

JAGUAR JOURNAL

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COVER PHOTO



Photo: An interesting location for the spotlight of the Ecurie Ecosse XK120 (see p. 15). Jaguar occasionally used similar placement in C- and D-Type cars.

Visit JCNA's website!





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Blowin' Smoke

"The Jaguar AJV8 models introduced in 1996 also had every electronic feature that the survey predicted..."

Peter Crespin

WHO'D BE A FORECASTER?

At the recent opening of the Coventry Foundation Library (see page 6), there was a selection of non-Jaguar literature for sale. One item that caught my eye was a December 1989 end-of-decade issue of Automotive News, which described the then-new Delphi V results. Delphi V (as in Roman numeral five) was the University of Michigan's fifth biennial analysis of industry trends, based on a survey of 330 academic, marketing, technical and financial experts. This was just too tempting to pass up. Who could resist the generous helping of Schadenfreude which must surely accompany the reading of a 30-year-old forecast that would inevitably expose some of the contributors as less 'expert' than they might have seemed at the time? A price was duly negotiated for this gem, and after a long drive home in the company of Gary Kincel, I settled down the next day and blew the dust from my metaphorical retrospectoscope. How did the class of '89 do?

THEN, AND NOW

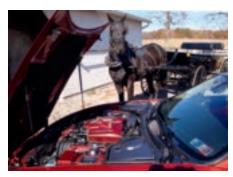
The answer is that the Delphi V forecast, as summarized in that December industry newspaper, was 'patchy.' The projections were naturally based on the domestic market which, although it included imports, nevertheless led to some pretty US-specific categories, such as the projected fitment rates of roller valve lifters. They anticipated 40% fitment by 1995 and 60% by 2000 across the board, not just Detroit iron. I suspect they guessed way too high in an era that beyond the mitten state was already gravitating to widespread DOHC designs. Maybe you know better. Conversely, the Delphi estimate of only 1% of engines being threecylinder format by 2000 was certainly way too low for non-US markets, though perhaps closer to the mark in the US.



By 1995 Jaquar was selling the AJ16 six, of course, which featured every other Delphi-predicted advance (fast-burn combustion chambers, distributorless ignition, four valves per cylinder and knock detectors). Interestingly, although big players such as Ford were researching two-cycle engines for their inherent simplicity and power-toweight advantages, Delphi V panelists were skeptical. Even so, their projected low use in two percent of cars by 2000 and five percent by 2005, still turned out to be wildly optimistic, largely due to emissions difficulties nixing the otherwise promising format. Thankfully, Jaguar under Ford didn't go there.

The Jaguar AJV8 models introduced in 1996 also had every electronic feature that the survey predicted in low percentages for other cars by 2000: drive by wire [5% others], navigation [8%], variable valve timing [10%], multiplexing [20%] and electronic transmission control [75%]. Jaguars had of course been unibody construction for decades by 1990 but only 92% of American cars were predicted to be unibody by 2000 (not including trucks). They predicted that by the new millennium 60% of domestic cars would have independent rear suspension (woo-hoo!) and 20% would be using twin A-arms up front, like, wow (not).

So Jaguar may be steeped in the traditions of English craftsmanship, but



for the 70 years since the XK engine and XK120 burst on the scene, let's celebrate the fact that our favorite marque has been a leader, not a follower, in key areas of automobile production. Alloy body expertise and the emerging electric cars (classic and modern) suggest ongoing leadership into the future. Here's to 2019!

DIVERSITY IS HEALTHY

Hybrid vigor is a term describing the tendency of species to emerge stronger from the occasional mixing of new genetic material into their line. I love German Shepherds, but sadly the pure breeds often suffer from 'rear suspension' problems, AKA hip dysplasia, whereas our current 50:50 rescue mutt appears fit as a flea.

Jaguars, too, get modified – sometimes using parts from other models, or even other marques. They usually create interest on the show field, especially if the workmanship is good, although many of us might consider an engine transplant a swap too far. Sometimes, however, even that can be made to look 'factory'. One of these pictures shows an XK8 with a Corvette engine – can you tell which?

Peter

Britannia rules the roads.



Jaguar.

An illustrious name from a golden age.

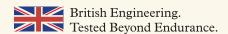
This giant of British automotive history has now been celebrated in a series of finely-engineered, British-made timepieces.

You may never own an E-Type Jaguar, but the new Bremont MKII might just be the next best thing.









News Shorts

Jaguar Classic Infotainment

Feature-packed retro in-car entertainment



Beautifully discreet E-Type installation.

Jaguar Classic have started selling stateof-the-art infotainment systems for old cars needing modern connectivity. Or should that be for modern owners needing connectivity in old cars?

Designed to suit most classic vehicles running on negative earth electrics, single DIN-sized classic infotainment units incorporate customizable satellite navigation in up to 32 languages – perfect for that E-Type drive from Balochistan to Papua New Guinea. They also feature smartphone integration and Bluetooth connectivity, so no more straggling wires everywhere, except for your phone charger, radar detector and dash cam. There is, of course, regular

AM/FM radio reception as well as a digital tuner for DAB/DAB+.

Four distinct branded versions of the Classic Infotainment System will be offered specifically for Jaguar and Land Rover vehicles, with a choice of black or chrome faceplate finishes to suit Jaguars, and a choice of black or silver brushed aluminum for Land Rovers. Maybe you could order the brushed aluminum version to match your 3.8 E-Type alloy dash if the chrome is too sparkly with the top down? There's a 3.5-inch high-resolution touchscreen integrated between traditional rotary controls and buttons. That's small by today's standards but it's an unavoidable compromise if everything has to fit into a single DIN slot. Just be careful looking down at any small screen low by the gear stick. The announcement talks of 'Europe-wide route guidance' but by the time the system gets here it will be based on North American maps. Guidance can be displayed as 2D or 3D maps or as turn-arrow instructions. It includes TMC traffic alerts, which give early warning of jams or roadworks and are handy if you trust them.

Key features of the Classic Infotainment System include:

- Telephone functionality, including phonebook transfer via Bluetooth, support for up to four devices, with 1,250 contacts per device
- Internal microphone, if you can swallow that?
- System languages: English, German, French, Italian, Spanish, Russian. Maybe Russian comes with free Robert Mueller business card?
- Up to 32 languages available for the navigation function

All versions of the Jaguar Land Rover Classic Infotainment System became available for purchase from September 2018 at www.jaguarclassicparts.com. UK pricing is from £1,200 (including 20% VAT). So far, a fitting service is offered at the Jaguar Land Rover Classic facility on the outskirts of Coventry near the Whitley headquarters, as well as select authorized Jaguar and Land Rover Retailers. There will hopefully be something similar in North America before long.

UK ENGINE MANUFACTURING

Jaguar investment helps national figures

On August 30, data showing UK engine production figures (for July 2018) reflect the investment Jaguar Land Rover made in the Wolverhampton Ingenium engine plant. At a time when the domestic motor industry is generally flat, Jaguar, as the biggest UK maker and exporter, helped British-built engines enjoy a 13.0% July growth in exports and 14.5% year-to-date. In production terms, it amounts to almost 1.7 million engines built in the UK in first seven months of the year. Ensuring future growth will depend on maintaining the

free trade that currently exists with the EU and other key international markets – which at the time of writing is by no

means guaranteed. As well as Jaguar, Toyota and Nissan are two other key UK engine makers.

ENGINE MANUFACTURING

	Jul-17	Jul-18	% change	YTD-17	YTD-18	% change
Total	192,963	194,974	1.0%	1,601,994	1,685,096	5.2%
Home	93,767	82,889	-11.6%	701,923	654,792	-6.7%
Export	99,196	112,085	13.0%	900,071	1,030,304	14.5%
% export	51.4%	57.5%		56.2%	61.1%	



ROOM AT THE TOP

An AGM William Lyons might have attended

Bill Lyons became Sir William Lyons thanks to North America. The Queen's sword touched his shoulders largely on the basis of export earnings achieved here, so it's no surprise that he loved coming to 'JCNA Country'. Times and trade patterns change, and with more recent growth in global markets the center of gravity in sales terms has shifted eastwards slightly. Nevertheless, North America remains a key territory, with facilities and expertise to match.

JCNA, too, has grown but we still meet annually, as per our constitution, and draw attendees from all regions to this vital business meeting. With their recent move into a new headquarters building, Jaguar Land Rover offered to host 2019's AGM and show us their new accommodation.

So for 2019, JCNA leadership – helped by the local Empire Club – have worked with JLR to bring about potentially the most memorable AGM of the century so far, right in the beating heart of the JLR North American organization. Had Lyons still been around, who can doubt he might well have combined a business trip with a chance for a photoop and meet 'n greet with us all, as a key customer group?

THE PLAN

When: March 21-24, 2019

Where: 100 Jaguar Land Rover Way,

Mahwah, New Jersey

PROVISIONAL SCHEDULE

Event Hotel:

Sheraton Mahwah

https://www.marriott.com/hotels/ travel/ewrws-sheraton-mahwah-hotel

201-529-1660

BoD and AGM host: Jaguar Land Rover LLC

Thursday March 21

Arrivals and check in 6.00 p.m. drinks at Mahwah Bar 6.30 p.m. Sheraton shuttle to the River Palm Restaurant Informal dinner with key JLR staff

Friday March 22, 8.00 a.m. – 3.00 p.m. Shuttle to breakfast and BoD meeting at JLR. ID/Event lanyard required for front desk sign-in. Lunch at JLR cafeteria. NOTE: Friday admission only for this meeting or later tech sessions. Free parking lot access but NO entry to other areas without permission.

Friday March 22, 1.00 – 3.30 p.m. 1.00 –2.00 p.m. JLR archives seminar #1 1.00 –2.00 p.m. Technical Training Center seminar #1 2.30 –3.00 p.m. JLR Archives seminar #2 2.30 –3.00 p.m. Technical training Seminar #2

Seminars may be followed by on-site test drives of E-PACE or other current models

Friday Evening, Social Activities:Trip to NYC and possible other options

Saturday March 23, 7.30 a.m. – 4.00 p.m.

7.30 a.m. Breakfast served at JLR HQ cafeteria,

8.00 a.m. – 3.00 p.m. Annual General Meeting, including lunch break 3.00 –4.00 p.m. Technical seminar #1 Coventry Foundation

4.00 –5.00 p.m. Open – possibly more JLR test drives or other seminars TBD

Saturday March 23, 8.00 a.m. – 3.00 p.m.

For any not attending the AGM, there will be a trip to the United States Military Academy ("West Point"). This will be a bus trip (approx. one hour



each way with a three-hour tour by USMA Staff) and lunch at the famous Thayer hotel. Cost still pending. This will be open to JLR employees also.

Saturday 6.00 p.m. Cocktails and Awards Dinner with guest speaker

Sunday (time TBD) President's Breakfast for new BoD members Parking has been provided in an honored spot for Jaguar cars and perhaps there will be some "peeks behind the curtain". For now, please reserve the dates and more information will be provided soonest. Check the JCNA website often and we'll meet you in Mahwah!



JLR 'VIRTUAL EYES' RESEARCH

Interaction is key to trust

Body language is a fascinating area of study and eye contact is a key part of body language. To learn how humans interact with and relate to autonomous vehicles, Jaguar Land Rover has fitted 'virtual eyes' to intelligent pods to understand how humans will trust self-driving vehicles. Research suggests that most pedestrians worry about how safe it will be to cross the road in front of driverless cars in the future.

To simulate the body language of eye contact, self-driving pods have been given large cartoon-like virtual eyes to interact with other road users. These autonomous pods are then driven amongst pedestrians in a controlled environment where they make eye contact by swiveling the eye displays towards nearby pedestrians to reassure them that they have been seen by the machine which will then react appropriately.

Engineers work with psychologists to understand human trust in self-driving vehicles, since the lack of trust could be a significant impairment to their use and potential benefits in urban situations. The friendly-faced 'eye pods' help to work out how much information future

self-driving cars should share with users or pedestrians to ensure that people trust the technology. As part of the engineering project, JLR has enlisted the help of a team of cognitive psychologists to better understand how vehicle behavior affects human confidence in new technology. The trust trials form part of Jaguar Land Rover's government-supported UK Autodrive project.

