



JAGUAR JOURNAL™

Official Magazine of the Jaguar Clubs of North America

November-December 2019



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JAGUAR JOURNAL

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Photo: Going through the factory a second time. Restored body shells echo Browns Lane at the Jaguar Classic Ryton facilities.



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website!





Blowin' Smoke

"Contact Kristina with your ideas and requests concerning social media, publicity, and E-news."

Peter Crespin

Well, from this issue forwards, 'normal' service will hopefully be resumed, following last issue's late but extensive re-jigging to cover Norman Dewis's sad passing. I'm grateful to all who collaborated at short notice to prepare their own pieces about Norman the man and Norman the Jaguar legend. Same to those who contributed to the GoFundMe page that raised about \$1,750 from around thirty donors, which will now go to Norman's chosen local hospice. I think he'd have been pleased with his send-off, although like the rest of us it seems a pity that you usually have to 'leave the stage' before you can learn what people really think of you. Why not take a moment today to tell someone you appreciate them and what they do? Don't wait for their wake.

SOCIAL MEDIA

Even if, like me, you're not 100% comfortable with the likes of Facebook et al, there's no question that any self-respecting enterprise needs to reach existing and potential future 'customers' by every possible means. For an increasing, if not yet overwhelming, number of current and potential JCNA members and vendor customers, the internet and social media are a key element of the communication spectrum. JCNA has a Facebook presence, of course, and Diane DuFour as JJ's Ad Manager has been ideally placed to help advertisers integrate JCNA into their media presence. Recently, however, Kristina Newton – who manages social media for her clients – has joined The Nation's Capital club with husband Chris. The JCNA board, who are working up a strategy for the future, recently appointed Kristina to coordinate our Facebook output and the options for members and clubs to publish material that cannot fit the limited space in *Jaguar Journal*. Obviously it will take a little while for things to gel and optimize the roles for

everyone involved, but we welcome Kristina, thank Diane for her service to date, and encourage you to contact Kristina with your ideas and requests concerning social media, publicity, and E-news. Kristina can be reached on kristina.newton@hotmail.com.

LESSON LEARNED

After the brief I-PACE loan arranged at the Mahwah AGM (see July-August issue), I was very pleased to have the offer of a more typical week's use of one in mid-summer. It makes more sense to try a new car on familiar roads. With the I-PACE, of course, there are many tips and tricks to learn, besides the normal vehicle and travel issues that every new motorist has to cope with. I once managed a sales team that included an extremely bright graduate who was top at her job but not the best driver. She was plenty confident enough and observant, but as a small person in a medium-sized car (Morris Marina) she found some of the controls heavy, including the clutch. On wet leaf-strewn roads in winter or fall, this resulted in about 60% of her starts breaking rear wheel traction. When I asked if she knew what the noise and shuddering were, she said no. When I said she was spinning the wheels, her reply came "Oh! It's not a very good car then, is it?"

To her credit, Carolyn was the most successful rep and did her best to be a bit gentler with the controls. She never actually crashed, unlike some of her male colleagues, and the car was of course blameless in all cases.

The reason for the above pre-amble is that this issue contains comments from me and from John Larson about the I-PACE. They could be read like Carolyn's comment – unfair criticism of a blameless car. But as the old saying goes, when you point a critical finger the three other digits are pointing backwards at you. So the I-PACE comments are true, and more

or less significant, depending on your point of view, but are not criticisms of the car so much as the drivers who were 'winging it' and acting in ignorance of some charging fundamentals. They are presented constructively in order to help new owners avoid some of the mistakes we made, which in any case will become less problematic once the infrastructure and home charging improve.

WAITING IN LINE

Norman's death led to several stories being axed from the first half of the last magazine, which is disappointing for the people concerned. Meanwhile, more readers and club officers are sending in material for publication, which is great but adds to the backlog. It is even possible that some time-sensitive material may never reappear, for which I apologize. For the rest, which includes some great work, hang in there and your story should appear soon. 📧

Peter



1908 EV, Bailey Phaeton style. Excuse faded photo.

ICE is NDY

New life for engines

Just when the petrolheads amongst us were getting gloomy about the prospects of the internal combustion engine (ICE), comes news that they may gain a whole new lease of life as combined heat and power (CHP) sources for our homes. Seems the ICE is NDY (not dead yet)!

Of course, that's not to say every home will be equipped with a quarter ton of rumbling Detroit iron in the basement, or even a gorgeous XK six-cylinder, but there are links. Mahle, who make pistons, bearings and many other precision parts for Jaguars ancient and modern, have a powertrain division looking at the synergies between automotive and non-auto technologies, including a new CHP motor that provides a major efficiency boost over the current market best.

As shown, the current version is a single-cylinder motor. You can make out the vertical cylinder above the sump, below the head, and with a side reduction drive area. The 'downsped'



From small acorn to mighty oak: maybe we'll all eventually have one of these in the basement? Followed by hop-up kits of turbolators and muffler bearings?

(i.e. low revs) engine has been developed by an Advanced Research Projects Agency - Energy (ARPA-E) consortium led by Mahle Powertrain. It uses the latest automotive technology and low-friction design to help combat the inefficiencies of conventional power generation and distribution.

Tests have demonstrated that a residential combined heat and power motor developed through the Generators for Small Electrical and Thermal Systems (GENSETS) program offers at least a 20% improvement in efficiency over the current leading alternatives. The single-cylinder motor, which runs on natural gas (NG), including the new MJ (Mahle Jet Ignition®) pre-chamber ignition system, which is already being demonstrated in automotive applications. Mahle Powertrain is supported in the project, which was announced in November 2015, by Oak Ridge National Laboratory, amongst others.

"Electricity generated at the point of use is an effective way of combating the inefficiencies of centrally produced power," says Mike Bunce, Head of Research for Mahle Powertrain LLC and Principal Investigator on the project. One assumes it also get over the "inefficiency" of having no power at all when bad weather damages the power distribution lines. "CHP motors are a perfect solution for generating electricity," he continued, "and for harnessing otherwise-wasted energy for heating, for both primary power and heat generation, or for use on an ad hoc basis during power outages. However, this technology has previously been cost prohibitive, inefficient and displayed suboptimal reliability characteristics." (Jaguar Journal has spotted unmet acronym opportunity here, whereby 'suboptimal reliability characteristics' could be replaced by 'IBLOT': It Broke Lots – a comment rumored to have been found in an XJ40 development locker at Browns Lane.) More seriously

and commendably, when the low-hanging efficiency gains have long been harvested, Mike reports that, "In testing, the 1 kWe (i.e. electrical) micro-CHP motor achieved 33% electrical conversion efficiency; 20% more than the current leading unit in this power class."

The single-cylinder CHP utilizes technology and automotive engineering principles already proven by Mahle's work for major vehicle manufacturers. For example, MJ extends traditional limits of lean combustion to maintain lower gas temperatures and therefore reduce harmful NOx formation. This simplicity of design and manufacturing will reduce cost and increase durability.

"Downspeeding is a technique that, alongside downsizing, has brought significant efficiency benefits to the automotive and commercial vehicle markets. Alongside MJ, this has been the key to increasing efficiency of the new ultra-lean motor," adds Mike Bunce. "The ability to efficiently generate and harness residential power represents a huge opportunity to help make our country, and planet, cleaner. The incremental benefits brought by evolving technologies help to make CHP motors a more viable solution, which hopefully inspires a greener outlook that encourages the next steps towards an ultra-low emissions goal." Mahle's low friction expertise has been crucial for delivery of the GENSETS project. The final design incorporates a wide range of the company's commercialized technologies, including its award-winning, lightweight Evotec II piston, to encourage enhanced efficiency. Finally, low temperature lean after-treatment helps meet expectations for reduced emissions.

One day perhaps they'll invent an engine that runs not only on gas but also recycled acronyms. 🍷

Total Immersion (nearly)

Hey, you – pay attention!

Despite the seemingly inexorable progress towards autonomous driving, it's good to see that Jaguar Land Rover are continuing to invest in us, the once-dominant humans at the heart of the machine. With poor driving a leading cause of accidents, it's no wonder cameras and computers are being assigned more and more of the driving tasks, but for now there's news of an additional program to enhance driver awareness and judgement calls by using immersive 3D in-car head-up safety displays.

Most of us will by now have driven a recent Jaguar or other car that projects basic information such as speed or fuel range onto the windshield just below the driver's line of sight. The next generation head-up displays will (and in some Jaguars already do) beam real-time safety information such as lane departure and map directions in front of the driver. There also a focus on reducing the accident risks further by projecting additional hazard detection information and reducing the effect of poor visibility in bad weather or light conditions. Augmented reality would add depth perception to the image by mapping the images or messages directly onto the road ahead. Of course, this assumes the driver isn't shaving, eating breakfast or applying make-up, etc. Meanwhile, for multiple-occupancy drives (i.e. children or ride-sharing trips) the same basic technology could stream 3D movies direct to individual seats as part of a shared, autonomous future. Head and eye tracking technology would follow the user's position to ensure they can see 3D pictures without the need for individual screens or the shutter glasses worn at 3D cinema showings.

Studies conducted in Germany, show that the use of stereoscopic 3D displays in an automotive setting can improve reaction times by 'popping-out' instructions, and increase depth judgments while driving.

In a fully-autonomous future, the 3D displays would offer users a personalized experience and allow ride-sharers to independently select their own infotainment. Several passengers sharing a journey would be able to enjoy their own choice of media – including journey details, points of interest or movies – optimized for where they are seated. Which is all fine, but seems designed to deliver passengers to their destination without having spoken a word to each other or noticed the streetscape or scenery outside.

Working in partnership with the Centre for Advanced Photonics and Electronics (CAPE) at University of Cambridge, JLR's immersive head-up display will closely match real-life experience, allowing drivers to react more naturally to hazards and prompts. Valerian Meijering, JLR's (wait for it) 'Human Machine Interface & Head-Up Display Researcher,' said, "Development in virtual and augmented reality is moving really quickly. This consortium takes some of the best technology available and helps us to develop applications suited to the automotive sector. Not only does it provide a much richer experience for customers, but it also forms part of our Destination Zero roadmap; helping us to move towards a safer, more intuitive and smarter future, for everybody."

Professor Daping Chu, CAPE Director, said, "This program is at the forefront of development in the virtual reality space – we're looking at concepts and

components which will set the scene for the connected, shared and autonomous cars of the future. CAPE partners are world-leading players strategically positioned in the value chain network. Their engagement provides a unique opportunity to make a greater impact on society and further enhance the business value of our enterprises." Which, translated from business-speak into English, means something like, "This advanced virtual reality program involves new software and hardware that we are very good at developing for our clients, who stand to make a decent profit from selling safer vehicles."

The head-up display research forms part of the development of JLR's 'Smart Cabin' vision, combining multiple technologies to create a personalized space inside the vehicle for driver and passengers, with enhanced safety, entertainment and convenience moving towards an autonomous, shared future. Should keep the kids amused too, provided Junior doesn't hack the system and bring you to a screeching halt. On the other hand, if you weren't keen on visiting your sister-in-law anyway, and there's a sports bar nearby, you could selflessly offer to wait for AAA while the tribe take a cab onwards to visit their cousins. After the third beer, the company's 'Destination Zero' program may begin to look do-able. The stated aim of 'achieving a future of zero emissions, zero accidents and zero congestion' is probably an impossible goal. Good luck to them. 🐅



Artist's impression of a blind-spot warning? Handy when being overtaken by a Bengal tiger, perhaps.



2020 JCNA AGM

March 19-22



Please join us for the Jaguar Club of North America's 2020 Annual General Meeting!

The AGM is where the club's leadership gathers once a year to conduct the organization's business and to plan for the future. The host hotel for the AGM is the Harrah's Las Vegas hotel at the north end of the fabulous Las Vegas Strip in Paradise, Nevada.

But the AGM is not just about conducting the club's business! There will be plenty of scheduled free time to enjoy the myriad attractions and amenities of one of the most exciting cities in the world. Here are selected highlights of the many places and experiences during the AGM.

Thursday & Friday daytime (on your own):

Hollywood Car Museum
Las Vegas Neon Museum
Nostalgia Street Rods museum
The Mob Museum
Las Vegas Motor Speedway

Fountains of Bellagio
High Roller Ferris Wheels
Hoover Dam tour
Shopping at the Venetian mall
and a couple of casinos...

(transportation will be available to many of these attractions)

Thursday evening shows (on your own):

The Beatles Love
Penn and Teller
Tenors of Rock
David Copperfield

Cirque de Soleil Mystère
Rat Pack
Michael Jackson One
and dozens of other great shows...

Friday Evening:

Guided Tour and Meet & Greet Cocktail Party (with heavy hors d'oeuvres)

Saturday schedule (tentative)

7-8 AM: AGM Attendee Breakfast
8 AM-3 PM: AGM Business Meetings
3:15-4 PM: Seminar 1

4:15-5 PM; Seminar 2
6-7 PM: Cocktails
7-9 PM: Dinner and Awards Program



Note: Driving your Jaguar to the AGM is **not** recommended due to the hotel's large unsecured and unsupervised parking structure which also contains very high speedbumps.



