the rate they quote you; make sure to learn exactly what those hard costs are and try to get the lowest room rate possible to offset them. **HAVE YOUR ATTENDEES DEAL DIRECTLY WITH THE HOTEL FOR RESERVATIONS!** Hotels will set up a special PASSKEY code for your event, this identifies your attendee and the hotel will give you timely reports on who has registered. **DO NOT HANDLE ROOM RESERVATIONS THROUGH YOUR CLUB, OR IT WILL BE LIABLE FOR NO-SHOWS AND FEES!**

Hotel Facilities Fees: Hotels have lots of advantages for big events: they have rooms that can accommodate

large gatherings, can provide food and catering services, meeting rooms, audiovisual equipment, parking, personal services, etc. **BUT** these all have a hard cost, and these services are a profit center for hotels. That means they charge you the maximum for everything they do or provide, right down to tablecloths and chairs. So, it is important to really define your event, your meetings times, meals (whether buffet or plated), audiovisual equipment rental, use of the grounds for concours (the Hilton charge for the "green" was \$12,000 hard cost, we negotiated that down to \$2,500 because we scheduled the reception and all of the meals at the hotel). Hotels are interested in booking rooms; the rest is gravy for them, so when you plan your event make sure you maximize the number of attendees. **This can be accomplished by good event marketing.** Hotels charge by the nights reserved, so more reserved nights equals more offsets; they will negotiate the hard costs if they see you will bring them early reserved room nights. Get close to your Hotel Events Manager or assigned Manager and ask questions until you fully understand; he or she is there to help you and to solve problems.

Planning Special Social Events: Every event has a social component attached. This can include welcome receptions, picnics, breakfasts, luncheons, dinners, cocktail parties, etc. Once again, depending on the theme of your event you may plan to have one or all of these at the hotel or offsite. Examples would be a welcome reception at a dealership showroom or a meal at a car museum. We wanted to something special to kick-off the IJF Santa Barbara event, so we planned an

event at the Petersen Automotive Museum Vaults Tour, where cars not usually displayed are stored. In Los Angeles the car culture is as important as Hollywood and the music industry. We planned the museum tour dinner at the Drago Ristorante, which is inside the museum. We had to limit the number of attendees participating in the tour because of the limited tour docents and space available. Also, we were restricted to 80 attendees for the dinner at the restaurant. We advertised early on that this event was the kick-off for the IJF and that it was limited to 100 people, with a cut-off of 80 eventually. Making this an exclusive event worked to establish the exclusivity of the IJF events and emphasized that early registrations were important. We also added a special event within the event by featuring two Sponsors in a panel discussion on car collecting and restoration values. This was a first for any event, and added a new dimension of audience participation in a after-dinner Q&A session. It was not the same old single-speaker formula but an 40-minute interactive event which proved to be informative, refreshing, and popular. When you are planning your events, try to be inventive and imaginative. Inspect your venue to see if you can leverage it in an out-of-the-ordinary way to make it special for the attendees and your membership.

Planning Banquets: Banquets are a major part of any big event. Whether they're for breakfast, lunch, or dinner, they take planning and decision-making. Menus must be selected, attendee number estimated, plated or buffet service selected, full course or light meal decided. Banquet room selection is important, as is the menu, but most important is the GUARANTEE OF MEALS SERVED. This is where you REALLY must watch your EVENT REGISTRATIONS, BUDGETS, and MEAL RESERVATIONS. We decided early-on that buffets gave greater value and flexibility in menu selection, less room setup, and simplified the meal guarantee that hotels require. A buffet meal usually gets billed according to the number of plates used; with a buffet some folks will go back for seconds and that's okay, you're paying for food anyway. Plated meals require a larger catering staff and head counts must be exact. Plated meals don't allow for no-shows or additions, you pay for your guarantee number. A buffet allows adding or subtracting people with no penalty and we had to do that for dinners and breakfasts. With buffets you get more food variety and selection (my mantra was "no rubber chicken"!). The themes for our menus were Wine Country and Old Spanish Days, which worked great; there weren't too many leftovers. The Concours Awards banquet was sold-out and there wasn't much food left, including desert! Everyone seemed very satisfied and happy with our selections. Keep it simple and don't do the same thing that everyone else does; be imaginative and have fun with it.

Offsite Meals: One option which was fun and interesting was the Rideau Vineyard luncheon. The idea was to have a lunch for the folks that participated in the morning JCNA Rally or Scenic Tour of Santa Barbara that wasn't a hotel box lunch (\$38 our cost). Nothing worse than a warm drink and

a ham or chicken salad sandwich that's been in the box for several hours. The famous Santa Maria Style Barbeque is unique to the Central Coast of California. It's a combination of spices and oak wood over open flame that gives this BBQ method a unique flavor and ribs, brisket, tri-tip, shrimp, chicken were the menu chosen. The local Chamber of Commerce recommended caterers who could provide a full lunch in this style. But gourmet food trucks are all the rage in California and we found a caterer with a BBQ truck who offered a five-entre BBQ menu complete with fresh salad, cold drink, and chips or fries for \$12-\$15 per person complete, and they provided everything. People really enjoyed the fact that this was fresh-made local cuisine, and the price was reasonable. Little details do make a difference, and we came up with something delicious that complimented the Vineyard and wine tastings. We had 168 attendees, and over 200 meals were sold. Keep in mind that the equipment, tables and chairs, linens, and catering for offsite meals can be more expensive than onsite meal costs (although a dealer or other sponsor might underwrite that expense).

The Concours Event: The JCNA Concours is the climax of an IJF and therefore requires special consideration for the location. We assumed that there would be many cars attending in all the Judged Classes and a goodly number of display cars, too. We invited our cousins from the Land Rover Club Southern California just to add variety and interest. This proved to be a fun idea because the LR members brought interesting cars that had competed in world rallies and off-road competitions. Knowing that the Chairman of the Concours and the Chief Judge were going to have their hands full with car registrations, field layout, judging schedules, judging schools, judges selection, and managing volunteers, we asked the Concours Chairman of the San Diego Jaguar Club (with whom the JOCLA has a great relationship) to be our IJF Concours Chairman. He had a computer program that printed judging sheets, schedules, placards, everything, which was a huge help.

Our club provided the Chief Judge, who was well-versed in the latest JCNA updates and details. He also verified that each judge was currently certified and a JCNA member in good standings. **IT IS CRITICAL THAT EVERY JUDGE'S CERTIFICATION AND MEMBER STATUS BE VERIFIED!** This process was begun almost 10 months prior to the event. An uncertified judge means that every car score that he or she judged would be thrown out, which would be a disaster. The Concours Chairman made several trips to interface with the Hotel Grounds Manager to locate the entrance for cars, the sprinkler heads, the vendor corral, confirmed the grass would cut prior to the event, and to plan the traffic control.