The intelligent pods run autonomously on a fabricated street scene in Coventry, while the behaviour of pedestrians is analyzed as they wait to cross the road. The 'eyes' are the work of advanced engineers from JLR's Future Mobility division. The pods seek out the pedestrian - appearing to 'look' directly at them – signaling to road users that it has identified them, and intends to take avoiding action. Trust levels are assessed in pedestrians before and after the pod makes 'eye contact,' to find out whether it generates sufficient confidence that it would stop for them. Previous studies suggest as many 63% of pedestrians and cyclists say they'd feel less safe sharing the road with a self-driving vehicle. Safety remains the number one priority as JLR invests in self-driving

technology to take its place amongst automotive leaders in autonomous, connected, electric and shared mobility. That strategy matches the brand's long-term goals of making cars safer, freeing up people's valuable time and improving mobility for everyone.

Pete Bennett, Future Mobility Research Manager at Jaguar Land Rover, said: "It's second-nature to glance at the driver of the approaching vehicle before stepping into the road. Understanding how this translates in tomorrow's more automated world is important. We want to know if it is beneficial to provide humans with information about a vehicle's intentions, or whether simply letting pedestrians know they have been recognized is enough to improve confidence."

The trials are part of a wider study exploring how future connected and autonomous vehicles can replicate human behavior and reactions when driving. As part of the study, more than 500 test subjects have been studied interacting with the self-driving pods. As for their appearance, they were designed by UK Autodrive partner Aurrigo, which hopefully explains the goofy looks!



A nervous pedestrian waits for 'eye contact' before stepping in front of a test pod.



President's Perspective

Looking backwards and forward *Jack Humphrey*

Wow, another year gone – where did it go?! I hope everyone participated in good car-related activities in your local areas. In my second *Jaguar Journal* column, I discussed five key reasons for joining JCNA, and the opportunity to hang out with like-minded people and cool cars (as in Jaguars) was my number one reason. It still is.

Several clubs in the Northeast Region participated in the New York Grand Prix Vintage Festival at Watkins Glen, where Jaguar was the featured marque in the show and rally-tour. JCNA Vice President Barbara Grayson and Southwest Region Director Les Hamilton were fortunate to attend Monterey Car Week in California, including the famed Pebble Beach Concours d' Elegance. Please see Les' article in this issue for highlights about this year's event.

MAKING OUR OWN HISTORY

As you read this issue, I will have just returned from this year's JCNA International Jaguar Festival in Santa Barbara, California. I had a spectacular time, including six days on the road getting there and back. Attending events such as the IJF is, without a doubt, the most enjoyable duty I perform as your president.

Our thanks to the club president Jim Friel, IJF planning chair Mark Mayuga, the Jaguar Owners Club of Los Angeles and their many 'helpers' for their willingness and enthusiasm in hosting this year's IJF. And, of course, thanks to our many sponsors whose generous support of JCNA and the hobby makes events such as this possible.

WHERE WE ARE: ANOTHER GREAT YEAR FOR JCNA

Once again, JCNA finishes the year in great shape. Membership remains steady at approximately 5,300, our various programs and systems

are running well and we have an experienced and dedicated group of leaders at every level. I could not be happier! Additionally, our relationship with Jaguar Land Rover remains strong. JLR continues to provide sponsorship for JCNA-sanctioned events, there is the ongoing 'Private Offer Program' and they are hosting the 2019 AGM at corporate headquarters in Mahwah, New Jersey.

We still have work to do and there are several areas we will focus on during the next year. For several years we have been crafting a strategic plan to guide the leadership for the next three to five years and I anticipate having the plan's 'first cut' ready for the Board of Directors at the AGM in March.

Our four-year-old 'new website' is performing well but it is time to start developing the next generation, hopefully with paperless online membership management, better integration of event participation and information management, and better site security. It's unlikely to be finished in 2019 but I intend to move things forward as much as possible. We also need to do a better job of attracting and retaining younger members and our Membership Committee is analyzing the problem. Please pass on any practical advice and techniques that work for you.

LOOKING AHEAD TO 2019

With a new election timeline for regional director selection, please review the candidate biographies for your region and ensure we receive your ballot by December 15. The ballots are on the back of the flysheet in this issue's polybag. Meanwhile, please hold your own club leadership elections and prepare for membership renewal.

We are busy planning our 2019 AGM at JLR headquarters on March 22-24.



This year was warm enough for the real old-timers to play outside.

Any proposals and rule changes or modifications must be submitted no later than 45 days before the event. Submit your recommendations, using the form available on the website library page, to JCNA secretary Bob Matejek. This lead time is necessary so proposed changes can be staffed by the appropriate committees and the Board of Directors.

IN CLOSING

As mentioned in my last column, a JCNA IJF in 2019 is still a possibility and a tentative plan is in the works, so please watch the website for announcements. Meanwhile, mark your calendar for the 2020 AGM, which will be held in Las Vegas, Nevada, on March 20-22, 2020.

Lastly, and most importantly, I hope each of you finds time during this holiday season to enjoy friends and family, to reflect on your accomplishments for this year and to establish goals for next year. I also ask you to recognize the hard workers in your local clubs who do so much to ensure our success. And I thank each one of you for all your contributions this year.

Happy holidays! 🕹

Jack

Southwest Regional Report

Lots to do, lots to report

By Les Hamilton

The Summer of 2018 has been a busy time and Fall 2019 has many interesting club events planned. The biggest regional non-JCNA event, Monterey Car Week, is over and the biggest International JCNA event, the International Jaquar Festival, is in the final preparatory stages with a great set of events to experience. These commence with the optional tour and dinner at the Petersen Automotive Museum, which is being booked up fast. The Petersen has been voted by Auto Trend and many other publications as one of the best auto experiences in the world.

Meanwhile, our region is so vibrant that the first draft of this report came out at approximately double the size available, so what follows is a mix of trimmed text and chopped stories. If your event missed the editor's cut, be gentle with me! We dropped forthcoming September/ October events that haven't happened at the time of writing but will be history by the time you read this. Ditto IJF information, as most people will not receive this issue until it has started.

AN EVENT SELECTION

John Dias reports that on August 11, the Jaguar Club of New Mexico hosted a very successful concours d'elegance in Santa Fe. Both club and spectator turnout were spectacular, with 31 Jaguar cars participating. A detailed report will be available in the club's Road Runner newsletter.

The San Diego Jaguar Club held their concours at the spectacular Spanish Landing Park in July for the twelfth year. The Los Angeles and Inland Empire clubs not only provided entrants, but also judges, to keep the concours on schedule. Well done, folks! Marcelo Sandoval, general manager of Jaguar San Diego, provided financial support and a display of the newest Jaguars.

There was a total of 58 entrants, 32 of them being judged and 26 for display.

JOCLA organized an 'All Aboard and Margarita Fiesta' graced by warm temperatures, 85 degrees. The day started at the JLR Training Center with 21 beautiful Jags and a couple of Land Rovers. Rallymaster Mark Mayuga crafted a simple time-speeddistance rally, with some high and low speed sections, tricky long segments through the neighborhoods of Mission Viejo and finally a jaunt on the muchimproved Ortega Highway, SR74. That was where the rally got to be fun, with twisty bits, wonderful views, narrow hairpins and a fantastic downhill section that tested brakes and driving skills. The tour continued on to the Orange Empire Railway Museum, which is full of the history of how this country grew via locomotives, trollies, innovation, the blood and sweat of immigrants, engineers, bridge builders, steelworks, and men with lots of money.

In July, the Jaguar Associate Group/JAG took to the East San Francisco Bay hills and drove the backroads around Skyline Boulevard above Oakland to Concorde. More than 20 Jaguars jostled for road space with cyclists, motorcyclists and even a column of classic T-Birds as they wound through the countryside. The spectacular views over San Francisco Bay went mostly unnoticed by the drivers as they navigated these twisty roads.

In August JAG held a joint drive with the MG club, kicking off at Jaguar Marin and exploring the highlands around Point Reyes en route to the quant town of Occidental. The members of the two clubs enjoyed learning more about ownership of these two classic marques.

GOOD NEWS

The full length of California Highway One re-opened in late July, after more than 18

months of disruptive road closures due to the storms of 2016-17. The storms caused damage to the iconic Pfeiffer Canyon Bridge and a massive landslide at Mud Creek Slide. To announce that Highway One is now open between Carmel and Morro Bay, Visit California and their Central Coast area destination partners celebrated the reopening with a historic convoy of more than 80 cars representing each year since Highway One originally was inaugurated. Jaquars were well represented in the drive with two F-Types, an impeccable XJS and a beautiful S1 E-Type. The event included a lap around Laguna Seca at a somewhat steadier pace than the Rolex racers. Each driver was accompanied by a member of the international media, most of whom had not ridden in roadsters before.

NEW EVENT

Many JCNA club members and other Jaguar owners came together for Monterey Car Week. Commencing in 2019, a new event exclusively for British cars will be held on Monday of Car Week. This concours event, Rule Britannia, was previewed in 2018 with an evening gala and a small car display of 30 cars including eight Jaguar and SS cars. Jaguars were fetching strong prices at the Monterey/Pebble Beach auctions, where a 1961 E-Type Series 1 3.8-L FHC (chassis 885010) sold for \$720,000 at the RM Sotheby sale.



1953 XK120 FHC on the Tour d'Elegance, Pebble Beach, 2018.

Canada Calling

A busy season

By Malcolm Baster

Once again it appears to be time for many JCNA members to prepare their Jaguars for the long winter's sleep. This, of course, does not apply to those who live in sensible places like California and Florida. But for many, a summer of driving is becoming a memory, and as we peer apprehensively out of our windows for approaching snow clouds, the next driving season seems a long way off. But as I write, it is still summer, and peering out of my window pretty much all I can see is the inside of a huge cloud of smoke from the terrible forest fires that are burning in western Canada and the US.

By now, all our Canadian JCNAaffiliated clubs have held their big annual sanctioned events. Our Jaquar Car Club of Victoria's 'Jaguars on the Island' took place on the last weekend of July, with well over a hundred Jaquars from western Canada and the northwestern US registered. The two main attractions at our concours on the cricket ground at Oak Bay's Windsor Park were the Jaguars and the booths offering homemade cookies and other delights, and free ice cream bars. Which of the two was your favourite, I suppose, depended on your preference for aesthetic or gastronomic stimuli. The 'eating' events were very well catered by a golf club and a local hotel/resort, and were most 'fuel-filling.' Guests also enjoyed a scenic 'prowl,' and speedier guests a slalom at a local racing venue.

The Ontario Jaguar Owners Club again held its annual concours in

August on the spacious lawns of Allan and Carol Lingelbach's country property near Wellesley, Ontario. The event attracted Jaguars from across Ontario and from neighbouring US states. Entries ranged from a 1947 3.5L saloon to a 2016 F-Type Project 7. Next year is the OJOA's 60th anniversary, and the concours is scheduled for the Canadian Warplane Heritage Museum near Hamilton, Ontario. Big things are planned for this special year.

Just past is the Vancouver-based Canadian XK Jaguar Register's annual Heritage Weekend. Jennifer Orum of that club writes: "The Canadian XK Jaguar Register and the Canadian Classic MG Club hosted their 49th Annual Heritage Classic Show on Saturday, August 18, at spectacular Waterfront Park in North Vancouver. In addition to a JCNA-sanctioned concours, the event celebrated the 70th anniversary of the debut of the XK engine, showcased the E-Type's 4.2 liter engine and also recognized the 50th anniversary of the Jaguar XJ6 saloon. Jaguar Land Rover Richmond was the 'Presenting Sponsor' of Heritage and had all the newest Jaguar models at centre field. The Heritage Weekend also included a Friday welcome reception at the Seymour Golf & Country Club, the banquet at the North Vancouver Holiday Inn and on Sunday, participants chose between attending a buffet brunch at the Hazelmere Golf & Tennis Club in South Surrey or driving to the BC Historic Races at Mission Raceway Park."



Class of 68(s) celebrate their fiftieth birthday.

The Ottawa Jaguar Club has held a birthday party. Rob Dunlop writes: "A curious happenstance of our club's car population of 146 Jags is that of the 28 E-Types, seven left Coventry in 1968. It occurred to '68 E-Type owner Guy Goodman that half a century since creation should not be overlooked and fellow '68'er Fergus Groundwater agreed, generously offering, with his wife Carol, to host a club gathering at their wonderful home. So it was that under blue skies and bright sunshine, six of the seven club's birthday E-Types congregated at chez Groundwater, joined by several E-Type cousins and a variety of other Jag models. Tony Fisher inherited a 1968 420 that his father bought new, specifically because he preferred it to the modern 'squared-off' XJ6 shape! The party provided lots of photo ops and good old tech talk, while others gathered to socialize on the spacious patio and enjoy the excellent BBQ lunch. The afternoon concluded with the cutting of a marvelous birthday cake and a bit of the bubbly to toast the Class of '68." Cheers! 🐟



Jaguars on the Island (JOTI) 2018.