Callum Calls Time


End of an era at Whitley design center

Jaguar design supremo Ian Callum recently stepped down from his role as Design Director after more than 20 years in the role – it seems shorter than that. Working with his team at the Jaguar Design Centre in Whitley, Ian has largely been responsible for today's Jaguar 'family' look, starting with the first of the new breed – the XF. Launched as a follow-up to the mid-size S-Type, the XF heralded a fresh new face that was sorely needed to carry the marque through the planned model expansion and five-family range we have today. A long-time fan of Jaguar from before he got the job in 1999, Callum's work evoked strong feelings, as evidenced by all who attended the Challenge Championship in Richmond, Virginia, and heard his Q&A session with club

members, after his talk about the F-TYPE design. Love him or loathe him, there was simply no way the brand – already pigeonholed as old men's cars – could survive another iteration of Lyons-inspired, four headlamp/three-box retro styling with conventional mechanicals.

What emerged was a range of sleek sedans that managed to look different from most angles compared to other brands. There were occasional details, like the new XJ trunk and rear lamps, that puzzled people and looked better in some colors than others, but have mellowed since, like a fine wine. Looking back at competitor ranges such as Mercedes, BMW and Lexus in 1999, all have changed drastically as safety legislation and efficiency

force everyone down the same general aerodynamic path. Whether Ian envisaged designing a brace of SUVs when he walked through the doors of Jaguar is not clear, but there's no arguing he also completed that mission with aplomb. In doing so, he secured Jaguar's credible entry into a massive sector of the new car market, despite the serious and vociferous chagrin of die-hard Jaguaristas who felt the firm had 'no business making trucks.' Except that in very short order, firms such as Porsche, Lamborghini and Bentley also entered the fray, proving the naysayers wrong.

At the time of writing, where Ian will work next is not something we can reveal, but JJ wishes him well. 

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Charlie Olson Remembered

Active to the end

Charles W. 'Charlie' Olson passed away on July 18, shortly after suffering a stroke. He had a zest for life that was readily apparent in the twinkle in his eye and his quick smile. Charlie lived a full life right up until its end. In addition to being an active, involved parent and grandparent, he was a life-long 'car guy' through and through, owning, restoring and showing numerous American and British automobiles.

Charlie was a member of the Delaware Valley Jaguar Club and JCNA since

March of 1998. During those twenty-one years, he served as a concours judge (including judging for other JCNA clubs), chief judge, assistant chief judge, concours chairman for over ten years and president for eight years (2007-14).

Additionally, he readily volunteered to take on many other tasks to support our club and JCNA, and many will remember his leading role in helping run the AGM in Philadelphia a few years ago. He was a valuable member

of the executive committee of DVJC and in fact, Charlie never stopped volunteering right up to the time he suffered his stroke.

All of us who had the good fortune to know Charlie will miss him and are better for having known him and sharing time with him. God bless our friend, Charlie Olson.

Bill Beible 🍷

Election News

Steady as she goes

Normally this issue of *Jaguar Journal* would include a ballot form, for return on or before mid-December, in line with the election timings set out in JCNA bylaws. By the close of nominations on August 15, however, the list of nominated candidates consisted of all six current regional directors standing for re-election but no other nominees. This means each RD would be returned unopposed to serve another two-year term.

It is the duty of all club officers to be wise stewards of club funds, and you should expect nothing less. Accordingly, given the costs of printing forms and administering a

duly notarized election process, it was decided in line with corporate policy [section C-0800 Committees, dated 10/22/11 to move to declare each qualified and correctly-nominated candidate as having been returned to office unopposed. The relevant clause states, "If there are no contested seats in any regions, no ballot needs to be delivered to JCNA members. No counting of ballots need to be completed and results will be published in the *Jaguar Journal*."

The returning regional directors for the term 2020-22 are hereby confirmed as follows:

Northwest region:	Carole Borgens
Southwest region	Mark Mayuga
North Central region	John Boswell
South Central region	Ronald Wallis
Northeast region	Bill Beible
Southeast region	Ron Gaertner



Rally? Really? Yes!

Let the good times roll!

Jaguars are meant for *driving*. Rally events are not races but fun, safedriving on public roads at legal speeds. They are one of many

great ways you can enjoy your Jaguar with family and friends and add a little 'pace' to its 'grace.' Starting next issue, we'll bring you tips and

advice on how to plan, organize and drive a rally event. Don't miss it! 🍷



President's Perspective

"...beware unexpected results from some automated features..."

Les Hamilton

As I write this column we are in the midst of the busy summer season with concours, rallies and slaloms. Indeed, this week is Monterey Car Week with an overload of car-focused events for West Coast residents and visitors. As you read this edition of *Jaguar Journal*, the summer will be history and the final run of fall events towards year's end will be in progress. This year the IJF is absent from the calendar but planning is well under way for the 2020 event in West Florida. The Florida clubs are finalizing great plans for this exciting event with the support of Mark Mayuga, the IJF Committee chair. Stay tuned for exciting updates.

PLANNING FOR SUCCESS

Your JCNA Board is continuing the work started by Jack Humphrey to create a Strategic Plan for JCNA and is making good progress. The updated plan will be presented to your club representatives at the 2020 AGM in Las Vegas. Part of the strategic planning activity is to review the JCNA financial status and to make adjustments to our Operating Plan to ensure the financial health of JCNA. One of the initiatives is to understand the JCNA membership and their needs better, so we will be surveying members by email and paper in the next couple of months to gather feedback. Additionally, we are analyzing the vehicle information provided by most (but not all) clubs with the intents of understanding which Jaguar models are most popular and to understand the era of the vehicles. All personal information has been removed from the analysis and I plan to publish the analysis for you shortly. If you have not updated your vehicle information with your club membership director, now would be a good time to do so.

SOCIAL MEDIA

To serve our membership better we have invited Kristina Newton of the Nation's Capital club to fill the open position of Social Media Coordinator to manage

our social media presence. Part of the communications will be an e-newsletter which will be distributed by your regional directors and club presidents. The newsletter will complement the flagship *Jaguar Journal* and carry shorter, more immediate news, etc. If you have short items of interest please send these to jcnanews@jcna.com.

The Rally Committee has a new chairperson, Bill Beible from the Delaware Valley Jaguar Club. Bill now has a representative from each region and the committee is reviewing the charter and methods to re-invigorate the rally program.

I recently spent a week in the UK amid the chaos that is Brexit, which has not been resolved to the detriment of the British car industry. I was heartened to see many late model Jaguars on the road, although I could not coerce the car hire company to provide me with a Jag at a reasonable rate. I will be back in the UK soon and I and the UK general public are hoping for a reasonable outcome to Brexit before it does mortal damage to the UK auto industry and other businesses.

THE PERILS OF AUTOMATION – 1

I recently had to replace the windshield of my F-PACE. My insurance company was very prompt in scheduling a third-party windshield replacement service to replace the glass at my home. However, although the service assured me that the glass was the same as the original glass, the replacement rendered inoperable all the automated systems that use on the forward facing camera: adaptive cruise control, auto hi-beam, lane departure warning, traffic sign recognition, auto rain detect, etc. After 10 days of calls we ended up replacing the windshield a second time at the local Jaguar dealership and all systems were restored. If you ever have to replace your windshield glass and you have the driver

aids package, I recommend that you use your dealership for the replacement and save yourself and your insurance company time and money.

THE PERILS OF AUTOMATION – 2

My daily driver is an F-PACE First Edition with many useful automatic features. This week I participated in a test drive of a 2020 Karma Revero GT as the back-seat passenger. The interior is very compact, but I was able to fit myself into the back seat, which had slightly less space than rearmost row of coach class seats on an airplane. Off we went for the test drive around the 17-mile circuit, expertly driven by fellow JCNA member Phil Endliss. We completed the scenic drive to the accompaniment of the Karma rep's facts and figures and arrived back at the end of the drive. I waited until Phil exited and was alarmed when he opened the driver's door. The steering wheel swung up and the power seat scooted back to let Phil out. However, the motion reduced my legroom from half an inch to minus four inches! But for Phil's swift work on the seat switches I would have been trapped at least and possibly injured. So, beware unexpected results from some automated features, or you may be destined to ride trapped in the rear seat of a Karma Revero for the remainder of the day. 🚗



Man-trap: Sexy 4-door Revero could eat rear passengers for breakfast.

Les Hamilton

Southwest Region Report

Wet for a change, just like the rest of us

By Les Hamilton

2019 has been a season of unusually mixed weather in the Southwest, with a wet and rainy spring and then a warmer than usual summer. The Jaguar community was not deterred by the weather and continued with a full calendar of enjoyable events.

The year commenced with JCCA being declared the winner of the 'Best Car Club Display' at the 'Concours in The Hills,' in Fountain Hills, Arizona. The participants report that it was a terrific February day for the event, which is always a good start – sometimes literally for dormant Jags.

In May the second JAG drive of the 2019 season saw 25 Jaguars taking a scenic backroad from Los Gatos to Kirigin Cellars near Gilroy, California. Managing to avoid bicyclists, a total of 30 Jaguars, one Swallow scooter/sidecar and a Bentley made for an impressive sight arranged in two lines across the lawn in front of the clubhouse. Members completed prepping their cars for the people's choice award while sampling Kirigin's great wines and coffee. Several of the participants had four-legged co-drivers and the dogs made friends and enjoyed the large expanse of green grass. Vehicles ranged from classics to moderns, two-door and four, including a very impressive Project 7.

In northern California, the All British Show and Swap Meet was cancelled as the venue at Dixon was underwater. The event usually attracts over 300 entries from the Reno, Sacramento and San Francisco clubs, so the cancellation was disappointing.

The same May 19 in Los Angeles dawned dark, dreary and wet as the hardy participants arrived at the Muckenthaler Museum in Fullerton, the site of the JOC Annual Concours. Many braved the weather and

arrived at the concours field cursing the elements which destroyed their weeks of preparation. The host Muckenthaler Car Show lost around 30% of the field and spectator traffic was reduced. JOC lost thirteen of thirty-six entrants due to weather and/or mechanical issues. However, like all true Jag owners, those who attended took the weather in stride and proceeded with the concours. Twenty-three Jaguars were judged, with four Jaguars on display. The Inland Empire and San Diego Jaguar Clubs were represented and even with the poor weather the event had four cars in Champion class scoring 100.0 points.

On June 23 The Rocky Mountain Jaguar Club concours was held at Hagerty's location in Golden, Colorado. The 19 Jags were judged across 14 classes, but the coveted Best in Show award went to Bob Sheridan's 1952 XK120 OTS with a score of 99.86.

July saw several events in the region including the Wasatch Mountain Jaguar Register's well-attended tech session on 'Tuning your Jaguar.' In San Diego, SDJC held their annual 'Concours by the Bay' at Spanish Landing Park and the Sacramento Club took various drives including a ride to San Francisco Bay and a cruise on the USS Potomac.

In August, amidst the multiple events of Monterey Car Week, the Jaguar Corral at the 2019 Rolex Motorsport Reunion at Laguna Seca WeatherTech Raceway was used by members of several clubs. The Corral was invaded by Mercedes drivers from the adjacent corral who didn't understand which side of the boundary line to park. No Mercedes were impounded (this time).



*Lots of variety at San Diego, as always.
Photo Dave Allen.*

At the time of writing this we are looking forward to the fall reunion of Southwest Clubs, following the California clubs' tradition of meeting every other year at some really special location. For 2019 the clubs will meet in Morro Bay on the Central Coast for three or four days of companionship, rally, vendor and vineyard visits, and a Hearst Castle tour.

September also brings the Ride the Rockies, the British Car Conclave, the 2019 Pikes Peak Concours d' Elegance and the Jaguar Land Rover Colorado Springs British Motoring Festival with the Colorado clubs. October includes sanctioned JCNA concours from the Inland Empire Jaguar Club, the Jaguar Club of Central Arizona and the Jaguar Club of Southern Arizona.