The **Vendor/Sponsor Corral** is very important, to give your Vendors and Sponsors as much exposure as possible; just make sure they are responsible for all their displays and personnel. The hotel can provide tables and chairs but at a premium price; just let the Sponsors know so they can bring their own. Be careful with signage and flags, some hotels

discourage them or limit sizes and number. No loud music or any music at all; this usually requires a entertainment permit. As mentioned, the initial cost of the Concours site was \$12,000, but we got it down to \$2,500 because we scheduled so many events onsite.

Planning Driving Events: The California coastline along Malibu and Santa Barbara is probably one of the most picturesque coastlines in America, with a wonderful drive up the coast from Los Angeles. We made the otherwise boring freeway journey to the Petersen Museum more exciting by organizing a tour along the coastline and over the mountains to the Pacific Coast Highway to get there. The tour also included the famous Mulholland Highway.

Another part of an IJF event is a JCNA RALLY. Among the numerous rally formats available, we chose to use a TDS (Time-Distance-Speed) rally with self-checkpoints in the instructions. Choosing this format limited the number of courseworkers needed to just two people (a starter and finisher) rather than the dozen or more courseworkers that manned checkpoints would have required. At the same time as the rally, we held a scenic tour running throughout the greater Santa Barbara area. When planning driving events, be inventive, keep it simple and fun, and take advantage of the local scenery and roads. We had 38 rally teams and 48 scenic tour teams; most of the Concours entrants participated in one of these events.

Event Marketing: This is where things get important. The 2018 International Jaguar Festival Santa Barbara was successful and profitable because we conducted an aggressive marketing program to all the JCNA Clubs and potential sponsors. We developed and coordinated the publicity roll-out with *Jaguar Journal*. JJ DISCUSSIONS STARTED A YEAR BEFOREHAND.

We knew Santa Barbara had a wonderful, colorful history and we researched the town, Old Spanish Days, 1930s, the Hollywood connection, and current sites and activities. We created IJF ads that were out of the ordinary, with humor and a little history featured. The results were a series of fun, upbeat, tongue-in-cheek ads that spoke to why people should be attending or why they weren't planning to come. Our goal was to create fun and possibilities of adventure and discovery. Our Event Chairman was a career marketing guy, but most clubs have talented folks who can create effective marketing campaigns that invite folks to participate and have fun. START MARKETING YOUR EVENT IMMEDIATELY! Getting the word out is the most important, and make sure you include any sponsors via their logo. Promote the date, the location, and introduce your theme, making sure it is consistently featured throughout your promotions and during the event.

Advertising: The theme we selected was old Hollywood celebrities and historic figures of the Spanish Mission Days, using humorous clichés to tout Santa Barbara and the IJF Event. Our webmaster and graphic artist used images from the Internet to create promotional material for distribution

to all the clubs via the JCNA Administrator. We started to get registrations almost immediately after the first round of ads hit the Club newsletters. We also did e-blasts of the ads to Clubs every month and then every other week. People get distracted and we wanted to be in front of them all the time. It worked! We had 248 attendees against our capacity of 250 allowed for the event and we had four events SELL OUT, which must be a record for any JCNA event. The cost of advertising was the preparation of the artwork, which you must budget for. Remember to provide a budget line item for promotions and advertising; \$1,500-\$2,000 should be enough to get the desired results.

Electronic Promotions: The Internet and emails proved to be a terrific and inexpensive way to promote the IJF. The key was to have a message and an image that promoted the event, date, time, event outline, hotel registration PASSKEY, and a phone number and email person to answer questions. We created a series of PRESS RELEASES that were distributed to all the JCNA Clubs, potential advertisers, and sponsors. We used the Internet to promote each event and all the details. We also provided optional hotel and transportation information, including suggested restaurants and places of interest if attendees arrived beforehand or stayed afterward. The Santa Barbara Visitors Bureau and Chamber of Commerce provided brochures, maps, discount coupons, wine tasting room lists, transportation and tour info, etc. We made this available via the Internet with hard copies for attendees. We visited each restaurant or retail store to inform them that their facility or store was on our recommended list. Some of these companies gave us discount coupons and prizes for the silent auction.

Sponsorship Solicitation: Asking for money to support an event is not easy, most people hate it more than public speaking. but it can be kind of fun. The secret to asking for Sponsorship funds is no secret: just have a good message, offer opportunities to your potential sponsor, have a defined tiered program, offer value for dollar, include them in every electronic communication, magazine ads, printed brochures, press releases, handouts, newsletters, event signage, banquet venues, feature their products and services at silent auction or raffles, centerpieces, registration goodie bags, event venues, sponsor corral, event program, community publications, etc. Sponsors want the opportunity to be the center of attention, but you have to charge them for that opportunity. The pitch is that you are getting them in front of the audience they're trying to reach, one of captive potential buyers. This is targeted marketing at its best. Be creative in your approach and be generous with sponsor exposure to the attendees. Make sure you use a tiered approach, Presenting, Supporting, Vendor, or Gold, Silver, Bronze, doesn't matter how it is labeled. Give them choices, and be flexible. Your solicitation letter is most important. I have included a copy of our SOLICITATION LETTER as an example of wording and the tiered approach with the benefits listed.

SOLICITATION LETTER EXAMPLE:

IJF Sponsorship Opportunities

The Jaguar Owners Club Inc. of Los Angeles, serving five counties, has been chosen to host the **International Jaguar Festival, October 31 to November 4, 2018**. The Festival is a celebration of all things Jaguar, and with the addition of Land Rover vehicles, the JLR family relationship grows. This year's event will be celebrated in the City of **Santa Barbara, California**. Jaguar and Land Rover owners from all over North America, Mexico, and Canada will be attending and displaying their classic Jaguars and Land Rovers "On the Green." Jaguar Land Rover will also showcase their current, new, and future model cars to the assembled enthusiasts and public. A SPECIAL EVENT at the PETERSEN AUTOMOTIVE MUSEUM, receptions, an awards dinner, luncheons, ride-and-drive programs, a JCNA Concours of classic and historic Jaguars and Land Rovers, a regional rally, and slalom are all programmed for this four-day event. The newly-remodeled **Fess Parker Hilton Resort**, on the Santa Barbara beach, is the headquarters for these special events. (Event outline is enclosed.)

