

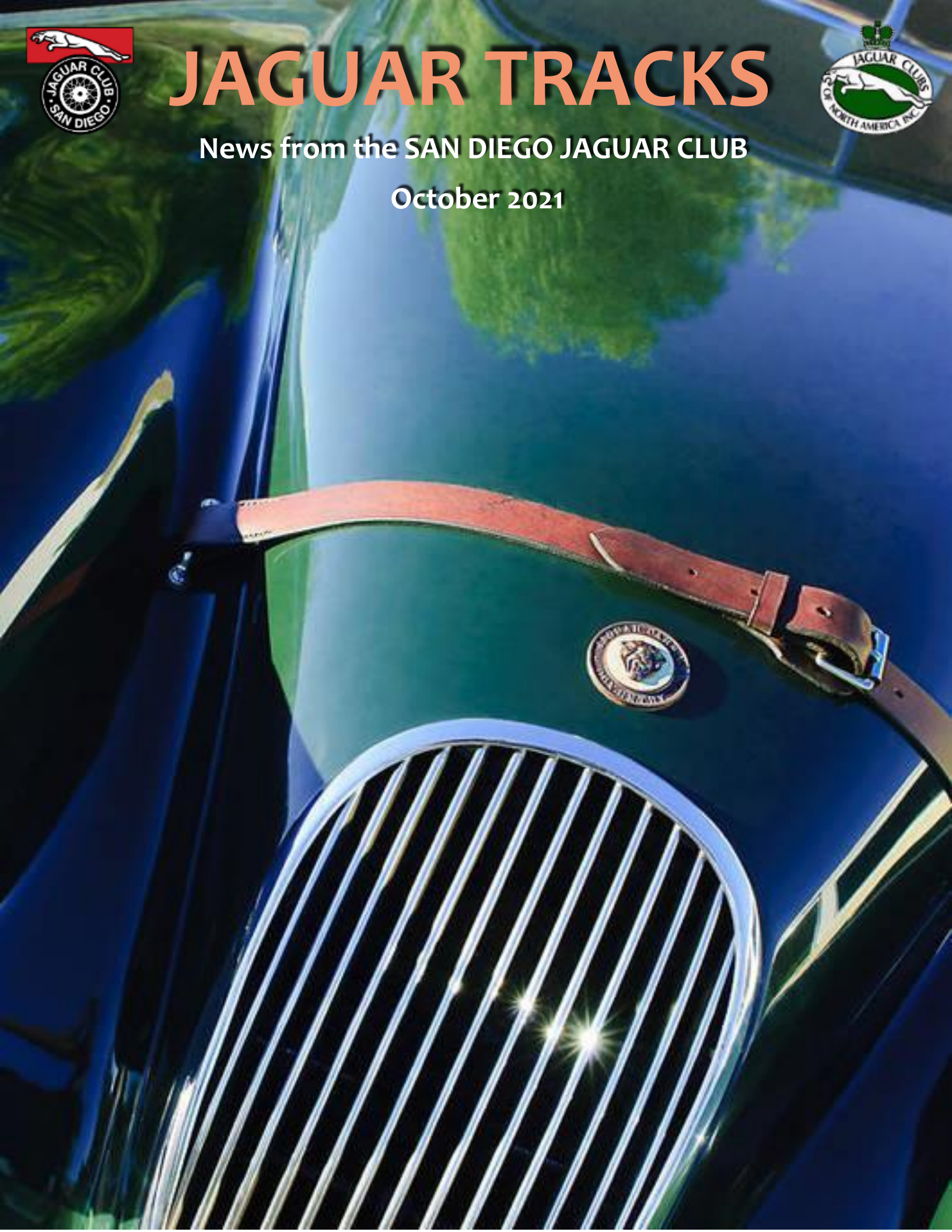


JAGUAR TRACKS



News from the SAN DIEGO JAGUAR CLUB

October 2021



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October 2021

Terry Tilton, our resident SDJC author and historian, has written another great article that should pique your interest by the title alone: “The First Modern Jaguar, A Masquerade”. You can read it starting on page 29 and decide if you agree with him. Having read a proof, it got me thinking about the eight Jaguars we have owned/own. The following is a brief synopsis of my experience with each.



1981 XJ6: + beautiful lines and great ride; - underpowered, especially compared to the '74 Olds Cutlass 350 V8 that it replaced, and, can you believe it?, lots of oil leaks. **Lesson Learned (LL):** don't buy a car from a professional Blackjack player whose license plate reads “MYGAM21”. He won this hand.

1983 XJ6: + see above; - see above, but even a bit slower and “oilier”. **LL:** don't ignore strange sounds when buying a used car. Guess how I learned this lesson.

1984 XJS: + best combination of ride and handling of any of our Jaguars; - overly complex V-12 that was also slower than the '74 Olds - well, up until to ~40 mph and then “swoosh”, goodbye Olds. **LL:** don't buy a car with 100,000 miles, even if you believe it will last another 20 years and 55,000 miles (ours did).

1995 XJ6: + most reliable Jaguar we have owned, no oil leaks and performance near that of the XJS; - clock failed several times (I told it was reliable). **LL:** avoid buying a car that has been repaired after being T-boned, even if purchased from a former SDJC member.

2001 XK8 Convertible: + stunningly attractive car in rare Roman Bronze and tan top, more sporting feel than XJS; - numerous niggling issues over the years, some of which never got fixed. **LL:** tolerate minor issues while enjoying the “high” of driving a more-modern Jaguar.

2004 XJR: + Breathtaking performance by standards of the time, and a “presence” when compared to other high-end luxury marques; - unluxuriant ride over speed bumps (of course, it was an “R”). **LL:** Best to avoid buying a car with floral scent pods attached to the A/C vents. The “aroma” never goes away.

2007 XK Convertible: + Big step up in terms of performance and reliability, a design that looks new even today; - an exterior antenna (hidden by 2008 on due to customer feedback), a glove box that discards half its contents when opened (a triumph of form over function). **LL:** buy a car seen with one's own eyes. Pictures may be worth 1000s of words, but they don't tell the whole story or provide any “aromas”.

2011 XJ: + dramatic styling that still stands out from the crowd, “R”-like performance from the standard 385-hp V8, great driver and passenger comfort and features; - a few first-model-year issues addressed in 2012 and beyond. **LL:** Take the time to read the owner's manual, as newer models have lots of options and settings. Better yet, download a digital version to your mobile phone. You can read it at stop lights.

The SDJC “new year” got off to a great start with the New Members Luncheon at the Crossings in Carlsbad on September 11. This was the first indoor SDJC event since the start of COVID back in March 2020 and it was a winner. Nedra Rummell, our VP of Membership, has organized this annual event since she started it 15 years ago as a way of introducing current and new members to each. You can read a review of the luncheon with photos starting of page 8. Thanks again, Nedra, for spearheading SDJC membership and highlighting one of the numerous benefits of being part of the SDJC family.