2019 has been and continues to be a busy and exciting time for Southwest Region Jaguar Owners. In surveying the events in the region, one is struck by the number club events that involve airplanes, boats or motorbikes. Should JCNA expand to include some other vehicles? Not really. Let's focus on our great automobiles and enjoy the more esoteric forms of transport vicariously. Come join us at a Southwest Jaguar event next time you are "out West." 🐾

Canada Calling

Milestones & teamwork

By Malcolm Baster

In summer as I write this, and with winter threatening as you read it, representatives of our Canadian JCNA clubs report as follows:

2019 got off to a slow start for the Ottawa Jaguar Club, with a long winter lingering into an unusually cool and wet spring, curtailing club activity and interest until the arrival of summer seemingly overnight the first of July. Fortunately, our annual premier event, including our 31st JCNA concours on the 7th, dawned sunny and warm under bright blue skies. Our hosts, the Heritage Village Museum, had our traditional venue looking lush and inviting as the 40 cars from Ontario and nearby Quebec assembled on the field, half of which were entered for judging. Our three judging teams were particularly challenged this year with a Preservation division XK150 and a Special division XK120 in amongst the usual Champion and Driven entrants. The day was a complete success and a welcome start to our club season. This was quickly followed by the region's All British Car Day featuring over 200 'Best of British' autos, then our own club's celebration of the 70-year anniversary since the first XK120s left Priory Street, with examples of all three of the XK series enjoying the limelight. Our short driving season will be long over by the time

you are reading this but the forecast for the remainder of summer 2019 is hot and sunny, promising many more driving opportunities. I guess despite the slow start, there is something to the old adage 'all's well that ends well.'
– Rob Dunlop

On July 14 our Jaguar & MG Club motored from Aldergrove down to Bellingham where we met up with cars from the Seattle Jag & MG clubs. We then convoyed together down the Chuckanut Drive to enjoy lunch at the Chuckanut Manor Restaurant. Some participants continued south after lunch to take in the Heritage Flight Museum at Edison. The event was enjoyed by 45 participants driving 24 cars from four clubs in two countries!
– Timothy Horton, Canadian XK Jaguar Register (Vancouver)

Next up was our Jaguar Car Club of Victoria's 'Jaguars on the Island.' We started on Friday evening with a reception at the splendid Grand Pacific hotel overlooking Victoria's beautiful Inner Harbour. Saturday was our concours on the cricket ground at nearby Windsor Park. A splendid 133 Jaguars were displayed on the immaculately-groomed grass, that total rising to 140 when the cars shown by the local dealer and

some invited Land Rovers/Range Rovers were included. The two seemingly most popular were a D-Type (replica?) and the ice cream truck. Saturday evening's awards dinner featured a presentation by our special guest Philip Porter of Porter Press International, a major publisher of motoring books, especially those pertaining to Jaguars. On Sunday we enjoyed a scenic "prowl," winding up at local golf course for brunch. I was a bit disappointed in the brunch, as there were no breakfast dishes, the main course consisting only of some thermally-challenged lunch items. In the afternoon we held our slalom on the spacious parking lot at Western Speedway, a local racing facility.
– Malcolm Baster

During 2019, the membership of the Ontario Jaguar Owners Association settled in with a head count of approximately 140. And I dare each and every one of those members to say that they couldn't find some interesting club activity to do during this past summer. If you're not into multiple countryside drives, how about... a pool party, a BBQ in Niagara on the Lake wine country, a concours d'elegance in the Canadian Warplane Heritage Museum, a 60th anniversary gala, a two-day outing including a boat cruise, a restoration shop tour, a river lunch cruise, a tour of the infamous Legendary Motorcar Company, an evening presentation dedicated to the new I-Pace, club performance track time at Mosport... or just socializing at a monthly meeting!

And yet, more newsworthy than all of that this summer, was our launch of the Ontario Jaguar Owners Association Facebook and Instagram pages. Thanks to the skilled talents of member Josephine O'Brien, we now have both feet (or should I say "faces") in the world of social media. Here are the links, so please check us out: <https://m.facebook.com/OJOA60/> and <https://www.instagram.com/ontariojaguarownersassociation/>
– Allan Lingelbach 🐾



Denis Martineau's shot from the Heritage Village only lacks Clark Gable or Jimmy Stewart emerging from the cashier's office to hop in and roar away.

Continental Drift

News from the UK and Europe

By Tim Crespin

The very fact that you are reading this means it's likely that you have at least a passing interest in cars. There's a chance you'd class yourself as having more than a passing interest. Perhaps you are an enthusiast, car collector, restorer, trader or even somebody who works in the industry? Either way, wherever there is an interest in a given topic, there will almost always follow a social media outlet or forum on which to discuss, display and appreciate examples of that interest. When it comes to cars the breadth of these outlets is vast.

There is motorsport in all its forms, where the very pinnacle of performance can be appreciated in action. Then there are concours and shows, displaying exquisite examples of rare or exotic vehicles – the fruits of hours of polishing and detailing. Others prefer to join owner's clubs, meeting other like-minded individuals to share passion of a particular marque. What if your interest is of a more casual nature, with less-formal events? If you're based in the UK or Europe you may be tempted to attend a car cruise – a type of event probably imported from the United States.

In the UK, despite miles of coastline and beaches, cruises usually take place in a parking lot or trading estate on the outskirts of town, where owners of cars of all different makes and models gather to show off their pride and joy. The cars have usually been modified by their owners either to change the look, the performance, the ICE (in-car entertainment) or a mixture of all three. The result is a large, informal gathering of car owners and car fans at a noisy but good-natured event where a collective love of cars is shared.

As a rule, car cruises are organised as either official events, which enjoy the support of the police and local councils and usually raise money for charity through donations, or as unofficial events that are often targeted for closure by local authorities, as they lack any planning or licensing. The problem with any large gathering of people, however, is that it only takes a couple of idiots to ruin the



fun for everyone, and cruises have proved to be no different.

Unfortunately, any event where cars and pedestrians are allowed to mix freely relies to a certain extent on the drivers of those cars to act responsibly. As these events often have an overriding theme of showing off and spectacle, this can sometimes affect the judgement of the drivers, occasionally with dire consequences. As recently as July this year, 17 people were injured at an official event in Stevenage when two cars collided and ploughed into onlookers, a video of which quickly circulated on social media. In Manchester a year earlier, a 19-year-old woman died and four others suffered life-changing injuries when a 25-year-old man lost control of a high-performance BMW that he had borrowed, smashing into a crowd of onlookers at an unregulated event. The driver was sentenced to nine years in prison. Even JCNA slaloms, normally completed in first gear, are not immune, as the events in Ohio recently showed.

Despite and perhaps even because of the danger, the allure of these events is unlikely to dwindle any time soon. Having attended quite a few of these meets in my youth, I can vouch for their draw. They are a heady mix of excitement, bravado, showing off and also rebellion against 'The Man,' which blended together make for a potent and addictive elixir. Film franchises such as *The Fast and the Furious* further brought the existence of cruise culture to the fore and the emergence of sports such as drifting can be directly traced back to street car culture.

So, what is the solution to minimise the chances of future tragedy? Organisers of legal cruise events are clear that there is a distinction between what they organise and what happens at unregulated events, and that is that their shows are both static and family-orientated. The organiser of the Stevenage event, Rix Sidhu said:

"We've created a community where people were coming down with young children, families coming down just for something to do on a Thursday to look at these vehicles. We don't condone street racing; we don't condone any type of racing here."

Participants and attendees found to be displaying any sort of anti-social or dangerous behaviour face having their registration numbers passed to the police, who not only have the power to hand out fines and prison sentences, but also to seize and crush cars. Tom Adams, a car enthusiast and regular cruise attendee, endorses organised events but hints at one problem that may be causing the proliferation of some dangerous behaviour at cruises:

"I know the people who organise these events; they communicate with police and shun people who misbehave, but they cannot control everyone," said Mr Adams. "I think with publicity on social media they have become too popular."

Ultimately wherever there is risk there is excitement, and wherever there is attention to be had, there are always likely to be those who are willing to do more than the next person to get it, even if it involves doing something that they may not ordinarily do. As the famous saying goes, "It's all fun and games until someone gets hurt." 🚗

Monterey To The Max

Where are the Jags? Oh! They are behind the Bentleys

By Les Hamilton

Summer and Fall are busy times for Jaguar drivers and owners, whether JCNA members or otherwise. In the Southwest Region there have been events organized by all clubs of the region plus many other events. The largest auto happening on the West Coast is Monterey Car Week, which is actually ten days culminating with the Pebble Beach Concours on the third Sunday of August, and now commencing with the Rolex Reunion Historic Races ten days prior.

The period is a smorgasbord of historic races, informal car shows, tours and concours, all wrapped up with crazy traffic and interesting cars on the streets. In 2019 a planned addition to the calendar was to be the 'Rule Britannia' All British Show on Monday, but the motoring powers-that-be delayed the event for another year and so the first non-racing event was the concours on Ocean Avenue in Carmel. This Tuesday morning event drew a large crowd and motoring celebrities packing the narrow side streets of Carmel-by-the-Sea. Three Jaguars had been accepted amongst the throng of Porsches and Ferraris: a superb '73 Series 3 E-Type, a Group 44 track car and a beautiful C-Type. The Jags gave the Germans and Italians a run for their money, with the E-Type taking best-in-class. Leaving the swelling crowds behind for the scenic drive around the Monterey Peninsula's 17-Mile Drive brought our Jags to the *Classic Motorsports Magazine Drive-In*. The event venue was Lighthouse



Group 44 receives its nose section after off-loading.

Avenue in Pacific Grove and this wide thoroughfare with its Victorian architecture accommodated four-wide classic cars for six or seven blocks with a good selection of Jaguars.

Being parked at the westernmost end of the event, the Series 3 and the XK8 drew quite a bit of admiration from spectators. Of interest were a Daimler Dart SP250, and two E-Types, Series 2 and 3, very neatly upgraded to fuel injection and modern electronic management systems. At this event we encountered the first of the Bentleys. 2019 is the centennial anniversary for Bentley and so many events featured these cars. Wednesday morning brought a new addition to the Monterey schedule, Cars and Coffee at the Laguna Seca WeatherTech Raceway as it is now called. By 8:30 a.m. a large posse of Porsches and American muscle had gathered, accompanied by a selection of Jaguars and other British cars. After a chat with the new CEO of the raceway organization, Tim McGrane, we headed off to view the cars at the Bonham's Auction at Quail. This auction preview was probably the largest gathering of Jaguars of the week, with a 1934 SS1 16HP FHC, several XKs, various E-Types including a semi-lightweight Series 1, and a single-owner, low-mileage XJ12. After

a happy hour or so at Bonham's, it was the Carmel Mission Concours where we met fellow JAG members and watched the cars being blessed.

Avoiding the showers of holy water, a drive across the peninsula brought us to the Little Car Show, once again on Lighthouse Ave. Here the dominant car was the BLMC Mini, accompanied by Crossleys, 2CVs and other diminutive vehicles. A quick visit to the Worldwide Auctions display found four Jags, three of which were restored by Images in Campbell. Back to Pebble Beach where we saw the arrival of the Pebble Beach Motoring Classic, a collection of about 25 vintage and classic vehicles driven 1,500 miles from Seattle to Pebble Beach over the previous week or so. The majority of the vehicles were Bentley and Rolls-Royce with a red XK150 OTS, an Allard, a 300SL and a couple of Pierce-Arrows. The Allard roadster was nursing a heavily duct-taped right front wing to attest to the hazards encountered. Having our fill of pre-war Bentleys, it was time for dinner.

The main event for Thursday was the Tour d'Elegance where the entrants to Sunday's concours tour 70 miles around the Monterey peninsula and Highway One to Big Sur before returning to Ocean Ave in Carmel. The parked vehicles afford what is



Concours on Ocean Avenue – 'the office' C-Type interior.

probably the best free car show around and the crowds certainly reflect this. Instead of watching the cars set off from Pebble Beach, an alternative was to watch the tour from the roadside in the Del Monte Forrest for great close-up views of the 180 entrants plus additional vehicles as they streamed past. The tour was led by a beautiful XK150. Once the cars had passed by and the exhaust smoke had dissipated, we headed to the Spanish Bay Inn to wander around the Retromobilia mini-mall in the ballrooms. Here posters, coffee-table books, vintage tools kits, gas pumps and motoring signs could be purchased. The hotel forecourt and parking lot provided an impromptu display of interesting cars. After lunch we took the opportunity to take a mostly-uneventful test drive in a 2020 Karma Revero GT and discovered the hazard of automated seats, described in my president's column.

Friday brought Quail, the Pacific Grove Autorally and the Rolex Motorsport Reunion. Opting for the Pacific Grove Autorally, we found parking again on Lighthouse Avenue with expectations of enjoying the same mild and sunny conditions from the beginning of the week. But Lighthouse Ave soon turned into a wind tunnel and although no cars were damaged, many hats were lost to the wind. A good selection of Jaguars braved the conditions and eventually formed up behind the Highway Patrol for an escorted rally along the 17-Mile Drive. The local residents and in-the-know visitors lined the route waving to the 250 or so cars passing by and saluting with their glasses of wine. After the rally and a visit to some of the auctions, the day was complete.

Saturday brought the Concours d'Lemons, where some the scabbiest, ugliest and most unusual vehicles in the area turn out complete with costumed drivers. This event has grown over the years and the enlarged field attracted a large gathering of enthusiastic spectators. This year I was startled to find a Jaguar, a decorated X308 which, to be candid, seemed somewhat out of place. After the visit to the Lemons the next stop was the Rolex Motorsport

Reunion and the Jaguar Corral which held a nice selection of Jags but also some errant Mercedes whose drivers misunderstood/ignored where to park. I put this down to them being wannabe Jaguars owners.

The start of the day was rather damp and grey, but the marine layer rapidly burnt off. The visit was to the JLR stand in Laguna Seca's pit row. A selection of Jaguars and Land Rovers was on

display and attracted quite a bit of public attention; the I-PACE, F-TYPE SVR and F-PACE SVR were the focal points for most attendees, with the I-Type 3 electric race car gathering many interested looks. After a chat on the stand with Paul Edwards, JLR test driver, we toured the paddock and found a nice assortment of XKs, four E-Types, one C-Type and a short-nose D-Type. Although the previous weekend's



Classic Motorsports Drive In – was this your XK150 sporting a JCNA badge?



Aw, Dad! I really, really wanted an E-Type.



Lean, mean and magnificent Laguna Seca Cars and Coffee – F-Type ready for the track.

races had reduced the field somewhat, it was great to see these Jags out on the track. The mid-day parade laps fielded around 25 pre-war Bentleys circling, each with a compliment of flag-waving passengers. An impressive sight, indeed. The parade laps were followed by the pace cars circuiting to clean up the track while the next race staged. The pace car was joined by an I-PACE which maintained formation and I must say looked much more stable going through the Andretti hairpin. Following the track event several Jaguar owners collected on the 17 Mile Drive for an informal picnic and social event.