The receptions, breakfasts, luncheons, awards dinner and a special luncheon in the beautiful Santa Ynez Wine Country will be opportunities to focus your participation as an event sponsor. This event promises to be the largest single JLR event in the 2018 Jaguar Clubs of North America calendar; we are expecting 250-300 participants. Many of the automotive press will be present, as this event coincides with the Los Angeles Car Show in November. The public is invited to the Concours as well. The International Jaguar Festival is an opportunity to showcase your products and services to a dedicated group of car collectors, drivers, racers, the automotive press and the public.

Sponsorship of any of the events is available to your company via our enclosed event sponsor program. Each event is identified with corresponding sponsorship dollar amounts. There are two levels of sponsorship investment: **PRESENTING SPONSOR** and **SUPPORTING SPONSOR**. The **PRESENTING SPONSOR** is the *major sponsor* for the entire Festival and individual events; your identity package description is enclosed. The **SUPPORTING SPONSOR** is the second-tier sponsor for the entire Festival and your identity package description is also listed. Individual event sponsorships are also available on a first-come, first-served basis. **PRESENTING** and **SUPPORTING SPONSORS** will be identified on all printed materials, electronic messaging, posters/banners, swag items, event venues, trophies, etc. You will also be encouraged to pass out marketing materials, provide an information tent with your identity banners, hand out materials, and have company representatives present. The **PRESENTING SPONSOR** may have as many as five (5) information locations; a **SUPPORTING SPONSOR** may have as many three (3) information locations. These locations can be tents, tables, etc., and can also act as hospitality locations, sales information centers, and other functions to be determined. Each sponsor must provide a proof of insurance to participate in the Festival and must provide their own equipment. A photograph of your display must be provided 30 days prior to the event.

Please review the **SPONSORSHIP PACKAGES**; all event sponsorship budgets are negotiable. We want your investment in the International Jaguar Festival to be more than just a one-time event. We know that your sponsorship will provide a real opportunity to connect with your loyal customers, develop new relationships, and experience the new look of Jaguar Land Rover. The Jaguar Owners Club, Inc., and the Jaguar Clubs of North America are proud to celebrate one of the most charismatic automobile marques in the world. We look forward to your contacting the Jaguar Owners Club, Inc. Corporate Relations Chairman, M. Mark Mayuga, to discuss your opportunities to participate in this very special event. Southern California is the 'Car Culture' center of North America and your opportunity to make an impression is even greater with your participation.

Confessions of a Meeting Organizer: Part 2, pg. 4

*Classic Showcase is the Jaguar Collector's Resource...
With Spectacular Jaguar Offerings*



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



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



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



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



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



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



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



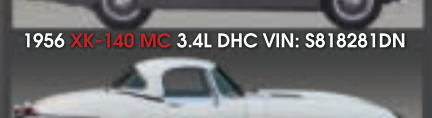
1962 **MARK 2** 3.8L SEDAN VIN: P218990BW



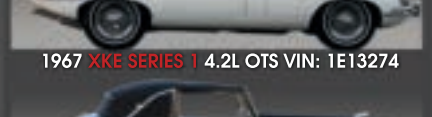
1966 **XKE SERIES 1** 4.2L FHC VIN: 1E32792



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



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



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



Classic Showcase

www.classicshowcase.com

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

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

Including:
Race Tuned Engines
Aluminum Flywheels
Weber Carburetors

TJP

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

LUCAS CLASSIC TIRES

PIRELLI 185VR16

FREE Catalog
Best Prices Anywhere!

Lucas
CLASSIC TIRES

2850 Temple Ave. Long Beach, California 90806
800-952-4333 • 562-595-6721
www.LucasClassicTires.com

Remember to mention
Jaguar Journal
when responding to our advertisers



Cooper Classics LTD
137 Perry Street, NY, NY 10014
p: 212-929-3909
sales@cooperclassiccars.com

We Buy:
Classic Jaguars

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

WOODWORK
Refinishing, Reveneering and Repair

How is your woodwork looking?
CHIPPED, SCRATCHED, CLOUDY, CRACKED
OR DELAMINATING?

We can restore it to "Showroom" Condition!!

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

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

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

Madera Concepts® . . .
. . . Automotive woodwork is all we do!
55-B Depot Rd., Goleta, CA 93117
Toll Free: 800-800-1579; Fax: 805-962-7359
www.maderaconcepts.com

COOL DOWN YOUR KITTY!

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

Pre-Cut Jaguar Floor Insulation Kits
• 97207 - XKE • 97254 - '54-'57 XK 140
• 97218 - V-12 • 97231 - '67 2+2
Also available in 30" wide rolls!

KOOLMAT
HI-TECH HEAT INSULATION
877-566-5368 • KoolMat.com

**Seriously,
any condition.**



Alex Manos buys classic cars.
1-877-912-0007
alex@beverlyhillscarclub.com



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

Any Classic Jaguar. Any Condition.

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

Wanted
Jaguar
Magazine
Collections
(203) - 470 - 5298
DanielRapley@gmail.com

PRESERVING THE ART AND SOUL OF VINTAGE SPORTS CARS



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

Sport & Specialty
www.sportandspecialty.com

DONOVAN

MOTORCAR SERVICE

*Fine Automobile Service & Restoration
Jaguar Specialists*

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

Home of the Jaguar Racing XKEs

4 Holmes Road
Lenox, MA 01240

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

www.donovanmotorcars.com
info@donovanmotorcar.com



Original
Specification
Jaguar
Interiors



Muncie Imports & Classics

"Quality Care for Quality Cars"



Award Winning Restorations

Interior Restorations

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

Paint & Body

- Metal Fabrication
- Paint Correction
- Parts Reconditioning

Mechanical Restorations



4301 N. OLD STATE RD. 3, Muncie, IN, 47303
muncieimports.com | OSJI.com | (800) 338-8034 | mic@muncie-imports.com

SPONSORSHIP PACKAGES EXAMPLE:

IJF Sponsorship Opportunities:		
Event	Presenting (\$)	Supporting (\$)
Petersen Museum Tour	3,000	1,800
Welcome Reception	4,000	2,400
Concours Breakfast	1,500	1,000
Concours Event	8,000	5,000
Concours Dinner	10,000	6,000
Rally Breakfast	1,500	1,000
Rally Event	3,000	1,800
Slalom Event	1,500	1,000
Rally Lunch	3,000	1,800
Casual Dinner	TBD	TBD
Farewell Breakfast/ Awards	1,500	1,000

All Sponsor Packages are negotiable.

Sponsorship monies are due in full 30 days prior to the event.

Product displays, support equipment, tables, chairs, tents are supplied by Sponsor.

