



JAGUAR JOURNAL™

Official Magazine of the Jaguar Clubs of North America

January-February 2018

International Jaguar Festival: Special Issue

2018 – JCNA 60th anniversary poster and badge
XK8 Remote convertible top retrofit
George Evdokimov remembered

JAGUAR CLASSIC PARTS

A BONNET, AS IMPORTANT AS WHAT'S UNDERNEATH



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JAGUAR JOURNAL

WORLD'S OLDEST JAGUAR MAGAZINE
VOLUME 64 NUMBER 1

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COVER PHOTO



Photo: Lovely Lanier Lake hosted a superb IJF – see what you missed.



Blowin' Smoke

"The intention is to hold IJFs across the whole range of six JCNA regions, but flexibility is the key."

Peter Crespin

GEORGIA ON MY MIND

After the heat and desert sun of the inaugural JCNA International Jaguar Festival (IJF) in Phoenix last year, attendees traded hot Arizona for warm Georgia at this year's second IJF. The Lanier Lake resort was a superb choice, with its attractively landscaped facilities dotted between pretty islands and several marinas and causeways joining one island to the next.

Local member Greg Wells – JJ's Assistant Editor and all-round good guy, was busy recording the event in words and pictures, together with additional pictures from Steve Kennedy and David Weaver and others. There was so much to do and see that we make no apologies for devoting a large part of this issue to coverage of the driving and show events and cars. Fast becoming a tradition of its own, the IJF provides a consistent annual 'best of the best' competition, wonderfully supported by Jaguar and other major sponsors. It replaces the former biennial Challenge Championship and Western States meetings, which attracted varied support and financial sponsorship because one was classed by JLR North America as regional and the other as a national event (even though of course both were open to Canadian and Mexican participation).

DAYS OF FUTURE PASSED (©MOODY BLUES)

At the time of writing, it seems the next IJF will be hosted by the Jaguar Owners Club of Los Angeles (JOCLA), whose plans are coming together nicely. If your club is thinking of holding a future 2019 or perhaps 2020 event, it's not too early to let your regional director know, or president Jack Humphrey or another JCNA Executive Committee member. Be aware that there will be lots of help available in the form of financial advice and some support as a back stop to make sure your club does not lose out. There is also guidance available on issues such



Rebekah Harris and her dad David, plus F-PACE of course.

as finding sponsors, booking venues, arranging speakers and programs and every other aspect of hosting a winning event. The intention is to hold the IJFs across the whole range of six JCNA regions, but flexibility is the key so don't think geography works against you.

2018 ANNUAL GENERAL MEETING

The new Festival may be grabbing the headlines, but before the IJF, each year there is also an Annual General Meeting (AGM) – an obligatory business meeting that takes place every Spring (for regulatory/fiscal reasons). 2018's AGM will take place in San Antonio, Texas, and promises another warm, sunny event with lots of local culture and color, all based around the world-famous Menger Hotel. If ever there was a venue where clubs should send delegates rather than proxies, this meeting will probably attract good numbers, so don't delay registering.

GO ON, TRY ONE...

My own club recently ran its third slalom and it was great to see two women competing for the first time, in a field of about 9-10 men. Even nicer, it turned out that the youngest female driver, Rebekah Harris (who piloted dad David's

new F-PACE), found time to write this month's Member Spotlight about her senior opposite number, Kathy Bearden – see page 46. More gratifying still, instead of doing the typical male thing and charging round before they knew their way, they both walked the course and began steadily, getting faster with each run. Both are now hooked, so why not make a New Year's resolution to try a slalom in 2018 – either your own club's or a nearby event run by another club? It's the safest way to explore your Jag's handling, a skill which could save an accident one day.

DELANAIRE UPDATE

About six months ago, in John Larson's article on manual control of the Series 2 XJ Delanaire climate system, we stated that the amplifiers were no longer available new. This was true when John was writing the article but shortly after publication we received a note from Gary Crosby at Jag-Aire LLC, saying they were now remanufacturing the amplifiers, or could supply a manual control unit to fit in one of the ski-slope ashtrays. See www.jag-aire.com for details. 📧

Peter

News Shorts

FIRST SCHOLARSHIP AWARDED

At last, JCNA's friends over at the Coventry Foundation have started giving as well as receiving, and one young student is very happy at the way things are working out. As noted in previous issues, the Foundation has established a fund for students in Pennsylvania College of Technology's internationally-recognized automotive restoration technology major. On September 27, 2017, Luke C. Miller was selected in the Fall 2017 semester to be the first recipient. Luke, from Grasonville, Maryland, is an automotive restoration technology major and an intelligent, motivated, well-spoken young man with interests in art and sailing, and intends to focus on panel-making in his future employment. One day, it might be your car he fixes!

Headquartered in Columbia, South Carolina, with museum space at the British Sports Car Hall of Fame in Petersburg Va., the Coventry Foundation (www.coventryfoundation.org) aims to perpetuate the heritage of Jaguar automobiles in North America. It does this through an archive of printed material, tools and vintage automobiles; annual

scholarships to students; and recognition of accredited restoration programs. They hope thereby to assure the pool of qualified technicians available to properly service and restore vintage Jaguars far into the future.

The fund, from which awards will be made while building to endowment, gives preference to full-time automotive restoration technology students who have completed their first year of study, who have a cumulative GPA of at least 2.5 and who have expressed interest in a restoration career – with particular interest in British cars. "We are grateful for the support of the Coventry Foundation," said Kyle Smith, executive director of the Penn College Foundation. "Our partnership will help provide access to a high quality education in automotive restoration technology for generations to come." In fact since our last bulletin, the Scholarship fund has been boosted by a very generous donation from friends of the late Jerry Mouton, who himself was a great teacher where E-Types were concerned.

Penn College's associate-degree restoration major highlights the techniques and craft sought by discriminating collectors and museums, many of whom have donated vintage vehicles on which future practitioners can hone their skills. A three-credit study abroad option adds to that laboratory experience, exposing students to the service and repair industry in Italy and France.

Those interested in contributing to the Coventry Foundation Scholarship fund or establishing a scholarship, may send a donation to the Penn College Foundation, One College Avenue, Williamsport, Pa. 17701; give online at www.pct.edu/give, call the Institutional Advancement Office toll-free at 866-GIVE-2-PC (866-448-3272), or donate directly to the Coventry Foundation at www.coventryfoundation.org. For more about the automotive restoration technology major in the School of Transportation and Natural Resources Technologies, visit www.pct.edu/restoration or call 570-327-4516. 📞



L to R: Gary Kincel, Foundation President, Luke Miller and Gary Hagopian.

GKN AND FORMULA E

Old name, new game

'Guest, Keen and Nettlefolds' – the very name sounds like a legal firm from a Charles Dickens novel, but in reality GKN had already been in business for almost a century by the time Dickens got into his stride. GKN can trace their roots back to the mid-1700s and the start of the industrial revolution in the English Midlands. Somebody must have done something right, because along the way they absorbed many famous engineering companies such as Laycock de Normanville, Hardy Spicer and Vandervell, to the point where today they have about 45% of the world market for constant velocity joints. GKN's history with Jaguar goes back to 1935, when they started supplying drivetrain components for SS cars.

Last Fall GKN has agreed a multi-year partnership with Panasonic Jaguar Racing to provide design, manufacturing and consultancy services to the Formula E team. GKN will get more than helmet, suit and car logos, of course, since as a global engineering group they will learn a great deal from the harsh realities of racing and

continues GKN's relationship with Jaguar. The new 2017-18 FIA Formula E championship began in Hong Kong on 2 December, and experts from across GKN will provide technical consultancy and new technology, from driveshafts and differentials to the use of additive manufacturing, for the team's Formula E race car – the Jaguar I-TYPE. GKN Driveline's considerable experience in delivering state-of-the-art electric vehicle systems means it will also advise on the development of the I-TYPE's all-electric powertrain.

Phil Swash, GKN Driveline Chief Executive Officer, said, "We have been following the development of Formula E since its inception and have been impressed by how quickly the series has established itself as a competitive and exciting racing series. GKN is excited to be involved in this electric technology showcase and to continue its activities in global motorsport. As a world leader in advanced drivelines, lightweight structures and state-of-the-art electrified systems, GKN is proud to join Panasonic Jaguar Racing in its

mission to innovate and inspire on the world stage.

In one respect the actual results aren't that critical, because the learning opportunities exist, win or lose. Jaguar are looking to deliver an electric version for each of the five model families and the Formula E motorsport team's mission is to 'Race to Innovate,' using the championship as a platform to develop the next generation of battery electric vehicles.

James Barclay, Panasonic Jaguar Racing Team Director, said, "We are honoured to welcome GKN to our team – a company that will bring its expertise and experience to the race track. They share our passion to inspire the next generation of engineers. At Panasonic Jaguar Racing, we want to be successful on and off the track and we look forward to driving forward together in this multi-year partnership."

Formula E continues the long-running partnership between GKN and Jaguar, dating back to 1935 when GKN supplied driveline technology to the first SS Jaguar saloon. Today, GKN supplies every Jaguar model on the market with a range of driveline technologies, including high-performance CV Joints and intelligent all-wheel drive systems. In motorsport and Jaguar's performance cars, GKN driveshafts have featured on almost everything, from the Le Mans-winning C-Type in 1951 to the XJ220.

Formula E represents GKN's latest motorsport commitment, as the company already has an enviable heritage in championship-winning and record-breaking race cars. Fifty years ago, GKN driveshafts helped to power the Ford GT40 to its overall win at the Le Mans 24 Hour race. Since then, the company has continued to develop lighter, faster and stronger technologies to help its clients finish at the top of the podium. Oh, yes – talking of results, how did the new partnership get on in Hong Kong? Jaguar's Mitch Evans came third. It's that podium thing... 🏆



Mitch Evans finished in 3rd place in Hong Kong



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ULTIMATE SKI TOW

Bell rings up a new record

Jaguar Journal readers with long memories and access to the UK's *Top Gear* program on BBC America, or YouTube, may remember the X-Type Estate test performed by Jeremy Clarkson on skis. Taking advantage of some fairly rare British snow, the *Top Gear* team put on a typical show of madcap inventiveness and barely-legal tomfoolery, with Clarkson being towed like a water skier behind a sure-footed AWD X-Type along various snow-covered country lanes. A crazy stunt by most measures, but Clarkson liked the look of the estate version and the all-wheel drive endowed the little Cat with the sure-footed poise of which any feline would be proud.