The SDJC October event is the annual Concours, again in Oceanside this year. See details on page 18. Thanks to Mark Hodges (Concours Chair), Pete Rieth (Chief Judge), and Tom Krefetz (Host, Classic Showcase) for leading this great event again this year.

Dan

Highlights in this Issue

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Appreciation Luncheon**
Nedra recaps this outstanding celebration of our new members.

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La Jolla Motor Car Classic**
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Upcoming October Event
**SDJC 57th Annual
Concours d'Elegance**
Classic Showcase once again hosts our annual spectacular.

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Special Feature
**The First Modern
Jaguar**
Terry Tilton poses a strong argument for this "Masquerade".

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On the Cover



The 1949 XK120 in BRG, so designated for its magnificent XK engine and its 120-mph top speed.

Internet screen shot by Chuck Leuthen

September New Members

ALAN & EDA ADELMAN

Waiting for the right one.

JOANNE BARNARD

Waiting for the right one.

JOHN BRODERICK

2018 F-Type R

JERRY HIRSCH

2000 XJ VDP, 2003 XK8

JOHN & JO ANNE NORRIS

2015 XKRS

KATHLEEN de PAOLO

1954 XK 120 DHC

JEFF PASHBY

1984 XJ6, 1990 XJ-S

SDJC 2021 Calendar of Events

As of July 14th

Month	Date	Events	Sponsor	Clubs
August	Saturday, August 14, 2021	Drive and Lunch at Jeremy On the Hill, Julian	Diah Avery/Nedra Rummell	SDJC
	Saturday, August 21, 2021	2021 Virtual Concourse Judge Refresher Training	Mark Mayuga/Pete Rieth	JOCLA/SDJC/IEJC
	Sunday, August 29, 2021 (Tentative)	Tour of Museum of Neon Art, Glendale and Picnic in Griffith Park, Los Angeles	JOCLA	JOCLA
September	Saturday, September 11, 2021	SDJC New Member Luncheon at The Crossing, Carlsbad	Nedra Rummell	SDJC
	Saturday, September 18, 2021	Concours 201 Judges Training	Pete Rieth/Nedra Rummell	SDJC
October	Sunday, October 3, 2021	San Diego British Car Day at Spanish Landing Park, San Diego	Dave Putnam	SDBCCC
	Saturday, October 2, 2021	8 th Annual IEJC Concours d 'Elegance at Idyllwild	IEJC	IEJC
	Sunday, October 3, 2021	2021 Concours d 'Elegance at Idyllwild	JOCLA	JOCLA
	Saturday, October 16, 2021	57 th Annual Concours d 'Elegance at Classic Showcase, Vista	Mark Hodges/Pete Rieth	SDJC
	Thur-Sun, October 20-24, 2021	JCNA 2021 International Jaguar Festival at Sanibel Harbor Resort, Fort Myers, FL	Jaguar Club of Southwest Florida	JCNA
	Saturday, October 30, 2021	Jaguar Club of Southern Arizona Concours d 'Elegance, Tucson	Jaguar Club of Southern Arizona	JCSA
November	Thursday-Sunday, Nov. 4-7, 2021	Morro Bay Weekend (Regional Event)	SDJC, JOCLA, IEJC, JAG of SF, SACJAG	SDJC
	Saturday November 13, 2021	SDJC Election Luncheon and Concourse Afterglow, Rancho Santa Fe Golf Club, Rancho Santa Fe	Dave Putnam	SDJC
December	Saturday, December 4, 2021	SDJC Holiday Party at Silver Gate Yacht Club, San Diego	Celia Hunter	SDJC

Green – SDJC event - plans finalized

Red – SDJC event - plans not finalized

Blue - JOCLA event

Orange - IEJC event

Purple - Regional event with other JCNA clubs

Black – Events not hosted by SDJC (placeholder). If a date is listed, it's real.

■ SDJC Business Meetings

Business meetings are held monthly on the second Wednesday of the month, starting at 6:30 p.m. ZOOM virtual meetings are currently being held due to COVID restrictions. If you would like to participate, call to receive the Zoom log-in information.

~~Jan 13~~

~~Feb 10~~

~~Mar 10~~

~~Apr 14~~

~~May 12~~

~~Jun 9~~

~~Jul 14~~

~~Aug 11~~

~~Sep 8~~

~~Oct 13~~

~~Nov 10~~

~~Dec none~~

■ A Note to All Members ■

Do you enjoy the Club's monthly get-togethers, events, drives, luncheons, dinners? Do you know a great place the SDJC Members might enjoy? Do you want to share a favorite drive you've made in your Jaguar? Do you have a favorite luncheon or dinner place that would make a good venue for an SDJC Club?

Think about sponsoring one of the monthly events. Please contact Diah Avery at

Activities@sdjagclub.com

or (619) 890-1613 to find out what is involved or just to talk about a possible event. The Club values participation from its members.

Thank you!

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Web Sites You May Enjoy

Club Information

San Diego Jaguar Club

www.sdjagclub.wildapricot.org

Jaguar Clubs of North America (JCNA)

www.icna.com

San Diego Auto Museum

[Home | San Diego Automotive Museum](#)

Car Information

Jaguar USA

www.jaguarusa.com

Jaguar information sites www.jag-lovers.com

www.jaguarforums.com

If you are planning a trip, be sure to check the JCNA webpage at www.icna.com/all-upcoming-events and look for events you might like to attend on the road.



Ongoing Events

Note: all events are contingent upon COVID-19 requirements and restrictions.

San Diego Cars and Coffee is a monthly gathering conveniently located in Miramar.

[San Diego Cars and Coffee - Home | Facebook](#)

Every Saturday morning

South OC Cars & Coffee

San Clemente Outlets

[South OC Cars and Coffee - Home | Facebook](#)