JOCLA will promote the event from February 1, 2018, continuously until the event date.

SPONSOR PACKAGE DESCRIPTIONS

SUPPORTING SPONSOR:

1. Participation in all events.
2. Logo on all printed and electronic materials and advertising.
3. National adverts to all clubs.
4. Handouts, etc., company giveaways at all events.
5. Tent/table at all events supplied by sponsor.
6. Printed/electronic info materials in all registration packets.
7. Email addresses of attendees.
8. Table sponsorships.
9. Complementary meals for two representatives.

PRESENTING SPONSOR:

1. Participation in all scheduled events.
2. Logo on all printed and electronic materials and advertising.
3. National adverts to all clubs.
4. Handout materials in registration packets.
5. Video presentation at Awards Dinner.
6. Presenter of trophies at sponsored events.
7. Lobby display.
8. Verbal presentation at sponsored event.
9. Email addresses of attendees.
10. Display of products/car restorations, etc.
11. Product included in registration packets.
12. Name on all trophies awarded in sponsored event.
13. Logo on designated event clothing items and specific event swag.
14. Logo/company ID included in all local advertising, radio PSA, "Visit Santa Barbara" calendar, and resort press releases.
15. Table sponsorships.
16. Complementary meals for four representatives.

IJF SPONSORSHIP OPPORTUNITIES, con't

We tried to offer the sponsors multiple events to be involved and to participate in. We put all the Sponsor monies into one pot and then applied their contribution to individual events or most events. In some cases, certain sponsors were just allocated to one event, this applied more to the SUPPORTING SPONSORS. The PRESENTING SPONSORS were featured in all events and in three events the PRESENTING SPONSOR representative was a panel speaker or trophy presenter. The two PRESENTING SPONSORS, Moss Motors and Classic Showcase, had their logos included on the JCNA Concours trophies. The trophy logos continue to advertise the sponsor long after the event, a prime example of providing Value for Dollar. Don't underestimate the importance of sponsorship monies, but make sure they sign a contract and are clear on what you are going to provide in return. And make certain that they are clear on what they owe you and must pay in a timely manner.

Fund Raising/Charity: Everyone likes to be generous during an event like this and to give back to the community, a charity or scholarship fund so include a fundraising event in your program. Designate a raffle or silent auction to raise those funds, but don't co-mingle your revenues and expenses with the charity monies; keep them in a

separate dedicated account. Establish a goal in dollars. Make sure you have the permission of the receiving entity to use their name as a beneficiary, and make sure you have an understanding on how you will transfer the monies donated. You should ask for their IRS EIN number or a RECEIPT with their name and charity number printed on it. We used a silent auction to raise money and a Monte Carlo Night with prizes; the latter was a lottery where everyone had a chance to win based on tickets earned at the gambling tables with funny money.

IJF Event Budget: Every club should have an ANNUAL OPERATING BUDGET. This is the financial map necessary for any club to be successful and solvent. This budget process is also important in staging an event like an IJF or AGM. When we set out to plan the 2018 IJF, we researched the real costs – fixed, soft, and variable – to put into our budget. Then we outlined our strategy to solicit sponsorship money. There is a maximum dollar threshold per event your attendees are willing to pay. Our estimates were \$60 per car for Concours and Slalom, \$35 for Display, \$25 venue use fee/person, and \$75/person for dinners. This is where Sponsorship can be a lifesaver and allow you to put on a good event

Set up a spreadsheet with columns for the following topics:

1. Specify or estimate **fixed costs** for every aspect of the event. These are the costs that don't vary based on attendance. Fixed costs included such items as site rental for the concours, event promotion and slalom equipment.
2. The next aspect of expense is **variable cost**, such as what the hotel charges per person for each meal. These costs should be specific, not estimated. Don't forget to include taxes and service costs.
3. Then determine what to charge for each variable cost item. This is a matter of judgment, being what would be reasonable but would not discourage attendance. We undercharged for expensive dinners but tried to make up the deficit by setting healthy charges for participation in events such as the concours and rally.
4. Next estimate how many people will participate in each event. We based this on our own club experience, the experience of other local clubs, and the reports from the first two IJFs, which we were different enough that they didn't furnish much guidance.
5. The next column multiplies the cost per person for each event by the estimated attendance for that event.
6. The last column is what revenue will be generated when planned IJF charges per person are multiplied by estimated attendance.

The last step is to add the totaled FIXED COSTS column and the totaled VARIABLE CHARGES column to give TOTAL COSTS. Comparing total costs to total revenue gives an indication of how much additional revenue will be necessary to at least break even.

Sponsorship was the solution. What amount would be needed and what seemed attainable? We started soliciting sponsorships before we finalized the prices in our registration package, giving us a better feeling for what we could offer and what we should charge. All of this involves judgment. As we obtained sponsorships, we added them to our revenue column. Our pledged sponsorships ultimately added up to \$21,800; the average sponsorship was over \$2,000.

We continually adjusted our estimated attendance as registrations came in. We also revised fixed costs as we could convert estimates to actual amounts. While we opened reservations over seven months in advance of our event, most reservations were made within the last two months. Identify your reservation cut-off dates and publicize them well in advance.

Our estimated fixed expenses were close to reality except for a few items. We overestimated how much we would spend on trophies, especially for concours. Nor did we include the bar charges incurred because of low drink sales volume. We originally overestimated concours attendance so had less revenue than expected there. We underestimated the amount we spent on graphic design and promotion and didn't figure in the PayPal charges. But we underestimated rally, scenic tour and Rideau Vineyard attendance so enjoyed more than anticipated revenue from those events

Sponsors and other merchants donated many items which we used in several ways. We held a silent auction which netted \$2,490, an amount not planned for in our budget. We netted \$300 from regalia sales including shirts and jackets, mugs and wine glasses. We initially offered other items but did not receive enough orders to meet manufacturer order minimums; it seems event regalia is not as popular as it once was.

That's the 30,000-foot overview of the 2018 Santa Barbara IJF event hosted by the Jaguar Owners Club, Los Angeles. There's a lot more details involved but this brief outline should get you pointed in the right direction. Every event is going to be different and opportunities will vary, but if you have a strong Event Plan, an Executive Event Chairman, sub-chairmen, a budget manager, and a cadre of volunteers and STAY ORGANIZED, you can put together a great program. Don't be shy in asking for help from clubs that have staged such events; they want to see you succeed, too.