Sunday brought the main event of the week, with a 5:30 a.m. start to be on the field to watch the cars being placed along the eighteenth fairway of Pebble Beach Golf Course. Being able to access the field early before the crowds arrive is a real privilege and essential to photographing the cars with a clear view. Unfortunately, in 2019 there were no Jaguars on the field, which was disappointing but did provide time for appreciation of the other spectacular cars shown. The feature marques were Thomas Flyer, Centennial Bentley and Centennial Zagato. The Bentleys included 3.5, 4.5, 6 and 8 liter cars and while these cars are not the most streamlined they are spectacular to see and each

one carried its own story. The other centennial marque was Zagato, which included some beautiful bodies on a variety of foundations. My favorite was a 1962 Aston Martin DB4GT Zagato Coupe. The Thomas Flyer line included beautifully restored brass era cars and the 'restored to look unrestored' 1908 New York to Paris race-winning car complete with wooden fenders, ropes and pulleys. The field was filled out with very impressive cars in the Rolls-Royce, Bugatti and Ferrari classes, both preserved and restored. The Type 57 and Type 59 Bugattis lines offered a rare opportunity to admire their artistically-built engines. Around 10 a.m. the early morning mist burned off and the public and many of the period-dressed owners arrived. The cars and the fashion displays were accentuated by the sunny weather and the spectacular setting. Pausing to listen-in on conversations with the judging teams emphasized the international nature of the superb field.

After several circuits of the field to admire the cars from every angle, it was time to explore some of the other areas of Pebble Beach. A short walk towards the Beach Club, past the House Bentley and the Rolls-Royce displays, the Mercedes pavilion came into view. Mercedes had on display historic examples as well as current models in a large pavilion overlooking



Bonham's auction – achingly stylish 1934 SS1 16HP FHC.

the third fairway, with a line of customers waiting to take test drives on vehicles of their choice.

Leaving the Mercedes pavilion behind and walking down the first fairway brought us to an addition from 2018 that has returned: a display of notable models from each year that Ferrari has been building cars. Passing the stunning Ferrari display the next visit was to the Concept Lawn in front of the Lodge where latest and conceptual models were on display. The vehicles most notable were the Bentley EXP 100 GT, De Tomaso P72, McLaren GT and Lotus Evija. The most radical design was probably the Bentley EXP.



Compare to the C-Type – Bentley race interior.

The afternoon ceremonies started with introduction of the organizers and then the honorary judges which, as usual, was a veritable who's who of the auto industry, including Kim McCullough, VP Marketing for JLR North America. Following the introductions and the Parade d'Elegance of noteworthy cars, the class and special award winners were driven to the ramp to receive their award. The Best in Show was the last announcement and the winner was, surprise, surprise, a 1931 Bentley 8 Litre Gurney Nutting Sports Tourer from Hong Kong. Following the awards, the walk back past the various manufacturer and vendor displays to the parking shuttles made for some last-minute buying opportunities. The shuttle ride back around the 17-Mile Drive provided time to reflect on the lack of Jaguars which was offset by the opportunity to see an extremely well-organized display of great cars in a spectacular setting. Here's hoping that 2020 we see some Jaguars invited onto the field again. 🍷



Pebble Beach blower Bentley – I don't need no power cord.

Breaking News!

JLR Increases JCNA Special Discount

JCNA members are now eligible for 10% below JLR's Manufacturer's Suggested Retail Price (see the Terms and Conditions). Canadians can get \$1,000 off. This is for 'select' Jaguar and Land Rover models, but in practice includes almost every 2019-2020 model including F-TYPE and I-PACE, subject to availability. SVR models, being limited editions, are not included.

This program may also be combined with other offers or deals you negotiate, so go and see your local retailer for more information. Remember too that it applies to Land Rovers this time!

For details and online entry form, follow this link:
<https://www.jlrprivateoffer.com/>



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Anniversary Finale: A Mark 2 Story

An enthusiast's tale

By Gregory Andrachuk

[Editor's note: This is one of the stories dropped from the previous issue due to coverage of Norman Dewis's passing. We have trimmed it substantially because of catch-up space pressures but anyone wanting the full story and missing pictures can email Dr. Andrachuk at v12.vdp@gmail.com]

It all began with the Mk V Drophead in front of the house... no, wait... that would be a very long story. Suffice it to say that my Jaguar obsession rooted early and blossomed in various ways, primarily with the Series III V12 saloons, but that, too, is another story. A pervasive desire lurked in the background of my Jaguar-obsessed mind: the iconic sports saloon, the Mk 2, favoured by princes (e.g. Prince Rainier of Monaco) and bank robbers (e.g. the Krays) alike. How could I not have one? Besides, my enabler, commonly known as my wife, had stated that a Mk 2 is the only car she ever really wanted.

Starting the hunt, I went through the usual disappointments: traveling for three hours to inspect a "mint condition" and "fully-restored" Mk 2 so full of rust and rat droppings that my round-the-block run in it was purely a matter of courtesy to the widowed owner. And there were others, none coming anywhere near my hopes or expectations. But then I heard of an ultra-low-mileage Mk 2 for sale in Manitoba. A request for information brought me a walk-around video and a small photograph.

The car was shipped to me here in Victoria, complete with paperwork and service receipts which did confirm the low mileage figure... but what was delivered merely proved that every Jaguar looks good in photos. The paint was more than tired. The chrome was passable, even good in parts, and the original interior showed good wood and leather. In fact, the interior turned out to be the strongest confirmation of the car's originality, but intervention was needed to bring this Mk 2 to the

standards I had in mind. Driving it revealed further issues: the car pulled severely to the left on braking, the DG250 transmission was sluggish to shift and was depositing serious amounts of red fluid on the ground. Closer examination revealed that every part of the car that could leak did so. There really was no option – the car required a complete restoration.

That is easier (and more cheaply) said than done and I was soon to learn what restoring a car like this would cost. A trusted mechanic examined the car closely to determine its general physical condition. It was sound beyond my hopes: the rubber bits were as new because the car had always been garaged. It was not used in the Winnipeg winters so there was no corrosion of any kind; the sills were solid, the jacking points and Panhard rod mount as new, and there was no accident damage. Even the vulnerable 'crow's feet' brackets on the front fenders were solid.



So the dismantling began and before long it looked like this.



And like this – still no real horror stories.

It was clear that we had to go through absolutely every system. The engine and transmission had to come out, the brake system had to be redone completely, all engine ancillaries had to be inspected and refurbished if necessary, anything that could suffer with time and lack of use had to be rebuilt or renewed – and that leaking transmission had to be sent for inspection and fitting of new seals (and therein lies a tale). All right, the tale is this: it so happened that Jack-the-mechanic had in the back of his shop another Mk 2 several years older which had gone more than 200,000 miles. The DG250 transmission on that car understandably needed to be rebuilt. Both my 16,000-mile transmission and the 200,000-mile transmission were sent to the transmission shop. I had taken the precaution of recording the case number on my unit and when the transmission came back to me the number was verified. Can you see where this is going?

Meanwhile the interior was stripped out completely for fettling. Every item of the interior was cleaned, polished as necessary, the leather conditioned, the carpets removed and found to be absolutely as new, door panels removed, all the lights and wiring contacts cleaned; all the units came up as new.

While the Mk 2 was in the shop I busied myself by throwing financial caution to the winds and ordered everything and anything that was not either cosmetically or functionally perfect, from brake splash shields to shock absorbers and new springs to new Dayton wire wheels, a new brake servo unit, master brake cylinder rebuild, and all suspension components, to a new SU electronic fuel pump identical in appearance to the original, and Pertronix positive ground ignition system, to a new water pump and all hoses. The list is very, very long. Meanwhile the brake system and the carburetors were redone, the starter motor and generator taken apart and

found to be as new, the steering box was resealed, the heater core and radiator flushed. The bumpers were rechromed – but the rest of the chrome is original and unmarked. We were making progress – then everything stopped.

Engine-less and transmission-less, the body of the car was rolled to the back of the mechanic's shop. And there the car languished for four and a half years. Nothing was done to it. The reasons for this are multiple, but none of them have anything to do with me. I am pretty sure that some people reading this will have similar tales to tell. During this period some of the new parts disappeared, necessitating duplicate purchases. Finally, even this normally polite Canadian had had enough. The car was finally put back together (engine and transmission refitted) so that the car would be sufficiently driveable to allow me to get it around the corner and down the hill to the restoration shop... it sounds easy, doesn't it? As I descended towards a busy cross street and neared the restoration shop, I tried to slow the car. My foot went to the floor! I will spare you a description of the ensuing near-chaos other than to say that with adrenalin-aided use of the hand brake and the steering wheel I ended up around the corner at the bottom of the hill, on the sidewalk and an inch from a telephone pole. Memo to self: never trust a NOS rubber component. The car was rolled into the restoration shop, *Coachwerks Restorations*, whose quality of work is well-known; I knew that the Mk 2 was in the right hands because they had done other work for me.

The body was stripped to bare metal and all defects corrected, including factory defects. The B pillars, for example, were found to be slightly at an angle – and after a trial fit of the grille the original cowl contour was deemed not to their liking, so that was cut out entirely and remade. In all, more than 300 hours went into the preparation and finishing of this no-rust, no accident car. The result is that the panel fit and finish are far superior to the original.



Built to a price, there were a few factory defects to improve upon.

Now, what colour should it be painted? I wanted to paint it Indigo blue but my enabler firmly suggested that the car should remain in the original Pale Primrose. I always do what my wife says. She was right.



The easy part – putting on a good etch primer. Next came a color 'discussion'.

But certain decisions were made to ensure that this car would be driven and not just trotted out to concours events. I opted to leave the trunk paint in the factory finish as proof of the correctness of the respray colour, and I also decided that I would not finish the engine compartment to anything more than "clean driver" condition. This means that when campaigned in JCNA events it has been shown in the Driven class – and that is fine with me. It is, after all, driven through the entire year provided that the roads are dry ('winter' in Victoria means rain, not snow, so road salt is not an issue). When I say that the car is driven all year round, I mean that I take the Mk 2 grocery shopping and on other errands. It is great fun, has tons of power, no issues at all at speed and it uses fuel as a 1966 car did: I can see the fuel gauge needle move.



For a working car, perfection around the engine is wearisome but cleanliness doable.

In the end, the restoration turned out very well indeed, at least cosmetically. The Pale Primrose was sprayed in a multi-coat process with several clear coats. The finish is rich and deep yet thoroughly 'period-looking' and correct.



The trunk area retains its original paint and mat, and the toolkit is complete.

The exterior was one thing, but refitting the interior made me wonder how Jaguar made any money. The original headliner was in good condition apart from a general dinginess, but I opted to have it replaced. Otherwise the interior is very much as it was when new – including the under-dash dealer-installed AC unit (and in the engine compartment, the original York compressor, converted to R134A).

The front compartment was made much more comfortable by fitting a period accessory: the 'Henlys box' whose lid serves as a centre armrest and was forwarded by Editor Crespin when he lived in the UK.

Alterations to the Mk 2 have been very modest. The car remains positive ground; it retains its one-speaker



Tricky to see here in black, but the handy Henly's box is a godsend.



A chance to relax. It's the owner who is in retirement, not the Jaguar!

original radio. Apart from the period accessory armrest box, the only modifications consist of a Pertronix ignition, an electronic SU fuel pump

(both for reliability), new Dayton chrome wire wheels and Universal radial tubeless tires in 185 HR 15 size, and finally Coombs-style rear fender skirts.

After a complete restoration there is always a settling-in period. Items that had to be addressed were few: fuel line joints needed retightening... hmm... I think that is it. I have put more than 10,000 miles on the car since the restoration was completed in 2007 and there has only been one very minor mechanical failure, which happened twice, leaving me at the side of the highway. The first time, the original ignition rotor lost its locating peg – probably a victim of age – causing a ‘failure to proceed’ with a strong smell of electrical misadventure. Because of this incident I now carry a spare which proved useful several years later when the car exhibited exactly the same symptoms. Once the spare rotor was properly seated, the engine fired instantly and ran smoothly. There has been nothing else. Even the clock works... oh wait, the tachometer stopped working at one point and needed the tachometer generator replaced. There has been nothing else in the years since the restoration.

But let's go back for a moment to the story of the two transmissions sent to the transmission shop. The transmission case with the correct number was sent back to me with a report that it needed nothing except a new seal kit. But some five+ years later, when the car finally was back in service, the transmission was simply not operating properly. It came out again, was sent this time to a different transmission shop. They found that – yes, you guessed it – the innards of that correct case were not from my transmission at all, but from the 200,000+ mile unit whose torque converter had been rewelded at least three times (!). So I ordered a completely refurbished DG250 from Graham Whitehouse in England. Once installed, the car drove beautifully.