Continental Drift

News from the UK and Europe

By Tim Crespin

FAIR PLAY?

When I think of what it means to be quintessentially English, many of the things that come to mind are the things you would expect. Enjoying fish and chips or a cup of tea, talking about the weather, and of course being an expert at forming and respecting queues (or 'waiting in line,' as I think most JJ readers would call it?). I think the latter is born out of a sense of fairness and equality that tends to be instilled in Brits from a young age.

It was therefore no surprise to me to learn that in a recent study it was found that almost one in three Brits would challenge someone who they thought was using a disabled parking space when they should not be. That all sounds fair enough; after all, isn't it the responsibility of everyone to look after those most in need in our society? I'd go so far as to say that I would count myself in the one third of Brits who would challenge that injustice. However, a rethink of the blue disabled badge scheme due to come into force in 2019, may make people like myself think twice before acting. Government changes to the scheme will see those with hidden disabilities such as mental health problems or autism become eligible to apply for a blue badge and therefore, if successful, entitled to any of the millions of disabled parking spaces up and down the country.

Although this appears to be a positive move on the face of it, it may inadvertently add fuel to the fire of an already increasing problem - parking rage. The change will mean that more people with invisible impairments will have blue badges. No problem with that, I hear you cry, but then throw into the mix the already-demonstrated willingness of people to challenge someone they do not think should be using the disabled parking space. Suddenly we have all the ingredients for increased confrontations between well-meaning citizens and people with hidden impairments, who ironically may be less well-equipped to deal with interrogation or outright hostility.



Parking rage may be about to become more common.

WHILE ON THE SUBJECT OF PARKING...

I am lucky enough to have visited the US on a number of occasions, from East to West coast and even a couple of bits in between. One of the things that has always struck me, when comparing the US and UK, is the amount of available space. The roads in the US are bigger, the buildings are bigger, the houses are bigger and even the size of the car parks at the malls are bigger. Unless you happen to be in the middle of one of the larger cities, there does not seem to be any lack of room for people to live their lives. The same cannot be said for many parts of the UK, where in many places car parking is at an absolute premium. This has led to many entrepreneurial homeowners and businesses utilising their empty driveways to earn a little bit of extra income, with very little effort, by renting their parking space out to visitors or travellers. Very often this has been paired with another of England's favourite past-times, rugby and soccer.

When these sports took off in the 19th century, many stadia were located on the outskirts of cities before parking became an issue. Today, they have been swallowed up by urban expansion and unlike the USA there is generally no local authority hand-out for new-

build facilities. With the resultant lack of parking, and matches usually taking place over the weekend, fans have been taking advantage of the YourParkingSpace.co.uk website to find a nearby space at a reasonable price. These prices can range from £5.63 for a space to watch Northampton Saints, all the way up to £16.00 for four hours in a parking space outside Twickenham stadium in London, which is not only the home of English rugby but also a venue for many major music events throughout the year. Same thing for Wembley stadium, which styles itself the home of English football. So although nobody is going to be able to retire and live off the earnings from their driveway, it looks like a nice little earner for some.

Having said that, it might be worth checking the legal side. One UK legal loophole is that there is no criminal law against someone parking on your driveway without your consent, although they will be committing the act of trespass if the driveway is part of your property. The kicker, however, is that in the UK trespassing is a civil offence, not criminal. So even if you called the police, they would have no power of arrest over this issue. If only there was enough space for everyone...

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Glimpses from Monterey

Pebble and Laguna - a photo-essay

By Les Hamilton

Anyone who has visited the Pebble Beach concours in August, and the historic races at nearby Laguna Seca, will confirm that sensory overload is almost inevitable. As with attending, so with reporting: no matter how much gets reported here, there's always lots of material that has to be left out. This year, *Jaguar Journal* is trying to emphasize images over text, as if you were walking around there in person (probably with your eyes on stalks, like most newcomers). Even then, we have tried to find a balance between fewer larger pictures versus more, but smaller, photos. I hope you like this selection and there are plenty more photographs at www.jags.org.



It starts with arrival – typically by car. Jaguars usually have their own corral for parking on the newly-paved lakebed at WeatherTech Raceway, Laguna Seca. Quieter these days without the late Jerry Mouton, it's still a great chance to meet and greet friends for the Rolex Historics.



Jaguar Land Rover was present in the Pit Garages with I-PACES, the Formula E racecar and an F-PACE SVR. One of the I-PACES lapped the Laguna Seca track at an amazing 1 min 48 sec.



The interior of the F-PACE SVR showcases distinctive trim and also the F-Type's gear shifter, hinting at the 575 HP under the hood.



JAG Club Board Member Ron Laurie's Hageman-Jaguar racer in the pits, ready to get out on the track with other Jags and Hageman specials. The Hageman was designed by Babe Sulprizio in 1955 and strongly resembles the 1950s Ferrari Testarossa. The driver is Bernard Juchli (from Jay Leno's Garage) with crew chief Allan Bueno.



The calm before the storm in the forecourt of the Monterey Conference Center and Portola Hotel on Saturday evening. The outside bonnet latch coupe number 010 heads to the RM Sotheby's auction block. The car, restored by Images Auto Body from Campbell, California, was sold for a record \$720,000.



Marin Jaguar's Tom Price brought his original C-Type, recently returned from the Monaco Historics meeting. Here it is ready to take tackle the Laguna Seca track including the infamous downhill, twisting 'Corkscrew' turn. Shame about the huge roll bar.



The Laguna Seca lap-record setting I-PACE on the concepts display in front of the Pebble Beach Lodge. The electric car may be quiet but the paint job sure is loud.



A superb 1929 Rolls-Royce Phantom II with Thrupp & Maberly All-Weather Touring coachwork, entered in the Motor Cars of the Raj class.

If there was an award for the largest volume of bodywork with the smallest passenger space, this 1937 Cadillac Series 90 Hartman cabriolet, powered by a V16 engine, would be a strong contender. The original owner had the body designed in Switzerland in the style of the contemporary Delahayes.



TV personality Wayne Carini views one of two Jaguars invited to show. The 1953 XK120 Fixed Head Coupe was delivered in Scotland to a friend of David Murray, the owner of Ecurie Ecosse. The unrestored car still carries the original Ecurie Ecosse racing team waterslide transfers.



The other Jaguar on the field was this beautiful and rare 1935 SS1 2.5 Liter tourer, similar to the example #19048 found in Maryland a couple of years ago. The current owner, Hector Castro from Denver, North Carolina, purchased the non-running car in 2012 and it was restored in 2014.



This auto is, believe it or not, a 1970 Ferrari. This 512S Modulo Concept by Pininfarina was unveiled at the 1970 Geneva motor show as a five-liter V12, mid-engined design based on Ferrari's 512S racing chassis. To enter the cabin, the canopy and front of the body slide forward.



The interior of the 1970 Ferrari is as revolutionary as the exterior design, with a recessed steering column and a control dome to the right of the driver that looks like a cycling helmet.



(Left) The intriguing placement of the spare wheel can be seen clearly for this GT40 Mark IIB coupe. One wonders how long it lasted this close to the exhaust? This GT40 was one of only two known examples of the Mark IIB and raced twice at Le Mans.

So there it is – whistle-stop sightseeing tour of the magical Monterey peninsula in August. Not cheap, but memorable without doubt. See many more images of the week's events posted at www.jags.org. �

Regional Director Biographies

Vote using ballot paper on address flysheet

NORTHWEST REGION Kurt Jacobson, JDRC



I am an eight-year member of Jaguar Drivers & Restorers Club of Northwest America (JDRC). I served three years as

JDRC president, am currently the past president and now edit the club's JagMag newsletter. Prior to that I was the club's vice president technical.

When I was president, I was delegate once and attendee twice at the last three JCNA Annual General Meetings. I am particularly interested in having

more regional events and in finding ways to make our Jaguar clubs appealing and relevant to the younger owners of newer Jaguars.

My wife Cheryl and I live 20 miles south of Seattle, overlooking Tacoma's Commencement Bay. In 2011, we finally bought what was always my dream car, an XK120 OTS with wire wheels. I was imprinted by a BRG 120 OTS with white wire wheels while spending a family road trip in the back of our family station wagon. I was transfixed by that Jaguar tailing us, driven by family

friends. Now that we actually have our own, we enjoy driving it along Hood Canal and on the uncrowded backroads of our nearby Cascade foothills. We also take it to regional events such the Jaguar Car Club of Victoria's 'Jaguars on the Island' concours and our home club's 'Jaguars on the Green'. We have displayed our car at the All British Field Meets in Portland and Kenmore and British Car Day at Exotics at Redmond Town Center. It would be tough to fill Barbara Grayson's shoes, but promise to try to match her high standards if I succeed her.

SOUTHWEST REGION Les Hamilton, JAG



My name is Les Hamilton and I am a candidate for reelection to the position of Southwest Regional Director in 2019-20.

I have been a Jaguar lover since my childhood in the UK, and a Jaguar owner since 1986. I currently own three Jaguars, a Series III E-type, a replica D-Type and an F-Pace. After time with Jaguar Owners Club of Los Angeles, I transferred our membership to Jaguar Associates Group (JAG), when we moved to the San Francisco

Bay area. I was elected to the JAG group board five years ago and am currently the second vice president, where I have created and maintain a modernized JAG website. I also rolled out a new electronic Jaguar application for mobile devices, which enables member communications and sharing. I also established a JAG Facebook group and update our JCNA website page. These tools bring JAG into the electronic age, appealing to a broader audience. I contribute articles to our JAGazette newsletter, which I edit.

I retired in 2015 after a career managing and operations activities in IT and represented the Southwest region at the 2017 and 2018 AGMs and served on the JCNA Special Awards committee. If you re-elect me, I commit to continue bringing my experience and passion to the regional director role and to being available by phone, email and in person to understand your needs from JCNA and to promote all Southwestern club activities and issues to JCNA. I will continue to work with Jack Humphrey, JCNA president and our second regional director.

NORTH CENTRAL REGION Mike Meyer, JCO



My name is Mike Meyer and I am running for another term as North Central Regional Director. I am a longterm member of

JCNA and the Jaguar Club of Ohio (JCO) and a JCNA-certified judge. I am currently a member of the JCNA slalom committee and have served in a variety of roles with the JCO including acting as AGM delegate. Over the past several seasons I have campaigned a 2001 XK8 coupe in numerous concours and slaloms.

In addition to attending the AGM, I have made a point of participating in as many NC region events as possible, plus the International Jaguar Festival. Doing so provides the opportunity to talk with the JCNA members and answer related questions, plus provide assistance to the event's host club. Some of the more frequently-asked questions concern concours and slalom rules, judging, JLR funding, the JCNA website and new member recruiting.

As a member of the slalom committee I have been actively promoting these events and help clubs obtain insurance,

organize and run their slalom along with assisting in timing and scoring. While doing so I have discovered the biggest hurdle most clubs encounter is finding a suitable location. Hopefully that is something JCNA can help address.

I graduated from Miami University (Ohio) and am vice president of engineering for a manufacturing company. When not at the office I enjoy time with my family and golden retriever, especially at our cottage in Ontario, Canada. I'd welcome the opportunity to continue serving as your North Central Regional Director.

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SOUTH CENTRAL REGION Dave McDowell, JOANT



My name is Dave McDowell and I am currently serving JCNA in my second term as South Central Regional Director. I'm running

for re-election to this position for the 2019-21 term. As a member of the Jaguar Owners Association of North Texas (JOANT) I have held numerous Board of Director positions and enjoy participating in our club's leadership. I became interested in serving JCNA many years ago after attending the AGM event in Dallas. In my current role as a South Central Regional Director I represent the members of our dozen SC Region clubs. More globally, I manage JCNA's North American Trophy inventory, retail sales, and year-end

trophy distribution. I also co-chair JCNA's North American awards program.

My wife, Margaret, and I are both avid concours participants. Over the years we have been fortunate to have placed first regionally and nationally in both Driven and Champion classes with many of our Jaguars. I spent many years chairing JOANT's local concours. In addition, for the past eight years I have managed our concours site logistics. Margaret and I enjoy traveling throughout the South Central Region, attending many JCNA Club events and spending time with our JCNA friends.