Good luck, and contact me if you have questions

Mark Mayuga, 2018 IJF Chairman, 2019 President JOCLA, markmayuga@att.net, (909) 772-1075. 📞

Auction News

Early season action

By Ramsey Potts



In the world of automotive auctions, the 2019 season got off to a solid start. During the January 'opening games' in Arizona, the leading auction houses, including RM Sotheby's, presented a strong showing of 15 post-war and one pre-war Jaguar – and all but two went home with new caretakers.

I'll offer a review of a few feature lots and values, and then a few anecdotal opinions of the overall results. For the record, the values cited are the final transaction and include all buyer's premiums.

This January saw four examples of the first generation XKs cross the Arizona stages, with two XK120 models available and one each of the 140 and 150 series. The highlight was an XK150 with the more powerful 3.8-Litre engine and presented in near-original specification. The market continues to appreciate the XK150 models, possibly because of the easier ingress/egress and cockpit size. This opens the XK150s to a broader audience (pun intended!) than the diminutive drivers of the cars' original era. The 3.8 sold

for \$212,800, a well-deserved value for that car.

For the fans of the XK120 and XK140 series, transactions were subdued this year and the only 120 sold was a 1950 Roadster for \$95,200, while a 1957 XK140 SE sold for \$84,000.

In line with recent trends, the most prolific models were the E-Types, with all five Series 1, two Series 2 and two Series 3 cars finding new owners. It was RM Sotheby's who had the highest-selling E-Type of the week – a 1966 4.2-Litre Roadster – for \$274,400, just shy of its pre-auction high estimate. This example was impeccably restored and stunning in Opalescent Dark Blue over Oxblood leather. I would consider the car well sold, and the new caretaker has a Series 1 Jaguar that sits amongst the best examples and was properly described in the auction catalog as "a pristine roadster whose next owner will take possession of a classic automotive treasure."

Although there continues to be reasonable demand for Series 2 and 3

examples; the highest-selling Series 3 left the desert for just under \$65,000 and the highest-selling Series 2 car achieved just under \$100,000.

My personal opinion is that the Arizona results came in as most enthusiasts expected and there were few surprises overall. I was, however, pleasantly surprised to see the strong results for most of the E-Type models, as there seems to be no reduction in the number of high-quality examples offered in 2019. It also appears the trend continues for the early XK120 cars lagging behind 140 and 150 models of similar quality. Overall, the classic car market seems to remain consistent with 2018 and as a company we were pleased to see a continued trend in new bidder registration and first-time client activity.

Next up are the spring/summer auctions, and I'm especially excited to see the our 'Youngtimer Collection' enter the spotlight, as these cars, with top flight XJS models in the mix, represent the 'poster cars' of the much sought-after baby boomer and even Generation X collectors. It should be a fun summer! 🍷

Tales from the Trade

“Put it away for a while. It’ll be there when we get back.”

If you want to store something, you need the right conditions or the item may suffer. The last bottle from that nice winery? Put it in the cellar or somewhere cool and dark. The lovely cheese that goes so well with it? Well, there’s the freezer, but some types will keep for ages in the same cellar as the wine – mice permitting. Clothes/wardrobe, blankets/closet and car/garage.

Wait a second. That last one, car/garage, are you sure? Just drive in and park up and that’s it? Oops, no – there’s the battery to think of, right? So you hook it up to your favorite trickle charger (It’s 1983 and electronic battery tenders haven’t been invented yet) and that’s it. You’re not sure whether to drain or top-off the twin tanks, but as it’s only going to be a couple of months you do neither and the XJ12 sits with a half-load of fuel. Collect four brownie points for putting ten pounds of extra air in the tires (make it five points because you remembered the spare) and enjoy your temporary posting abroad.

In fact, the V12 owner enjoyed his posting so much that it extended from two months to two years and pretty soon it was over two decades. Then it came time to return with his family, close out his parents’ affairs and sell their house. The son had no illusions that he had done anything but neglect the Jag. The car was in nobody’s way and home visits were not the time to get oily, so it sat out of sight, out of mind.

He advertised the old Jag locally, but the optimistic ‘ran when parked’ story didn’t reassure the tire-kickers who responded, thinking that ‘rough’ would be fixable with a hosepipe and a clay bar. Confronted with a heavy car on four flat tires and body covered in grime, their optimism evaporated like the fuel had ten years earlier.

He called a local mechanic, who soon concluded a call-and-collect deal, based on a price slightly above scrappage, out of respect. The tanks were full of gum, as were the pick-up pipe filters. After an oil change and a half-hearted fuel tank rinse, he rolled a thin sausage of steel wool and fed it inside each fuel pick-up before hooking up a battery. Which is when the electricians proved to be almost uniformly dead, apart from the starter and a brief spurt of life from the fuel pump at the first attempt. The pump ingested more rust flakes in five seconds than Bosch expected in five years, then ground to a noisy halt. Its replacement, together with a fresh fuel filter on the fuel rail – but absent a total system flush – fared only slightly better. It started the engine but soon began to hum and then whine and was switched off before it deteriorated to full coffee grinder mode. That was the bad news. The good news was that the engine did eventually run and sounded healthy, which was a great motivation to persevere.

Almost as soon as his hopes rose they were dashed by a puddle of coolant. Expecting a leaky bottom hose, his heart sank to see a split radiator that would require a \$900 replacement or an expensive complex re-core. With the unsentimental eye of a professional he decided to move the XJ12 on, or scrap it, now that he would be underwater if he continued. So before a requested heritage certificate had even arrived, the car was advertised on the local club website and an enthusiast snapped it up.

Astonishingly, he too had to abandon the car in his workshop due to other commitments but he was at least able to drive briefly around the block and park the car indoors. Fast forward three years and starting the engine resulted in loud squealing and the smell of burnt rubber. With the engine idling he

could see the water pump had stopped turning. Imagining it had gone stiff from standing he tried turning it by hand, by vise-grip and eventually with a foot long Stillson wrench with a pipe slipped over the handle. Perhaps a nut or small bolt had fallen in a hose and jammed the impeller?



Spot the impeller. Hard to see this is rock hard to the touch, not slimy.

After stripping the bonnet and front end, the picture reveals all. A seized water pump that looked like it had been dropped in a limestone cave a hundred years ago. Logic suggests it must have seized during the long abandonment, but everyone was sure there had been no burning or squealing when it ran last time. Presumably there had been some kind of chemical reaction between old coolant and subsequent top ups but the moral is clear – use it or lose it and when necessary follow a thorough lay-up procedure to protect your investment, and your sanity. 🛠️

AD INDEX

Ace Peak Plates.....	43
Beverly Hills Car Club	36, 43
British Marque Car Club	42
Classic Showcase	35
Cooper Classics LTD	36
Denis Welch Motorsports	31
Donovan Motorcar Service	37
Gullwing	43
J.C. Taylor Insurance	43
Jaguar Land Rover North America	24, 25, 48
Jose Romero/Driversource	43
Koolmat.....	36
Lucas Classic Tires.....	36
Madera Concepts	36
Motorcars Incorporated	31
Muncie Imports & Classics.....	37
SNG Barratt.....	47
Speed & Sport Chrome Plating	43
Sport & Specialty	37
Steve's British Connection	43
Terry's Jaguar Parts.....	36
TYCTA, LLC	19
Welsh Enterprises, Inc.	2
XKs Unlimited.....	8

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

Fancy *British* cars, do you?