Fast forward 15 years and an 'official' grown-up version of the stunt recently

saw former British Olympic skier Graham Bell smash the *Guinness World Records™* title for the 'fastest towed speed on skis' by 47 mph, reaching a scary 117 mph. Scary for Bell, that is, as the XF has power and poise to spare, thanks to all-wheel drive and the All Surface Progress Control (ASPC) system to inspire confidence, even at minus 18 Fahrenheit (minus 28 Celsius). Besides which, the XF probably knows its own way around Jaguar's Swedish Revi Test Centre in the Arctic Circle. "I'm really proud to have achieved this... title, but it was a real team effort with the engineers at Jaguar supporting me every step of the way. The XF Sportbrake stayed perfectly composed throughout and gave me the confidence not only to beat the target but smash it by a great margin!" said Bell.

The XF Sportbrake was the perfect vehicle to help break the record, showcasing its all-surface performance throughout. Its instinctive all-wheel drive offers confidence in all weathers and the Adaptive Surface Response (AdSR) and All Surface Progress Control systems help drivers control the car in low-grip conditions. With a 3.0-litre 380 hp supercharged V6 petrol engine that sprints to 60 mph in 5.3 seconds, the XF Sportbrake comfortably hit the top speeds Graham needed to break the record. Cool!

Dubbed a 'premium lifestyle estate,' Jaguar naturally offer a selection of accessories such as bike rack, roof bars plus ski and snowboard holders (four pairs of skis or two boards) – perfect for those adventurous trips from Central Park to Greenwich Village. Joking aside, you can actually get access to the Revi Test Centre by way of the Jaguar Experience Ice Academy. The Academy is the perfect place to get the exhilarating thrill of ice driving from behind the wheel of the latest Jaguar and Land Rover vehicles. Under the guidance of expert instructors, participants' driving skills will be taken to a whole new level. Ask your dealer for details. 🍷



Bell at speed behind the Sportbrake; Clarkson eat your heart out.

BLOODHOUND BARKS AT LAST

Exactly two years ago, in the Jan-Feb issue of *Jaguar Journal*, we featured Richard Noble's Bloodhound SSC (supersonic car), which featured a 5.0 Jaguar V8 simply to power a rocket propellant fuel pump. Limited mostly by the flow of money rather than fuel, the project fell slightly behind schedule but the vehicle just recently ran in anger for the first time, testing some basic parameters including the afterburner on the jet engine. That jet will work alongside the large rocket motor to reach 1,050 mph in 2018, if all goes well. A 12-mile arrow-straight track has been prepared in the South African desert; if it is a bit far to go to spectate you can watch the shakedown run to

a mere 200 mph here: <http://news.sky.com/video/share-11099648>. More information and donation opportunities are at www.bloodhoundssc.com.

BOOK PRIZE

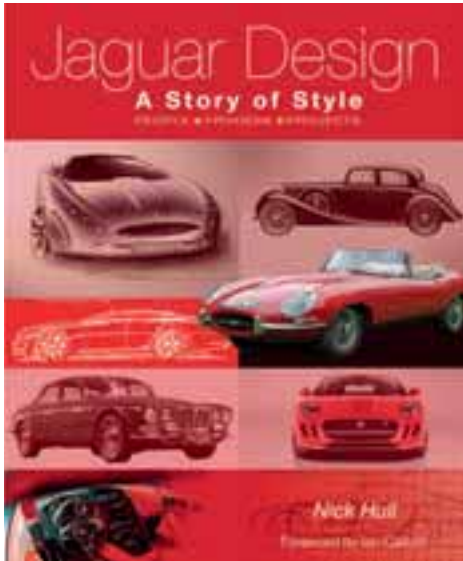
One of the perks of working on this magazine is that publishers supply review copies of books connected with our hobby. We review them and then they go into the *JJ* library. Every so often a really special and sometimes unique book comes out, like Sir John Egan's memoir of his time running Jaguar, or Nick Hull's superb book featuring masses of new information on Jaguar design. We managed to snag a second copy of "Saving

Jaguar" which we then got signed by key figures from Jaguar's history (or in the case of Messrs. Heynes and Lyons, their descendants). That book was then awarded as a prize for the most meritorious donation to the Coventry Foundation last year. This year, we have a different and much larger prize – a copy of Nick Hull's "Jaguar Design: A Story of Style," reviewed in *JJ* some time ago and containing never-before published design sketches and studies that will give you a great insight into Nick's work and how design projects work – including the dead-end projects that never made it to production and a few that should have.

The book will go to whoever sends the most amusing story, about a funny Jaguar mistake, mix-up or event, be it from the point of view of an owner/customer, dealer staff, service department or even law enforcement.

The Editor's decision is final and you have until February 28 to get your emails or letters to *Jaguar Journal Competition*, 9435 Watkins Road, Gaithersburg, Maryland 20882. Unless you indicate otherwise, your contact

details may be used by Porter Press to send you occasional information about current or future motoring titles. Good luck and get writing! ✉



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President's Perspective

"We ask all members to look for JJ copies at their dealerships and to contact me or the editor if none are seen."

Jack Humphrey

Out with the old and in with the new, a new year that is! I hope everyone is ready to celebrate a significant milestone in JCNA history – our 60th Anniversary. For the uninformed, the first Jaguar club in North America, and the precursor to JCNA, was the Jaguar Owners Association, incorporated on December 16, 1954. The association grew quickly with clubs in New York, Chicago, Montreal and on the west coast.

By 1957, Jaguar Cars was interested in a formal relationship with JOA and therefore a new organization named Jaguar Clubs of North America was formed. JCNA was incorporated on January 16, 1958, with Jaguar Cars administering the club and publishing the *Jaguar Journal*, while the club leadership handled policy and activities. On January 1, 1992, JCNA became a separate entity and the rest is history. A key management supporter of JCNA during that period was Mike Dale, who will give the keynote address at our 2018 AGM.

2018 ANNUAL GENERAL MEETING

The year's first major JCNA event is our Annual General Meeting, to be hosted by the San Antonio Jaguar Club on March 23-25, 2018. While the agenda is still being finalized, it will follow the familiar format of a Board of Directors meeting on Friday, the general meeting, seminars and awards banquet on Saturday, with breakfast and departure on Sunday.

We are especially fortunate and honored to have former President of Jaguar Cars North America (and JCNA and Coventry Foundation lifetime member), Mike Dale CBE as our speaker at the Saturday evening awards banquet. Mike is one of JCNA's greatest friends and without his support at critical moments during the Jaguar/Ford relationship, JCNA might not be here today. Come to the AGM to warm your bones in the sun and warm your heart listening to Mike's presentation.

GET YOUR VIEWS HEARD!

A reminder that *proposals and rule changes must be submitted no later than 45 days before the event to the JCNA Secretary using the form on the website*. It is also extremely important that clubs send delegates – two per club are allowed – rather than relying on appointed proxies. While proxies generally vote as directed, only actual club members can truly represent their organizations.

Check the JCNA website for registration info. Arrive early and stay late to enjoy what San Antonio has to offer; let's make this AGM the best in recent history!



The famous Alamo.

2018 JCNA INTERNATIONAL JAGUAR FESTIVAL

The Jaguar Owners Club Los Angeles is hosting 2018 JCNA IJF on November 1- 4. The festival events will be held in Santa Barbara, California, and the host venue will be the Fess Parker Resort on Stearn's Wharf.

The tentative schedule includes a slalom and welcome reception on Thursday, the concours and awards banquet on Friday, a rally on Saturday and a farewell brunch on Sunday. Registration and event information will be posted on the JCNA website when it becomes available.

60TH ANNIVERSARY COMMEMORATIVE ITEMS

JCNA has commissioned a numbered badge and lapel pin cased set and a commemorative poster in two sizes

and finishes. Both items are available on the website now but orders for the badge close on February 28, so do not delay in placing yours, as there will be only one production run.

JAGUAR JOURNAL DEALER COPIES

Until recently, Jaguar Land Rover headquarters purchased several hundred copies of the magazine and sent them out with dealer deliveries from the JLR mail room. As with many businesses, JLR is trying to go 'paperless' and reduce or eliminate mail room requirements.

As part of this change, JCNA will start directly shipping the *Jaguar Journal* to dealers, two copies per US dealership and, for the first time, including Canadian dealers.

It is important that we manage this change to create 'pull' for the magazine to replace the previous 'push' that JLR's distribution generated. We ask all members to look for JJ copies at their dealerships and to contact me or the editor if none are seen.

IN CLOSING

A big shout-out to John Hoffman and the North Georgia Jaguar Club for hosting the 2017 JCNA IJF. It was a world-class event and all attendees thoroughly enjoyed themselves, myself included. Kudos to all who worked and attended this terrific event

And thanks to every member for all that you do to make JCNA successful. I hope to see all of you in San Antonio in March and in LA in November. 🍷

Jack

North Central Region Report

A momentous year

By Bob Matejek and Mike Meyer

First let me say that Mike and I were going to share this task, but at the last minute Mike's place suffered major storm damage, caused by two 80-foot trees falling onto the family home. With no power Mike was unable to write or mail his column. Hope it all works out, eventually.

Even more gloomy, the Jaguar Affiliates Group of Michigan (the JAGM?) is mourning the loss of three long time members this year: Gary Hershoren, Paul Blunt and Dick Harms. The last, Dick Harms was returning from an overnight Club outing to a British Car Show in early July. He came to a 4-way intersection with a 2-way stop. He stopped and then proceeded into the intersection where he was met by another car going at full speed. His 2014 F-TYPE, the first one to be delivered in the state of Michigan, did its job and saved his life that day.

The right front wheel and tire were last seen bouncing down the road never being seen again or recovered. The front crush zone did its job and crushed leaving the cockpit intact and not a single cracked window. Dick suffered a top right broken rib and a left broken ankle. Dick was 86 years old and frail, weighing only 130 pounds at 5'2" tall. His body did not recover from the shock of the collision and he passed on Labor Day weekend, which happened to be the weekend of our JAGM Concours. He is known for his other Jaguar, a 1957 XKSS Replica which he owned and loved for 25 years. He had a very interesting life having very successfully raced a couple of XK140MC's, an E-Type and XJS. He rolled eight cars and had his driver's license suspended 13 times. He certainly arrived at the pearly gates with a worn-out body and a lot of fond memories. 🐾



Dick in his ultimate homage to our favorite brand. The fur pattern, lacking a central dark spot in any rosette, is probably a leopard copy, but who cares when he looks so sharp?

Canada Calling

Borderline fantasies

By Malcolm Baster



Coulda, woulda, shoulda? Imagine a north-south split!