I enjoy participating in slalom, rally and concours events. I have been a concours judge for many years and enjoy volunteering at many of our SC Region concours. I've also judged at JCNA's International Jaguar Festival. And, I've previously presented at our AGM on proper concours detailing and vehicle preparation techniques.

I've enjoyed my time as a SC Regional Director. It has been a very positive experience. Looking forward I feel strongly that increasing JCNA's membership, event participation, expanding awareness of the Jaguar brand and improving communications between Regions are all important initiatives. I will do my best to support JCNA in all areas and I look forward to contributing to JCNA's success. I would appreciate your support and your vote. Thank you.

NORTHEAST REGION Bill Beible, DVJC



I first developed a fascination with Jaguars as a high school junior when one of my friends got a Mk 2 as his daily driver—the only Jaguar in

the school. After years driving "beaters" and then muscle cars while raising and educating our children, I purchased my first Jaguar in 2004 and sold my Corvette the following summer. Upon joining DVJC in 2013, I immediately became actively involved and was elected treasurer, became a concours judge and led the development of

our club website. Additionally, I have participated in two AGMs: 2015 as a working member when our club hosted the meeting in Philadelphia and as a delegate to the 2017 Vancouver meeting. I enjoy competing in rallies, slalom and concours, as well as participating in the many social events our club holds throughout the year.

Now retired, my business career included serving as president of two companies, as a corporate officer of others plus service as a committee member, director and president of several industry and volunteer organizations. I appreciate the opportunity to stand for election as Northeast Regional Director. I will strive to be an effective advocate for the local clubs and liaison between the local clubs and JCNA.

I will work to ensure the health, vitality and growth necessary to sustain the viability of our organization, including proactively adapting to the evolving interests of classic Jaguar enthusiasts and owners of their modern-day descendants. Thank you for your consideration and support.

Dean Cusano, JCSNE



I am a New England native and have both accounting and business management degrees, as well as a Doctor of Motors

certificate. I have been a member of JCNA and involved with the Jaguar Club of Southern New England (JCSNE) for over 40 years. As CEO of Motorcars Incorporated, in Plainville, Connecticut, I would like to place my long experience with Jaguars and business to the service of the Northeastern region.

I am involved in the restoration industry and am a certified JCNA concours judge. I have produced multiple showwinning Jaguars, as well as competition vehicles that have earned me numerous records in slalom and road racing. I have distributed vintage Jaguars for over 35 years, together with buying and selling modern Jaguars. This gives me a view of our shared passion for Jaguars as a fun hobby and an important business, plus experience in concours and slalom as both a JCNA entrant and judge. This would help me be effective as a regional director.

I am past president of the JCSNE and am currently working on a 1965 E-Type OTS racer to be campaigned this fall. I have also spent the last 20 years campaigning for various good causes, managing and directing multiple cause-related automobile events on behalf of Special Olympics and Unified Sports programs for people with special needs, and child development programs in the Northeast. I created the Dream Show in Farmington, Connecticut. and sponsor charitable competitive events at Lime Rock Park, in Lakeville, Connecticut.

SOUTHEAST REGION Craig Kerins, NGJC/JCCNF



Always a car nut, in practice I had many different new and old cars prior to settling on stylish, elegant Jaguars. My first of many Jaguars

was a Series 3 E-Type. I enthusiastically completed three years of "Automotive Technology" at Augusta Tech's night school while still working, hoping to gain some credentials as a mechanic. After graduating from Dartmouth College with a degree in English Literature I received a Masters in biology from the University of Richmond and an M.D. from the Medical College of Virginia, followed by a residency in orthopedics.

I am a long-time member of the North Georgia Jaguar Club (NGJC), with five years as Chief Judge, including the 2017 International Jaguar Festival. Although still a NGJC member, I am now Chief Judge of the Jaguar Car Club of North Florida (JCCNF) and serve on the board of the Coventry Foundation.

My extensive community work has taught me lessons applicable to serving as your regional director. My service includes

- President of the Medical Staff St. Joseph Hospital, Augusta.
- Vice-President of the Board of Trustees,
 St. Joseph Hospital.
- Board of Trustees of Augusta Preparatory School, Chairman of their head-of-school search committee, Board Chair for three years and co-chair of a very successful Capital Campaign.

- President of the Richmond County Medical Society for two years when we were awarded the Rabun Award for the state's most productive society. President of the Georgia Orthopedic Society.
- Board of Trustees of Augusta's Symphony Orchestra.

I would like your support as a JCNA Southeast Regional Director.



Ballot form is on the reverse of the address flysheet





Sleeping Beauty

The good and the bad of time travel

By Peter Crespin, with Mark Gordon

First of all, an apology to purchasers of the JJ Archive sticks - both of you, (just kidding!). In preparing for this article I browsed my archive for the JJ issue nearest to the XJ-S launch, to see what the reaction was. Except that the relevant scanned file, JCNA_ JJ_1975_3A.pdf, had an XJ-S cover shot featuring a later style steering wheel and burr walnut door trim. That seemed odd, until I saw it was actually about the 1982 HE launch, not 1975. No biggie, just a filename mix-up, but the file you want is the adjacent JCNA JJ_1975_3.pdf. Maybe it was corrected after my prototype stick.

John Dugdale, JJ editor at the time, understandably devoted ten of his twelve pages to the new car, which he referred to in his editorial as the 'S-type.' The company was clearly expecting some pushback on fuel consumption so soon after the 1973-74 oil crisis, and Dugdale spent the final quarter of his editorial getting his retaliation in first. "XJ-S has been quoted as giving 9 mpg (city) and 14 mpg (country]... but owners should be able to improve on that on the road. EPA tests are simulated laboratory tests and take no account of the very efficient streamline form of XJ-S and lighter weight than the sedan, which should be beneficial on sustained long runs." I had a 550mile run planned to the grand opening of the Coventry Foundation library and tool distribution facility (see page 6), so I'd soon get a chance to see if Dugdale had a valid point.

DRIVE #1

First I had to collect it from Gary Kincel, who'd recently driven Gerry Mitchell's kind donation home to Pittsburgh from Tennessee (see July-August issue). At my end, Mark Gordon had never driven a V12 before and so jumped at the chance of spending a Saturday rectifying that omission. We arranged to collect the car halfway between Pittsburgh and Gaithersburg, and at the truck stop Gary handed over the

keys with a suggestion Mark crack the window open, in view of the empty non-functional AC. Mark's drive home was fun and not without incident, but let's get his view direct:

Second opinion: Mark Gordon

Since I had never before driven an XJ-S, or even a V12-engined car, I grabbed the opportunity when the editor asked if I would help transport the Coventry Foundation's new acquisition from Breezewood, Pennsylvania, to Pete's home near Damascus, Maryland. We travelled to the pick-up location in Pete's 1997 XJ6L, and when we met up with Gary I was pleasantly surprised at how well-preserved this almost completely original 1977 Jag appeared. Gary pointed out to us that the rubber front air dam had come loose from its mounting and was stored in the boot. The body and roof had a few dents from a garage break-in and vandalism incident, while the interior trim and seat leathers were well-cared for, although slightly worn. Apart from that, the car was otherwise in beautiful condition.



Gary Kincel (left) talks Mark Gordon through some XJ-S quirks, such as the flyoff handbrake.

Sliding into the driver's seat, I was wrapped in the comfort of the soft leather and cushiony seat foams. This was a car that fit the description of a Grand Tourer and would be a pleasure to command for several hundred

miles of twisty roads. With a turn of the ignition key, the twelve cylinders roared to life with their legendary smoothness. Pulling onto southbound I-70 and up a long steep grade, the car effortlessly reached 70 mph cruising speed as it glided along with the feel of a luxury sedan.

After about an hour of travel, Pete, who was following me in his '97 XJ6L. signaled me to pull over. When we stopped at the side of the road, he asked if I felt or noticed anything flapping from beneath the car. I told him that I did not and when we inspected, we found that the mounting for the missing rubber spoiler, a piece of plastic measuring about 4" X 48", was loose and had been flapping in the airstream. We detoured to a gas station, secured the mounting with zip ties and proceeded merrily on our way. After another half hour or so and about 30 miles from our destination. I suddenly felt a hard bump while driving at 70 mph. Thinking I had run over some road debris, I heard a loud thump at the right rear and saw a long, black piece of debris come flying from the right rear quarter. I thought, "Oh, great! The zip ties let loose and I lost the air dam mounting." I was in no mood to stop in heavy highway traffic and retrieve a now useless piece of trim, so on we went. Although the roads were dry, the car began to handle somewhat like it was beginning to hydroplane on a wet road. I feared that the air dam mount had damaged the front end alignment, so I carried on, with Pete following as my wingman.

We arrived at Pete's home with no further mishaps and, getting out of the car, I mentioned that I was afraid that the zip ties had failed us. But when we checked beneath the front bumper, the mounting was still there, just as we had tied it. A closer inspection around the car showed that the right rear tire (date coded 311) had delaminated and as the tread belt flew off it left a rubber

mark on the right rear wing. When it is said that ignorance is bliss, it described me aptly, as I'd just driven those last 30 miles on the bare steel belt at speeds of up to 70 mph. It was a miracle that I didn't have a blowout. I don't know how old those tires were, only that they were made in the thirty-first week of the first year of some past decade.



Astonishingly air-tight, despite no tread and riding on the steel belt.

The obvious lesson is never to drive on tires older than ten years (some say five years) no matter how much tread is left nor how free of cracks the sidewalls appear. They are quite literally time bombs waiting to explode and at least it hadn't let go during Gary's nighttime drive from Tennessee.

So, a memorable drive twice-over, but apart from perished-rubber snafus, the enduring memory is of a mile-munching GT. More, please!

PREPARATIONS

After Mark's tire incident I quickly fitted the spare and, with only a few days before the 530-plus mile drive south, booked the car in for fitment of five new blackwall tires from Tire Rack. It turned out there was an odd-sized chrome lug nut on the rear left wheel, but it looked very similar. Prior to donating the car, Jerry had fitted a new battery and done an oil change but the steering



Spotless dry dipstick as removed from reservoir. Oops!

felt a heavy-ish and groaned a little. A quick check showed a completely dry dipstick with maybe an ounce or two left in the reservoir.

After a top-up it was fine for the trip. The same couldn't be said of the AC system, which was also empty. Sadly, I couldn't find anyone within 100 miles who could supply the old R12 refrigerant so I had to sweat it out on a hot day with the windows halfway down and with wind noise overpowering the sound of talk radio. The glovebox was stuffed with old tapes, but I couldn't figure out the player.

About a month previously, I had done the same trip in my old Buick, to donate some tools and see the basic



Not my taste, nor my technology, but totally period-correct.

facilities. The Roadmaster Wagon soaks up the miles, but in a squidgy, soft manner, which has the car moving around and in need of constant course correction to avoid drifting off course with its rubbery steering. In the XJ-S the steering was far less 'floaty,' so in a back-to-back trip comparison it was far easier and less stressful to stay on track without wandering and overcorrecting.

DRIVE #2

Being fuel-injected, there was no need for choke or significant warm-up and the car didn't stumble at any point. Setting off in the dark, I noticed a problem with the left turn signal, although it turned out to be just the dashboard bulb, not



The red lights blend into the body color whilst the early cars had a satin black rear 'GT' panel.



Two relics from another age – except the gas station is irrecoverable now.

the exterior lamps. The quad headlights were fine and the instruments all worked after 43 years. In the cool morning I could afford to drive with the windows up, when it was remarkably quiet. Being below 30,000 miles from new, the interior had car never been apart, thus eliminating another common source of squeaks and rattles. These cars would have impressed on a customer test drive and even the most die-hard E-Type fans would have had to admit this was a much more modern and sophisticated car. The fact that it had no wood trim anywhere should not have lost any sportscar fans, since there was never any wood trim in the E-Type either. The trunk too, is much bigger than an E-Type's. This example was half full of new spares such as door handles, consumables and spare lamp clusters for each front and rear corner - thanks, Gerry.

There were no creaks splits or tears from the interior trim and the cabin space and equipment was far in advance of the XJ-S's departed predecessor, the Series 3 E-Type. The seats, too, were far better. They looked flat, but were very supportive on the spine and shoulders, and longer than the E. In 1976 it must have been a magic carpet mile-muncher, and even today a good XJ-S delivers its passengers fresh and relaxed compared to many newer cars.