Every Friday, **April through September**

Crusin' Grand, Escondido

facebook.com/cruisinggrand

Each Thursday of the Month **June-August**

La Mesa Car Show

La Mesa Village, La Mesa

50s cars along La Mesa Blvd Imvma.com

Radio Shows

You Auto Know - Dave Stall

Sunday, 7 - 10 pm KCBQ-AM 1170

Thursday, 1 pm on SignOn San Diego

The Car Show - Art Gould and Dave Kunz

9 - 10 am Saturdays KPFK-FM 90.7

Call-in (818) 985-5735

RPM Today - Dave Stall

1 - 3 pm Sundays ESPN-AM 800

Call-in (866) 377-6800

The Crossings at Carlsbad

SEPTEMBER 11, 2021

Recap by Nedra Rummell. Photos by Matt Allen

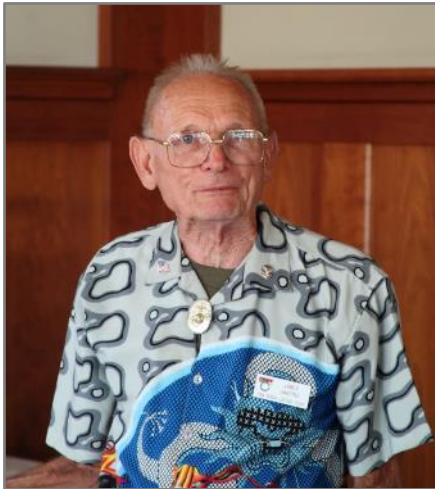
It's difficult to believe the last New Members Luncheon was held in May 2019 at the Brigantine in Poway. The 2020 New Members event was forced to be postponed due to COVID restrictions. Finally in 2021, it was fun to gather again and celebrate our New Members at the beautiful Canyons Restaurant at The Crossing in Carlsbad. We enjoyed a beautiful day, a lovely venue with gorgeous views of the Pacific, stunning Jaguars on display, seeing old friends and meeting new ones, prizes, and fabulous food! What more could we ask for? It was a great recipe for an enjoyable day with a total of 60 members, including 16 New Members.

The most popular location during the cocktail hour was the Jaguar Corral, our own SDJC reserved parking area. Upon arriving members enjoyed seeing all those beautiful Cats while chatting with friends! A big thank you to Diah Avery and her cousin Herrin for greeting guests and manning the check-in table, which was sometimes difficult since several members took a short cut from the parking lot, bypassing the actual check in desk!



Again this year, members were seated by the Jaguar model they owned. Tables included two E-Type tables, F-Type, XJ, XK, two XKR tables (bragging they had the fastest Jags!) and one table of various models. The lunch presentation was beautiful and from the comments I heard, the food was as delicious as it looked. As an added bonus, members were served a very generous serving of delicious carrot cake, which was enjoyed by all.





New Members attending included: Alan and Eda Adelman, as well as Joanne Barnard, all from the MB Club. They enjoyed our recent drives and meeting our members so much they decided to join SDJC! Richard Bergman and Alice Sakayeda arrived in Alice's beautiful XKR Metallic Blue Coupe and my friend Celia Hunter drove what she refers to as "her British model". John and Jo Anne Norris drove their recently acquired stunning XKR-S, while Jeff Pashby and his friend Moses drove Jeff's two Jags, an XJ6 and an XJ-S convertible. Jorge and Denise Rodriquez arrived in style in their 2017 F-Type, as did Glenn and Georgia Wior in their F-Type. Bob Taylor drove his ceramic XJR, and Ben Washington drove down from Orange County in his XK. Former member from the late 1980's, Barbie Lorenz, attended as a guest and decided to rejoin SDJC! Barbie and her E-Type OTS were recently featured in Westway's Magazine. In contrast to the New Members, it's always nice to see Mary Lou Owen, who currently has the longest tenure in SDJC, having been a member since 1977!

Our New Members!



Jeff Pashby



Jorge and Denise Rodriquez



Joanne Barnard



Ben Washington



Richard Bergman



Alice Sakayeda



Eda and Alan Adelman



Barbie Lorenz



Celia Hunter



Glenn Wior



Georgia Wior



Bob Taylor



Jo Anne and John Norris

A special thank you to the Raffle Queens, Deborah Harding, and Marie Allen, for their outstanding sales of raffle tickets. It was good to see several new members winning raffle prizes, including Joanne Barnard and Georgia Wior.



Following the raffle, President Dan Jensen welcomed everyone and reminded us of the significance of the date, September 11. Dan took a moment to acknowledge all military members in attendance. Dan proceeded to introduce the SDJC officers and Chairpersons. Mark Hodges reminded everyone of the upcoming Concours d'Elegance in October and Southwest Regional Director, Mark Mayuga, informed members of JCNA activity, membership updates, and invited SDJC members to join Jaguar Owners Club of LA for a tour of the Battleship Iowa.



I personally enjoyed the portion of the program when we pass the microphone, allowing members to introduce themselves - there are always fun little side comments, teasing, and laughter - all in a way to get to know everyone better.

As the meeting was drawing to a close, the final item on the agenda was the \$100 Grand Door Prize Drawing and the lucky winner was Diana Hodges. Congrats Diana, I'm sure Mark was anxious to spend that money for you!



Once again, a BIG WELCOME to our New Members.



Thanks to everyone who attended, and I look forward to seeing you at the next event.

Cheers, Nedra

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LA JOLLA MOTOR CAR CLASSIC 2021 AT VIEJAS CASINO & RESORT

OCTOBER 1 & 2, 2021

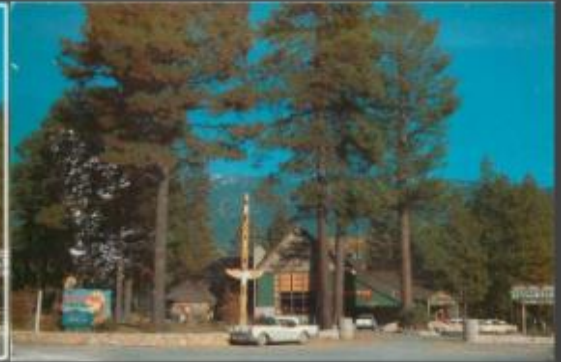
The weekend-escape you've been waiting for! Making its debut at the Viejas Casino & Resort on October 1 & 2, 2021, this weekend of elegant experiences is highlighted by this exquisite property. This resort is the epitome of a luxury getaway where you can lounge poolside, hit the casino floors, or slip away to the spa in between the La Jolla Motor Car Classic events.

[Register Your Car Now](#)

Dates and times of events are subject to change, in part, based on feedback and/or directives from local, regional, and national government agencies.



More Info: <https://www.lajollaconcours.com>



The Jaguar Owners Club and IEJC had so much fun hosting our joint Concours last year that we have decided to DO IT AGAIN!

We will again be at the IDYLLWILD INN in the mountain town of IDYLLWILD California. The town of IDYLLWILD is located on State Highway 243, just north of the HWY 74 and HWY 243 junction. The town has charming restaurants, gift and craft shops, and wonderful mountain air to enjoy. The views are spectacular, and the event location is charming. Book your hotel reservations NOW as this location is extremely popular that time of year.