The Great Canadian Winter is now fully upon us, and while we lotus-eaters on the West Coast may still be swanning around for our lattes in our summer tire-shod Jaguars, fellow enthusiasts in Ontario are sliding around icy roads in their snow tire-shod winter cars. All of us, meanwhile, are enviously considering Southern California and Florida JCNA types, motoring about with their tops down. The cars' tops, that is.

BORDERLINE BEHAVIOR

I used to think about this when we lived in Edmonton. The whole problem there was compounded by the decisions of four men: Albert Gallatin, Richard Rush, Frederick Robinson and Henry Goulburn. These gentlemen, the former two representing the United States and the latter two Great Britain, were charged with ironing out all the border disputes between the US and Canada. Had they been even slightly imaginative, they

would have realized the unfairness in dividing the continent along an east-west line, which gave the cold north to Canada and the warmer south to the US. They could have scrapped all previous agreements and re-divided the place north-south, so that each nation had equal shares of the colder and warmer parts. How much fairer their London Convention or Treaty of 1818 would have been, if the 49th parallel of latitude had been replaced by the slightly less catchy but far more logical 96° west longitude.

MARKETING INEQUITY: ANOTHER 'BORDERLINE' DECISION?

Sadly, another way in which our Northern nation is shortchanged is the difference between the offerings of Jaguar USA and Jaguar Canada. The same models are supplied in each country, but there are inequalities between what one can actually buy, and for how much. In the US, for example, one may purchase rear wheel drive versions of the XE and XF, whereas in Canada every available model is all wheel drive. And American customers may buy the XF Sportbrake wagon, but Canadian customers may not – even if practically nobody has actually seen one in the wild anywhere in North America yet. In Canada, one fewer variant of the XJ and F-PACE are offered and there are also significant differences in warranties. The owners of new Jaguars bought in the US are given a five-year, 60,000 mile (96,550 km) warranty with roadside assistance and complementary scheduled maintenance for the warranty period. In Canada, owners have a four-year, 50,000 mile (80,000 km) warranty with roadside assistance, and only the first scheduled service is free. Most of Jaguar's competitors offer warranties similar to Jaguar Canada so Jaguar USA offers an exceptionally good deal in that respect and it's a pity we don't get parity.

DISCOUNT DOUBLE STANDARD?

Another issue is the Private Offer Vehicle Purchase Program, under which JCNA

member Jaguar and Land Rover buyers in the US receive discounts from Jaguar Land Rover North America. A similar discount program in Canada has been discontinued. The JCNA Executive has been working hard on a continuing discount program from Jaguar, and is committed to building a good relationship with Jaguar Canada's PR Director, John Lindo. Mr. Lindo spoke at the 2017 JCNA AGM in Vancouver, and significant time was spent in discussions with him on this matter. In support of these efforts, JCNA is sending copies of each of the last two 2017 issues of the *Jaguar Journal* to all 25 JLR dealers in Canada. It might be an idea if members living close to these dealerships were to drop by to see if these magazines are in the service waiting areas or showrooms and if not, to ask why not. Ideally, the merits of buying future copies of *Jaguar Journal*, (deeply discounted, I am told) could be communicated/reinforced to dealership staff.

I am informed that the Vancouver-based Canadian XK Jaguar Register's 2017 driving season ended with the annual President's Run, held in mid-September. The 2017 two-day event travelled up the spectacular Sunshine Coast, north of Vancouver. Highway BC101 follows the winding and deeply indented coast, and requires taking to the sea on ferries at intervals to cross the mouths of large inlets. The group overnighted at the 1905 Lund Hotel in the village and harbour of Lund, and returned home the next day. Meanwhile, my informants in the Ontario clubs tell me that members are now looking forward to next summer's driving season. I somehow have this (no doubt inaccurate) vision of them huddled around their wood stoves watching the flames and sadly contemplating the unfairness of an east-west divided continent. Maybe we could smuggle an extra mini-clause into the small print of a re-negotiated NAFTA? 🐾

Continental Drift

News from the UK and Europe

By Tim Crespin

BUYERS REMORSE

As far as mantras go, *act in haste, repent at leisure* is a pretty good one. We all know that for the big decisions, it really is worth taking the time to think things through, to take advice from other more knowledgeable individuals and to double-check everything is in order before pressing ahead.

When it comes to buying a car the above points become even more pertinent. After all, you're likely to be making a significant financial commitment to a machine that you hope will protect the lives of you and possibly your family members every time you take it for a drive. This is not a decision to be taken lightly. But then you get there and see the car in person, all shiny, with its wheels and its seats and its engine, and it is very easy for logic and reason to fly out the window as you fall over yourself to hand over the cash. If you've never been there, congratulations, you're a better man than me. But what's that little noise coming from the front of the car on the drive home? I'm surprised I didn't notice that the AC didn't work, and aren't these brakes a little bit spongy? You convince yourself everything is going to be fine, but in the back of your mind the nagging doubt begins to grow, and so does the size of the potential repair bill. Suddenly the car doesn't seem quite as shiny, or the wheels quite as, well, 'wheely.'

This is a common story, but what if it wasn't your fault? Maybe the car was incorrectly described and you were mis-sold, or you weren't told of all the finance details and were shafted on the payments? Well, if you live in the UK, your first point of contact would be the Motor Ombudsman, the automotive dispute resolution provider. Since being launched a year ago the Ombudsman has witnessed monthly averages of about 1,100 contacts covering the sale of both new and used cars. Encouragingly, only 540 of the 10,000 contacts up to the end of August 2017 resulted in cases, an escalation rate of just over 5%, with 10% of these cases being submitted to The Motor Ombudsman's in-house ombudsman for a final decision. With the guidance of The Motor Ombudsman, this low contact to case ratio highlights the great lengths that businesses and consumers will go to in order to conclude any queries quickly and help maintain a positive ongoing relationship.

In the first two quarters of the year, the most frequent breaches of the Code were in relation to the quality of the vehicle not being up to the correct standard at delivery, the lack of sufficient customer information on the most suitable finance product, and inaccurate advertising content.

In the US there are so-called 'lemon laws' that cover the sale of new vehicles deemed to be defective beyond repair, but other than that you are relying on the state consumer protection agency, often a non-specialist organisation, to assist you with your complaint.

A GAME OF DRONES

If you've ever tried flying one of those tiny remote controlled helicopters you'll know how just making them go upwards and stay airborne for five seconds without crashing is much harder than it looks, so being able to race them through a car door, across the back seats and out the other side at 60 mph seems impossible to lay folk. That's exactly what two drone pilots have done for Jaguar's latest advertising campaign for the long-wheelbase XJ saloons. Two XJLs and the performance model XJR575 feature in the video, all boasting an extra five inches of legroom when compared with the standard models. This was deemed enough for them to form part of the high-speed drone course as the flying craft buzzed through each of the vehicles as well as a series of other door-shaped holes in a race to the finish. Unless Jaguar intend on releasing an XJLLL with an extra six feet of leg room, I don't think I'll be trying it myself any time soon. 🚁



2017 JCNA International Jaguar Festival

Lake Lanier event delights and dazzles

Story by Gregory Wells. Photos by David Weaver, Wayne Lester, Steve Kennedy, Walter Thaxton, and author.



Here be dinosaur Jaguars. Gates of almost Jurassic Park scale.

Those of us of a 'certain age' can easily cue up the Carly Simon hit *Anticipation* on that always-active radio in our heads... "Anticipation, anticipation... is keeping me waiting." Too often the actual experience of a long-awaited car show can be anti-climactic, as it can be over-crowded, held on a steaming paved lot or muddy field, with hordes of less than stellar cars and sub-par organization and management.

That was absolutely *not* the case with the 2017 JCNA International Jaguar Festival held Thursday, October 12 through Sunday, October 15, at the Lake Lanier Islands resort complex about 45 miles north of Atlanta. This was the second iteration of JCNA's 'rebadged' national event and top to bottom, it's hard to fault any aspect of it. In fact, the 2017 IJF set the bar very high for clubs volunteering to put on subsequent IJF meets. Hosted by the North Georgia Jaguar Club, led by its president John Hoffman working with

a very dedicated committee of NGJC members, plans for the event were begun a full year in advance; the results achieved testify to the time and effort expended.

The IJF location this year was, in a word, spectacular. Lake Lanier Islands is a multi-faceted resort and entertainment venue having only a single gated entrance, with an admission fee normally assessed to enter the Islands (waived for IJF attendees, whether registered at event or not). It is not a single island but series of interconnected ones, and the event utilized locations on a number of them. The host hotel was the resort's Legacy Lodge, which provided relaxed and comfortable accommodations. Transportation between event locations was provided by a series of hotel trolleys running on a regular schedule. It was perfectly feasible to leave one's car in the hotel's vast parking lot all three days of the event except when motoring to the

concours site on Friday. There was no real reason to leave Lake Lanier Islands for the duration of event.

With the venue being isolated on the island chain, virtually everyone at the concours was either a registered entrant or someone who came specifically to attend the IJF. This situation made for a much more engaged crowd of almost exclusively Jaguar *cognoscenti*. There's certainly nothing wrong with random passers-by attending a concours simply because they were attracted to the pretty cars they saw in the distance, as happens at many events, but there was definitely a noticeably different and wonderful vibe at this year's IJF concours.

The scenery is simply stunning, as the photos will show. The concours location was on the lakeshore, with a large pavilion on a small hill above the field, overlooking the cars. Several participants were overheard comparing



Short wheelbase, noisy and swerves a lot. Who else but Bob Matejek...



Tom adjusts tire pressures to cut understeer.

the venue favorably with the famous Pebble Beach Concours held on the Pacific coast, and although that's a bit of a stretch, terming this IJF 'Pebble Beach East' would not be over the top at all. And happily, the sometimes fickle October Georgia weather behaved itself for the IJF. Friday started out a bit chilly and windy, but warmed into the mid 70s with an overcast sky (to the delight of the photographers as it provided great light for pics) and just a smidgen of mist and drizzle later in the afternoon.

Another unusual aspect of the 2017 IJF was the scheduling, with the event spanning Thursday through Saturday, leaving Sunday for traveling back home after feasting on the event's complimentary farewell breakfast. This is not the normal schedule car clubs utilize for multi-day annual/national events. It's certainly clear the NGJC IJF committee is not a superstitious group,

as that placed the concours date on the dreaded Friday the 13th, but no bad luck ensued.