When applying the brakes firmly from speed, the car pulled sharply but

briefly to the right, indicating probably a seized, unresponsive, left piston, maybe in more than one half of the caliper. The handbrake was better than most Es, having a long handle, a simpler mechanism and no compensator apparatus. The brake servo was working fine but did not provide as much assistance as modern systems so the brakes felt slightly wooden.

The engine was superb, naturally, even with the lower US compression pistons. The under-bonnet area was spotless, though not quite 100% original. The temperature gauge varied slightly according to conditions (as it should) but there was never any need to pop the hood at rest stops or similar. Fuel consumption? I got about 15-16 mpg at 60-70 mph, which is respectable, so driving with



The car that drank the fuel pump dry... not.

my windows half open and a light throttle worked out OK. Seems John Dugdale had a point, even without the helpful front air dam in place.

CONCLUSION

The XJ-S has sufficient miles on it that some work has been done, such as non-standard reinforced plastic hose slit lengthways and clipped along vulnerable parts of the AC hoses. Likewise, cable ties and minor parts have been substituted by replacement parts. Modern, stiffer gas struts twisted the hood slightly on closing, but with care everything lined up. There was an aftermarket alloy catch tank under the front left wheel arch, which looked as if it would foul the wheel, but didn't. Yet in essence, the interior and engine compartment are superb references, and the big V12 thrives on use rather than layup. By the time a model is 45-plus years old, it's rare to drive a 'factory-fresh'car and therefore difficult to judge what they were really like when they rolled out of the factory. This is one such car and rumor has it Gerry Mitchell may have other cars to donate. True or not, we certainly should thank him for this one.



A lightly-poached driver delivers the XJ-S to a cool Kincel at the foundation opening.

The Price of Love

A man on his mettle, moving metal

By Ramsey Potts, RM Sotheby's

Editor's note: As a service to JJ readers, we will be including a market-orientated column in future issues, written by Ramsey Potts. We welcome Ramsey to the pages of JJ and this introduction sets the scene for his future contributions.

LUCKY MAN (© GREG LAKE)

You have probably heard the expression: "Find a career doing what you love and you'll never work another day in your life." Turns out it's true... at least it is for me! I was able to turn what had been for me a passionate hobby, as it probably is for you, into a full-time career, and today I have the incredibly good fortune of being a Car Specialist for RM Sotheby's! Since a good deal of my time is spent working with Jaguars, I was at the Georgia IJF last year, where the editor of Jaguar Journal asked if I could share a little bit of what I do.

To introduce myself: I'm Ramsey Potts, I live in Savannah, Georgia, and my work as a Car Specialist is best described as a "three-part harmony" of sorts. In fairly equal measure, I find that my time is divided first into interacting with our clients by traveling to visit with them at their collection, or special events such as a rally, concours, or the gathering of a specific margue or car club. Second, I spend a great deal of time researching transactions and reading up on the latest trends and car collecting activities, to help determine current values. Third, I spend a good portion of time at one of RM Sotheby's auctions.

TRAVELIN' MAN (© RICKY NELSON)

In working directly with my clients, I'm often traveling almost three weeks out of every month, mostly on the East coast. There are so many rewarding activities for Jaguar owners, as well as other British marque owners, that I can find some something to do almost



Ramsey grinning like a Cheshire cat. Who wouldn't?

every weekend of the year. The clients I work with are often in attendance at these events, and it affords me the opportunity to keep in touch and find out what automobiles they may have an interest in adding to their collection or, as we say, passing on to the next caretaker. One of my most rewarding opportunities is to speak at some of these events and share with everyone what is currently happening in the classic car market. I have a presentation that, in fewer than 30 minutes, tells the audience how a world-class automotive auction really works, whether they want to buy, sell or just enjoy the experience. Recently, I attended the Jaguar Club of the Carolinas Concours in Little Switzerland, North Carolina. They put on a fantastic event, and I had the

opportunity to present as the keynote speaker during their gala dinner. They were a most gracious audience and I appreciated their southern hospitality!

My experience in the Carolinas provides a great segue to help explain the second part of what a Car Specialist does: research. RM Sotheby's is best known for its auctions, and when the time comes to make a change in a collection, oftentimes a quality auction can be the very best environment in which to do so. To help determine this, I spend a great deal of time researching the current market values and trends. RM Sotheby's has an amazing database of transactions, an in-house research team of seasoned experts

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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".

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Second most expensive Jag - this 1953 C-Type.

and historians, and the tools at my disposal are unprecedented in the car collecting hobby. I often travel to meet with clients and take time to learn how they utilize their special cars and how they enjoy them. We have clients that take great pride in 'tinkering' with and maintaining their Jaguars so they are always in topflight condition. Others enjoy driving their cars often, and even rally or race their classic Jaguars. Some collectors, well, they just collect! They like to look at the cars and view them as 'pieces of art.' The hobby needs them all, and petrolhead passion is important in all its iterations. My visits quide my research and ensure that I communicate the values of the cars they want and that will best serve their collections.

Undoubtedly, not every car is best suited to be bought or sold at an automotive auction, but, truly rare and

exceptional examples of a marque can be best offered and acquired at auction. This stems from the fact that RM Sotheby's is the market leader for the sale of important Jaguars at auction; in fact, we are responsible for the top two world records for the legendary brand. The number one record for the most valuable Jaquar ever sold at auction was our 2016 Monterey sale of the 1956 Le Manswinning Jaguar D-Type, XKD 501, for \$21,780,000. The number two spot was earned a year earlier with a \$13,200,000 sale of a 1953 C-Type works lightweight. It's important to note that we care equally about every client's Jaquar, whether it's a recordbreaking automobile or a car that fits neatly in the middle market. That is why so much of my time is spent visiting my clients and researching market values for a Jaguar they hope to own or are ready to move out of their collection. When the time comes, we aim to

generate the greatest possible return on their automotive investment or to help them obtain the best example of what they want to own next.

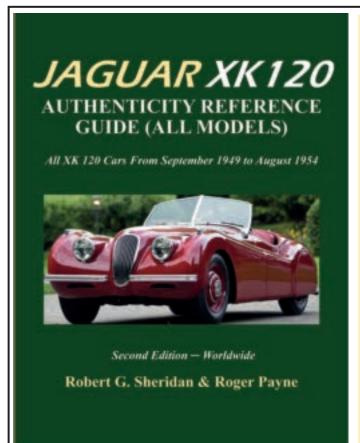
The final third of my totally consuming and wonderful career? Well, that's spent at our auctions. In fact, I'm writing this while on my flight to our Monterey auction during the Pebble Beach Concours. At almost every RM Sotheby's auction, we offer the Jaguar enthusiast opportunities to buy or sell some of the very best examples of the marque. The time I spend at our auctions helps ensure that every client who is selling or buying is given the personal service that they need and deserve. There is a great deal of effort that goes into putting on an auction, and each of us at RM Sotheby's contributes the time it takes to care for our clients onsite, as well as doing our part to make it all work smoothly. Sometimes I'm a

bid spotter in the crowd, sometimes I'm the person that introduces and briefly describes each car as it crosses the auction block, sometimes I assist clients that wish to bid on the phone, and sometimes I just make sure I stay out of the way. It takes an incredible team effort to conduct a world-class auction; however, we are driven by the desire to ensure every client comes away satisfied with the results.

Well, I think I can genuinely say I have the most interesting career in the world... and I know I truly enjoy every aspect of it. It does keep me busy and almost always traveling away from home; however, the amazing people I work with, the incredible cars I get to be around, and the wonderful friends I have made make it more rewarding than I could ever have imagined. So, I guess it is true... I really can say that the day I started with RM Sotheby's was the last day I went to work and the first day I started doing what I genuinely love to do!



The record-setting 1956 Le Mans winner, MWS 301, the Ecurie Ecosse short nose.



The Jaguar XK 120 Authenticity Reference Guide (All Models), SECOND EDITION hard cover book with dust cover and over 300 pages, provides XK 120 owners and restorers with a definitive authenticity Reference Guide for describing and picturing XK120 parts as they were originally supplied from the Jaguar factory. Organized by Exterior, Interior, Boot and Engine Compartments, the book features hundreds of color pictures of 'original' XK 120 cars and parts. Many pictures of 'original' factory parts are from Urs Schmid, Jaguar XK 120, The Anatomy of a Cult Object (Vol 1 & 2), and are used by permission from the Urs Schmid family. Several detailed illustrations are used by permission from Bernard Viart from his book, XK 120 Explored, published by PJ Publishing Ltd., (Paul Skilleter Books).

Written for serious XK 120 owners and restorers, the second edition book provides the most accurate and up-to-date Jaguar XK 120 authenticity reference information currently available worldwide. The second edition book contains updates, corrections and new information not contained in the first edition. NOTE: The authors also wrote the Jaguar XK 120 JCNA Concours Judging Guide, presented at the 2018 JCNA AGM. Out of gratitude, the JCNA has provided a glowing FORWORD for our Jaguar XK 120 Authenticity Guide. For additional details visit: www.xk120authenticityguide.com. For any questions: Contact the lead author Bob Sheridan at: bob5837@roadrunner.com.

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NOVEMBER-DECEMBER 2018 27

XK Wood-Rim Steering Wheels (1941-61), Pt. 2

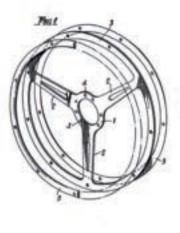
People love style, woodn't you know?

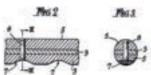
By Bob Knijnenburg

THE DERRINGTON WHEEL SPECIFICATION

Around 1953-54 Derrington started manufacturing and supplying his 'Derrington wheel.' The design itself shows some resemblance to the earlier Italian-manufactured Nardi model with three slotted spokes, however not with the characteristically 3 x 120° even spacing of the Derrington wheel.

To protect his market Derrington applied for a patent for the making of wooden steering wheels on October 18, 1954, which was granted on October 5, 1955. You might think there was little truly novel in making steering wheels but the rules were quite strict. The application drawing, somewhat faded, is shown here:





Original patent application of October 18, 1954.

The patent specification and characteristics of the original Derrington wheel where:

- three (slotted) aluminum spokes with even (3 x 120°) spacing
- flat (non-dished) version

- eight-hole center mounting with eight flat countersunk slotted screws and nuts (probably BSF 3/16 – 32)
- laminated rim from mahogany combined with either obeche or white sycamore
- nine or twelve rivets in the laminated rim

The standard size was 16" diameter, but 15" and 17" versions were available to special order. There are also examples of original Derrington-manufactured wheels that had a nine-hole center mounting (as Moto-Lita had).



Original Derrington 16" wheel with eight screw mounting and 12 rivets.

The frames of the wheels were cut from Birmabright (an aluminum alloy with 7% magnesium and 1% manganese; also known as BS NS4, American 5251 and ISO AlMg2). The laminated wooden rims were riveted to the frame. The laminated wood rim consisted of African obeche wood and mahogany. The boss (or hub) is cast from aluminum (mostly LM6), machined to fit each particular model, and the rim was riveted to the aluminum frame.

The Derrington wheel was rather popular in the 1950s and was advertised in many car magazines, including those in the USA. For example, the June 1960 issue of *Sports Car Illustrated* contained ads for the "Well-Known Derrington Racing Steering Wheel." There were two US Derrington importers, which

indicates that the wheels were freely available and popular in the USA, so we may assume that a number of XKs will have received an aftermarket Derrington wheel in the 1950s. Whether or not there was any active support from Jaguar USA in supplying these steering wheels remains as yet unclear. Dealers however may have recommended the wheels themselves in order to increase profits.





Derrington brochure pages 1 & 4 above, inside pages 2 & 3 below.

The Derrington brochure (probably dated 1960) not only lists the prices in Sterling but also in US Dollars, which further supports the active marketing policy of Derrington in the USA. Also note the text in the brochure that "practically the entire output for the past few years having been exported." This may further clarify the presence of Derrington wheels on US Jaguar XK120, 140 and 150 in the 1950s. The list with (only European) car brands and types in the Derrington brochure is long and all Jaguar versions from the period 1950 to 1960 have been listed.

MOTO-LITA MANUFACTURED DERRINGTON WHEELS, 1960 ONWARDS

Around 1959 Moto-Lita (or rather Esher Auto Components, as Simon Green's company was still called) started making steering wheels for Derrington, including the famous Derrington wheel. Moto-Lita continued the use of 12 rivets but it is unclear whether Moto-Lita was requested to continue the use of eightbolt center mounting or that these wheels immediately switched over to the nine-bolt center mounting boss/hub as already made by Moto-Lita.