Schedule:

**IEJC JCNA CONCOURS, SATURDAY OCTOBER 2,
10:00-3:00 PM Judging, Awards Banquet FERRO'S Italian Restaurant**

[IEJC Jagstravaganza Entry Form 2021](#)

**JOCLA JCNA CONCOURS, SUNDAY OCTOBER 3,
10:00-3:00 PM Judging, Awards 3:30 afternoon
PLEASE REGISTER FOR THE JAGUAR OWNERS CLUB, LOS ANGELES, OCTOBER 3rd, SEPARATELY BY
CLICKING THE REGISTER NOW BUTTON**

**Car entry: \$45.00 Champion or Driven Division, \$25.00 DISPLAY ONLY
INFORMATION and Registration: chash3@cox.net, (949) 733-1097**

More Info: chash3@cox.net or (949) 733-1097

2021 San Diego British Car Day

3 Oct 2021 • 8:00 AM - 2:00 PM



The San Diego British Car Council reports that San Diego British Car Day is on for this year and will be back at Spanish Landing Park East, across from the Airport.

The Marque of the Year is the E Type Jaguar, which was introduced to great fanfare in 1961. It was called the XK-E for the American market, and came to epitomize British sports cars, with its sleek lines and powerful engine. Join them to celebrate this icon, and many other marques, on the grassy fields next to the Bay.

Registration is open on their website. Go to their website or click the link below. You will be able to register for the show, view, and pre-order the event shirt, and read all of the details.

San Diego British Car Day [Website](#)



THE SAN DIEGO JAGUAR CLUB
 Celebrates All Jaguars
 During its 57th Annual JCNA Sanctioned

Concours d'Elegance

at
 Classic Showcase
 2640 Vista Pacific Drive
 Oceanside, CA. 92056
 Saturday, October 16, 2021
 8:00 AM – 3:00 PM

Information and Registration is posted on the
 SDJC Website Events Page:

<https://sdjagclub.wildapricot.org/events>

Concours Schedule

8:00 am	Judging Field Opens to Entrants
9:30 am	All Judged and Display Vehicles MUST be on the Field
9:30 am	Judges Meeting
10:00 am	Cleaning Rags Down – Judging Begins
12:00 am	Judges Lunch Break for about an hour
1:00 pm	Voting Ends for 'Best of Show' & 'Haggerty/SNG Barratt' Awards
2:30 pm	Awards Presentation – Approximate
3:00 pm	Event Ends - Approximate

Other Scheduled Events:

- Hospitality is open from 8 am to 2 pm.
- Catered Lunch is open from 11 am to 1 pm.
- The Coventry Foundation Seminar, Master Tech Session, and Shop Tours are scheduled through the day. – View the schedule and sign up at Hospitality.

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Notes from the Concours Judge's Tent

October 2021

By Pete Rieth, Chief Judge, San Diego Jaguar Club



JCNA Annual General Meeting

Nedra Rummell represented SDJC in the JCNA Annual General Meeting (AGM) at Columbia, South Carolina on August 26th through 28th. The AGM was packed with activities, but the meat of the event comprised activity reports, future plans and voting on proposed changes to the JCNA governing documents, including a significant number of changes to the Judges Rule Book as proposed by the Jaguar Concours Rules Committee. **Results of that voting process are summarized by Nedra in this edition of Jaguar Tracks. (Thanks, Nedra!) Watch for the full minutes on the JCNA site in the near future.**

One particular item of interest to all of us Judges: The proposal to require annual Concours Rules testing did NOT pass. The certification maintenance testing requirement remains on a 3-year cycle (i.e., the year you pass the test, plus the next two calendar years). Annual rules briefings are still required.

2021 JCNA Concours in the Southwest Region (Subject to Postponement or Cancellation)

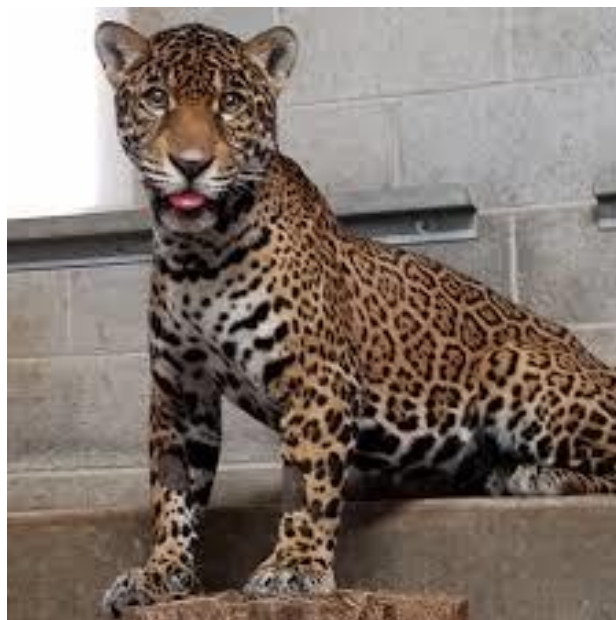
Here are some sanctioned 2021 JCNA Concours of interest to SDJC members.

- October 2nd - **8th Annual IEJC Jagstravaganza – Idyllwild Inn**
- **October 3rd - JOCLA Concours – Idyllwild Inn**
- **October 16th - San Diego Jaguar Club, Classic Showcase, 2640 Vista Pacific Drive, Oceanside**

Looking for a Few Good Women and Men for Concours Judges.

We are looking for members interested in becoming Certified JCNA Concours Judges. We currently have only **12 certified, active, committed Judges** (myself included) to get the job done with a reasonable workload per judge on Concours Day. WE NEED MORE in the pipeline for future year events. Please contact me if you are interested.

If you have any questions about this article or JCNA Concours d'Elegance judging, please contact me by Email at: 60Jaguar@gmail.com or (619) 813-2005.



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1971 XJ6 4.2 Sedan
VIN: 1L6T619BW

1948 Jaguar Mark IV
VIN: 517063

1965 E-Type Series I OTS
VIN: 1E10758

1963 Jaguar Mark II Sedan
VIN: P220371

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• CLASSIC JAGUAR SERVICING

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• RESTORATION SERVICES

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• PERFORMANCE UPGRADES

Have you always wanted to have more comfort and improved performance from your Jaguar? There is no limit to the possibilities that we can achieve with your car! Talk to a Classic Showcase representative about designing your dream Jaguar. Comfort options include: interior upgrades, insulation, custom sound systems. Performance options: 5-speed, Webers, Headers, Electronic ignition, lightened flywheels, high torque starters, alternator conversions, increased horsepower. Style upgrades: Removed bumpers, customized and fabricated driving lights, and much more!

• CONCOURS PREPARATION

PRE-SHOW: Before your Concours event, ask us to pre-judge your car, and we'll tell you what it needs to reduce deductions in scoring. Let us do a complete detail to prepare for your Concours! **POST-SHOW:** After the show, bring us your score sheets, and we'll give you an estimate for correcting any deductions you may have received.



SPECIAL ANNOUNCEMENT!