SLALOM

The first scheduled activity for the 2017 IJF was the slalom on Thursday morning, run, of course, on a JCNA standard slalom course. It was expertly set-up and managed by former JCNA President Dick Maury, who has acted as the slalom-master for the North Georgia club for many years. A large, gravel-free paved parking lot at another Lake Lanier facility was the location, and the racers enjoyed what was probably the warmest and sunniest day of the three-day gathering. Although 16 cars were registered to run, there were a couple of no-shows. This allowed everyone who attended to get in five runs around the course and then get back to the hotel before the noon hour. Yes, numerous cones were punted off course by many

of the racers during their runs, but the only harm done was to egos and slalom times. *[I resemble that remark! Ed.]*

Most slalom entrants ran the same cars they entered in the concours, which was great to see. As is to be expected, the more modern Jags, with their incredible power and sophisticated vehicle dynamic systems, were the cars turning the lowest times. One very enthusiastic XK8 driver did a very passable imitation of a Top Gear test scene, generating incredible clouds of tire smoke and greatly amusing the onlookers. Fastest time of the day was, alas, not set by a Jaguar, but rather by an odd white 2018 car carrying bow-tie emblems, a 'Grand Sport' something or other. We won't reveal the low a time it turned but also will not give the name of the national JCNA official who drove such a car to the IJF instead of a Jag!



XK8 driver auditioning for a Top Gear gig (photo Wayne Lester).

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TIME TO RELAX

With the slalom ending so early, that event's participants and the other IJF attendees were able to utilize Thursday afternoon to clean and prep their cars for Friday's concours in the area designated for that purpose just a few feet from the host hotel. The water hoses and shade were certainly appreciated, as both the temperature and humidity climbed to the 85 level after lunch. The last scheduled IJF activity for Thursday was the welcome reception at the Legacy Pointe Pavilion right on the lake, which is normally used as a wedding venue. The welcome reception featured live music, hors d'oeuvres, a cash bar, and the warm congeniality of Jaguar friends both old and new.

CONCOURS DAY

As mentioned, Saturday's weather was a bit brisk early on, as the concours entrants drove their cars onto the field, but the wind eased after a couple of hours and the temp rose to a very comfortable shorts-wearing level. The hard-working NGJC concours crew had the show field very well marked and with the numerous crew members directing traffic, the process of getting the cars located in their designated class areas went very smoothly.

Exactly 100 cars were entered for concours judging and display, and the overall quality of the vehicles present was about as good as it gets. And the judging crew, which was comprised of JCNA top level and local club officials and members from near and far, was perhaps one of the most experienced set of expert Jaguar judges ever assembled. A time-saving innovation was performing the Operation Verification functions (checking for

working lights, horns, etc.) at the host hotel starting in the dark at 7 a.m. before directing the cars to the concours field.

The concours opened to the public at 9 a.m. and the beginning 'ceremonies' were interesting, unusual, and enjoyable. First JCNA President Jack Humphrey welcomed everyone, as did Kim McCullough, Vice President, Marketing, Jaguar Land Rover North America, who along with her husband Mitch entered their two-owner, unrestored 1954 XK120 in the judging. (The car received a second place award at the Pebble Beach Concours this year, a terrific achievement for a first visit to that event). Then the show really started.

Although editor Crespin claims he thought the noise was a cat being run over, the Atholl Highlanders Pipes and Drums USA, of Stone Mountain, Georgia, marching in kilts and full Scottish regalia, led in the honor guard bearing the US, Mexican, and Canadian flags onto the field. Then the US national anthem was sung beautifully by noted Georgia recording artist Curtis Reed.

It was wonderful to have so many members attending from the western part of the country. Local clubs in Colorado, Louisiana, New Mexico, Oregon, and Texas all were



Tom Wright washes off the slalom dust, ready for judging.



Out of its element, but low-slung 1992 XJ220 still impresses.



Check out the XJ220 dial cluster in the door. Shades of XJ13.



The oldest car present – the Lapinski 1948 Mk IV.

represented. As also was our neighbor country north of the border, so the International part of the event's title is not a specious claim. Most likely because of time and distance, some of the attendees coming from out west didn't bring a Jag to be judged but kudos to them for supporting the IJF with their presence. Most who were sans Jag still participated in the scenic drive to take in the beautiful North Georgia landscapes, one assumes in rentals cars or as passengers.

One special shout-out to Stanley Fitch from the Albuquerque club. Stanley recently lost his wife (and Albuquerque club president) Gloria to cancer. Stan indicated that Gloria had been really looking forward to attending the IJF, so he came in her honor and memory. Thanks, Stan, and our condolences for your loss.

At any single-marque show, there seem always to be a few stand-out, eye-catching cars. At the IJF, Ron Green's

silver Jaguar XK220 certainly qualified in that regard, especially as it was parked by itself atop a small rise on the show field, as befitted its 'display only' category. Another car that had everyone drooling was Lawrence Baxter's gorgeous black and red Lynx XKSS replica.

A third stunner was Mike Mueller's 1955 XK140 FHC, which was originally purchased (one of an order of three!) by King Hussein of Jordan, who gifted it to an RAF flyer who was training pilots of



Discreet, luxurious and not a tinted window in sight.



Little patina, almost too clean.

that country's Air Force. Disassembled and then stored for years outside in New Hampshire where it deteriorated terribly, Mueller finally rescued the car in 2006 and spent ten years restoring it to near perfection. Perhaps the label perfection is warranted, as the car scored 100.000 at the IJF and was awarded the coveted Best in Show title. The Popular Choice winner was Chris Lapinsky's 1948 Jaguar Mark IV, lamentably about the only true earlier

Jag at the concours, whose interior and dash woodwork were a stunning sight.

SUNSET CRUISE

The scheduled activity for Friday night was a sunset reception and buffet dinner cruise on Lake Lanier. It sold out very quickly and a second smaller boat was engaged to accommodate more participants. As the boats left dock and the sun neared the horizon, a beautiful sunset appeared, just as planned. Less

romantic but more to some tastes, the alternative Friday night activity was a buffet dinner and the racing movie "Grand Prix" on the gigantic outdoor screen at the nearby Lake Lanier Islands waterpark. Due to the low numbers of people signing up for the dinner and the movie (Jag people are romantics at heart) it moved inside to a big screen in the hospitality room.

RALLY REPORT

On Saturday attendees could choose either a 'Mini Monte Carlo' style road rally, or a non-competitive scenic drive through the beautiful North Georgia mountains, on some of the curviest roads in the state. Both activities commenced from the Panoz race car museum in Hoschton, Georgia, a 17 mile drive from the Legacy Lodge.

The rally attracted 21 entrants from 14 states, with 16 teams actually making the start, where the cars left the museum at one-minute intervals. Cars were numbered and fittingly JLR VP Kim McCullough led off as number one. JCNA President Jack Humphrey followed with number 2 on his car. In JCNA circles, Tom Wright is undoubtedly a leading rally figure and had this to say about the event:

"It was conducted in the Monte Carlo format, where the object is to arrive at each checkpoint as close as possible to the time stated in the instructions. Unlike other rally formats there are no turn-by-turn instructions – the driver and navigator choosing their own routes using maps provided by the

Rally Master, to reach each check point in the most efficient manner. The skill is to follow a chosen route and make on-route adjustments as necessary to reach each check-point in the exact time stated in the instructions."

SCORING

"With this rally having three stages, each stage is a stand-alone event for scoring purposes, with the penalty points (1 point for each second over or under the prescribed time) incurred on each stage added together with the winner in each class having the lowest penalty point total." So there you have it folks, rallies are fun with a stopwatch. Why not hold one in your own club? After a hearty lunch at a BBQ restaurant, the group drove about 50 miles back to the Lodge. The total distance of the rally was roughly 100 miles, but no one should get the impression that it was ultra-competitive, as several participants bailed out along the way to investigate interesting places they encountered en route. Tennessee's Ed Overmyer was allegedly last seen sifting through stuff at a yard sale he spied along the way. A tip o' the motoring cap to Dave Kirkman (and his

willing helpers) for skilled stewardship of the rally event, about which the club has received numerous compliments from participants.

SCENIC DRIVE

The Scenic Drive actually began at the Lodge parking lot, where a staggering 85 people signed up, in a total of 51 cars, broken down into groups of 6 to 8 that would stay together for the duration of the drive. Participants were able to relax and enjoy the spectacular scenery on their route through the north Georgia hills, which took them close to the Blue Ridge Parkway. The leaves changing color just added to the special beauty of the area.

Designed and managed by Douglas Utt, the drive route avoided congested 'touristy' towns, such as Helen, Georgia, and concentrated on the twisty roads, such as the famed Richard B. Russell Scenic Highway, with its spectacular long-distance views. The scenic drive took about 4-1/2 hours, included lunch stop in Nacoochee Valley, for a total distance of about 160 miles, which the cars doubtless enjoyed as much as their owners.



Driver briefing at Panoz.

AWARDS BANQUET

First, it needs to be mentioned that the food service provided by the Lake Lanier Islands staff was exceptional at every turn, and that's often not the case at big events like this. Nice job, folks!

The pre-banquet reception held to honor the IJF sponsors included guest speaker Brian Redman's book signing of his newly-published tome, "Daring Drivers, Deadly Tracks." A total of 177 people attended the splendid awards dinner Saturday night, and Brian was a terrific (and very funny) after-dinner speaker. His presentation began with how he got involved in racing and then moved on to detail his career

behind the wheel, with fascinating and usually funny anecdotes aplenty. Then the proud concours, rally and slalom winners were presented with their awards and so ended the 2017 JCNA International Jaguar Festival, except perhaps for some *ad hoc* post-banquet fellowship, and a leisurely complimentary farewell breakfast as a 'thank you' from the North Georgia Jaguar Club.

Remember how the previously-mentioned Carly Simon song "Anticipation" ends? "These are the good old days," and that line describes the 2017 JCNA IJF to near perfection. 🍷

Selected 2017 IJF results

CONCOURS

Class	Entrant	Car
C1/PRE	Chris and Caryn Lapinski	1948 Mark IV
C2/120	Gabe and Kelly Hrib	1954 XK120
C3/140	Michael and Cherie Mueller	1956 XK140
C4/150	Roy and Linda Cleveland	1960 XK150
C5/E1	Geoffrey Mavar	1966 E-Type
C6/E2	Lewis and Lynne Wolfe	1970 E-Type
C7/E3	Danny and Dianna Bogdany	1971 E-Type
C8/SLS	George and Joshua Camp	1967 340
C9/XJ	George and Norma Jean Daube	1985 XJ6 VDP
C12/JS	Steve and Mary Ann Thomas	1988 XJS
C17/PN	Kim McCullough	1954 XK120
S1/PD	Mike Kornelli	1949 XK120

(see <http://www.jcna.com/eventresult/new-event-result-rank/227068> for concours results)

RALLY

T2N	Tom and Liza Wright	1959 XK150S
M2	Tom and Liza Wight – NAV	1959 XK150S
M2n	Chris Daggett – NAV	1969 E-Type
	Bill and Lisa Unger	1969 E-Type
	Charles 'Skip' and Riki Fritz	2009 XJ8

SLALOM

JCNA Website has all classes & positions (http://www.jcna.com/eventresult/new-event-result-rank/227070).		
Jaguar FTD	Kelley and Richard Wright	XKE FHC

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Fred Hammond and Kim McCullough accept a framed poster for the new Jag HQ.