A 1960s 16" Derrington wheel made by Moto-Lita for the Moto-Lita style hub with nine screws.



Moto-Lita still manufactures the Derrington wheel today and adheres to the original design although with nine-bolt center mounting.

CARLOTTI STEERING WHEELS BY LES LESTON

Les Leston, born Alfred Lazarus Fingleston near Nottingham in 1920, was a well-known British racing driver who died May 13, 2012, at the age of 91.



Les Leston.

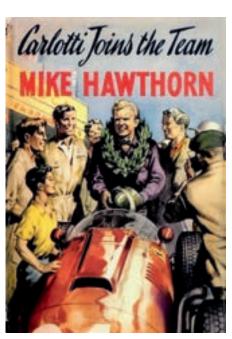
After a major accident in the 1958 Grand Prix of Caen in France, Leston stopped racing and started selling aftermarket parts for cars, such as steering wheels and gear shifters, operating from a shop on High Holborn in London. Later he expanded into race clothing, and was instrumental in pioneering the development of safety equipment, such as flameproof race overalls and properly-constructed crash helmets, in the 1960s.

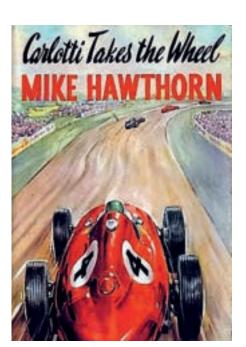


Les Leston's shop in High Holborn, London.

Carlotti steering wheels, as marketed by Les Leston from about 1957 or 1958, were manufactured over the years by various companies like Esher Auto Components and Walsall. The origin of the brand name Carlotti relates most likely to the Italian racing driver Giancarlo Carlotti, active from 1953 to 1955, who drove in some of the Mille Miglia races. There were also books written by Mike Hawthorn, Carlotti joins the Team and Carlotti takes the Wheel, published by Cassell in January 1959 and August 1959 respectively.

Hawthorn, in turn, might have named his character Carlotti Smith after the Italian racing driver as Hawthorn had joined the 'Scuderia Ferrari' in Italy from 1952 onwards and may have heard about or even met Carlotti. Either way, the publicity generated by these books after the untimely death of 29-year-





The two Carlotti books based on Hawthorn's time with Ferrari and published posthumously.

old Hawthorn in a traffic accident on January 2, 1959, greatly increased awareness of the Carlotti brand name.

DESIGN AND CONSTRUCTION

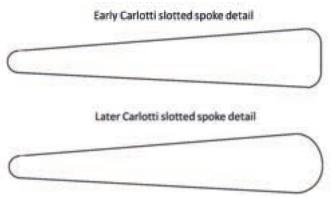
The design of the Carlotti wheels is clearly derived from the Nardi steering wheels of the fifties. Whereas other three-spoke wheels have a (symmetrical) 3 x 120° spacing (like Derrington), the Nardi (and Carlotti) wheels tried to avoid spokes blocking a direct view of the instruments in front of the driver by having the two top spokes in an almost horizontal position, as with the E-Type wheel in 1961.

Enrico Nardi (1907-1963) started a company in 1946 named 'ND' (together with Renato Danese) after having worked at Ferrari from 1937 onwards. In 1951 he founded his own company known as 'Officine Nardi' manufacturing tuning equipment but foremost steering wheels. Delivery of wood-rimmed wheels started in 1952.



Original Carlotti wheel frame, probably dated 1959.

Carlotti steering wheels were made from gauge 8 (3.3 mm) sheet aluminium and are different in that the wood rim was glued to the aluminum like the E-Type and not riveted like most contemporary manufacturers did (except for Nardi of Italy). Carlotti used the typical Italian design with three spokes positioned within an overall angle of just over 180 degrees, leaving no spokes within the upper half circle for a better view of the instruments.



Carlotti spoke slot differences.

Some dimensions of the 16" Carlotti wheel:

Outer rim diameter 16"; Inner rim diameter 14½"; rim thickness (gauge 8) 0.1285"; mounting hole inner diameter $3\frac{1}{2}$ "; bolt pitch center diameter 3-15/16"; bolt hole $6 \times 3/16$ ".

Early and later Carlotti spoke details

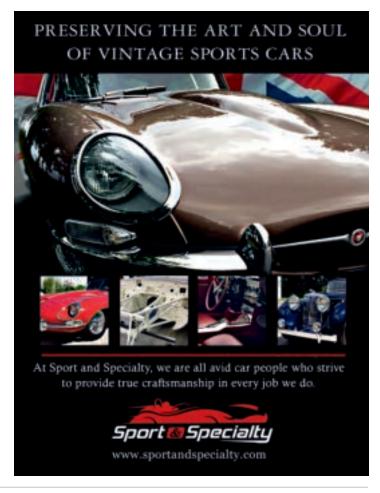
Early Carlotti wheels had a specific slotted spoke pattern whereby the opening nearest to the hub did not

consist of a complete half circle but a flat part with a smaller radius at both ends (see drawing). These early versions had a 'machine turned' surface (not polished). A small selfadhesive 'Carlotti' label was put at the bottom of the center spoke.

Note the seven holes in the outer aluminum rim in this example, although these wheels never used rivets for fixing the woodrims; the holes are probably used during

manufacturing. There is a hole in line with each of the three spokes. This implies that spokes are positioned at an angle of 2 x 103 degrees and a remaining top angle of 154 degrees. Why these particular angles have been chosen is unclear.

Lots of better photos and interesting detail on Leston and Carlotti wheels in the final instalment next issue.





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NOVEMBER-DECEMBER 2018 31

XJ: A Tribute

From excellence to endurance

By John Larson

As the 50th anniversary year of the XJ sedan's debut draws to a close, I feel compelled to offer a tribute to this elegant, elaborate model that reviewers in 1968 described as the world's finest sedan. The production of the Series 1, 2 and 3 XJ models enjoyed a 24-year span, but by now the XJs of the 1960s and '70s are technological dinosaurs. But then, the various species of dinosaurs also had a pretty good run – about 135 million years from 'launch' to 'discontinuation.'

New XJs garnered accolades from automotive reviewers for design supremacy, interior refinements of wood-wool-leather, smoothness and quiet combined with agility. Car and Driver in December 1978 declared that, "The Jaguar XJ6 is one of the world's best ways to connect two points." Even the typical 12,000-mile reviews were uniformly effusive, although hints of certain 'issues' began to appear.

As the XJ's 'matured,' consumers' experiences began to accumulate, and Jaguar have struggled to overcome a legacy of owners' complaints - flukey electrical connections, overheating, complicated tuning, poor air flow and ventilation. At the tenth anniversary of the XJ's debut, Road & Track (June, 1978) conducted a survey of XJ owners that encompassed models produced from 1969 through 1977 with accumulated mileages ranging from 10,000 to over 75,000 miles of use. R&T found that about 80 percent of the owners endorsed styling, handling and ride as the car's greatest attractions. On

Build to suit: SU tri-carbs; cross-braced; cold air induction and dual electric fans.

the other hand, among all cars on *R&T* surveys, the XJ's ranked third highest in reliability complaints.

Those results forecast a dim future. So, how does an XJ dinosaur measure up after 100,000 miles, 200,000 miles, or even 40 years? I offer this tribute to a heavily-used, well-maintained XJ6C that still provides daily delights after 220,000 miles.

GOOD BONES

Fossil records will show that the XJ has good bones. The basic designs for some components of the XJ were patented over 100 years ago and still remain, with refinements, on various XJs. For example, the first patent for the SU carburetor design dates back to 1906. And, the auxiliary starting carburetor that I use debuted in 1937 on the SS 2.5 liter Jaguar. (The triple SU carburetors I fitted to my 1977 model were donated from a 1965 Mark X). The rudimentary design needs only rudimentary maintenance.

The first car to use a dual overhead cam engine was the 1912 Peugeot, and it won that year's French Grand Prix. Jaguar lore has it that William Lyons, along with Walter Hassan, Bill Heynes and Claude Baily, devoted many wee morning hours on fire watch at the SS Cars works during World War II developing plans for an automotive version of the DOHC engine that eventually debuted in the 1948 XK120. That durable architecture of the XK engine remained in use on the XK and



Subtle trim upgrades, XJS seats; VDP wood panels; Nardi steering wheel; sunroof.

XJ models for the next 44 years.

A version of disc brakes was first patented in 1902 by Frederick Lanchester. Adaptations for aircraft and tanks were developed during World War II. Then Jaguar and Dunlop collaborated on refining the disc brakes for use on the XKC in the 1952 Mille Miglia and the 1953 Le Mans races. The design established for the 1961 E-Type remained in use for the next 31 years.

Jaguar began developing their version of an independent rear suspension system on experimental D-Types in the mid-1950s and incorporated the IRS into the 1961 E-Type and Mark X models. The design remained in use as late as 1992 in the Series 3 XJs. That IRS, widely respected as bulletproof, has been picked apart and adapted to many hot rods.

Modern demands for efficiency, power and conformity to regulations plus efficiencies in the production line led to the demise of the automotive dinosaurs. New materials and new designs provide significant weight reductions. Computerized control over virtually all engine management, suspension functions and safety compliance operations provides power, efficiency and convenience that, at the dawn of the XJ, would have passed for science fiction. What, then, remains for the XJ's fate - Rest In Peace at a museum or garage display, or worse, Rest In Pieces at a salvage yard? I don't think so. The virtues of the XJ's DNA



Plenty of 'go', not just show at slalom time.

can still provide the motoring pleasures for which it was designed. Here's what I have found in 150,000 miles of driving two XJCs over the past 30 years.

RUGGED

The term "rugged" is just not used in car reviews. Save it for your pickup trucks. But there are times when I have appreciated the rugged character of the XJ's bones. For example, I was halfway through a drive to New Orleans when the third gear bands on the BW65 transmission began to slip despite an "OK" from a pre-trip inspection. With 500 miles to go, I drove in second gear at 4,000 rpm. Since repairs in New Orleans were not feasible, I drove the 1,100 miles back home in second gear mixed with gentle third gear driving. No complaining computer aborted the trip.

After a 600-mile drive to Atlanta, the rear brakes locked up, turned the rotors a rosy red and cooked the rear brake seals. The interior of the aging flexible brake lines had decomposed and prevented the brake fluid pressure from exiting the calipers. Since a rear brake rebuild in Atlanta was not in the

cards, I drove home carefully, relying on the dual brake circuits to provide front brake function. No computergenerated shut-down, just a manual 'limp home' mode.

NET RELIABILITY

I propose that overall reliability be evaluated on four ledgers: likelihood of component failure, importance to car operation and safety, ease/cost of diagnosis, and, ease/cost of repair. Thus, a blown fuse and a failed turn signal bulb may share, for the sake of argument, a similar likelihood of failure, a relatively low cost and ease of replacement. However, the net reliability of the turn signal problem is lower because it is more crucial to safe operation. Or, a broken fan belt may have a lower net reliability than a cracked tail pipe because the belt is more important to driving the car.

One could argue that the net reliability of the primitive XJ may be equal to or at times greater than that of the modern, computerized driving appliances with their complex systems of sensors, circuits and computers.

Granted, the likelihood of component failure with late-model Jaguars may be significantly less than that of the XJ. However, much of that advantage can be offset by proper care and feeding of the dinosaur. I like to think that the longer I have my XJC, the newer it gets... one part at a time.

On the ledger of ease and cost of problem diagnosis, the XJ may prove superior because of its more primitive design. If you've lived with an XJ for thousands of miles, you can see, touch and adjust faulty components. The XJ signals 'error codes' to the sight, sound, smell and touch of a careful observer through frequent use. Modern computer error codes may provide a list of manufacturer-suggested issues, but heaven forbid that you should have to replace a faulty part. New cars have their complexity compacted so tightly that when you open the hood, what do you see? Another hood!

Make a list of parts or components that, if faulty, would keep the old XJ or the new XF (each with 120,000 miles on the clock) from starting and running.





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Was there ever a prettier XJ suited to the twisties?

Which list is longer? Then, if a problem crops up 1,200 miles from home, which model is easier to diagnose? Then, if the won't-run-without-it part is identified, on which model is it easier to obtain/replace the part? Did you carry a spare in the trunk? The net reliability scores say that you'll probably drive the dinosaur home.