Classic Showcase is pleased to announce the opening of the Coventry Foundation's West Coast library and tool-loan program, hosted at our facility in Oceanside, CA. This program is now open and available for current JCNA Club members and Coventry Foundation Patrons and Sponsors. The library is featuring the original factory workshop and parts manuals, as well as a great selection of Jaguar reference materials.



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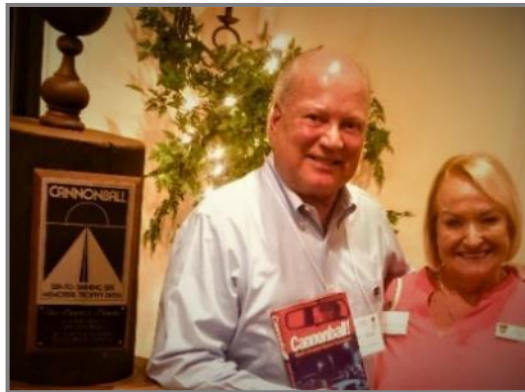
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August 25 – 29, 2021

Nedra Rummell

The 2021 JCNA AGM meeting, hosted by the Jaguar Society of South Carolina, was held at the Marriott Hotel in Columbia, SC. On display in the Marriott lobby was a 1938 SS1, owned by JCNA President John Boswell, and a replica of the Bob Tullie's S3 E-Type racer – both generated quite a bit of interest!

Friday night's event was an Open House at the Coventry Foundation, followed by a delicious Southern BBQ dinner prepared by one of the local club members. Guest speaker David Yarborough, winner of the 1979 Cannon Ball Run, told interesting and hilarious stories and showed videos from his winning race from the East Coast to LA in an XJ-S. Prior to the dinner, I had an opportunity to preview several items from Coventry Foundation's inventory which will soon be shipped to Coventry Foundation West at Classic Showcase, including a diagnostic machine!



JCNA Business

- George Camp transitioned the JCNA Administrator's role to Jack Humphrey. Jack will also serve as Webmaster.
- JCNA awards are now managed by Phil DiTrolio.
- Bill Beible presented the JCNA Financial Plan, which clearly explained the need for dues increase, as JCNA is currently depleting reserves, despite the savings executed by JCNA.
- There was much discussion about the dues increase and concerns raised by the Canadian and Mexican Clubs. The eventual decision confirmed that an increase is necessary and will proceed as passed in 2020. A show of hands strongly supported the increase.
- The Oklahoma Club has dissolved and some of the smaller clubs are struggling. The Area 51 Club (Louisville) will most likely dissolve at the end of the year. A task force to identify how JCNA can assist these clubs will be convened.
- The JCNA Bylaws were changed to permit online voting at the AGM in case of emergency.
- The meeting ratified the Bylaw change stipulating Competition Rule changes become effective on January 1st the following year.

- Bill Beible presented a summary of JCNA's insurance policies. The forms to be signed and retained were explained. The non-member event fee is increased from \$5.00 to \$20.00, effective immediately.
- There was a great deal of discussion about the Concours rules. The Rule Book changes were accepted, but the proposal to require Judge Certification each year in place of three years was rejected.
- Nedra Rummell presented the status of the Membership Committee meetings as well as the Passport to Service results.



Post meeting, various seminars were held including a presentation by Les Hamilton on Social Media, JRL updates by Fred Hammond, and an interesting Hagerty-led discussion on their insurance and services.

The meeting concluded with a Cocktail Hour prior to the Awards Dinner. Awards were presented. Mike Dale, former JLR North America President, was the guest speaker discussing his time at Jaguar and answering questions.



Thank you for the opportunity to serve as the SDJC AGM Delegate. It's always a pleasure to meet other JCNA members and continue to learn more about JCNA.

Respectively submitted
Nedra Rummell

Coventry Cars of San Diego

Jaguar Independent Service

CoventryJaguar.com

CoventryCarsSD@aol.com



We are Coventry Cars of San Diego, the area's finest Independent Jaguar Service and Repair facility. We have over three decades of experience servicing Jaguars, and in that time, we've come to know these unique automobiles inside and out. You can trust our ASE-certified master technicians to provide your Jaguar with the level of care needed to keep it purring along.



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Since 1975

Jags Unlimited
760-510-8419
388 Enterprise St.
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Brake Service

Air Conditioning

Factory Scheduled Service-Transmission-Timing Chain-Factory Computerized Diag.

A vintage-style advertisement for Jags Unlimited. At the top center is the Jaguar leaping cat logo. Below it, the text reads "servicing San Diego JAGUAR Since 1975". The main title "Jags Unlimited" is in a large, bold, serif font. Below the title is the phone number "760-510-8419" and the address "388 Enterprise St. San Marcos Ca." in a cursive font. The advertisement is framed by a decorative border. On the left side, there are two images of Jaguar cars: a dark sedan and a classic car. On the right side, there are two more images: a silver convertible and a classic car. The text "Brake Service" is on the left and "Air Conditioning" is on the right. At the bottom, a line of text reads "Factory Scheduled Service-Transmission-Timing Chain-Factory Computerized Diag."



Start Your Engines!

The Dana Point Classic Car & Motorcycle Show is back! Join us Sunday, October 17, 2021, from 10 AM to 3 PM on Del Prado Avenue in the Lantern District.

This show features 200+ classic cars, a motorcycle display, awards, vendors, entertainment, food, and beverage, and more.

Early bird registration is now open! Registration and event details can be found at DanaPointCarShow.com

Invite your car club, family, and friends. Sign up today.

[Register](#)



International Jaguar Concours d'Elegance



FRIDAY, OCTOBER 22, 2021



Go to www.jaguarclubofswf.com for more detailed information.

Concours d'Elegance "On The Green" Sanibel Hotel "Berkley Lot"

Divisions – Champion, Driven, Special, Preservation, and Display

For questions please feel free to contact Phil Mannino - JCSWF President
and LJF Concours Chairperson philmannino2@gmail.com or 407-312-0218

ROLL ON THE GREEN

Prior to cars Rolling on the Green an Operational Verification check will take place.

6:30 to 7:00 am - XK120, XK140, XK150, Early Saloons, Preservation Class

7:00 to 7:30 am - E-Types

7:30 to 8:00 am - XJ6, XJ8, XJR S-Type, Estates

8:00 to 8:30 am - XJS, XK8, XKR, XK, XKR

8:30 to 9:00 am - XF, XE, F-Type, F-Pace, E-Pace, I-Pace

9:30 to 10:00 am - Participants meet with Chief Judge

10:15 to 10:35 am - Judges meet with Chief Judge

11:00 am - Rags down/Ceremony Kick-Off for the LJF 2021

11:15 am - Judging Begins

12:30 pm - Lunch?

1:00 pm - Judging Resumes

3:00 pm - Concours Judging ends



The Past . The Present . The Future



More Info: <https://www.jaguarclubofswf.com/ijf-2020>

CalClubs2021

It is time for another CalClubs Meet!