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Stowe Invasion

“The hills are alive... with the roar of Jaguars.”

By Brian McMahon

In 1936, Maria (*The Sound of Music*) von Trapp and her family emigrated from Austria to Stowe, Vermont, and encouraged its nascent skiing industry. This town is also the center of fall foliage tours, and over the weekend of Friday, Sept 14, through Sunday, Sept. 16, 2017, more than 600 British cars- including a significant J.A.N.E. contingent- arrived here from all over the Northeast and Canada for the 27th British Invasion Weekend. Some of the Scepter'd Isle's best, worst, and most heavily-armed vehicles participated in the Concours on the Special Events Field on Saturday and Sunday, and British car enthusiasts also enjoyed a Friday night block party with local families in downtown Stowe. They seemed pleased to see us, which means they are either convincing fibbers or genuinely nice people.

The event is so big and unusual in the spread of vehicles participating,

that as you walk around you are in constant danger of getting a cricked neck from suddenly seeing something fascinating out of the corner of your eye and swinging around too far or fast to examine the vehicle, before it disappears.

The same applies to this report, which will be unconventional in avoiding much more verbiage and just presenting a small selection of what you can see at this fascinating venue. We apologize for the slightly smoky/ misty air which takes the crisp edge off the camera focus. Enjoy the virtual tour and come up for the real deal one day – we'd love to meet.

1. British Invasion 2017 road-legal armored personnel carrier (APC), no joke!
2. Old-school Bofors anti-aircraft gun carried on this Land Rover. Might annoy a Tiger Moth?

3. Ideal camping arrangement for those who hate field mice or inquisitive livestock.
4. Down town but up-market; the XK oozes class in any company.
5. More class, with a hint of XF DNA. Aston relaxes after a low-speed day.
6. Morgans are rarely relaxed, due to 'exciting' performance, suspension and handling. Engines like this Matchless or a J.A.P. V-twin pull like a train.
7. Her Maj, known as 'Brenda' by the satirists, provides a living for a few middle-aged lookalikes.
8. British to the core – note the red criss-cross on each flag is the correct way round.
9. (Page 28) Beautiful Rolls Royce Silver Cloud, puts the garden to shame.







We travelled to Stowe and home in our 5.0L V8 Jaguar XJL. It loafed at highway speeds turning only 1,500 rpm in 8th gear and was rock-steady

when sprinting past other cars at Warp 9. It addition, it patiently endured idling in heavy traffic when joining the 600 cars leaving the event

field, and yet it still developed 25 mpg average for our entire round trip. Her Majesty would be proud of it. 🇬🇧

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Another great gizmo from The Jag Wrangler

By Steve Klonsky

I'm an electronics engineer by profession and a while ago I was given a friendly challenge by a fellow EE to develop a remote cabriolet top control for the X100 series XK8 and XKR convertibles, made from 1997-2006. Encouraged by the popularity of that kit, which is still available, I set out in 2013 to develop a retrofit kit for the second generation X150-series XK and XKR cabriolets that were available from 2006 to 2015. It is hard to improve on these stunning aluminum monocoque drop-tops, which are among the finest modern vehicles that Jaguar has produced. The goal was full remote control of raising and lowering the convertible top using the original factory SmartKey, with full rear quarter window control, too – a system fully worthy of this advanced vehicle.

Make no mistake, the primary rationale for wanting to control the cabriolet roof with your the SmartKey remote is that it is unabashedly cool and fun! We are talking *James Bond* cool! The X150 performs an elegant mechanical ballet with its self-stowing top. However, without the remote control, this enticing dance is hardly seen by you, the driver, because it occurs behind your back!

To satisfy the left brain, the remote top should also be practical. Sit near the window in your favorite café and close the top from your seat if it starts to rain. Raise the top and you can quickly find your car in a sea of parked cars. As you prepare to leave your home or office, you can have your car ready and waiting with the top down. On a hot day you can open the top to air out the vehicle before you get in. Convinced yet? Wait – there's more...

Operation should be easy, and it should work with the original SmartKey, with just two or three SmartKey button presses to operate the top when you want. For safety, the operation must be positively intentional, and you also need to be able to halt the top movement or reverse it.



The system operates from the existing SmartKey – nothing extra to carry.

The standard roof console buttons are annoying. Wouldn't it be great if 'one touch' activated the top and you did not have to sit for 30 seconds with your finger up in the air? If it starts to rain while driving, one touch closing is a great convenience, leaving both your hands free to drive.

It would also be very convenient if you could lock the door with the lock button on the outside door handle without the key at all and have the top close automatically. And remember those rear quarter windows? Why-oh-why does Jaguar not let you raise these with the top down to reduce wind noise, buffeting and backdraft? This is a must-have feature in many people's view.

Stealth is important. With this fine automobile, the modification should be invisible, not affect vehicle performance or reliability, and not detract from the car in any way. Installation should be easy and, last but not least, the device needs to have quality and reliability on par with

the original equipment, not be a tacky aftermarket afterthought.

ONE THOUSAND HOURS LATER...

I will admit that I nearly gave up on this effort several times. There were many late nights and weekends spent on this project. The X150 electronics and software are far more sophisticated than in the X100, and it was challenging to gain full mastery of the intricacies that control the convertible top. But ultimately, after the requisite blood, sweat and tears, all of the design goals were reached.

I am proud of the result. As of 2017, over 500 X150 SmartKey Remote Top kits are now deployed in 2006-2015 XK and XKR cabriolets across the globe.

In order to appreciate the product fully, I highly recommend that you see it in action on YouTube at this address: www.youtube.com/watch?v=ilv7kW6yN6I. Alternatively, you can simply Google



The X150 Remote Top Module – a significant bit of hardware and software engineering.

search for 'YouTube XK Remote Top' to locate the video.

CAN YOU INSTALL IT YOURSELF?

Many XK and XKR owners have completed installation successfully. With the detailed and heavily-illustrated instructions, it takes two to three hours on average to complete. But self-installation is not for everyone. For those who want the SmartKey Remote Top kit installed professionally, many Jaguar independent shops and high-end audio/car alarm shops can perform the installation.

For those with a DIY interest, only a few basic tools are required:

- 1/4" or 3/8" drive ratchet
- Torque wrench

- 10 mm socket
- T30 and T40 torx socket (male)
- Flashlight
- Scissors

The module comes complete with the wiring harness and all hardware needed for installation. What is described here is a very brief overview of the installation process. Full installation instructions can be found on this page: www.thejagwrangler.com/installation.html.

Most of the work is carried out behind the rear seats, which are surprisingly easy to remove by simply lifting them out. Once the battery is disconnected, the rear seats, armrest and rear center backrest come out, exposing the fusebox, upon which the remote

module will mount. It is a confined space back there to work in and getting out of the car occasionally to stretch your legs is a good idea.

In order to expose the connectors on the Jaguar Roof Control Module, the Rollover Protection Device behind the left back seat must be temporarily removed. Since this is the safety device that deploys a rollbar in the event of a vehicle rollover, it must be handled with care. Explicit instructions are provided on safely removing and reinstalling this device.

Next, connections from the X150 Remote Top Module's wiring harness are made to several wires near the vehicle's Roof Control Module. All wiring is color coded, and there is no guesswork. You simply have to match the colors to the car wiring to install it.

Connections are made with included Posi-Taps™, which are simple-to-use and ultra-reliable wire connectors. Posi-Taps™ can withstand the rigors of a vehicle environment, unlike the T-Taps or Scotchlok™ connectors that are more commonly seen in DIY kits and are infamous for their poor reliability.

The module also has LED indicators (hidden from view at the fuse-box behind the rear seats) that allow for positive testing and troubleshooting of a correct installation before the top is energized.

After all tests have been passed, and the wires have been tidied up, the Rollover Protection Device is refitted and the remainder of the rear seat area of the car reinstalled. You then reset the windows and parking brake using the provided directions. On 5.0L vehicles, one also needs to follow a procedure to reset the oil service reminder light, which is will now be activated because the battery was disconnected. It must be reset and all procedures are fully explained in the installation manual.

CUSTOMER SATISFACTION IS CRITICAL

Whether owner-installed or professionally-installed, scores of customers have written me or posted on Jaguar public forums to express that this is a modification well worth performing. It simply adds desirable features that Jaguar left out. These cars are all about having a great time and the remote top only adds to the experience. It provides both fun and convenience. And Jaguar's design omission, not allowing you to raise



Rollover Protection Device that needs to be removed temporarily from the vehicle for access to wiring at the Roof Control Module.

the rear windows to improve driving comfort, is finally resolved.

I have an ironclad commitment to customer success and satisfaction and will personally work with you or your installer to resolve any issues that may arise during installation.

See www.thejagwangler.com/new-06--15-xk--xkr-x150-convertible-top-remote-control.html for more information on the kit. Also feel free to contact me through my website or via email at whitexkr@comcast.net with your any questions. 📧



Finished installation with rear center seat back removed to show final placement of the Remote Top Module.

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"You are the Show!"

Thoughts on George M. Evdokimov's idea of an owners club

By Rob Thuss

As we reach JCNA's 60th year, I look back, primarily at George Evdokimov's writings in early issues of *Jaguar Journal*, to consider why the Jaguar Owners Association (JOA) ended and JCNA formed and absorbed JOA. I find Evdokimov's idea for an owners' club that relied on volunteers did not succeed. JCNA resulted because Jaguar Cars, Inc. and JOA had developed an informal relationship, such that when JOA's rapid growth overwhelmed the understaffed association (see his full page letter on editorial help), the two parties agreed to a plan for Jaguar to become directly involved with the owner's club. So, JCNA was formed and life went on with JCNA's history officially tied to the marque for the next 35 years.

Today, after 60 years, JCNA has been independent from the marque for about 25 years. Through all that, I find that Evdokimov's ideas about an owner's club and how it is structured and functions, influenced JCNA during Jaguar's direct involvement and the influence persists. These cumulative efforts and contributions form what each of us, as members, inherit when joining JCNA: a history and heritage.