VOYAGE REPAIRS

Ships at sea, by tradition and necessity, must be able to make their "voyage repairs" after battle or weather damage. That tradition also applies to driving an aging XJ. For example, an alternator belt breaks in northern Alabama? Get a nearfit from a local tractor supply shop, drive the front wheels up on old railroad ties and swap out the belt. The alternator fails to charge in the desert of Arizona? Put the front wheels up on a parking curb at the campground, remove alternator, deposit at an Albuquerque shop for a connector repair while at lunch. Cruising on the Indiana turnpike when the coil

starts to fail? Pull into a rest plaza, swap coils with the spare coil in the trunk, have some ice cream and drive the remaining 400 miles home. Muffler pipe breaks in Boston? Get a short splice, clamps and a hacksaw at Pep Boys, find an out-of-the-way curb to drive onto, and slip in the splice before getting some Dunkin' Donuts. By contrast, I once asked Brad Walsh, my Volvo technician, about what vital parts he would take with him on a cross-country trip with a late-model Volvo. Brad replied, "A code reader and my credit card."

CODES FOR AN OLD XJ:

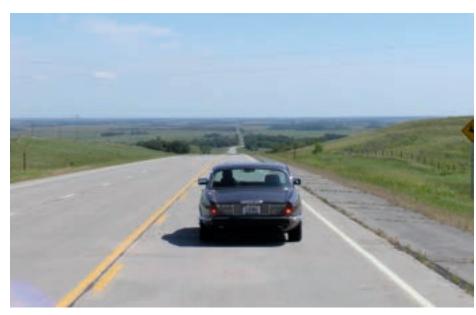
Don't let the XJ choose. Without proper and timely maintenance, the car will choose the wrong time and place.

Familiarity breeds content. Know your XJ, bring your tools and maintenance manual.

Critical spares. "What could possibly go wrong?" he asked innocently?

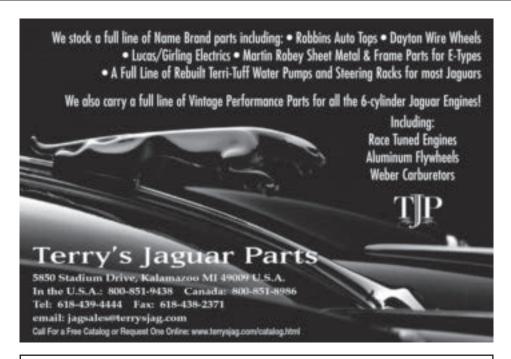
REWARDS

Since my engine and carburetor rebuild 11 years ago, I have enjoyed 70,000 miles of near-weekly use, cross-country tours, and some hard driving in over 30 slalom events. I have delighted in 2,000-mile weeks. A two-day, 700-mile run on a weekend is relaxing. On almost any local errand run, I get the affirming smiles from passers-by and the timeless question, "What year is it?" Such are the rewards of an old XJ.



"Don't fence me in."





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The antidote to formal clubbing

By Marguerite Dennis, with photos by Tom Brady

In a recent article in the New Yorker, Jelani Cobb wrote:

"It's possible, when looking from just the right angle and at exactly the right moment, to discern something that looks strikingly similar to inspiration."

I wondered who inspired Steve, Tom, Paul and Dan, Jaguar owners and all members of the Jaguar Association of New England (JANE) to meet every Sunday at 3:00 p.m. to trade Jaguar stories and suggest solutions to technical problems. For the past five years, this small group of Jaguar enthusiasts, many with mechanical and technical knowledge, have gathered to exchange stories and expertise.

On June 16 nearly 20 cars and more than 40 people gathered in historic Pembroke, Massachusetts, for the annual Southshore XK Club summer cookout. I was quickly informed that this isn't an official club. There are no rules, bylaws or elected officials. But there are four founding members with not only a love of Jaguars but also with the expertise to fix transmissions, build engines and troubleshoot mechanical problems.

So if this isn't a club, what is it? What is the currency of their conversations? Is it to bring their collective wisdom of the years to Jaguar questions of the time? Is it because this is a group of people who just love their Jaguars and like sharing time and expertise with like-minded people? Is it because this is a group of eclectic and interesting people who like to laugh and have fun? What motivates people to commit a specific amount of time each week to restoring Jaguars? Time to find out. Time to meet people.

Tom Brady is a retired mechanical engineer who owns a 1961 BRG Mark IX (Arabic numerals are for the compact sedans). His first car was a 1954 Mark VII, purchased in 1967. Sundays find



As the Brooklands set used to say "The right crowd, with no crowding."



A nice collection of XKs at the Turschmann residence.



A pair of sedans and an early E-Type graced the party.

Tom in Steve's garage, restoring his XK120. Steve Turschmann, host for the cookout, is restoring two XK120 roadsters. Dan Crook owns a 1962 E-Type and Paul Gavaza owns an XK120, purchased from a neighbor who bought the car in 1955.

I asked several people I met: "Why Jaguars? What sets this car apart from other classic cars?" The responses were uniform: the mechanical aspects of the XK engine were so far ahead of their time, the elegance of the design, the car is fun to drive and as Daniel Graf so eloquently said, "It works!"

I have had the pleasure of interviewing Jaguar owners and lovers from all over the world and the reasons giving for owning a Jaguar are the same as those listed here. Every person's life is full of stories and as I moved from one to another I learned that a common thread among these Jaguar owners and restorers was a father or grandfather who first owned a Jaguar. Steve Turschmann, for example, is restoring a 1954 XK120 for Ted Alexiades, whose father bought the car in 1975. Meghan Pelton is driving her father's XK150S.

I learned that Carl Hanson's 1951 XK 120 coupe, is the eleventh Fixed Head Coupe made for the North American market. Carl restored the car himself and proudly reported that the car was brought to Amelia Island Concours in 2014 to be on display when Jaguar introduced the new F-Type coupe. Roderick Gilbert bought his XKE OTS 35 years ago and drives the car 3,000 miles a year.

These Jaguars are driven. They are not show cars, carried on flatbeds from concours to concours. They are enjoyed and when a problem arises, there is probably someone meeting in Steve's garage on Sunday at 3:00 p.m. that may be able to lend technical advice.

For one glorious, sunny day in June, they shared their stories and expertise with those of us fortunate enough to be invited to the cookout. This may not be an official club but I bet Sir William Lyons is smiling. Somewhere.

NOVEMBER-DECEMBER 2017 37

Grand Ole 'Oprenin'

Southern hospitality writ large

'Home is where the heart is,' as the saying goes. Or perhaps for DIY petrolheads - 'Home is where the tools are.' In the case of the Coventry Foundation, both currently apply, with the majority of personnel, premises and equipment so far being concentrated below the Mason-Dixon line. On July 18, Jaquar fans from Pittsburgh to Palm Beach and Boston to Atlanta celebrated the grand opening of the Coventry Foundation Library, research office and tool loan center in Columbia, South Carolina. With there being a geographical and philosophical overlap between the two organizations, the foundation has contracted to manage the popular JCNA tool program, which now operates out of an impressive dedicated space next to the library and also officially opened on the 18th.

SHOW ROOM

The initial Jaguar Foundation concept, re-named for legal reasons, rapidly developed into a formally-incorporated 501c3 non-profit entity. Thanks to some incredibly generous donors, the Coventry Foundation has been accruing physical goods and materials ever since, which require distribution, storage or display. The foundation duly found its first home in 2017 in Petersburg, Virginia, courtesy of Moss Motors' gigantic warehouse facility and



Gary Kincel (left), accepts a congratulatory memento from John McCarthy (right) of the Sun Coast Jaguar Club.



Wonder wall – every Jag special tool you could want, and then some.

spacious office rooms out front. They have handed over a permanent display space to the Foundation in their British Sports Car Hall of Fame. Moss clearly believe in the foundation concept and deserve credit for stepping up.

BOOK ROOM

A key stated aim of the foundation is promoting the spread of knowledge and learning about Jaguar cars and their predecessors, Swallow cars. Knowledge preservation and knowledge transfer revolves around documentation and archives, of both technical and promotional materials. Even in this electronic age, that in turn requires dedicated sorting, indexing, storage and preservation of sometimes delicate historical artefacts. The foundation's documentary and literature resources are now stored in an attractive climate-controlled library and reading room. Several of the rarest and/or most delicate items, such as one-off 1930s brochure pages, have to be specially protected

in plastic sleeves and handled only under supervision.

TOOL ROOM

Meanwhile, if there is a polar opposite of a gossamer-fragile 1930s brochure page, it is probably the twenty-pound J7 hub puller, or the large V12 timing gear jig. They may be large and strong, yet these, too need sorting and looking after, with a view to helping current and future enthusiasts learn firsthand how to work on their cars. And though obviously they are tough heavy items, occasionally they come back in badly-damaged condition. One blank space on the tool wall should have been occupied by a large suspension compressor. Despite being built by Churchill to withstand years of use, it recently came back with badlydamaged threads. In such cases the hirer's deposit is used to effect repairs.

PLAY ROOM

The Jaguar hobby isn't all serious and weighty. The foundation was



Foundation offices and warehouse are at rear left.



Yes, even an extractor this big was damaged and out for repairs.

bequeathed a large collection of model cars by Jerry Turner and others, plus associated toys and gadgets, such as tea pots and desk items. The model collection included race cars and at least one model of every road car ever made by Jaguar. The adjacent technical/workshop space will also house two donated 'reference' cars – a 1977 XJ-S, driven 530 miles to the event, and a Mk 2 due to arrive shortly.

ART ROOM

By coincidence, setting up the foundation premises happened over a period when Jaguar Land Rover North America were relocating to new offices. As in any home or office move, there were décor items and artwork that did not make it from the old offices to the new. Much of this artwork and historical publicity and other material was handed to the foundation for use or disposal/sale. At the opening, various surplus item were sold and raised several hundred dollars.

ORDER OF SERVICE

Several long-haul travelers arrived the day before, but the formalities on opening day began with a 10 a.m. Board of Directors meeting in the library conference room. This was followed by lunch at the appropriately-named British Bulldog pub, where editor Crespin expressed his satisfaction at being able to order a lager shandy without having to explain what it was. After a welcome and short speeches,

foundation president Gary Kincel divided the attendees into two groups, one to visit the library and a second to visit the warehouse/tool facility, during an open house session. A central row of tables in the tool warehouse was laid out with literature and artwork for sale, mostly not marked with prices but open to any sensible offers, given that the proceeds went straight to foundation funds. There appeared to be a brisk trade, with several boxes considerably emptier than at the start of the afternoon. If there's a specific piece of literature you want or need, it would be worthwhile calling them and enquiring about availability and cost.

In a wonderfully encouraging gesture, John McCarthy, president of the Sun Coast Jaguar Club, presented the tireless Gary Kincel (president of the Coventry Foundation), with a 'congratulations' award on the opening of the library and research center. Then in a final flourish, there was dinner at Zorba's Greek Restaurant. For every genuine Greek restaurant, it seems there are a few facsimiles. Zorba's, like the Coventry Foundation, is the real deal.

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Tales from the Trade

No training, no trade, no tales

If politics is the art of the possible (© Otto von Bismarck), then independent adult life is the art of the payable; bills, that is.

Not that life should consist solely of a numbing daily grind. With a bit of hard work, a few canny decisions and one or two lucky breaks, most of us manage something of a balance between work and play – usually in the form of hobbies and outside interests. Plus we're in the gig economy, apparently, so we need to be adaptable and not too fixated on the Holy Grail of one secure corporate job for life, with juicy benefits. Not that such a goal is any less desirable than it used to be for many - merely that the word 'secure' means something rather different, perhaps, than it once did. Nowadays, when the stroke of a corporate pen can take away whole divisions of a company's business during restructuring exercises, security means being highly employable, rather than being in a good job at any given time.

TIME WAS...

In Jaguar's classic era, provided you worked reasonably hard and were reasonably good at your trade, you'd have to blot your copybook pretty significantly to be shown the door. During busy times, such as the postwar decades when the mantra 'Export or Die' applied, skilled workers were in high demand. 'Skilled' meant serving your time through an apprenticeship, but with a comparative shortage of men, many women continued in roles they had adopted during the war.

Meanwhile, children were assessed at 11 years old and streamed into academic 'grammar' schools or more technical 'secondary modern' schools that fed the workforce demand by including technical subjects like woodwork and metalwork.