The 2019 CalClubs meet in MORRO BAY was such a success that we are going to do it again! And more of those great dinning venues, driving roads, the LONG BRANCH SALOON, **XKS MOTORSPORT**, MORRO BAY DINNING al Fresca at DOCKSIDE OYSTER BAR, wine tastings in PASO ROBLES, and a whole bunch more. We have two genuinely nice hotels to choose from. La Serena (event HQ) and the San Marcos Hotel, both on MORRO AVE a few blocks from the ocean.

Event Schedule:

NOVEMBER 4th Thursday- Arrive, La Serena Hotel, Welcome Reception Hosted by **XKSMOTORSPORT**, SLO Farmers Market, Dinner in Morro Bay

NOVEMBER 5TH Friday- Rally and Lunch at the *ERNEST HEMMINGWAY VINEYARD*, SHOW & SHINE on The Green, Wine Tastings, Classic Rock Band Live Music, Dinner in MORRO BAY at DOCKSIDE FISH MARKET & Oyster Bar, or DORN'S, Window's on the Water, STAX Wine/Bistro, Dutchman's Seafood Galley,

NOVEMBER 6th Saturday- Rally/Tour and Lunch, Tour of the Estrella Air Museum and Car Collection, Lunch at the LONG BRANCH SALOON (Creston) and Dinner in MORRO BAY/SLO your choice

NOVEMBER 7th Sunday- Drive Home

EVENT REGISTRATION: lajagclub.com

Mention you are with the JAGUAR CLUB!

HOTELS: La Serena- \$79-109/rm+tx [Queens-Kings] Th, F/Sat (805) 772-5665 res.

San Marcos- \$85-149/rm+tx [Queens-Kings] Th, F/Sat (805) 772-2248 res.

Information: markmayuga@verizon.net(909) 772-1075 Cellphone

XKSMOTORSPORT

OFFICIAL WEEKEND SPONSOR clive@xksmotorsport.com, (805) 462-7634 cell

SAVE *the* DATE

2021 SDJC Concours Afterglow and Election Luncheon (Special E-Type 60th Anniversary Celebration)



Saturday, November 13

**Rancho Santa Fe Golf Club
5827 Via de la Cumbre, Rancho Santa Fe
Hosted by Dave Putnam and Family**

We are again returning to the Rancho Santa Fe Golf Club (RSFGC) for our popular Concours Afterglow in combination with the Election Luncheon.

More information will follow on our Events page.

For questions, contact: Diah at activities@sdjagclub.com or
Nedra Rummell at membership@sdjagclub.com



A MASQUERADE

A compilation by Terry Tilton

Next year Jaguar will celebrate its centennial. There will be a reflection of company highlights and noteworthy models. Over the past 80 years since the first use of the JAGUAR name, a rough estimate makes over 40 models: about 10 XJs, 10 two-door sports models, 10 Mark 1s through Xs and 10+ others, 420, two S Types, XF, XE and catch all. Virtually every one of them have made indelible impressions on the public, automotive pundits, and racetracks. Some readers will be surprised that the first modern Jaguar came about 20 years ago. It was a Q-ship on wheels. (Editor's note: *I had to ask Terry what a Q-Ship was. Having been in the Navy, I should have known but didn't. Do you? If interested ask Terry or me. -Ed.*)

XJ HERITAGE

The first modern Jaguar, the X350, is longer than any previous standard XJ. There is more interior space than any XJ model then made. The glass is acoustic resistant. The engine is the most powerful naturally aspirated unit that Jaguar had produced at the time, and was the quickest with the highest ungoverned top speed. The entire body shell is made of aluminum. This aluminum car masquerades as a warmed over X308 which looked very similar to the X300, both kissing cousins to the XJ40. The 2004 executive-sedan appearance belies the modernity under the paint. The retro style harkened back to 1968, thirty-five years in the making.

2004 XJ8 DESIGN

The Sales and Marketing branch of Jaguar sought a bigger car to compete for buyers of Audi, BMW, Mercedes, and Lexus. The design branch determined that the desires could be accomplished, but the car would have to be longer, wider, and higher, adding near 10% weight to the 4,000-pound X-308. The extra weight would need a larger engine to maintain anticipated performance with rivals. The braking system would need extra stopping power. Mileage would suffer and the gas tank would need to be about 10%, which could impact trunk volume, always a common complaint of Jaguar sedans. There have been complaints regarding the inefficient use of space in the Jaguar luxury cars dating to 1968.

The earlier 1998 XJ8 was severely criticized during tested by *Road & Track* in 1999. The base model had a 115-inch wheelbase and a 197-inch length, but test reviews had long complained about the tight fit for occupants and the 13-ft³ trunk (same as the XK8). The XJ40, X300 and X308 shared considerable DNA.

Work on the new X350 began in 1997 under the styling leadership of Geoff Lawson, even before the X308 predecessor began public sale. A tape drawing in August 1997 allowed designers to compare various shapes. A February 1998 clay model immediately evoked a positive reaction by Ford and Jaguar executives. In May 1999, the body exterior was frozen after management conducted a final review.



XJ8 (X358) Styling Concept

A month later, Geoff Lawson unexpectedly passed away. In May 1984, Lawson had been brought in as the Jaguar Director of Styling because John Egan thought Geoff knew exactly what a Jaguar should look like. He had begun a masters program in furniture design, but his thesis changed to the automobile. Lawson and his team put together a string of universally acclaimed prizewinners: XK8, XJ220, XK180, X308, and S-Type plus heavy lifting on the X-Type and X350 before passing. His final sketch, the morning he died, was the F-type.

Ian Callum came in to head the styling section in late summer 1999. The frozen design was simply too far along to make a real change. Callum saw the X350 as a lost opportunity compared to the 2000 BMW E65. Ford had the upper hand and wanted the car to look like a Jaguar. The XJ8L stretched the wheelbase and overall length by five inches. Modest in length (but the longest Jaguar ever), the car boasted more interior volume than any previous production Jaguar. Amazingly, the stretch of the aluminum body shell added a mere 54 pounds to the big car, which includes chassis, shafting, exhaust pipes, brake lines, wiring and other items.

Keeping the tail closer to the original taper, some drag coefficient was lost. Nonetheless, a posting of 0.32 is pretty respectable and matches the Porsche 997 GT2. As a reference, many other cars fall short in Cd comparison: Jaguar X308-0.37, Lamborghini Countach-0.42, 2003 Maserati Quattroporte-0.35, Ferrari F50-0.37, BMW Z4-0.35, 2008 Tesla-.035 and C6 Corvette-0.34. The big cat cheated the wind.