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



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

British Marque Car Club News
5 Old Nasonville Rd.
Harrisville, RI 02830
www.britishmarque.com

CLASSIFIEDS: FOR SALE

1995 XJS Convertible. 4.0L, beautiful, rare Rose Bronze paint. 43K miles, Immaculate. Multiple first place, 99.1+ concours. Always garaged and covered. Top and interior perfect, seals still supple. Engine bay is beyond description. Flawless wheels. Not a speck of rust. Manuals, keys and fobs. Five leather-bound service manuals. \$18,950. Kansas City, Call Barry, 816-838-2279, email: maxwdg62@aol.com.



XK150 OTS. Matching numbers, owned since restored in 1999. Climate-controlled garage, driven only in good weather, inspected annually. Private sale but viewable in my friend's classic car showroom. Many photos and specific details available. Call Fred Miller at Hampton Motors, 611 Lafayette Road (Rt. 1) Hampton New Hampshire. 03842. Call 603-926-6005, email: hamptonmotors@aol.com.



1967 XKE Roadster. Well-maintained 73,621 miles, matching numbers 4.2L driver, owned since 1992. Original hard top, as-new soft top. Excellent body, Grampian Grey with black interior. Michelin Red Lines on original wire wheels. Reconditioned gauges, 100% good chrome. Pictures available. \$130,000. Call Duane Harter, 509-922-8459, email: nancdue@gmail.com.



1992 XJS V12 5.3L. Convertible, Kingfisher Blue with Magnolia interior. Just under 83,000 miles. New carpet and wood, average 9.97 in driven class. \$9,500 or best offer. Kansas City area. Call Tom, 816-419-7557.



1992 XJS V12 Convertible. Silver Blue with Black interior. One owner since 1996. Always garaged. Custom chrome wheels, hand-painted stripes. Unique bumpers only made in 1992. Mechanical restoration in 2016 by Jaguar specialist. New top and headliner. Great condition, New Jersey. \$18,000. Call Marlene, 973-818-6171.



1961 Mk 2 project car. 3.8 engine, standard shift, disc brakes. Open rear wheel wells, original Jaguar competition wires on back. Two alloy bucket seats, new exhaust, Dunlop race tires, louvered hood, Monza filler. Needs metalwork. Connecticut, \$6,000. Call Tom, 860-453-4181.



1963 E-Type coupe. 3.8L. Matching numbers motor/head (synchro trans). Heritage certificate, owned 21 years, bare metal respray BRG in 2016, tan interior excellent, very well maintained with yearly service, many photos. Frank Barone, Email fbarone2@gmail.com



XK150 bonnet/Mk IX spats. Two solid but scruffy XK150 Drophead bonnets, one early, one late, both need cosmetic work. \$750 each plus shipping from Florida. Also a pair of Mk IX spats. Solid, no chromes. Need cosmetic work. \$150 pair plus shipping. Call Ken, 747-226-0626.

1958 Jaguar Mark VIII automatic black plate California project. This car sat outside in the desert for decades. Body very, very solid and straight, mechanically complete but interior dreadful and needing complete restoration. Very unspoiled project. \$3,000. Geoff Rogers, 413-259-1722, email: rogers@jollyrogersmotors.com.



1997 XJ6. Meticulously maintained, originally California car imported to Canada in 2007. Full service history. Concours prepared. Original paint and interior. Cabernet metallic on oatmeal. Extra set of basketweave alloy rims. 104,000 original miles. CAD\$7,500. More details and pics available. Martin Segger, Victoria, B.C. Canada, email: msegger@uvic.ca.



SPORTING JAGUARS WANTED

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

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

**CARS WANTED**

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

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

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

Seriously, any condition.

Alex Manos buys classic cars.

1-877-912-0007

alex@beverlyhillscarclub.com

E-Type, XKE, XK120, XK140, XK150, SSK
Any Classic Jaguar. Any Condition.

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

Please mention *Jaguar Journal* when responding to adverts.

WANTED JAGUAR

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

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



1-800-452-9910

Call Peter Kumar

PeterKumar@GullwingMotorCars.com

Chrome Plating

15-DAY SERVICE

Specializing in

CLASSIC CARS

- Over 20 Years of Show Quality Plating -

Speed & Sport Chrome Plating

404 Broadway, Houston, Texas 77012

(713) 921-0235 - CRAIG BIERMAN

sales@speedsportchrome.com - www.speedsportchrome.com

ACE PEAK PLATES

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



*All letters
& numbers
in stock.*

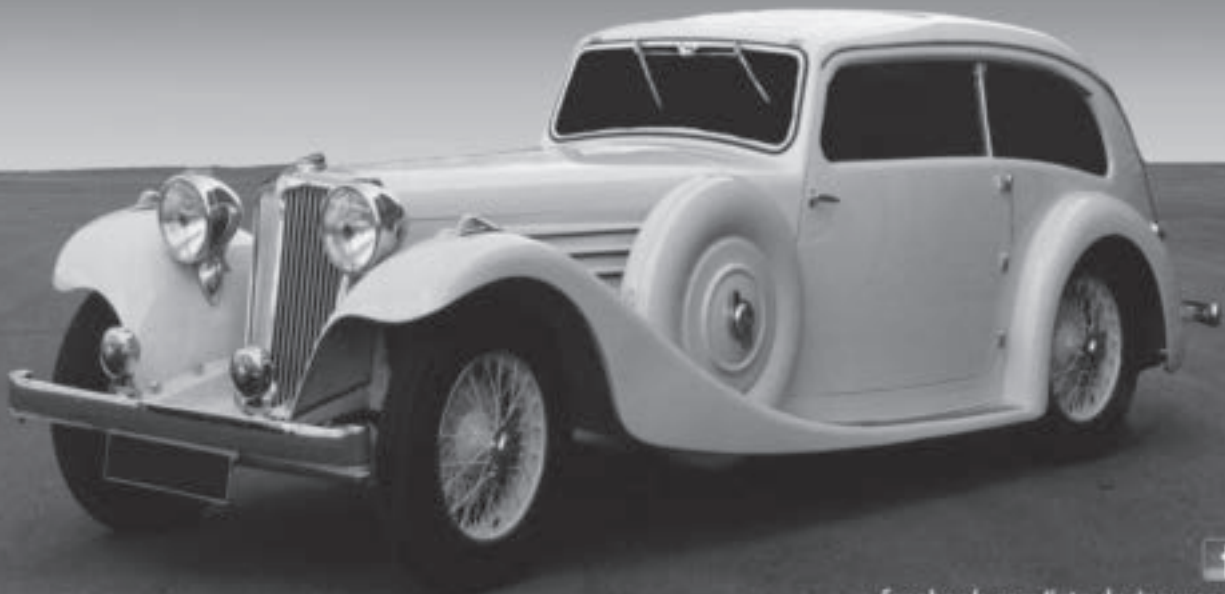
*This product is completely manufactured in Ireland on original
60 year old Ace Peak moulding and finishing machinery.*