Would I do it over again? Perhaps not. But do I regret doing this restoration? Not for a second. 🍷

Mark 2 Anniversary Art

Part Three

By David Townsend



In the last episode, I began penning in the interior panels and adjusting the opacity of various layers to generate the transparent effect. I also began creating the cutaway effect in the rear wheel area to expose the brake surface, differential, and a portion of the prop shaft. In this final installment, I'll wrap things up by dropping in the correct engine and gearbox, finishing the interior components, adding all of the under-bonnet components and a few finishing details, and complete adjusting the transparent layers. I'll also spend some time fine-tuning a number of the previously-drawn bits, as additional elements often affect those near or around them and thus require edits throughout the illustration process.

With the door cards drawn in the previous installment, I wrapped up the interior elements with the addition of the front and rear seats, window lifts, dash and instruments, steering wheel and center console. The FPO

(for position only) engine and gearbox have been replaced with the proper units, including the air intake plenum, air cleaner, oil sump, radiator fan, and various bits of engine plumbing along with the radiator and shroud.

I then completed the under bonnet with the addition of the battery, heater blower motor, fuel filter, overflow bottle, starter solenoid, wiper motor, and windscreen washer bottle (even though this actually sits behind the motor in this view, I usually include a faint outline of the hidden components as reminder that they're there).

Big stuff all in place, I move on to of the details and fine tuning – shadows for the mirror, radio aerial, leaping jaguar, front wheel cutaway to expose elements behind the brake rotor, various shading panels to build the contours, an underbody shadow – all of those little touches that really make the drawing.

While it's hard to fully describe all of the technique I've developed in this illustration style in such a short space, I hope you've enjoyed following along while the Jaguar Mk 2 came together.

By way of my history with the Mk 2, many years ago I was living in Phoenix, Arizona, working in the restoration business and had the occasion to visit one of the repair shops I frequented. It was shortly after some heavy rains and the shop, located in the river bottom area out in Tempe, had been partially flooded. Outside sat a rather sad-looking metallic Golden Beige Mk 2 still bearing the high-water marks on its tires where the flood water has risen. When I inquired about it, I was told that the insurance company had totaled the Jag and the shop had bought the salvage rights. I asked if they were interested in selling it and was told for the grand sum of \$100 it could be mine. Figuring there had to be more than \$100 worth of parts in it – deal done!



I trailered my prize home and began inspecting it for damage, of which there was surprisingly little. The interior had taken the brunt, with the flood water rising just over the sills rendering the carpeting unsalvageable. The wool headliner was also a casualty, I presume because the car had been left in the sun with the windows up and a good deal of moisture still inside. Miraculously, the woodwork suffered no damage and a quick check of the instruments showed them to be all in working order, and the rest of the car seemed otherwise untouched. So far, so good.

An under-bonnet inspection didn't reveal any obvious problems. The engine oil didn't appear to need anything other than changing. The only evident problem was a considerable amount of moisture under the distributor cap. From what I could tell, the water must not have

risen high enough to do any significant damage. Just to be sure, I pulled the fuel tank and drained it, blew out the fuel lines, replaced the engine oil, gave it new distributor bits, a battery, and made sure the engine wiring hadn't suffered. A check with my multi-meter indicated no electrical faults so I put the key in the ignition, said a prayer to the Jaguar gods, and gave it a go. Shazaam! The motor started right up on the first attempt!

The story ends with me driving the Jaguar for a short while (I was young then and the big cat really wasn't my style) then trading it – straight across – for a fully-restored froggy Sprite. It was a deal well done, with the new owner of the Mk 2 thrilled with his acquisition and I with the Sprite which I drove for several years afterward. Drawing the Jaguar sure made me wish I had kept the cat. Great car!

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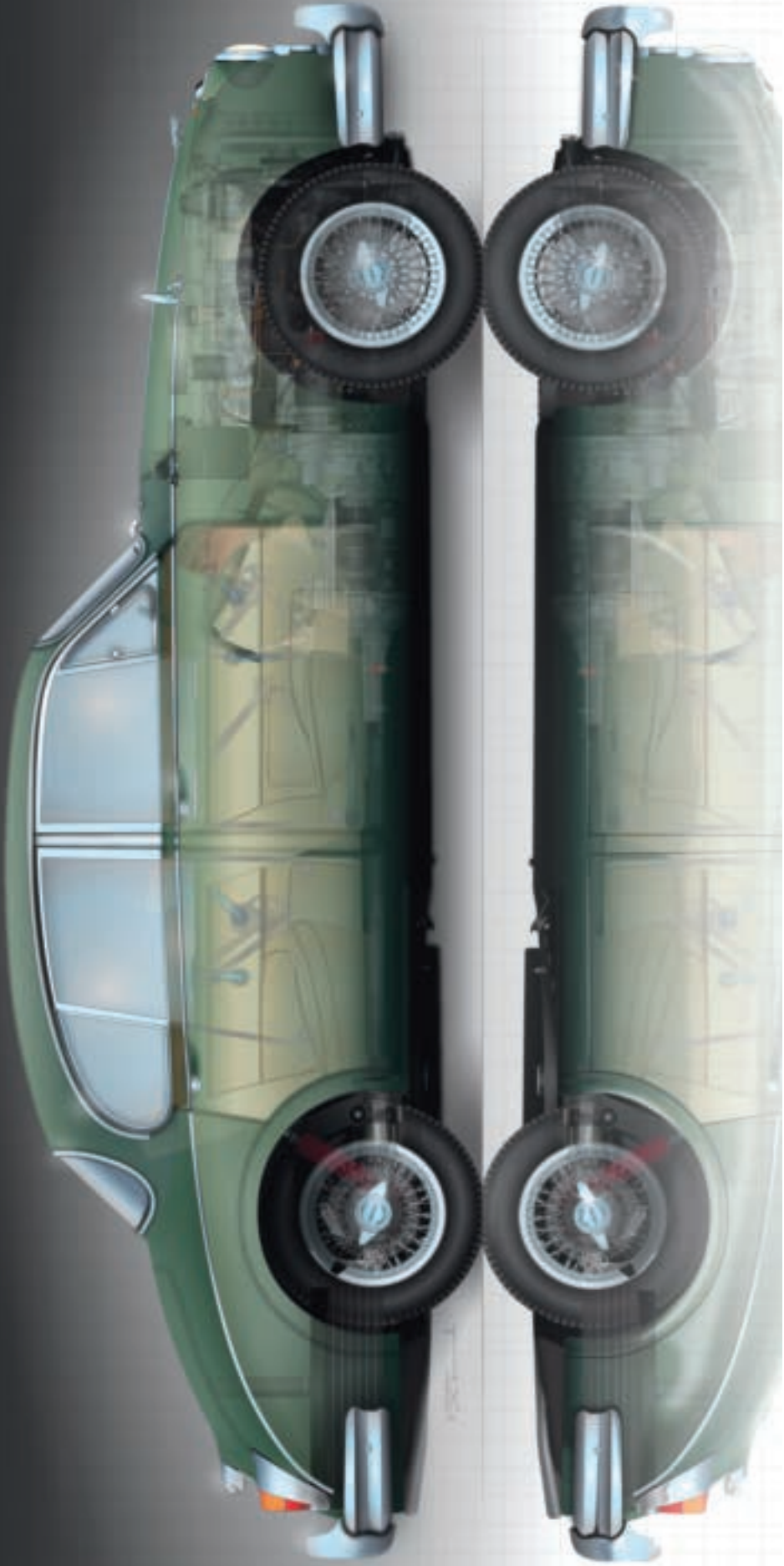
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Born-again E-Type

The Jaguar Classic offering examined

By John Hassiepen

My passion for automobiles goes back to my earliest memories. My interest is not in the engineering or mechanical aspects, but rather in the aesthetics: the look and shape of cars. I also enjoy the competition of automobile races. Because of the need for proper aerodynamics, race cars generally look exotic (consider Jim Hall's Chaparrals – even the name sounds sleek), although they can end up looking very similar. I remember watching, on a black and white TV on an early Sunday morning in June before my ninth birthday, Jim McKay of ABC Sports excitedly exclaiming that Ford finally beat Ferrari at Le Mans.

For Christmas, when I was in second grade, I received an Aurora Thunderjet HO scale slot car set, endorsed by

Stirling Moss. One of the cars was a Thunderbird roadster, one of the 'Bullet Birds.' The other was a cream-colored XKE coupe and I liked it the most. The following Christmas, I received a 1/8 scale Monogram model of a red XKE coupe. I must admit that I don't remember finishing it, but I know that I loved looking at and handling the pieces. At that time I was always confused by the dual XKE and E-Type designations, being too young to know that in the United States, for marketing purposes, Jaguar called the E-Type an XKE to connect with the well-known XK120 and XK150 cars.

A SELECT FEW...

Considering I am a car buff, I have actually owned very few cars; only six in total. My first was a '74 MGB

that I bought used (in Harvest Gold, without the big rubber bumpers). The rest of the cars I purchased new. First came an '82 black Pontiac Trans Am from the debut year of the F-body cars. The second was a red '95 BMW M3 (E36) luxury edition off the lot – I still own this, along with all the cars purchased subsequently. Next was an '09 Maserati Gran Turismo S in Grigio Nuvolari (silver/bronze), followed by a '14 Ferrari F12 berlinetta in Rosso Berlinetta, and a '16 GT Porsche Cayman GT4 in silver. I view the Maserati as a modern Italian interpretation of an XKE. The front headlights on the corners, the open mouth front and center, and the curved, voluptuous rear flanks speak XKE to me.





THE PURCHASE

While I generally like cars beginning from the late '50s, I never had a desire to purchase an older, restored car. The idea sounded like too much trouble and I feared that I would never be satisfied with the quality of the restoration. If I was to obtain a restored car, a few models would top my list – a silver '63

Corvette Sting Ray split-window coupe, a '67 or '68 Shelby Mustang (but not the King of the Road version) or a '69 Boss 302. But the car that has always been number one on my list is a Series 1 Jaguar XKE coupe – I just love the covered headlights.

In March 2017, I read about Jaguar's

E-Type Reborn program, which at the time it was announced was stated to be limited to ten cars. I read that Jaguar had recently completed some very expensive continuation models which were all sold out. I thought who could better restore a car than the original manufacturer? I quickly made up my mind to take the plunge.

THE PROCESS

A potential customer begins Jaguar Land Rover Classic's E-Type Reborn program by deciding between a Series 1, 3.8- or 4.2-liter engine, in either FHC or OTS configuration. I chose the 4.2-liter engine primarily for the fully-synchronized four-speed transmission and other improvements that were made to the later Series 1 cars. Each car is rebuilt to the specifications for the year it was originally manufactured, but if a part on a 1965 car, for example, was replaced with a better alternative in 1967, Jaguar Classic would fit the later part. The rebuilt car will retain as much of the base car as possible, even when new parts not only are available but may even be cheaper. Consumable parts, such as rubber bushes and seals, are replaced. For most other parts, Jaguar Classic's philosophy is that if a part can be refurbished and reused, it will be, and will be finished to original factory specification. The result is a restored car that is as close to an

original car as is humanly possible, but refined with modern manufacturing standards. Yes, any electrical issues are fixed!

I always thought that the FHC was the better-looking of the two versions, so deciding between coupe or convertible was easy for me. Next, I chose the exterior and interior colors. Early in my discussions with the Jaguar Classic sales specialist (the E-Type Reborn program is run by Jaguar Land Rover Limited – there is no dealer involvement), I was told Jaguar Classic does not guarantee that it will find a base car in the desired color combination. If the base car had been a color combination that was not one of the few that I strongly dislike, I would have been willing to stay with it for the sake of originality, rather than ordering my preferred combination of Opalescent Silver Grey with dark red interior. In the event, in June 2017 after a wide search, the base car bought for me by Jaguar Classic (this becomes

relevant later) was a California car in Pale Primrose with a black interior. That is one of my least favorite color combinations for a coupe, so changing it to my preferred, period-correct 1966 colors of Opalescent Silver Grey with dark red interior, was another easy decision.

Jaguar Classic offers a few options, such as upgraded suspension that includes adjustable shock absorbers, upgraded brakes, and air conditioning. I did not choose any of those. I was not looking for a more modern-driving car, like those restored by Eagle in the UK. I already own and drive modern cars. I was looking to experience the car as it drove in 1966. My intent was to keep the car as original as practicable. And I do not like the looks of add-on air conditioning. I did though include a car cover, battery maintenance charger with fitted connector and two exterior mirrors that fit on the door window frame and are removable without damage.



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After deciding what I wanted, in April 2017, I signed the contract to purchase a car and made a twenty percent payment. The cars are sold ex-works from the Ryton-on-Dunsmore, Coventry, facility and Jaguar Classic will recommend a shipper if requested.

In October 2017, I received pictures of the base car. It looked to be in good condition and was numbers matching. Seeing the car in Pale Primrose further confirmed my earlier color choice. I did not hear much from Jaguar Classic until the summer of 2018, when I received pictures of the car's shell stripped to bare metal. Then in December, I received pictures of the car properly painted, with some assembly work started. At that time, I made a progress payment of thirty percent. Near the end of January 2019, I received pictures of the engine installed and more assembly work, and by March was sent photos showing most of the assembly completed. This was the first

time I was able to picture myself driving the car and I sent another thirty percent progress payment. Jaguar Classic told me that my car would begin shakedown mileage (it was driven over 160 miles), receive its UK registration, and be ready for delivery in April. This also turned out to be relevant later.