The X350 was facelifted in 2007. The changes were mostly under the bumper. It was still an X350 behind a new fascia, the grill extending below the bumper and no more leaper. It was also somewhat controversial; the attempt to “modernize” the X358 did not impress, with just 6,500 produced in 2008 and 2009. It was felt by some to help bridge the gap between the 2007 and 2010 models. You decide.



ALUMINUM

It is somewhat surprising that the extensive use of aluminum in automobiles took so long. Carl Benz had produced an aluminum engine in 1901. The metal is non-magnetic with a high strength-to-weight ratio, corrosion resistance, and can be easily welded, formed, machined, and bent.

Bauxite ore is the most plentiful metallic element on the earth, comprising one-twelfth of the earth's crust to a depth of 10 miles. It is more of a rock than mineral and the primary source of aluminum when processed. Alcoa had a fleet of steamships returning bauxite from the Caribbean to the United States between WW1 and WW2, well into the 1970s. Today the biggest producers are Australia, China, and Brazil.

Bauxite products appeared after the 1821 discovery in the French town of Les Baux. It was difficult to retract aluminum for the rock. Through most of the 19th century, finished aluminum products sold for twice the price of gold or platinum. In the USA, the press in 1884 touted the use of six pounds of aluminum as an ornamental cap on the Washington monument (doubling as a lightning rod). The process to economically produce the metal is 140 years old.

In 1886, an unknown Charles Martin Hall discovered a low-cost electrochemical process for separating aluminum from its oxide. During its 150th anniversary, the US Patent Office produced a list of the dozen most important inventors in the United States; Hall made the list. The process of producing the finished product required tremendous amounts of electricity. Alcoa located its smelting plants next to sources of hydroelectric power: Niagara Falls, Columbia River, and Little Tennessee River.

Alcoa became the first customer to purchase electricity upon opening of the Bonneville Dam Authority. During 1943, 22 billion kilowatt hours went into the manufacture of aluminum, more than the power consumption in 27 states. The same year, when Nazi saboteurs were captured on Long Island, their mission was to destroy the smelting plants but especially, the electrical grid supplying the mills.

Jaguar had experience in the use of aluminum during Spitfire aircraft construction in World War 2. Readers are familiar with the alloy body on the racing C-Type, D-Type and lightweight E-type. Early XK120 cars were produced in aluminum over the steel chassis, while steel pressing problems were sorted out. Jaguar had to keep some very important customers happy and 240 cars were manufactured. The process was wholly different than the modern cars, then having much hand forming. Welding of aluminum was a black art back then.

CONSTRUCTION

Jaguar needed to make the car larger to fulfill customer expectations but with no increase in weight. But how? Make the body out of aluminum instead of steel. The automotive body shell makes up about 30% of the car weight. The aluminum alternative to steel saves 40% weight in the body shell. Thus, 30% times 40% gives a reduction of 12%. The significance is magnified by two things. First, the size of the car. A 4,000-pound car with 12% weight savings equals 480 pounds. Secondly, the X350 suspension already had a considerable number of lighter metals, including magnesium, baked into the design. Magnesium is even lighter than aluminum with no loss of strength. Robots did the work, installing 2850 rivets, combining metal pressings with 130 yards of unique adhesive bead, which cured simultaneously with the paint in the heat booth. Designers expected the adhesive to outlive the aluminum. Rivets are coated with zinc/tin to minimize any galvanic corrosion.

The door-to-body clearance set new standards of 3.5 mm (.14 inches) door to fender. On the trunk-to-fenders the gap measured 3.8 mm (.15 inches). This is world class, best ever for Jaguar, (a quarter of inch is .125). This aluminum body also tested 60% stiffer than the steel counterparts.



UNDER THE ALUMINUM

Certainly, the new alloy body became the most talked about feature of the ultramodern car, but under the skin, mentionables continued. Beyond space age construction techniques, the new car dispensed with the 100-year-old coil spring design, riding on compressed air. Continuing the triumph, the air shocks are self-leveling. Due to lighter body shell, the occupants and contents make up a larger share of the above chassis weight; the self-leveling system handles the difference between side-to-side and front to back. This, coupled with the CATS (Computer Active Technology Suspension), gave a ride exceeding the earlier cars, both XK and XJ. There was also the new, much improved 4.2L engine.

The new transmission had 6 speeds by Zahnradfabrik Friedrichshafen (ZF). This company, founded by Zeppelin, had a 120-year history and actually perfected the 6-speed transmission 3 years earlier in 1999. The ZF 6-speed was lighter than the 5-speed and had a torque converter lockup in all six gears.

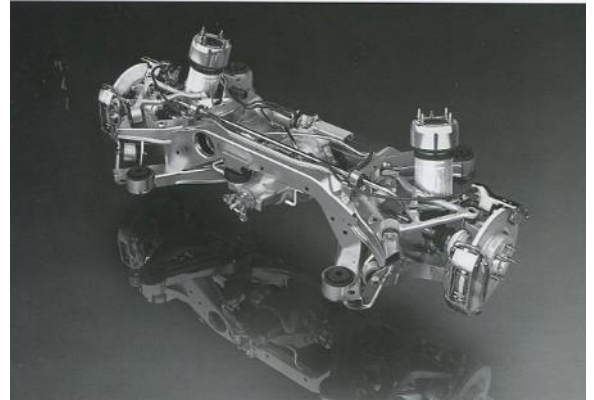
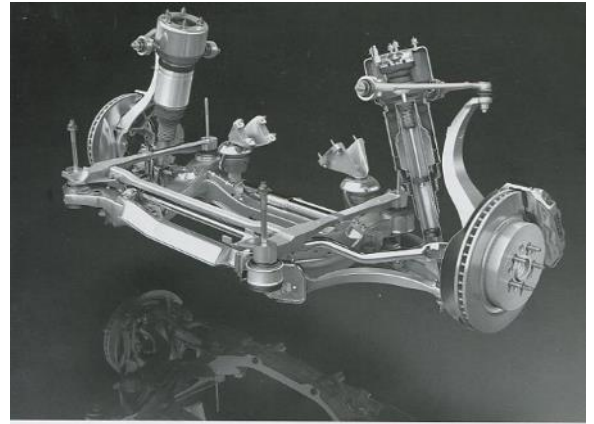
The new transmission and V8 with more torque allowed for a tall final ratio, 2.87. The XJ8 registers just 1,500 rpm at 60 mph, and 2,000 rpm gives nearly 75 mph, a further reason why the car gets nearly 30 mpg. The car even lowered itself at freeway speeds.

The new XJ came with a six inches extended wheelbase, but only added one inch of length. William Lyons had long thought the 120-inch wheelbase optimum for a big sedan. The tire and wheel combination grew from the predecessors 16 inch, becoming the largest non-optional wheels on a Jaguar. The 18 by 8-inch wheels mounted tires with a low profile of 235/50. (The XJ220 had 17 inches wheels on the front and 18s on the rear.) The ride of the new X350 has been described as gliding, as if on a magic carpet.