www.acepeakplates.com info@acepeakplates.com

Landline: 011 353 (1) 452 3206

1-888-ANTIQUE JCTAYLOR.COM

**INSURING YOUR VEHICLES
FOR OVER 50 YEARS**



facebook.com/jctaylorinsurance

JCNA Board of Directors



Jaguar Clubs of North America
500 Westover Drive, No. 8354
Sanford, NC 27330
JCNA Website: www.jcna.com

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

President: Les Hamilton, 9 Sommerset Vale, Monterey, CA 93401. Les@Jags.org; 408-759-2921

Vice President: Mike Meyer, mhm2@roadrunner.com

Elected Member: Dave McDowell, xjjags@gmail.com

Secretary: Bob Matejek, bmatejek@jcna.com

Legal Counsel: Rob Thuss, rob@thusslawoffice.com

Past President: George Camp, scjag@juno.com

Honorary Vice President: Kim McCullough

Treasurer: Bill Sihler, treasurer@jcna.com

Administrative Manager: George Camp, scjag@juno.com

Assistant Administrator: Cara Dillon, asst@jcna.com

Jaguar Designated Director: Fred Hammond, fhammond@partner.jaguarlandrover.com

REGIONAL DIRECTORS (Date beside name denotes term end)

NORTHWEST

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

Kurt Jacobson, kurtjacobson@gmail.com

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

SOUTHWEST

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

Mark Mayuga – 909-772-1075, markmayuga@att.net

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

NORTH CENTRAL

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

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

John Boswell – 3/2020 – 724 Michigan Ave., South Milwaukee, Wisconsin 53172. jboswell1@wi.rr.com

SOUTH CENTRAL

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

Dave McDowell – 3/2019 – 1208 Derbyshire Ln., Carrollton, TX 75007, 214-649-5275, xjjags@gmail.com

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

NORTHEAST

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

Bill Beible – 805 Rosewood Drive, Chester Springs, PA 19425, 610-223-1052

Dean Cusano, 333 Cooke Street, Plainville, CT 06062, 860-793-1055, dcusano@motorcarsinc.com

SOUTHEAST

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

Craig Kerins – 4 Salt Marsh, Fernandina Beach, FL 32034, 706-726-0434, craigkerins@knology.net

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

JCNA COMMITTEES AND MEMBER SERVICES

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

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

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

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

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

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

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

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

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

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

JCNA/JAGUAR LIAISON: Works with the Jaguar Cars Designated Director to JCNA at the request and direction of the Board of Directors – Mark Mayuga, 909-772-1075, markmayuga@att.net.

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

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

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

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

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

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

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

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

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

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

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

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

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

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



Events Calendar

May 18, 2019: Heart of America's 2019 Concours d'Elegance will be held at the Crown Center Fountain Plaza in Kansas City, Missouri, on Saturday, May 18. Contact: Mark Short, 913-940-2082, email: mark@kenmarkbackdrops.com.

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

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

June 1, 2019: Pacific Jaguar Enthusiasts Group's 'Jaguar and Friends' car show in Pitt Meadows, BC. This will be an informal, non-judged show for Jaguars and other British Classic cars, held in conjunction with the local annual Pitt Meadows Day Celebration. After-show 'meet and greet' and dinner (details still to be determined). All participants are invited. Early bird registration fee \$25 (car show only). Contact: Jonathan Smethurst, 780-984-2453, email: jsmethurst@uniserve.com.

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

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

June 7-8, 2019: Moss Motorfest in Petersburg, Virginia. Jaguar featured marque. Friday evening pre-party BBQ, Moss facility tours, Contact: Michael Marter, 805-540-7449, email: michael@xks.com.

June 9, 2019: Jaguar Association of Central New York's Slalom #1 will be held in DeWitt, New York on Sunday,

June 9. Contact: Jeff Dafoe, 315-488-1492, email: 149cd@hotmail.com.

June 14-15, 2019: Jaguar Association of Greater Indiana's 2019 Concours d'Elegance will be held at Tom Wood Aviation in Fishers, Indiana. Friday, June 14, is pre-registration packet pick-up and pre-concours cocktails and hors d'oeuvres. The concours is Saturday, June 15, followed by cocktails and a catered dinner and awards. Contact: Pete Fischer, 317-341-1796, email: fisp@att.net.

June 15, 2019: Jaguar Association of New England's Spring Slalom will be held Saturday, June 15, in North Andover, Massachusetts. Contact: Richard Hanley, 508-224-4571, email: richhanley@britishbeer.com.

June 16, 2019: On Sunday, June 16, the Jaguar Touring Club of New Jersey will host 'Cats in the Garden XII' at the Van Vleck House and Gardens in Montclair, New Jersey. Come celebrate Father's Day and admire eight decades of vintage, classic and modern Jaguars, artfully displayed in the park-like setting of a former private estate. Tailgating is encouraged. This is a non-JCNA judged event. Rain date is June 23, 2019. For more information, contact: Paul Maletsky, 973-575-8737 or go to www.jtc-nj.net.

June 22, 2019: The 2019 Virginia Jaguar Club's annual show will be held on Saturday, June 22, at the historic St. Joseph's Villa in Richmond, Virginia. The event will again be a joint show with the Richmond chapter of the Antique Automobile Club of America. For more info, go to: <https://tinyurl.com/y246w32x>. Contact: Wayne Estrada, 202-716-9790, email: wayne@smartriangles.com.

June 23, 2019: The Jaguar Club of Southern New England's 46th annual Concours d'Elegance at the beautiful country setting of Lyman Orchards in Middlefield, Connecticut. All JCNA Championship judged classes. Contact: Herve Gelinas, 860-644-2059, email: eventsvp@jcsne.org.