THE REVEAL

With the news that my car would soon be finished, I made plans with my wife to travel to Coventry at the beginning of April to inspect and drive the car. The people at Jaguar Land Rover, especially Tony O'Keeffe who was our guide, were gracious hosts. The morning after we arrived in Coventry, we were given a tour of JLR's SVO facility, where the shop was working on the limited-edition and record-breaking Project 8 Jaguars. After having a wonderful lunch at SVO prepared by a Michelin-quality chef, we were taken to the Jaguar's track at Fen End, a former WWII airfield. It was a bright and clear day, with the car parked outside next to the track under a black cover. My wife and I removed the cover, and the car looked fantastic, if I do say so myself.

Andy Wallace, a former Le Mans winner for Jaguar in 1988, is now a goodwill ambassador for Jaguar and Bugatti. He greeted us at the track, along with two other Jaguar Classic technicians. After I was finished admiring the car, he drove my wife around for a couple

of laps before she drove him the same distance and I followed the same routine. Andy took the car past 100 mph, but since it was my first drive in the car I only reached 85 mph. My wife said that she kept it below 70 mph. Since I am used to driving cars that accelerate from zero to sixty in practically no time, with traction control and other safety features to protect me from my own lack of skill, I now had to get used to driving a car made in 1966. The brakes and narrow tires required my full attention and although during one of the corners it felt like the rear end would come around, it did not. While the 4.2-liter engine is not as "sporting" as the 3.8-liter engine, it has more torque. When Andy drove me, he never took the car out of top (fourth) gear, and let the rpm go down as low as 1,500, yet the car climbed smoothly from those revs in fourth. Since I was not carrying as much overall speed as he was, I downshifted going into the corners. I could not fully appreciate the sound of the engine, as there were two beautiful continuation D-Types (without mufflers) running on the track at the same time.

My initial driving impressions are that modern cars are much easier to drive fast, especially for one having no or little prior experience in them. The E-Type felt delicate to me, from the petite exterior door handles to the thin wooden steering wheel. The gear shifter did have a solid feel, but longer throws are required than what I am used to on my Cayman GT4. In fact, during my drive on the track, I missed one downshift, as I did not move the gear shifter far enough down from third to second gear. Now, having driven the car more often, I am getting used to it, but the feel is clearly 1960s and very different from a car made this century. I think more skill is required to drive a '60s era car than is needed to drive a modern car. I wholeheartedly recommend every customer take the time to visit Jaguar Classic's operations to get the full Jaguar Classic experience and to have the opportunity drive their car at Fen End.

The day after seeing and driving the car, we were given a tour of the Solihull factory where Range Rovers



and the F-PACE and Velar are made on JLR's newest and most automated production line. Next, we were driven to see from outside of what remains of the Browns Lane plant, followed by lunch at the White Lion, where factory workers from Browns Lane used to go for food and drink. After lunch Tony drove us to Jaguar Classic's operations on the eastern side of Coventry. We met and talked with the technician who assembled our XKE. The car was up on a rack when I saw it and the underside of the car looked neat and pristine. Andy Wallace had suggested some fine tuning of the suspension, and the technician was completing that work. He told me that after the engine and transmission are rebuilt, the shell painted, and the interior pieces redone, one person puts everything back together. While

that re-assembly process requires about four months, the restoration from start to finish takes about twelve months, once work begins.

After seeing the car, I requested red seat belts be installed to match the interior, instead of the period-correct silver seat belts that had been used. Jaguar Classic readily made the change. I also asked them to have a ceramic coating applied to the paint. That was arranged, and the cost was added to the remaining amount due. After I returned home, I made the final payment of twenty percent.

COMING HOME

A couple of weeks after our visit, the car was picked up from Jaguar Classic by the recommended shipper and the car put in a single-car container on a freighter headed to New York. The trip from the port in Essex to New York took

fourteen days and I was able to track the vessel's voyage to its arrival in New York on May 24.

While my wife thinks the car is very pretty and beautifully restored, she questions me getting a car with crank windows, no air conditioning and no power steering. She calls it an antique (I remind her that it is almost a decade younger than me!) and says that we will be one of those couples that everyone passes. I told her, "Not me – I'll be driving at least 80!"

There are more than several restorers located in the United States and England that perform brilliant restorations of E-Types. However, there is only one with the authority to install a plate next to the VIN stating "Jaguar E-type Series 1 Reborn, Restored by Jaguar Classic." 



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Family Donor Heart Transplant; Part 2

Delicate surgery

By Bob Duncan

Last time I explained briefly the background to the lumping (with a Jaguar V8) of my pretty but powerless XJ6C. This instalment has been squeezed to a single page because of late paid-for ads but the editor has promised more room next time to delve deeper.

What needs to be recognized from the start, however, is that this work is complex, especially because of the multiplexed computers that really came on-stream with the X308 models like my donor. In the old days a good mechanic was probably adequate at metalwork fabrication, and could likely do a tidy retrim/rewire/repaint. In other words, one person could potentially do most of an engine transplant, but today, all those skills are as nothing if you don't know, or can't decode, how to handle and modify the electronics and have them adapt to new/different components. The result is that fewer modern transplants are done today, even between cars of the same model and era. Those that are done sometimes have to transplant huge parts or the entire electrical system of the donor into the host car. Removing a complete four-door, late '90s XJ electrical system intact is a challenge. Physically transplanting it into a two-door carbureted XJ6C, without having a hundred sensors and computers throwing fits, is darned near miraculous, and that's what would be needed for this swap. More next time.



1.44 lbs. of 'surgery' bills. You may need an anesthetist to bring you round.



There are much worse examples, but this engine was very tired and ripe to pluck.



Under-bonnet 'blings' chromed supercharger and twin intercoolers.

I regard Greg Nel of British Automotive Repair LLC in Scottsdale, Arizona, as a friend, so he wasn't going to overcharge me, but working by trial and error means you pay for the development

time including blind alleys, not just the 'right-first-time' jobs. Inevitably, the best-laid, most carefully considered plans occasionally go awry. More next time. 🛠️

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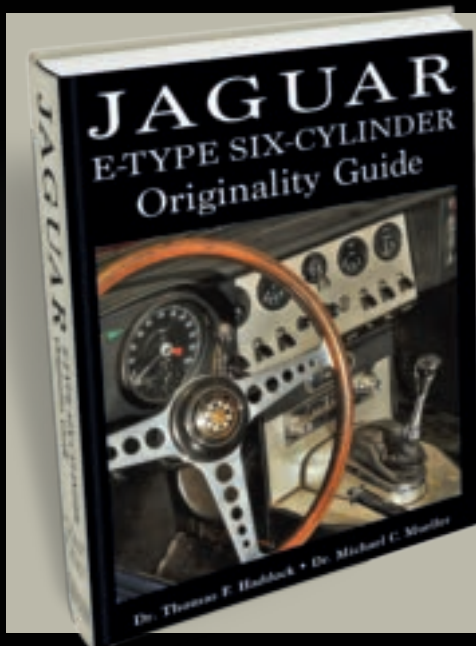


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Learning The Ropes

Navigating the EV maze

By Peter Crespín

Jaguar's road test cars are supplied by a specialist agency who deliver and collect the cars and handle the paperwork. They drive in pairs so there is always a second vehicle to carry the delivery/collection drivers, and the cars have a full tank of gas when dropped off. Unlike a rental car, there is no obligation to return it full, although I always leave enough gas to get to a station for their 50-mile drive back to base.

For the I-PACE, the arrangement was that it would be delivered on a Friday afternoon by trailer, with a full charge in lieu of a full tank. Next day, I planned to set out around 4 a.m. to meet E-Type friends at a rendezvous 65 miles away for a scenic drive to Moss Motorfest in Petersburg, Virginia – a total distance of about 200 miles against the I-PACE's quoted range of around 300 miles. The plan was then to leave the car on charge all day and return 160 miles home that night. Easy. What could possibly go wrong?



Empty 'tank' and the first charger was dud.

The plan was fine, but a combination of carelessness, ignorance and forgetfulness meant that the trip became a mini-nightmare of the kind I last experienced traveling similar distances in 1974 at the height of the first Middle East fuel crisis. Bad outcomes are usually the result of a chain of events, rather than one single cause, and my I-PACE incident was no exception. In chronological order, the missteps were as follows:



Midnight salvation: 'Electrify America' super charger.

1. The car was driven, not trailered, to the drop-off. Unlike topping off a gas tank at one's destination, the lost delivery range cannot be instantly augmented. The new agents are about 60 miles away, not 50, so instead of arriving with a 300+ mile range, it showed around 230 miles. The car also came later than planned, in mid-afternoon rather than morning, reducing the time available to try it out before plugging in for top-up charging at home.
2. Once we had found the 110V home charging cable and connected for a few overnight hours before departure, the dash display announced that full top-up from that standard domestic outlet would take 29 hours! With 220V also available in the garage I thought my luck might turn, and boost charging be available, but the plug and socket did not match, of course. The next day's trip was still doable but it would be tight, with only three or four miles being added to the range for every hour of 110V charge.
3. Having found a chargepoint map showing a station near the next day's rendezvous, I left early to get there first and top up from a proper connection. The I-PACE's total silence was a boon leaving at 3 a.m., but the brief overnight charge had only added about 15 miles range and having the headlights and climate control on loaded the battery and put a crimp in the range that I'd forgotten to allow for. I quickly switched off the AC, apart from a few quick demist bursts, and I plugged on arrival near the rendezvous as planned. Having read that 80% of charge was available in 40 minutes, or some such statistic, I thought hooking up to a proper chargepoint with an hour to spare would be plenty. Which is when I found out that not all commercial chargers are created equal. They may not be equal, but between the charger display and the dashboard meter you do at least know the score. Which is when I discovered this species of chargepoint was little faster than a home outlet and I only had an hour before Ole Wurtz and Mark Gordon turned up with their wives and the scenic drive began.
4. From memory, the gauge showed around 150 miles as the scenic drive started, but that dwindled at the speeds needed to keep up with well-driven E-Types. Eventually I let them go to conserve charge, wafting along on a light 'throttle' and regenerative braking wherever possible. Later, I finally chickened out and pulled into a gas station with chargepoints. They turned out to be the unusable Tesla



Check out time remaining when using 110V.

type but I also discovered I was only two miles from the road to Motorfest. Within ten minutes I'd arrived and was parked near an external outlet and hooked up to a combination of Moss Motors extension cord and the I-PACE 110V cable. This was obviously a token gesture, as the dash gauge by then said it would take something like 75 hours to charge fully from the outlet. I hoped to get enough range, however, to drive to a local fast charger for the drive home that night.

5. After about five fun-filled hours I left Motorfest with 25 miles of range and used about 12 of them to reach a Hilton hotel listed as having two chargers. I plugged in but it was very slow and I had 140 more miles to drive. Unfortunately, the next hotel charger a few miles nearer I-95 was out of action despite apparently having been fixed the previous day and used that same morning. The network operator told me there was a good one at a nearby Chevrolet dealer. I drove there on the EV equivalent of 'fumes,' hooked up and went inside to explain my dilemma. They graciously promoted me to their much faster new charger, but 80% in 40 minutes was never going to happen with that mid-power charger. Balancing the delay in starting the journey against the time used to accumulate extra range, I settled down to wait a couple of hours whilst the I-PACE slurped about 90 miles of range from the free terminal. Not enough to get me home at all, especially using lights and wipers, but close enough that if it got really grim my wife could come and collect me whilst we left the car on charge someplace. Eventually I set off in the near-dark to get some miles under the wheels.

6. Salvation arrived around midnight in the form of an empty 'Electrify America' charging station off I-95 near Dumfries in northern Virginia. For the first time I felt like the infrastructure matched the car's capability and once hooked up you could almost feel the battery filling with charge. I left about 90 minutes later having pretty much maxed-out at more than three times the 60 miles needed to reach home at 3.a.m. and leaving fellow club members John Larson and David Harris enough for a test and photoshoot later that day next and the agency driver more than enough for his trip two days later.

So, almost twelve hours to get home about 190 miles; I must hate the car, right? No, not at all. I hate the slowness of 110V charging, where even a decent overnight charge at home nets you maybe 50 miles. That came as a complete shock, mostly because my previous drives had been after hook-up at Jaguar's charge station at Mahwah, making me assume all charge stations would be similar. 'My bad,' as they say.

The 220V faster charge home kit should be part of the deal, even if it is still not as good as the best roadside chargers. I hate the frustrations of that night, when right from the agency the car was down on range without the infrastructure to catch up. But the car is what it is – fabulous for trips in range and I would have one in a heartbeat, with a gasoline car for the occasional long trip. Electrify America (a Volkswagen company) is spreading well beyond the east and west coast corridors and we can expect others to enter the market and improve charge point densities across the country. Then, when makers have standardized battery packs, the drive in/drive out battery swaps (DIDO – did I just invent a tradename?) will become as common as gas stations and range/time concerns will disappear.

Meanwhile, as a new I-PACE buyer said at the AGM, "We get to be the astronauts, the pioneers!"