Karen Miller wrote in the November/December, 1988 issue, "From the outset it was clear the George Evdokimov intended JOA to be more than an insular marque club." She went on to explain that the Association was modeled along the lines of SCCA, with regions and divisions with local spheres of influence. Here are excerpts from Evdokimov's early messages in the first issue of *Jaguar Journal*, from January, 1955, along with another a message from the October/November, 1955 issue, to help explain his vision for how this owners club would function:

"We are not selling tickets to a great show. You cannot buy your ticket, go in, sit down, and wait for the show to start. If you do, you will have a long wait because you are the show."

"As I mentioned in a previous issue, you, the members, are the 'show.' Without you, nothing can be done. Take an interest in the Association that has been formed for you, and help it to the best of your ability. Make it into a warm, close group. The dues you pay are but a means to an end – they signify nothing unless you follow through with your personal support. By support I mean interest in our publication, our meetings, our social and sporting events. By participating in J.O.A. activities you will be surprised at the number of nice people you'll meet and the pleasant times you will have."

By December, 1956, Evdokimov candidly wrote a somewhat sad but composed message:

"When I first started the Association I was under the impression that all I had to do was to call and volunteers would do their best to help me. Well, time has changed that; I find that it is the work of a devoted few for the many, that makes our Association function." "My appeals ... have fallen on barren ground ... The magazine is good, but it could be much better with your help ... It must be remembered that many of our members are very remotely located ... they would avidly read every word you write on their favorite subject, the Jaguar automobile. They want to be part of our family, sharing our interests, happy moments, or sympathize with us if we have had any trouble. That, my friends, is the whole idea behind the J.O.A."

By September, 1957, not only lack of support but the costs of publishing

a monthly *Jaguar Journal* forced Evdokimov to edit and put the issue together in an economical and cost-saving manner, because he had no volunteer help to solicit advertising for a few issues. In part, he wrote:

"It is easy to be a sport when there is no work to be done. In any case, no extra money from advertising. We don't know how far the Association can go without members giving some of their free time towards our future growth.

"Now to go back to an old gripe of mine. We have found out that the great majority of the J.O.A. members completely severe [their] relationship with the Association upon [their] payment of \$15.00 annual dues. All they want to do is put the badge on their car and then sit back and wait for the *Jaguar Journal* to arrive each month ...

"I am sitting at this desk, late at night, trying to put into words and explain how we, at the helm of the J.O.A. feel about this lack of enthusiasm. We too are amateurs like yourselves and do not receive pay for our efforts. The dues that you send in do not mean a row of beans to us, personally – it is just a means to an end. Our reward is to feel that you are with us and willing to do just a little. We don't ask for more than that ... We need you, your mind, your efforts and experience and above all your interest. The \$15.00 buys paper, ink, stamps, etc., not officers to run a sports car club." [From a quick online check, \$15.00 in 1957 dollars has \$130 buying power in 2017.]

In the very next issue, November/December, 1957, Evdokimov announced an agreement had been reached with Jaguar Cars, Inc. In the January/February, 1958 issue, *Jaguar Journal* was published under JCNA not JOA. That arrangement

A MESSAGE FROM THE PRESIDENT

'The time has come,' the Walrus said,
 'To talk of many things;
 Of shoes -- and ships -- and sealing wax --
 Of Cabbages -- and kings....'

(With apologies to Mr. Lewis Carroll)

By now many of you have perhaps been wondering what has happened to the Jaguar Journal in the past few months. Well, the story is this; money enough we have...ambition, too...but editors are scarce and that has been our problem.

We have set a very high standard for a club magazine from the very beginning. Obtaining a continuous flow of technical articles on the Jaguar is a monumental task as there has not been much material published on the subject.

To send out a poor magazine is out of the question -- therefore, we have had to wait while planning our course ahead.

This issue and the previous one have been due to the efforts of Dick McConnell and his friends of the Chicago Division. Dick is an automobile racer and a sportsman in every sense of the word. To take on the publication of our Journal is to climb a hard and rocky road. It is a continuous struggle to make the magazine both interesting and useful.

Both Dick in Chicago and we here in New York will continue to search for material that will be useful to you. If sometimes we fail, believe me, it is not because we have not tried.

The most interesting things we could possibly publish are articles from members. That's why we again urge you to write and send in all your experiences in travel, what you've done to your car, news about your Division events, etc., etc.

As I mentioned in a previous issue, you, the members, are the 'show'. Without you, nothing can be done. Take an interest in the Association that has been formed for you, and help it to the best of your ability. Make it into a warm, close group. The dues that you pay are but a means to an end -- they signify nothing unless you follow through with your personal support.

By support I mean interest in our publication, our meetings, our social and sporting events. By participating in J.O.A. activities you will be surprised at the number of nice people you'll meet and the pleasant times you will have.

George M. Evdokimov

- 6 -

In the fall of 1955, Evdokimov wrote a President's Message and comments about editor and content concerns. In its first year, Jaguar Journal had five different editors.

JAGUAR CLUBS OF NORTH AMERICA, INC.

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Executive Editor

32 East 57th Street

VOL. IV, NO. 1



THE JAGUAR JOURNAL

VINCENT J. CAMPANELLA
Editor

New York 22, New York

JANUARY-FEBRUARY

OUR NEW NAME

The newly created emblem, seen above, is the symbol of a new chartering organization of Jaguar Clubs in North America and, it is hoped, symbol of a giant step forward for Jaguar enthusiasts.

The ever increasing interest in Jaguar activities and a growing number of organizations of Jaguar owners made it necessary to form an over all chartering body to sanction official Jaguar clubs on this continent.

Jaguar Clubs of North America, Inc., has been incorporated for the purpose of encouraging the growth of Jaguar clubs, of making sure that they have equal recognition by each other and by the Jaguar Drivers Club of Great Britain, and of

publishing a new and better Jaguar Journal which will report regionally the activities of Jaguar groups throughout North America. Two directors at Jaguar Cars Inc. will share, with the elected directors of the various Jaguar clubs, the responsibility of administering Jaguar Clubs of North America, Inc. This will ensure factory recognition for all sanctioned clubs.

We believe that the newly formed sanctioning corporation, with its directors speaking, as they will, for every section of North America, will provide a framework within which affiliated Jaguar clubs, which will be completely autonomous, will have a very promising future.

Jan/Feb 1958: JCNA is born!

continued until the early 1990s, when the responsibilities for administration passed to the membership. That transition was a substantial accomplishment that merits another look at another time.

DEEP DIVE THE ARCHIVE

The *JJ* archive thumb drives contain a wealth of fun and entertaining information about the Club, about Jaguar and the models in, or coming into, production. The info includes many rare photographs in JCNA's collection of over 300 issues of *Jaguar Journal* from 1955-2015. All that is great fun. Anyone interested in Jaguar automobiles will find enjoyment, and it is available in the JCNA Shoppe. I note this interesting and fun collection

is available only because JCNA volunteers spent many hours producing it some two years ago. Without them, I wouldn't have been able to read and learn from those early issues. The spirit of this article isn't very witty or funny, but please do not blame the *JJ* archive or JCNA for my somewhat sober theme. In today's world of instant gratification and shortened attention span, it's easy to forget what goes into running a club and these sentiments could probably be repeated by every one of your individual club officers and newsletter editors.

Please feel free to contact me with your thoughts or comments by email at rrthuss@me.com. 🐾

Don't forget a *Jaguar Journal* Archive collection makes a great year-round present.



AGM Warm-Up

San Antonio Gazetteer

By Brian Blackwell

HISTORY

San Antonio conjures up mental images in people from all over the world. It begins for almost everyone with the Alamo and the famous 1836 siege. Even British rock star Phil Collins is so fascinated with the town's history that in 2015 he donated his priceless collection of hundreds of Alamo and early Texas artifacts to the Alamo. Design of a \$100M museum is underway by the state of Texas, to house mostly just this collection, and is likely to be built opposite Alamo Plaza from our event base – The Menger Hotel.

Much of the post-Alamo history of south Texas has also happened in or around The Menger. I find new historical markers and facts every time I explore, like the one on the front of the building recounting the large scale adoption of barbed wire fencing. After the inventor staged a demonstration of a herd of Texas Longhorn cattle being intentionally stampeded to a halt in a barbed wire corral erected on Alamo Plaza, ranchers invited to the demonstration were welcomed into The Menger to place their orders. Barbed wire was a big deal in the late 1800s! There is another historical marker in the corner of the front courtyard that I have not gotten to yet, but I will, before the close...

PREPARING FOR SUCCESS

Preparations are well underway by the event committee for a memorable

gathering, which you can tailor to your specific desires. Anyone who attended the 2009 Challenge Championship held in San Antonio can verify how we plan and organize an event and how well-suited The Menger is to maximize your early spring vacation in south Texas. Our members include a professional tour company owner, event planners, and some expert hosts, so we bring a lot of prior experience and local expertise to bear on the requirements. Historical average temperatures for this week range between the high 50s to the high 70s, so climate will not be an issue.



Not your average American downtown, with bridges like these.

The Mission Trail guided tour previewed in the last *Jaguar Journal* has been firmed up, and if you want to stay and see museums, go shopping, play golf or drive to see the Hill Country wildflowers, springtime in San Antonio

can provide all of that, and more. San Antonio is helping in more ways than you know, as March is also the kick-off month for the 300th anniversary of the founding of the city by immigrants from the Canary Islands. Even the new, all-electric water taxis on the Riverwalk commemorate '300' in their grillwork.

If you have not already done so, book your room today for JCNA's 60th Annual General Meeting at our group rate of \$169 per night, using this link: <https://reservations.mengerhotel.com/75799?groupID=1815952>, or if you call the hotel at 800-345-9285, please reference Group Code: 0318JAGUAR.

Register for the Annual General Meeting via the mail-in registration form, or online registration at <http://www.sajaguarclub.info/2018-agm.html>

KEYNOTE SPEAKER

With Michael Dale CBE as our special guest and Saturday banquet speaker, there will be lots of the Jaguar content desired by many JCNA members on club-related trips. Mr. Dale's leadership at several of many pivotal moments in Jaguar's history, especially in North America, proved crucial to the survival of the marque. His biography provided here more fully describes his role in Jaguar history. 🐾



Enjoy the beautiful waterside before the tourists come.

Keynote Speaker: Michael H. Dale Biography

Mike Dale was born in Birmingham, England, in 1935, educated at Kings Norton Grammar School and entered the Royal Air Force as a trainee pilot when he was 17. After he left the RAF he commenced work in the automobile business as a mechanic in the service dept. of the Donald Healey Motor Company in Warwick, England, in 1955.

In 1957 he moved to London working as a salesman for Nuffield Exports, both in Piccadilly and on the US bases where he was successful enough to be put on the company's training scheme for junior executives. After secondment to a dealership in Tanzania in 1962, he was appointed as Factory Representative for the British Motor Corporation in the Caribbean and Latin America.