June 23, 2019: Rocky Mountain Jaguar Club 2019 Concours at the Hagerty Insurance facility in Golden, Colorado. Contact: Deanie Kennedy, 303-489-3944, email: dkennedy@ecentral.com.

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

July 11-14, 2019: The Carolina Jaguar Club's annual concours will again be held at the beautiful Little Switzerland Inn in North Carolina's

Blue Ridge Mountains, where you will enjoy cool temperatures and stunning panoramic mountain vistas. This is a JCNA-sanctioned event governed by the rules found at jcna.com. For cars to be judged, registration must be postmarked by June 18, 2019. Contact: Jerry Tester, 252-717-2066, email: jerry@smarthomesnc.com.

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

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

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

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

August 2-3, 2019: The Jaguar Club of Ohio invites you to join us on Saturday, August 3, 2019, to celebrate our 47th Annual Concours d'Elegance at Ursuline College in Pepper Pike, Ohio. On Friday night, August 2, we will have our annual hospitality night mixer at the Fairfield Inn & Suites from 6 to 11 p.m. We will also have our second annual European Auto Show alongside the concours, with cars representing twenty-four European makes. It will be a fun time for all, with food, drinks and ice cream. Contact: Dominic Perri, 216-644-7066, email: dperri6699@aol.com.

August 4, 2019: Wisconsin Jaguars Ltd again is pleased to invite everyone to participate in the 2019 15th anniversary Milwaukee Concours d'Elegance at Veterans Park on the Lakefront,

Milwaukee, Wisconsin August 2-4, 2019. Contact: John A. Boswell II, 414-840-1317, email: jboswell1@wi.rr.com.

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

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

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

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

Craig Talbot

By Gregory Wells



It wouldn't be accurate to label Calgary, Alberta, a 'company town,' as that term denotes a place where practically all the homes and stores are owned by a single entity that's also the town's main employer. After oil was discovered in 1914, with a further major find in 1947, a more appropriate description would be 'commodity town,' as for decades the majority of the city's population has been employed, either directly or indirectly, in the oil business. That certainly was the case with Craig Talbot's father, a geologist who was involved in the exploration and development of oil and gas fields, i.e. the process of figuring out where oil might be located and determining where to drill the wells.

An only child born in 1972, Craig, who is a life-long resident of Calgary, first attended the town's Sir Winston Churchill High School (consistently ranked as one of the best public high schools in Alberta) where as an enthusiastic amateur photographer he became photo editor of the school yearbook. After graduation, he matriculated to the University of Calgary, where coincidentally his mother was employed. In 1996, he was awarded a BSc in Mechanical Engineering and started working in, of course, the oil industry. His career began with designing and building oilfield equipment such as an innovative slant drilling rig and a new downhole oilfield tool that ultimately was patented. In fact, Craig is listed as co-inventor on a number of patents. His work focus for

subsequent employers shifted from the 'hardware' of drilling apparatus to specializing in the 'software' of patents and all aspects of intellectual property related to the oil industry. "I was basically the liaison between the engineers and scientists and the lawyers. I translate science geek into patent agent speak!"

Cars were seemingly not initially of much interest to Craig, as evidenced by his first vehicle, a scruffy 1988 Chevy oil field service truck purchased from the natural gas plant where he worked a summer job. "My first exposure to Jaguars was watching Inspector Morse on PBS and at the time I didn't know his car was a Jaguar Mark 2." Between his third and fourth years in university, a classified ad in the local paper resulted in the purchase of a pair of S-Types, one rusty and complete and one with a good body ("supposedly," he says...) but disassembled. After the body was 'cherried' and painted and the motor rebuilt, the car fell off the jackstands during the installation of the exhaust system, buckling the freshly-painted fenders. A disgusted Craig pushed the car into a corner of his garage, put on the cover and there it sat for nearly ten years before the restoration was restarted. Craig still owns this 1966 S-Type, but has since upgraded it with a Mustang five-speed transmission and a Megasquirt fuel injection system.

His next Jag was a running but rough and undrivable 1964 E-Type OTS that had been in storage for several decades. Its previous owner, a railroad heavy-duty mechanic obviously used to working on locomotives, had stripped a head stud and installed a standard piston in an 0.030" overbored cylinder! Once restored and driving well, the E-Type was Craig's entry into world of clubs and shows but after nine years, it was sold. "I realized I didn't really like convertibles; apparently I am a slow learner..." Its replacement was a 1992 Vanden Plas V12, one of the only-for-Canada SIII saloons, #53 of the last 100. This car also has gone on to new ownership.

Craig's current project is a rare LHD 1989 Daimler DS420, the last vehicle to carry the iconic twin-cam XK Jaguar engine, purchased sight unseen from a Japanese auction company that sells 6 million cars annually! Only 4,141 of these cars were produced in 25 years and fewer than 5% of them were LHD; it is thought to be one of only three DS420s in Canada. Performance improvements are underway, with installation of the engine (with enhancements), transmission, and electronics from a rusty 1995 XJR donor. As Craig slyly understates, "That will make going over the Rockies to the shows in Vancouver and Victoria a bit quicker." 🐾



Keeping your
Jaguar
on the road



S·N·G
BARRATT
GROUP

Call us on +1 800 452 4787 or visit sngbarratt.com

2019 JAGUAR F-PACE

THE SUV WITH THE HEART OF A JAGUAR



While it has all of the traits of an SUV, the Jaguar F-PACE was created from the DNA of a Jaguar sports car — with up to 380 horsepower and cat-like agility. There's no mistaking the F-PACE for anything but a Jaguar.

Visit your Jaguar Retailer to experience the 2019 F-PACE.

JAGUARUSA.COM

THE ART OF PERFORMANCE

— JAGUAR ELITECARE —
**BEST IN CLASS
COVERAGE***
— 5 YEARS 60,000 MILES —

- ④ New Vehicle Limited Warranty
- ⑨ Complimentary Scheduled Maintenance
- 🚑 24-Hour Roadside Assistance
- 📶 Jaguar InControl® Remote & Protect™

Vehicle shown: 2019 Jaguar F-PACE S with optional equipment. *Class is cars sold by luxury automobile brands and claim is based on total package of warranty, maintenance and other coverage programs. For complete details regarding Jaguar EliteCare coverage, please visit JAGUARUSA.COM, call 1.800.4.JAGUAR / 1.800.452.4827 or visit your local Jaguar Retailer. © 2018 Jaguar Land Rover North America, LLC