LOW ESTEEM, SLIPPERY SLOPE

Then came the age of the computer and the British (who already had a dim view of 'metal-bashing' or engineering in general) left manufacturing behind in

their headlong rush to IT and the service industries. For once, the Brits led the way. Unfortunately, it was leadership in becoming arguably the first 'postindustrial' country. The USA began from a broader base, but it too embraced the white-collar service and knowledge economy. Nothing wrong with any of that, in moderation, but as the old apprentices die off, whither the stream of replacements for the craft and skill needs that remain? Some enlightened programs are being put in place in forward-looking educational establishments, but getting real close to home - who's going to look after our Jags in ten, twenty or thirty years' time? Will they earn a decent living? Scarcity may take care of the latter, and those of us who have earned a little (or avoided bills) by fixing them for ourselves, or others, will likely be past the point of heavier mechanical work, or perhaps even basic upkeep.

Currently, the truly expert shops that remain can, and do, cater for the highend customers who can afford skilled wages and compete to get in line with other well-heeled customers. Our hobby is presently broader than that demographic, thanks to smaller shops who cater for local fans and don't build cars for Pebble Beach or Amelia Island. But take a look in their workshop – see many teens and twenties wearing coveralls? Thirties even? Thought not.

Just as the problem took a few decades to appear, so the solution will take time to enact. Cometh the hour, cometh the man, and for Jaguar fans the Coventry Foundation is part of the answer. The rest is probably down to owners and enthusiasts, and in North America that likely means JCNA folks.

AVOIDING DOOMSDAY

The challenge is two-fold: imparting knowledge and building/preserving skills. When the people who currently have encyclopedic Jaguar knowledge between their ears pass on, verified accurate reference archives will be critical to avoid a downward spiral into anecdote and inaccuracy. When the people who currently have key skills in



Maybe your granddaughter will be checking this Jaguar archive, probably digitized by then?

their muscle memory pass on, even an archive of workshop manuals won't save us – the panel beaters and fabricators of tomorrow will be relying on knowledge and skills transfer by traditional methods that no amount of present or future media can duplicate. No virtual reality training can fully help a trainee tasked with turning a sheet of 18 SWG alloy into his or her first XK120 bonnet, but we can.

E UNUM PLURIBUS?

How? By supporting scholarships while there are still craftspeople to do the training. From a single teacher, many skilled workers can emerge. So far, the Foundation has only dipped a toe in the scholarship pool at one institution for a couple of students. They would like to expand the geographic spread and financial depth of support, via structured and well-funded endowments. Their president, Gary Kincel, is ideally placed and experienced to do both. JCNA members share an interest in Jaguars, but their level of enthusiasm varies from perhaps a once-yearly wax and polish for the club concours, to a much deeper collection/restoration hobby-cumbusiness. Nowadays, with the cost and occasionally dubious value of traditional four-year degrees, more people are wondering what the alternatives are. Visit www.coventryfoundation.org to lend a hand. Even if you can't donate a car, you'll be helping the chances of there being someone around to look after it for your grandchildren. Thereby ensuring the will be a trade for tales to come from. Go ahead, Google them... 🕹

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CLASSIFIEDS: FOR SALE

1995 XJS Convertible: Racing Green, 4.0L, AJ16 six cylinder. 71K original miles, excellent condition inside and out. Always garaged and covered. I have owned this beauty for 17 years. Must sell due to poor health. \$18,750. OBO. Rod Pieretti, 302-540-6000: email: rpieretti@yerizon.net.



1961 Jaguar XK150-5. Numbers matching, owned since restored in 1999. Climate-controlled garage, driven only in good weather, registered and inspected annually. Car is in my friend's showroom for viewing. Many photos and specific details available. Contact Fred Miller at Hampton Motors, 611 Lafayette Road (Rt 1), Hampton, NH 03842. 603-926-6005, email: hamptonmotors@aol.com.



2010 XK convertible: Porcelain White/Caramel leather show car, multiple first places. All maintenance records, etc., go with car. Stored every winter. I am the second owner. Originally a Texas car. New tires at 21K miles (now 23K). Carfax available and many other photos. \$29,000 firm. 913-633-5625, email: lluvplanes@aol.com.



2002 Jaguar XKR100 Convertible. 370HP supercharged V-8. 2nd owner. Rare car in excellent condition, less than 40K original miles! New tires and convertible top hydraulic system, loaded with options and everything works. Always garaged and covered. Serious inquiries only \$21,000. Call 910-679-4330 and leave message or e-mail r4pantera@aol.com.



1996 Jaguar XJS Convertible. Formerly Arizona/ California car, never seen snow. 49,500 miles. Extra set of custom wheels & tires (cost over \$4,000 see photo). Fully maintained, sorry to sell but need garage space. \$18,500. Email: cqtr@charter.net.



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1973 Jaguar XJ12 SWB V12. True 'time capsule', amazingly preserved with low original miles. Mostly original Fern Gray paint and lovely saddle upholstery. \$14,500 OBO. Kevin Easton, 818-419-6697. Email: easton@eastonrobertson.com.



1994 XJ12. Classic beauty, well maintained by Jaguar specialist. Extensive maintenance within the last two years. Too much to list. Car is in excellent condition inside and out. Always stored inside. Original paint and interior. 73,000 miles, Prescott, Arizona. Rick Loomis, 928-830-4741. Email for additional pictures: wacowalker@netzero.net.



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– Jaguar Journal Associate Editor, Gregory Wells, greg@ slotblog.net, 2482 Westhill Ct., Norcross, GA 30071, 404-610-4524.

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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.



Events Calendar

November 1-4, 2018: The Jaquar Owners Club Los Angeles is hosting the 2018 JCNA International Jaquar Festival on November 1- 4. 2018. The festival events will be held in Santa Barbara. California, and the host venue will be the Fess Parker Resort on Stearns Beach. The event will include a national JCNA Concours d'Elegance in Champion and Driven Divisions on Friday, November 2. Contact chief judge Charlie Hallums at 949-733-1097 if you would be able to judge a class! The JCNA slalom will be held at the Solvang Airport or Lompoc Airport (TBD) on Thursday, November 1. This event offers challenges for the novice and expert alike; the only thing holding you back is your left foot saying, "no" and your right foot saying, "get out of the way!" The JCNA Slalom course is a modified figureeight layout, low speed event which tests your ability to keep going without spinning out and, more importantly, remembering the course layout; that's the real challenge. There will be a driver's school and practice run before times will count. You must provide your own Snell-approved helmet. The IJF Rally will be held on Saturday, November 3, and will feature great roads, beautiful countryside, twisty bits, and checkpoints along the way manned by course workers from the San Francisco, San Diego, and Los Angeles Jag clubs. Contact: Mark Mayuga, 909-772-1075, email: markmayuga@ verizon.net.

November 17, 2018: The Jaguar Club of Southern Arizona will hold a sanctioned Concours d'Elegance on this date at the La Encantada Shopping Center in Tucson, Arizona. Contact: Doug Dechant, 443-995-1112, email: dougdechant@gmail.com.

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

March 21-24, 2019: Jaguar Clubs of North America. Annual General Meeting. Hosted by Jaguar Land Rover North America at the new headquarters at 100 Jaguar Land Rover Way, Mahwah, New Jersey.

Provisional program includes arrivals option on Thursday 21. Then a Board of Directors Meeting on Friday 22 March, plus seminars involving the JLR technical training center, JLR Archives, followed by an evening trip to NYC. On March 23 the AGM proper will take place in the JLR conference room, together with likely further activities and an evening awards banquet.

For those interested to attend but not take part in the Saturday AGM, there will probably be an organized 3

hour tour option to the United States Military Academy, "West Point". There will be an extra hour each way for travel. Check the JCNA website often for confirmations and new developments.

June 7-8, 2019: The Central Oklahoma Jaguar Association will hold its 2019 Concours d'Elegance at the Waterford Complex in Oklahoma city in Saturday, June 8. Our host hotel is the fabulous Renaissance located on the same grounds as the concours. A special room rate has been reserved for the entrants and the hotel can be reached at 405-848-4782. A special party is planned for Friday from 3-9 p.m.. Contact: Dick Russ, 405-470-2767, email: dickathometwo@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 (http://www.warplane.com) is an aviation museum containing almost 50 aircraft and displays

spanning from World War II to the present. The OJOA has arranged to hold our concours in the hangar surrounded by these aviation classics. We will also dine in the hangar at noon in full view of our Jags and the flying machines. This museum is located at the Hamilton International Airport and is less than a 1-1/2 hour drive from the Buffalo border crossing for our American friends. All of the JCNA required classes will be judged, as well as a club designed "Regularly Driven" category, which involves judging-on-the-lighter-side. We will also offer a "Senior Division," which will bring together distinctive Jags, both in type and quality into one class for judging. For the weekend, there will be a block of rooms available at a host hotel for a special rate. This will also be the location for our pre-concours meet-and-greet dinner. As we get closer, more information will be available on our website www.oioa.org. Contact: Mike Parry, 647-472-3465, email: mikeparry617@ gmail.com.



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Member Spotlight

Dave Kirkman

By Gregory Wells



Cumming, Georgia's Dave Kirkman admits he's always been 'into cars' and fondly recalls an uncle with a hotrodded Ford flathead. But his seminal memory is from 1955, when Dave was attending a regional SCCA-sanctioned sports car race at McGugin Field in Coffeyville, Kansas. The well-meaning owner of a Mercedes-Benz 300SL gullwing generously allowed Dave to sit in his car and then and there he was inoculated with the sports car bug, a disease that's never gone into remission. "I think that was the seed of destruction," he reflects.

Born in 1941 in Tulsa, Oklahoma, Dave is the only child of a small businessman father and a mother who was secretary to William G. Skelly, one of the most successful independent Oklahoma oilmen (along with the Philips brothers, J. Paul Getty, Harry Sinclair, and E.W. Marland) during the prolific Seminole Oil Boom of the twenties.

The family resided in Tulsa during all of Dave's formative years, where he attended Tulsa's Thomas Edison Preparatory Middle and High School, still rated today as one of that state's top schools. At Edison, Dave went out for track and became a record-setting member of the team, winning the title of

Oklahoma Division 2A Individual State Champion in the 400 meter event in 1959 and being named an All-American. A well-earned athletic scholarship then took Dave to the University of Kansas, where he studied political science and education. His graduate work was at the University of Tulsa, where he earned an MA in business administration.

Long participation in ROTC led to a four-year stint in the US Air Force, where Dave rose to a position of significant responsibility as an ICBM missile launch officer based in South Dakota. Thank goodness he never was ordered to turn that key! His post-service business career began with Honeywell, Inc., where he was part of that company's building automation segment. In 1995, he moved to the Atlanta area to work for York, Inc., the well-known company started in 1874 in York, Pennsylvania, to manufacture ice machines to obviate the need to ship natural ice from the Great Lakes eastward. Dave helped to manage York's 'large tonnage' section that supplied air conditioning services to large commercial buildings, eventually becoming responsible for the company's business in that segment for all of Georgia and most of Florida.

Dave's stint with the Air Force in South Dakota brought another unforeseen change in his life. While attending a local sports car race he met a beautiful blonde girl named Beverly, who just happened to be driving a Primrose yellow E-Type! Dave swears he was more smitten with the girl than the car; at least that's his story. That chance meeting led to dates and then to a marriage, now in it's 46th year, as well as two lovely daughters, Kaj and Lindsey.

Dave's first car was a VW Beetle, followed by an Austin-Healey 100M he drove through college, a car which no doubt was pivotal in helping to attract the fifteen or so girlfriends he admits

dating during those years. "I couldn't afford to own a Jaguar for a long time," he regretfully says. In 2000, wife Beverly suggested Dave needed a hobby and that led to the purchase of their first E-Type, a 1969 Series II OTS that they still own today and which has been restored to prize-winning condition. Over the years, Dave has owned five Jaguars, including two E-Types, and his four-car collection today includes both an Austin-Healey and an Aston Martin. Asked to pick his favorite Jag, there's no hesitation: the E-Type, of course.

Concours d'elegance events are dear to Dave's heart and not just as an entrant, but as an active participant in organizing and putting on such events. He's been a judge at many of the top concours in the Southeast, including Pinehurst, Boca Raton, and Hilton Head (for 14 years!). This year he was selected as the chief judge of the 2018 Atlanta Concours d'Elegance at Chateau Elan just north of Atlanta. An avid supporter of JCNA, Dave has served twice as the president of the North Georgia Jaguar Club, as well as in many other leadership positions in that club. Thanks for your service, Dave.



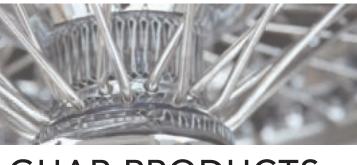
Dave and Beverly – 48 years of sportscars and togetherness.



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