In 1966 he moved to the US as Sales Manager for MG. Following the mergers with Jaguar and Leyland he became Sales and Marketing Vice President for Austin, MG and Jaguar in 1970 with added responsibility for Triumph and Land Rover in 1972. Following the demise of Triumph and MG in the early 80's he became Senior Vice President Marketing, Sales, Service and Parts for Jaguar Cars, Inc.



Mike is a 'high flyer' in many senses.

After Ford's purchase of Jaguar in 1989 he was appointed President of Jaguar Cars North America and to the worldwide Jaguar Board in UK. He retired in 2000 and in 2001 was appointed CBE (Commander of the Order of the British Empire) by the Queen for his services to industry. The Jaguar Clubs of North America and Jaguar Foundation have honored him for his service to Jaguar and its clubs by appointing him an Honorary lifetime member.

Mike is a Director Emeritus of the Experimental Aircraft Association in Oshkosh, the RAF Museum in the UK, and President Emeritus of the Royal Air Force Museum American Foundation. He currently serves on the boards of Career Partners and Culpeper Airport and is the Chairman of the Culpeper Air Fest. He continues to fly, has restored two antique aircraft and is building a third, a Nieuport 28, with two friends.

He restored the military trainer on which he went solo 60 years ago, one of only four still flying, and keeps it at Culpeper airport. It was the Reserve Grand Champion War bird at the 1998 EAA convention in Oshkosh, Wis.

He has raced a number of different sports cars and while racing an Austin-Healey Sprite in 1973 he won a National class championship in the Sports Car Club of America. Dale became an American citizen in 1977 and has lived in Culpeper for 12 years with his wife, Mary. Their two children live in Colorado and New York. 🇺🇸



Mike was instrumental in the race success achieved stateside during an important period for company credibility.

Book Review

Lightweight low drag

By Mark Gordon

With the end-of-year holidays behind us, it's a bit late to be dropping hints for gift ideas that we Jaguar enthusiasts would like to receive. Thankfully, the flow of good books is a year-round phenomenon these days, so even if your birthday is months away, some books are so good they deserve to be bought whatever the season. Judging by the books being trotted out of the pedigree Porter Publishing stable, you could have a birthday every month of the year and have a book to match. One of the latest publications is by Philip Porter and James Page in the Great Cars series, called *Jaguar Lightweight E-Type, the autobiography of 49 FXN*, and having gone through the *Jaguar Journal* review copy, this book would be high on my list.

It tells the complete story of this most famous of the twelve original lightweights, beginning with evolution of the E-Type from concept through design, prototype testing and refinement and finally into production. Jaguar's 1950s and 1960s involvement in racing, which led to the introduction of the race-prepared lightweights and their refinements, is discussed in detail. The several chapters devoted to the 49 FXN's first owners make particularly fascinating reading. They cover Peter Lumsden and Peter Sargent, and their race efforts and further refinement of the engine, suspension and particularly the shape by Sami Klat and Harry Watson. Details of each of the subsequent owners and their race histories are included as the car's history is traced from its birth

in 1963 through to its current owner, Adam Lindemann. 'Autobiography' is the perfect word for this series.

Throughout the book are found beautiful photos of 49 FXN in the various races in which it competed over the years, as well as many shots of it taken during its development and current ownership. Of particular interest are the contemporary quotes and the interviews with the several owners detailing their experiences and impressions of the car. With this car and several other historic Jaguars residing permanently on the other side of 'The Pond', this exhaustive book is the closest most of us will ever get to running our hands over the car and taking souvenir pictures. It makes fascinating reading and would be a welcome addition to any Jaguar lover's library. 📖



First batch of 100 badges are sold out, but you can order no later than February 28th.

Use the order form on the back of the address sheet in the bag with this magazine, or online at www.jcna.com/shop and look for JCNA Merchandise under the Merchandise tab.

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Tales from the Trade

Feedback – it's a two-way street

By Bud Marston

Any good business, no matter how established or expert, relies on constructive customer feedback to make sure standards don't drop, even in specialist areas like automobile glass-making. There's more than one source for most things, so a business that stops listening and learning risks falling on hard times. Creating hundreds of different shape glass items, mostly for obsolete cars, draws on experience and when you've been doing it as long as Pilkingtons (who invented float glass) you have a head start. but cannot be complacent.

Classic Showcase in Oceanside, California called me in late 2015 to inform me that their restoration of my 1961 Jaguar E-Type coupe had hit a snag. A new Pilkington windscreen had cracked just hours after installation and a second one fared no better, even though the original 1961 and a stock 1967 screen did fit. This pointed to a fault in the new glass not the body aperture, but Pilkington are windscreen experts so it sounded unlikely. I discussed options with Series 1 E-Type expert David Jones in Nottingham, England, and E-Type restoration specialist Angus Moss (Moss Jaguar Ltd), Hertfordshire, England, who himself recently had problems with a newly-installed Pilkington screen. We determined that the out-of-tolerance issue almost certainly originated at the manufacturing stage at Pilkingtons and I arranged for David and Angus to meet with Pilkington Classics Factory Managers Nick Gardiner and Pete Swann, to inspect/compare the Triplex windscreen from Angus's original 1966 coupe.

Pilkington Classics has been on its current site since 1959 and little has changed. The company holds thousands of patterns

for classic car glass but also makes one-offs for concept cars or low production vehicles. A manual production process permits about 50 screens a day! A system of weights and levers gently shapes heated glass onto a metal mold that is based on a wooden master pattern – also used to check the shape before the glass is laminated. David and Angus showed Pilkington two screens – the Triplex March 1966 original and a US PPG replacement, both of which easily fitted in the coupe. Pete Swann brought out the original wooden pattern and laid the 1966 and the PPG screens on it, which showed the edge of the screen did not match the wooden pattern.



An original 1966 windscreen laid on the original wooden pattern shows the incorrect curvature.

For some reason the master pattern had changed, causing less curvature in the screens made on it than originally specified. Angus pointed out several Pozidriv screws and metal support plates in the wooden former, suggesting it had been damaged and repaired at some point. Nick Gardiner suggested that Angus leave his prized original screen in order to adjust the mold to match the screen. Pilkington would then produce a single screen to the new pattern and send it to Angus to verify fit. The company also, at its own expense, made a new wooden master pattern and issued a new part number. These screens feature

Pilkington's original Triplex logo correctly centered at top of screen. Within a month, Angus had his new prototype windscreen, which fitted his '66 FHC perfectly, and I then ordered the same screen, which Classic Showcase quickly fitted to my 1961 car, just in time to compete at the 2016 International Jaguar Festival. The correct windscreens for the Series 1 and Series 2 E-Type coupes are now available in clear (CL) or green tint (GN):

Contact Nick Gardiner General Manager, Pilkington Automotive Queenborough, +44 1795 596107, +44 7969 087514, Nick.gardiner@NSG.Com



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Part numbers for the new windscreens by model and tint.

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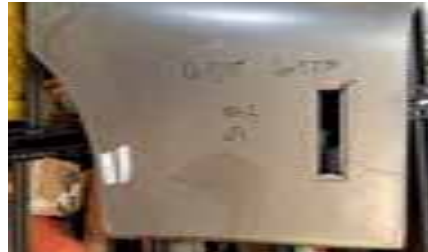
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CLASSIFIEDS



XK120/140 Panels: Left front fender patch panel and left rear fender complete, by Leaping Cats, UK. No longer needed, so these brand-new Jan 2017 panels are for sale and can ship immediately. Asking \$2000 or best offer the pair, plus shipping. More photos available. Call 913-634-2112, email ken.smiley2@gmail.com.



XK toy car collection: 65 pieces in all; 23 plastic, 29 metal, three metal friction cars, one XK120 Franklin Mint (box and papers), 2 plastic still in original plastic wrapper, 1 cardboard and 1 paper cutout (intact, uncut), some duplicates but different colors, some parts missing but all very collectable. Includes miniature gold Jag charm for bracelet, Jag gold ignition key (uncut), XK120 collector medallion from Jello and two Schuco #4001 & 2002 cars. \$750 for all. John 716-634-6319.



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1973 E-Type, V-12: New Camel interior, professional Regency Red re-spray. Only 23,589 original miles as of Thanksgiving 2017. Wire wheels. \$58,500 OBO. Email: rballard61@gmail.com. Serious inquiries only.



1994 XJS Convertible: Black with black top over tan interior. JCNA award-winner, 102k miles, excellent condition! Downsizing the collection. \$15K OBO. Email dcusick60@comcast.net for more information. .



Classic Jaguar parts: NOS and used: Early XK120/Mark V jack with bolt-on lifting arm: date stamped 01/49 on foot. Early XK120 head (no front studs) with valve covers. XK140 inlet manifold. XK150 OTS bonnet: bare aluminum. Factory hardtop: fits Series 1 and 2 E-Type, complete with all chrome. Five Mini-Lite replica alloy wheels: fit E-types and XJs with bolt-on wheels. Jaguar engine: XJ6 Series 2 block with Series 3 big valve head, ported and polished with hot road cams. E-Type head with ISKY D-Type cams. 3 carb set up for E-Type and 2 carb set up for XJ6 models, XK150S/E-Type 3 carb water rail - other carbs, linkage, and parts. NOS gears and gearbox parts: XK and E-Type. Many other NOS and used classic Jaguar parts. Tom Wright, Call 772-713-3996. Email: thomaswright@bellsouth.net