Overleaf is John's report from next day:

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1958 XK-150 3.4L FHC VIN: S834923BW



1965 XKE SERIES I 4.2L OTS VIN: 1E10502



1958 XK-150 3.4L OTS VIN: S830667DN



1966 XKE SERIES I 4.2L FHC VIN: 1E32792



1959 XK-150 S 3.4L OTS VIN: T831604DN



1967 XKE SERIES I 4.2L OTS VIN: 1E13274



1962 MARK II 3.8L SEDAN VIN: P218990BW



1966 XKE SERIES I 4.2L OTS VIN: 1E10843



The I-PACE in Context

By John Larson and David Harris

Imagine a time when about one-third of all registered cars are electric vehicles (EV); clean, quiet and convenient. Imagine fleets of EV taxis in New York City, Boston, Baltimore and other cities. Keep dreaming – think battery-swap stations for a quick power boost; charging stations at the department store (mall) while you shop; the wives of the US President and the president of Ford Motor Company driving EVs.

Now imagine that time was about 1910 in the US.

Yes, it's all a matter of context and perspective. These surprising vignettes come from several recent studies about the history of EVs. What happened to EV development? How do we get back to the future?

EXPERIENCE THE I-PACE

We pondered these points recently while test-driving a new I-PACE. Of course we discovered what other I-PACE reviewers have reported: the blistering torque instantly available at all wheels; the almost eerie quiet of all that power; the crisp cornering response

due to so much of the vehicle weight in batteries distributed below the floorboards just inches above the pavement; the convenient but ghostly display of vehicle status hovering low on the driver's windshield; no tailpipe emissions, no tailpipe!

And yes, other features posed slight discomforts or annoyances that might well vary by drivers' preferences: the front seats were even firmer than the sporty supports of the F-PACE; the rear seats, slightly better than padded benches, might tire a long-distance passenger (assuming anyone would take a long trip in the EV); the aggressive automatic braking upon release of the accelerator (but that's adjustable); the rearward view constrained by the thick rear pillars and rear visor apparently dictated by the streamlined-walnut design of today's SUVs. But those rearward cameras are certainly a boon to safety.

The most prominent data display on the screen (dashboard?? How quaint!) was 'Miles Remaining.' The reminder provided both a sense of assurance

and a sense of anxiety. If electric motors produce *torque envy*, then the electric batteries of today produce *range anxiety*. We were advised at the start of our test drive, "Now remember, you have only 164 miles remaining." Our exhilaration at the surge of torque that propelled us so quickly to the next stoplight was tempered by the nagging, inner glow of our range anxiety.

We are certain that the I-PACE will prove to be a fun, even exhilarating commuter within the broad corral of suburban/urban home, workplace and mall.

Range anxiety can be tamed with a home-based charger (preferably the 220V high capacity version) augmented by the availability of charge stations at office and shopping destinations, once those locations are identified (and you WILL identify them, believe me). The I-PACE amenities, conveniences, infotainment systems, the quiet and the civic bonus of driving a clean vehicle will all contribute to easing the commuting stress, perhaps even punctuated with the occasional dosage of torque.



David's F-PACE versus John's test I-PACE. Horses for courses.

As enjoyable as such commutes may be, forays into the countryside are another matter. Those beguiling ads picturing carefree cruising along distant scenic highways (always curiously free from other traffic) require careful planning for the I-PACE or other EVs as we now know them. Daniel Zorrilla and his buddy Alex Roy (editor-at-large of *The Drive* website) drove Zorrilla's Tesla Model 3 from Redondo Beach, California, to New York City in just over 50 hours in December 2018. Their retracing of the 'Cannonball Run' was more of a stunt than a recommendation for a family vacation experience. Oliver P. Fritchle performed a similar but much more daunting demonstration of the EV by driving 1,800 miles from Lincoln, Nebraska, to New York City 110 years earlier during 21 days of driving in November of 1908 (add eight days for his rest periods).

CONTEXT AND PERSPECTIVE

Can we get back to the once-future of EVs? Can we avoid those factors that doomed the promise of EV development a century ago? Of course. The confluence of discoveries, inventions and policies unique to the first two decades of the 20th Century contributed to the early EV's demise. In 1908, Henry Ford instituted mass-production of Model Ts, leading to dramatic price reductions for gasoline cars. The more expensive EVs could not compete in price. After the development of the Texas crude oil deposits, gasoline became cheap and widely available. In 1912, the electric starter was invented – no more broken arms and thumbs from the misbehaving starter crank. Better roads were developed under federal authority than previously under just local or state control. The EVs didn't stand a chance.



EV: "Estimates Vary"? Careful planning required when near range limits...

Of course, the context has changed in important ways over the last 100 years. The I-PACE and all its EV cousins will get their revenge on the



Both vehicles use electric traction motors. One is zero-emissions, one a diesel hybrid.

internal combustion engine (ICE) due to a complex stew of 21st Century developments. Here is a list of issues to consider as you form your arguments for or against EVs.

- Cost of battery storage capacity – In 2010, \$1,160 per kilowatt-hour (kWh); in 2018, \$176 per kWh; in 2025 (estimated) \$50 per kWh. Increased capacity efficiency yields greater range, and/or less weight.
- Lithium supply – Huge reserves in Chile, Australia, Argentina and China; major reserves in Zimbabwe, Portugal, Brazil, and US. No lithium shortages foreseen.
- Electricity Grid – Total capacity of electrical grid can accommodate increased demand *if* the electric demand curve is reshaped to encourage nighttime recharging. Some upgrades needed in selected local substations of heavy use.
- Offsets by renewable sources in residential and industrial solar and wind installations. The sun and wind endure, but the dinosaurs are no longer reproducing.
- Inherent efficiency of EV over ICE – ICEs waste about three-fourths of their energy on heat production rather than mechanical movement. Thus, driving 100km in an ICE requires about 80kWh of energy compared to the 25kWh of the same performance in an EV.
- Electrical efficiencies across grid – More efficient motors (machine drive, appliances, HVAC) and lighting plus EVs all help to offset total electric demand on the grid. Check the label on your new washing machine or refrigerator.
- Expansion of charging stations and universal fittings will follow Increased EV demand.
- Now go back to my first sentence and the early days of clean, quiet EVs. Those pioneers had to adapt and the infrastructure that met the need was gas stations that took over from buying cans of 'motor spirit' at the drug or hardware store. The large wood and tar, or glass, accumulator full of acid was reduced to starting the engine and the rest is history. But this time around, fossil fuels have drawbacks and clean safe batteries have the edge if suitable infrastructure can be arranged. The next decade looks interesting... 🌀

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This manual is an Edition 1, second printing of 5/5/50 and, like the first printing on 4/30/49, did not have the word 'Fixed Head Coupe' in the title. The alloy XK120's production ended in May 1950 thus this manual was likely put into the latest alloy cars.

The manual contains the two pasted-in Addenda: 'Throttle Restrictor' and 'Front Shock Absorbers (Newton)' plus one errata: 'Sparking Plug Gap should read .022" (.56 mm)', all characteristic of Edition 1, second printing manuals. The heavy tan cover page has a very small ink stain on the top left and the corresponding upper right part of the rear cover. Also, the rear cover has a few very small markings on it. The inner 48 pages contain only small ink marks on pg 37.

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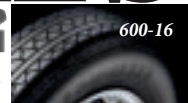
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Auction News

Still in the game


By Ramsey Potts

As I write this market report, I'm traveling back from another whirlwind trip to the Monterey Car Week, held during the Pebble Beach Concours. Although the industry results appear to paint a picture of a marketwide softening in collector car values, the Jaguar marque was well represented in the many auction sales occurring throughout the packed days in Monterey. In the auction world, Monterey is considered the end of the fiscal year, and I'll soon have a full report on the 2018-19 results. However, I've put together a chart that will provide a snapshot of the Jaguar-specific results from Monterey. Please note that I'm gathering these statistics immediately following the auctions, and they may have changed a bit as cars continue to be sold in the days and weeks following the close of the public events.

Some quick math tells us that 52 Jaguar models were offered for sale during Monterey Car Week 2019, and 37 of those found new caretakers for a 71% sell-through, which is relatively in line with overall market sell-through rates. Of those, the most prolific model was the E-Type, with 25 on offer across all three Series and 18 sold for a 72% sell-through. Next in number were 13 XK models covering all the variants of the XK120, XK140, and XK150 Series. Of those 13 available, 10 left the peninsula with new owners for a 70% sell-through. In all, \$6,198,755 in Jaguar-specific sales was achieved for an average value of \$119,207 per lot.

A quick comparison to 2018 appears to reflect the downward value trends in the collector car market in general. In last year's edition of Monterey Car Week, 40 Jaguar models were offered, fewer than in 2019, but 30 sold for a stronger 75% sell-through. In 2018, 23 E-Types were offered and 16 sold for a 70% sell-through. 2018 also saw a total of seven XK Series models cross the auction stage, with five sold for 71%. Overall, the total Jaguar sales were less in 2018 at \$5,382,940 with 12 fewer on offer; however, the average value of \$134,574 was markedly better. Bear in

mind, however, that issues such as sheer chance, or margins of error and statistical significance can account for some of the fine detail in the results.

The following chart represents the sales of all Jaguar models sold in Monterey by year of manufacture: 

	Year	Model	House	Final Value
1	1949	XK120 Roadster, alloy	RM Sotheby's	\$357,000
2	1950	XK120 Roadster, alloy	RM Sotheby's	\$207,200
3	1951	Mk IV 3½ DHC	Mecum	\$77,500
4	1952	XK120 Roadster	Gooding & Company	\$107,520
5	1952	XK120 FHC	Gooding & Company	\$78,400
6	1956	XK140 MC Roadster	RM Sotheby's	\$207,200
7	1956	XK140 DHC	Gooding & Company	\$120,400
8	1956	XK140 DHC	Mecum	\$95,700
9	1957	XK140 MC DHC	Bonhams	\$91,840
10	1960	XK150 3.8 DHC	Bonhams	\$134,400
11	1961	E-Type 3.8 Roadster, outside bonnet latch, flat floor	Gooding & Company	\$626,500
12	1961	XK150 3.8 Roadster	Bonhams	\$112,000
13	1962	E-Type 3.8 Roadster, SCCA A Production race car	RM Sotheby's	\$280,000
14	1962	E-Type 3.8 Roadster, flat floor	Gooding & Company	\$170,800
15	1962	E-Type 3.8 Roadster	Bonhams	\$142,800
16	1962	E-Type 3.8 Roadster, flat floor	Mecum	\$137,500
17	1965	E-Type 4.2 Roadster	RM Sotheby's	\$302,000
18	1965	E-Type 4.2 Roadster	Worldwide Auctions	\$242,000
19	1965	E-Type 4.2 Roadster	Gooding & Company	\$224,000
20	1965	E-Type 4.2 Roadster	Bonhams	\$114,800
21	1966	E-Type 4.2 FHC	Bonhams	\$72,800
22	1967	Pirana by Bertone	RM Sotheby's	\$324,000
23	1967	E-Type 4.2 Roadster	Gooding & Company	\$229,600
24	1967	E-Type 4.2 FHC	Gooding & Company	\$151,200
25	1967	E-Type 4.2 Roadster	Mecum	\$135,000
26	1967	E-Type 4.2 Roadster	RM Sotheby's	\$120,400
27	1969	E-Type 4.2 Roadster	Mecum	\$88,000
28	1969	E-Type 4.2 FHC	Bonhams	\$58,800
29	1973	E-Type V12 Roadster	Bonhams	\$78,400
30	1974	E-Type V12 Roadster	Mecum	\$50,600
31	1988	XJSC V12	Russo & Steele	\$6,875
32	1993	XJ220	RM Sotheby's	\$423,000
33	1993	XJ220	RM Sotheby's	\$412,000
34	1993	XJR-S	Mecum	\$48,400
35	1994	XJ12	Bonhams	\$23,520
36	1997	XK8 Convertible	Mecum	\$6,600
37	2016	F-Type Project 7	RM Sotheby's	\$140,000
		2019 Total Jaguar sales across all auction houses		\$6,198,755

Tales from the Trade

Gift aid or burden?

Unlike the UK's latest Prime Minister, Boris Johnson – BoJo to his friends – few of us benefitted from a thorough grounding in the classics, such as Homer or Aristotle. I did learn a smattering of Latin, which I regarded as a joke at the time but it has admittedly been handy in working out Spanish place names and the occasional deliberately-opaque physician's prescription. Nevertheless, we probably do know a few phrases that originate from Roman or Greek writings, such as "Beware of Greeks bearing gifts," which is lifted straight from Virgil (it says in Wikipedia). Should we beware of gifts in the season of giving? It depends...

JUNK OR RESIDUAL VALUE?

As a young man working to keep his first wheels rolling, I was known for accepting anyone's cast-offs, from 3,000-mile old oil that looked much cleaner than my runny black tar, to tires still just above legal, or fuel filters 'born again' after a quick reverse flush. I like to think I was helping by disposing of their trash and I rarely had to ask. In the same way that it is said that humans tend to resemble their dogs (or is it the other way round?), I guess it is possible that my expression became slightly hang-dog, and I certainly never looked smart when visiting junkyards or even local parts stores to haggle. Evidence in support of the theory is that when I had a vehicle that worked reliably and cleaned up well, I would occasionally go to a local dance or youth event. Sounds good, but as I live and breathe someone would notice me contentedly people-watching from the sidelines and decide to cheer me up. This usually involved opening lines such as "Hello there. Give us a smile then!" or gems like "Don't worry, it'll never happen."