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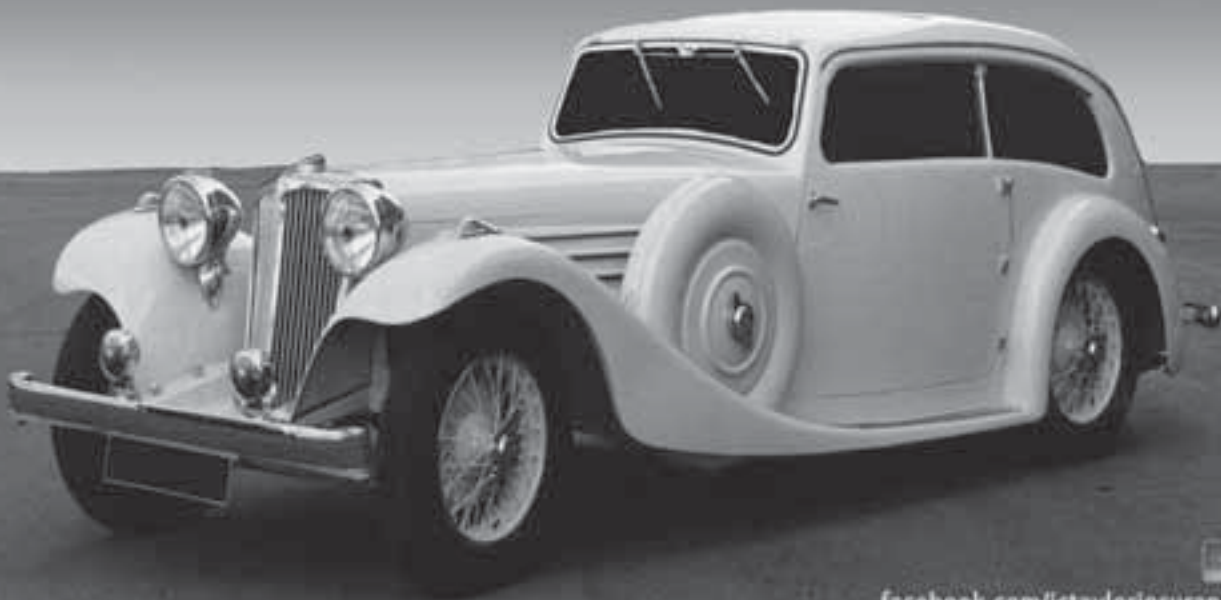
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CLUB NEWS: *Jaguar Journal* club news and event reports. *Jaguar Journal* Associate Editor, Gregory Wells, greg@slotblog.net, 2482 Westhill Court, Norcross, GA 30071. 404-610-4524

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

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

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

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– Knick Curtis, 4306 Pomona, Dallas, TX 75209, 214-358-2882 knickc@fastmail.fm

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WEBMASTER: Maintains JCNA Website and coordinates all postings, event results, forums, etc. – Jack Humphrey, webmaster@jcna.com

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Events Calendar

March 17, 2018: The Jaguar Club of Florida's 2018 Concours d'Elegance will be held at the Waterfront Inn at Lake Sumter Landing, 1105 Lake Shore Drive, The Villages, Florida. This genteel hotel dates from 1893 and is a terrific venue for the concours. Contact: Will Hoehndorf, 352-753-6461, cell: 352-255-9821, email: whoehndorf@comcast.net.

March 23-25, 2018: The JCNA 2018 Annual General Meeting, hosted by the San Antonio Jaguar Club. Former Jaguar Cars North America President Mike Dale OBE will be the guest speaker at the banquet Saturday night. Registration and event information will be posted on the JCNA website when it becomes available.

April 15, 2018: The Jaguar Club of Southwest Florida's Concours d'Elegance and Southeastern Regional Event will be held on Sunday, April 18, at the Charlotte Harbor Event and Conference Center at 75 Taylor St, Punta Gorda, Florida. Contact: Phil Mannino, 407-312-0218, email: philmannino2@gmail.com.

April 20-22, 2018: The 2018 Texas Spring Fling will be hosted by the Jaguar Club of Houston on April 20 through April 22, 2018. The event will take place in Round Top, Texas. More details on the location, schedule will be coming soon, as will contact information for registration.

May 17-29, 2018: "Back to the past, forward to the future:" classy cars, classy cruise, England/Jaguar factory tour. Experience the elegance of the 1950s with

a one-way cruise to England on the Queen Mary 2 luxury liner! The Empire Division – Metro NY is hosting a trip to England to visit the Jaguar factory as part of JCNA's 60th Anniversary Celebration. The trip includes fabulous sites in the country as well as different car venues: the National Motor Museum, Blenheim Castle, Castle Bromwich Jaguar factory, London and the Cotswolds. The trip is private and limited to JCNA members. Participants may optionally fly both ways, rather than cruise over on the ship. Contact Gloria Van Derpoel, 518-462-1004, email: vanderp99g@gmail.com.

May 26, 2018: 2018 Susquehanna Valley Jaguar Club Concours. On Saturday, May 26, 2018, the SVJC will hold its 11th Concours d'Elegance at Sunset Lane Park in York, Pennsylvania. JCNA rules will be used and trophies awarded in Champion, Driven and Special classes. In addition awards will be presented for Dealer's Choice and Spirit of the Concours. Musical entertainment will be provided by the Central York Middle School Fifes and Drums. Trailer parking is available. A caterer will be on hand along with a pavilion and picnic tables for lunch. Air conditioned restrooms are on the grounds in a park setting. Chief Judge and contact person is Dave Hershey, 717-846-0642.

June 8-9, 2018: The Waterford Complex in Oklahoma City will be the site for the Central Oklahoma Jaguar Association's 2018

Concours d'Elegance. Our host hotel is the fabulous Renaissance located on the same grounds as the concours. A special room rate has been reserved for entrants; contact the hotel at 405-848-4782 to secure reservations. There is a special party planned for Friday from 3 to 9 p.m. Covered parking will be provided for all participants. Contact: Dick Russ, 405-470-2767, email: dickathometwo@yahoo.com.

June 23, 2018: The Jaguar Club of Southern New England will present its 50th Anniversary Weekend Slalom on Saturday, June 23, 2018. The event is part of the club's 50th Anniversary Celebration Weekend and will utilize the JCNA slalom course and classes. Further details will be posted once they become available. Contact: Ken Haas, email: slalomchair@jcsne.org.

June 24, 2018: On the weekend of June 23 -24, 2018, the Jaguar Club of Southern New England will host a weekend of Jaguar events to celebrate our club's 50th Anniversary. Clubs of the Northeast Region JCNA will be invited to this event. On Saturday there will be a sanctioned Slalom and also a Wine Tour. Saturday evening will bring a Celebration Banquet with a featured speaker and historical video presentation. On Sunday, our annual Concours d'Elegance at beautiful Lyman Orchards will be held with JCNA judging and other special classes. Please plan to attend this Jaguar driving and celebrating our club's golden anniversary with us. Further details TBA at later date. Contact: Bob

Aldridge, 860-489-9849, email: concourschair@jcsne.org.

August 4, 2018: You are cordially invited to attend the Jaguar Club of Ohio's 46th Concours d'Elegance at the lovely Ursuline College in Pepper Pike, Ohio, on Saturday, August 4, 2018. All are invited to come to the Friday night Hospitality Mixer on August 3, 2018, at the Fairfield Inn & Suites, 3750 Orange Place, Beachwood, Ohio. Discounted room rates have been secured at the Fairfield for August 2-4. Note that you must schedule your rooms by the deadline; see registration package for all the details. Contact: Dominic Perri, 216-644-7066, email: dperri6699@aol.com.

August 25, 2018: The 2018 Concours d'Elegance of the Jaguar Affiliates Group of Michigan will be held this date at Old World Canterbury Village, 2359 Joslyn Ct., Lake Orion, Michigan. Contact: Bob Matejek, 2480842-1046, email: bobmatejek@aol.com.

November 1-4, 2018: The Jaguar Owners Club Los Angeles is hosting 2018 JCNA International Jaguar Festival on November 1-4, 2018. The festival events will be held in Santa Barbara, California, and the host venue will be the Fess Parker Resort on Sterns Beach. The tentative schedule includes a slalom and welcome reception on Thursday, the concours and awards banquet on Friday, a rally on Saturday and a farewell brunch on Sunday. Registration and event information will be posted on the JCNA website when it becomes available.

Member Spotlight

Kathy Bearden

By Rebekah Harris



GTO DAYS

Late one summer night Kathy Bearden cruised along I-95 in a 1986 Jaguar XJ6 Series III. Accompanying

her on the road trip was her husband Lew, who happened to be sound asleep in the passenger seat. Kathy listened to the melodic sound of the engine purring... and her right foot absent-mindedly eased down on the accelerator.

Perhaps for a second, Kathy was reliving her teenage years, drag racing her red 1965 Pontiac GTO convertible, remembering how the adrenaline pumped furiously through her veins as she left her male competitors behind in a cloud of exhaust noise and tire smoke. The XJ6 was altogether more refined but still exciting in a different way. "It felt as though the Jaguar was floating above the asphalt," Kathy recalled. But a sudden flash of red and blue lights in the rearview mirror shattered her moment of nostalgia.

A young patrol officer approached her car, undoubtedly sneaking a few glances at the smooth curves of the Jag before tapping on Kathy's window.

"Do you know how fast you were driving, ma'am?" he asked.

"Well..." Kathy responded nonchalantly, "I must have been going at least 80."

The officer narrowed his eyes and said, "Let's leave it at that." Kathy laughs at the memory now, "That's how I got my first speeding ticket!" She blames the XJ6's deceptively smooth ride along the highway.

KEEPING IT IN THE FAMILY

In a reversal of many 'family car' stories, Lew and Kathy's son Michael was the first owner of the XJ6. However, he was forced to sell it before moving to Bermuda with his wife Sacha. One can only imagine the absolute torture, for car and owner, of running a long-legged Jaguar on such a small island – where the average speed limit is only 35 km/h (about 25 mph!). Seizing the opportunity, Lew offered to buy his son's Jag if he would agree to drive it cross-country to their home in Maryland. Lew admits he was quite jealous of his son's Jaguar. He describes Jaguars as "classy, not your everyday vehicle." Lew praises Jaguar for having comfortable seats ideal for arriving fresh after long-distance travel. Not surprisingly, both Kathy and Lew take the Jags on several road trips along the



Red and black – a 65 GTO like Kathy's.

east coast throughout the year, visiting friends and family.

TODAY'S STABLE

In 2012, Lew purchased a stunning 2006 XJ8L with only 11,000 miles. The Beardens love every moment spent driving their Jaguars, although Kathy dislikes driving Lew's XJ8L. "The mirrors are too big," Kathy tried to explain, but her husband interrupted her. "No, no. That's not the reason. She prefers racing cars. Kathy loves speed, whereas I enjoy a comfortable ride." Kathy drives an eye-catching 1992 XJS V12 convertible and her need for speed became evident during the Fall slalom held by her club in Manassas, Virginia. They came in Lew's XJ8L, but it was Kathy who put on the racing helmet and took her place behind the wheel. The other competitors watched in amazement as she took off and hugged each corner with precision. Instead of the common over-eager newbie mistake of going hard from the get-go, Kathy wound her speed up gradually and each round she knocked a few more seconds off her the time. It's not GTO drag racing, but Kathy was hooked. JCNA slaloms are safe, affordable and as competitive as you care to make them, and you learn how your car behaves when in a hurry. One thing's certain – Kathy and Lew will be back for the Spring event, albeit with one significant difference. With a smile, Kathy said to her husband, "Next time we're bringing my XJS!" 🐾



Fast Lady: Kathy in her beloved XJS V12.

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