I invariably responded that I was fine, thanks, at which they usually left to pester someone else. Christmas seemed worse, especially with the long battery-sapping nights of Northern latitudes. Most people wouldn't understand the creeping malaise that worms into even the most cheerful festive heart when you are wondering whether the nearly-

dead battery will get you home without a working generator. They never feel the cruel irony that the longer you lingered to try and have fun, the more time there was for that mystery short to ensure that your night would end badly – so better to cut and run. The decision also involved choosing lighting risks or the drain of windshield wipers, hoping you wouldn't crash into a field using only sidelights, when it was all too easy to be deceived by silver moonlight on wheat looking like the polished asphalt that suddenly switched direction. Even stopping was hazardous, with no lights to warn oncoming and possibly drunk holiday revelers that you were stuck in their way. These days, every car has hazard flashers. So where were we? Oh yes, Greeks, and BoJo, and Brexit.

PRIVILEGED TO BE UNDERPRIVILEGED

It's a fair bet that coming from a wealthy family, with each child's school fees alone costing about the median income, BoJo never had to barter for batteries or work for wheels. But not driving a beater means never needing to wangle a deal for part-worn tires at a junkyard, with a 120 lb Rottweiler on a chain baying for blood inches from where you are counting out 50-dollar bills. What a fabulous training for a politician? Not getting your hands dirty likely means little or no chance to impress friends or family by rescuing a non-starting car's driver (preferably cute) by the laying-on of hands. We both know that an invisible firm twist of the corroded battery terminal often restores sufficient contact to crank the engine, but to the rescued it seems miraculous. A gift. Then there's the modern 'gotcha' when a car remote battery cries enough on a freezing cold night. So you slip the removed battery into a trouser pocket (or armpit in emergencies) and lo! The remote works to resurrect the silent car, Lazarus-like, from its chilly slumber – occasionally needing the remote to be touched to your head or the antenna for improved signal strength. Of such tricks are legends made.

And the same basic principles of look, touch and feel often work for washing machines, vacuum cleaners, food mixers, etc., giving up the ghost in a house packed with visitors and further boosting your healer cred. Sadly, now that they've computerized the heck out of everything north of a toothbrush or clothes iron, it's less easy to spot a loose wire or cracked printed circuit board, but fuses are always a good bet and some easy wins are still there for the brave. Yes, it's wise to sound pessimistic to avoid censure – especially as the pile of disassembled parts grows beyond your memory of their arrangement, but by keeping quiet and calm, miracles do still happen. The moral quandary occurs when a fix comes about for no apparent reason. What should you say or do when little Johnny's toy car works again, if all you did was perhaps move the armature from a dead spot or press a borderline connection together unknowingly as you looked, touched and felt? My rule is generally to say nothing, because there will be plenty of times when you are quite certain you fixed a fault but there must have been two or more of them because it still doesn't work. Karma has a way of evening things out.

Happy holidays and happy gadget-healing. 🍷



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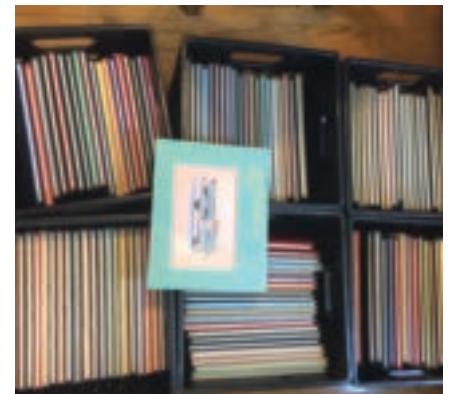
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Mark Mayuga – 3/2020–909-772-1075, markmayuga@att.net

Les Hamilton – 3/2021–9 Sommerset Vale, Monterey, CA 93930, 408-759-2921, Les@Jags.org

NORTH CENTRAL

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

Mike Meyer – 3/2021–8134 Crystal Creek, Sagamore Hills, OH 44067, 330-998-0018, mhm2@roadrunner.com

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

SOUTH CENTRAL

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

Dave McDowell – 3/2021–1208 Derbyshire Ln., Carrollton, TX 75007, 214-649-5275, xjjags@gmail.com

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

NORTHEAST

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

Bill Beible – 3/2020–473 Fairmont Drive, Chester Springs, PA 19425, 610-223-1051

Dean Cusano – 3/2021–333 Cooke Street, Plainville, CT 06062, 860-793-1055, dcusano@motorcarsinc.com

SOUTHEAST

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

Craig Kerins – 3/2021–4 Salt Marsh, Fernandina Beach, FL 32034, 706-726-0434, craigkerins@knology.net

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

JCNA COMMITTEES AND MEMBER SERVICES

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

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

CHIEF JUDGE: Hal Kritzman, 860-666-3045, coinman@cox.net

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

JUDGE'S CONCOURS RULES COMMITTEE (JCRC): – Chair and Chief Judge Hal Kritzman. 860-666-3045, coinman@cox.net.

CONCOURS COMMITTEE: Handles concours results. Sanctions events, maintains North American concours event schedule, monitors judge qualifications, reviews and approves concours scores and judging reports. – Chair, Jim Sambold, xkjagnut@comcast.net.

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

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

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

JCNA/JAGUAR LIAISON: Works with the Jaguar Cars Designated Director to JCNA at the request and direction of the Board of Directors – Barbara Grayson, barbara@consolidatedautoworks.com.

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

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

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

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

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

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

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

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

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

RALLY COMMITTEE: Handles Rally results. Reviews and revises the Rally rule book as necessary. Handles Rally program protests. – Bill Beible, 610-223-1052; crs_rally@jcna.com.

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

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

WEBMASTER: Maintains JCNA Website and coordinates all postings, event results, forums, etc. – Jack Humphrey, 2760 Roundtop Drive, Colorado Springs, CO 80918, 719-930-4801, jagluver2@cs.com.

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



Events Calendar

November 10, 2019: The Jaguar Owners Clubs of Los Angeles will stage its second TDS rally for the 2019 season on November 10, 2019. The starting point is the Historic Pasadena City Hall, motoring from there to the Angeles Crest Highway, past Mount Wilson Observatory, stopping at Newcomb Ranch for lunch, and then ending up either at the charming village of Wrightwood or dropping down via Hwy 39 to historic Route 66 in Azusa. Contact: Mark Mayuga, 909-772-1075, email: markmayuga@att.net.

March 19-22: JCNA Annual General Meeting, Las Vegas. See more details on accompanying registration form and the full page announcement on page 7. Book the date in your diary now.

March 30, 2020: The Jaguar Club of Florida's 33rd Annual Concours d'Elegance. All activities will be at Marriott Hotel, 1501 International Parkway, Lake Mary, Florida. Friday evening is a meet and greet; Saturday

will be the concours d'elegance; Sunday morning will feature a non-competitive driving tour. Visit www.jaguarclubfl.com for more information. Contact: Juan Sierra, 407-333-3793, email: jsierra@alaveninc.com.

May 24, 2020, UK EVENT: Jaguar Forums UK Convoy & Meet 2020. Welcome to our 'Jaguar Forums UK Great British Day Out for Jaguar Owners' 2020. In its seventh year, this will be our largest event ever and takes you through the glorious Sussex and Surrey countryside, and the main event is at the largest wine estate in England, Denbies! Meet forums that will support you for the life of your Jaguar, specialists that cover almost every aspect, and attend talks on looking after your Jaguar even better. There will be show prices on must-haves, and prizes and class awards. Registration fee only £5. If you need accommodation in order to attend, we have a unique attendee-only deal, offering you great fixed price rooms, with

guaranteed availability, just minutes from the start point. If you have travelled some distance and are without your Jaguar, we will team you up with a British Jaguar owner that is attending so you still get the full Jaguar experience with us. See our website at www.solidlinux.co.uk.

July 5, 2020: The Ottawa Jaguar Club Concours and Family Day will be held again in 2020 on the beautiful grounds of the Cumberland Heritage Village Museum. This museum is a recreation of a rural village from the 1920s with many exhibits as well as heritage buildings including a period gas station. The Concours field can accommodate a large number of entries. All Jaguar owners are invited to bring their cars. Contact: John Blais, 613-256-4462, email: john.blais3@gmail.com.

August 1, 2020: The Jaguar Club of Ohio's 48th annual Concours d'Elegance will be held on Saturday, August 1, 2020, at the beautiful campus on the front

lawn of Ursuline College, 2550 Lander Rd, in Pepper Pike, Ohio, from 9 a.m. to 4 p.m. There will be music, DJ, a \$1,500 raffle gift, door prizes, food and ice cream. This year in conjunction with the JCO Concours we will be holding our 3rd annual European Auto Show with more added cars and fun. Come the night before to our Friday, July 31, 'Hospitality Night' at Fairfield Inn & Suites, 3750 Orange Place, Beachwood, Ohio, for dinner and socializing with other Jaguar Club members from various other clubs from surrounding states. Contact: Dominic Perri, 216-644-7066, email: dperri6699@aol.com.

October 28-November 1, 2020: The 2020 International Jaguar Festival hosted by the Jaguar Club of Southwest Florida. The location will be the Sanibel Harbour Marriott Resort & Spa, 17260 Harbour Point Dr., Ft. Myers, Florida. More details to come! Contact: Phil Mannino, 407-312-0218, email: pjmannino2@gmail.com. 📧

JAGUAR XK120 AUTHENTICITY REFERENCE GUIDE (ALL MODELS)

All XK 120 Cars From September 1949 to August 1954



Second Edition — Worldwide

Robert G. Sheridan & Roger Payne

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 FORWARD 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.

WHERE TO PURCHASE BOOKS: For North and South American customers: Order from: www.jcna.com > Merchandise > Jaguar Books. For United Kingdom and European customers: Order from www.paulskilleterbooks.com. For Australian, New Zealand and S.E. Asia customers: Contact rogerpayne@bigblue.net.au

Member Spotlight

Laura Lee

By Gregory Wells



Laura Nomos Lee remembers exactly when she was bitten by the Jaguar bug, and the situation where it occurred is a powerful illustration of just how potent is the appeal of the marque from Coventry.

After receiving both bachelor and master's degrees in education-related majors from New Jersey's Seton Hall and William Paterson Universities respectively, Laura went to her first interview with the Madison, New Jersey, public school system and was promptly offered a teaching position. Providentially, next door to the interview location was one of the largest Jaguar dealers in the US.

As she pulled out of the school's driveway, feeling very pleased to have her been hired for her first paying job, she glanced over at the dealership and was instantly smitten (perhaps 'gobsmacked' might be a better word) by a gorgeous British Racing Green XJS convertible, prominently displayed there. At the time, such a car cost in the range of \$80,000 and knowing her salary was going to be less than \$15,000, Laura recognized her desire for that XJS as the fantasy it was... then.

That the mere sight of a Jaguar attracted her attention so strongly during such a major transition in life, speaks volumes, as does the fact her desire actually to own a similar car persisted for many years. The only

child of parents of Greek heritage, Laura grew up in the Orange and Whippany, New Jersey, areas, where her father was a professional chef and restaurant owner; her mother helped at the restaurant along with being a homemaker. Laura was educated locally, first at Cleveland Street Elementary, then the all-girl Beard School, and finally attended Whippany Park High School before heading for college.

Cars were an on-going sub-plot in her early years, as her parents for many years had owned a fondly-remembered 1956 Triumph TR3. And Laura had a favorite uncle who traveled around the world in his engineering job leading him to become, unusually in the US, a collector and later importer of Citroen vehicles. Her own first car was a 1980 Chevrolet Monte Carlo, special largely because it had the T-top.

With her majors in world languages, ESL, and educational leadership, Laura spent 36 years teaching in the Madison public school system, retiring in 2015, while the always-insidious Jaguar infection quietly lay dormant in her system most of those years. After meeting Peter Lee through mutual friends, they married in 1988 and have one child, a son named Nicholas, age 26, who, according to Laura, inherited her 'car crazy' gene as evidenced by the Aston Martin in his garage.

Laura's first Jaguar was a 2003 S-Type, which was for transportation, not show. Then in 2007 she got wind of a 1995 XJ-S 4.0L convertible with under 20,000 miles on it. And best of all, its color was British Racing Green! One suspects the decision to acquire the vehicle after inspecting it in person didn't take very long. The XJ-S is actively shown at JCNA and other events and does quite well. Her newest project is a 1987 Jaguar XJ6 Series III saloon, which she

is restoring with the help of a previous Spotlight 'victim,' Steven Shewbrooks. Her daily driver these days is a 2014 Jaguar XJ Portfolio AWD.

Laura is very active in the JCNA-affiliated Jaguar Touring Club in New Jersey, and currently serves as vice president. As their name indicates, the JTC has moved away from point-based judging, focusing more on using and displaying their Jags to the admiring public. The club's signature event, which celebrated its 13th edition in 2019, is 'Cats in the Garden' held at the Van Vleck House & Gardens in Montclair, New Jersey. At this show, the cars are arranged artistically throughout the garden, rather than in the usual regimented rows. And Laura has been a central figure in resurrecting an event that had fallen dormant, the British Car Festival held at the Tinicum Park Polo Club adjacent to the scenic Delaware River in Erwinna, Pennsylvania. She also has a strong presence on Instagram, where her 'Crazy_For_Classic_Cars' has garnered almost 5,000 followers. 🐾



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