2004 XJ8 PERFORMANCE

The 4.2 V8 with close to 300 horsepower in the 3,550-pound car gives horsepower to weight ratio of 11:1. The alloy body car posted a 0-60 time of 6.2 seconds. This was quicker than all the Jaguar production cars excepting the supercharged X-308/XKR cars and the XKSS, XJ220 and D types sold to the public. Of course, it was faster than the C type.

Leaving aside the supercharged version of the XJ8, the above puts a standard XJ8 in near muscle car territory. Just a quick check reveals the AMC 390 ci at 7.4 seconds, a Plymouth Road Runner 383 at 6.8 seconds, and Pontiac GTO 389 did 7.5 seconds. How about the 454 Chevelle posting 6.1 seconds? Stoplight embarrassments were few.



When the new XJR appeared, it quickly became one of the swiftest 4-door sedans in world production. The 2004 XJR puts 400 horsepower in a 3725-pound car, giving a weight horsepower ratio nearing 9:1. A time of just under 5 seconds to 60 mph from standing have been recorded. So much for the BMW V8 M5. The 50th Anniversary 2003 Corvette arrived with a 0-60 time of 4.9 seconds, a virtual dead heat. (corvsport.com). The light weight, new suspension, wide tires and lower center of gravity made for great XJ handling. Maybe it did not quite measure up to the same Corvette, but the author can confirm that the XJ8L was easy to keep the Corvette in sight, pacing through the mountains on the way to Phoenix.

The new S-Type was a hit for Jaguar, but it blurred any distinction between the S-Type and the old X308, as to the top of the Jaguar lineup. The S-Type was proposed as a midsize family sports sedan. When it finally arrived, the new model came with a longer wheelbase, slightly larger interior cabin, same substantial weight, 5 inches extra height, and wider track, front and back. It could be had with the 4.2L engine, and six speed transmission. The trunk even has some modest additional capacity. And price? \$8,000 less than the X308. The 2000 XJ8 was a hand length longer, of no advantage. This left many wondering why such a price difference. It drew buyers from the XJ8 to the S-type. Jaguar sold 291,000 S-Type cars. The new XJ8 went on sale in April 2003 and promptly restored the XJ series as the Jaguar flagship.

Readers should check the manufacture quality ratings. The alloy XJ continued improvements in owner quality surveys, marking the XJ as maybe the most reliable Jaguar, *ever*. Buoyed up by the big sedan, the total Jaguar score came to 3rd of 39 in 2004 (the XJ itself came in 2nd). Results remained high, even 1st place in 2006. So much for any poor initial quality moniker in the X350. Need more? Oh, and not yet mentioned, the big XJ8L achieved a 28-mpg rating as a “large” car. Under the 28 number, smaller print identifies 31 mpg under certain driving conditions.

How about those Tesla owners scoffing at the Jaguar? Not so fast; check the carbon footprint. Manufacture of the Tesla generates a whopping 65% more greenhouse gas to produce than the big Jaguar, 12.2 against 7.4. (Reuters *Fact Box*). The numbers may be even worse for the electric car as Tesla fails to disclose the actual numbers (*Forbes*, May 13, 2021, *How Green Is Tesla, really?*). After both cars hit the road, the Tesla has to cover significant miles to close the gap with the carbon-friendly X350. The Tesla plugged in to the coal-supplied grid needs 78,000 miles to close the gap on the green X350 (*Wall Street Journal*, March 22 ,2021). The author has not driven that many miles in 10 years! Teslas plugged into the hydroelectric grid or using solar-generated electricity can close the gap in fewer miles on the road. Still to mention is Tesla’s survey dissatisfaction. The brand has a firm lock on the bottom rung in the owner satisfaction surveys. JD Power had to extend the horizontal component to cover the problems reported.

RECEPTION

The new XJ8 debuted at the Paris Auto Show in 2002, with the Jaguar dramatically poised in polished aluminum with a mirror like finish. The car was stunning, but the response was somewhat muted, falling short of the XK8 debut. Attendees had been aware that the space age technology had found its way into the new XJ. Regrettably to many onlookers, the car looked remarkably similar to the X308 predecessor.



The modernity of the car was not readily apparent. Initially, the automotive press saw through the “antiquated” design, criticizing the styling and downplaying the modernity. Very soon, however, testing revealed the Jaguar a winner. The basic XJ8 had a curb weight of 3550 pounds, 600 pounds less than a comparably BMW (*Motor Trend*, April 2000). At a 12:1 horsepower to weight ratio, the BMW needs an additional 50 horsepower to make up the difference.

XJ8 REPLACEMENT

In 2005, Ian Callum took the opportunity to completely depart from any resemblance of a retro design and went for a completely new look. A fresh contemporary effort brought the Jaguar appearance into the 21st century. The X351 broke ranks from the retro Jaguar heritage, but underneath, there were no developments close to matching the scale of the 2004 car. Buyers usually put more interest in the appearance of an automobile than the engineering technology. Bonnets are closed during auto shows and the press release.

At the new 2010 XJ launch, styling accomplishments were heralded as an improvement over the predecessor. Still, after a near decade in development, the new XJ pulled a Cd figure of .29. Pretty impressive? Not so much, as it was only 0.03 under that of the X350. Weight of the 5-liter XJ model ballooned to nearly 4,000. The new fresh styling was not without controversy. The discerning Jaguar connoisseur found the wrap up taillight no improvement over the previous model. The cabin was completely designed; some older buyers found the technological gizmos excessive. And there were all the acronyms: ACC, ABS, EBD, CBC, DVD, ABS, DSC, ETC, AWD and more. The Jaguar 3-dimensional leaper broke tradition, moving from the earlier bonnet to the rear boot in 2D form.

LEGACY

The X350 has real substance. The first modern Jaguar reestablished the hierarchy diminished by the 1999 S-Types and the X308 sedan. The different styling belied the fact that underneath the skin, the X350 was a much better car, and well worth the price differential. A 2005 XJR was the final car manufactured at the famed Brown’s Lane factory; a 2005 XJR rolled out under the banner proclaiming 881,627 XJ cars built there. The factory had produced 1.2 million total cars. The X350 was used by the Queen, Prime Minister Blair, and Deputy Prime Minister. A total of 83,566 X350s and X358 facelifts were manufactured. A big majority remained in the UK, where the car could be had with 2.7-liter diesel and 3.0 V6 or 3.5 gasoline engines.

The smaller-engine models never came to the United States. The 4.2L model recorded about 54,000 total built. Less than half of those came here, leaving 4,000 XJ8L and only 700 Super Jaguar which combines Vaden Plas, XJR and long wheelbase in the same car.

The big Jaguar is often found on the big screen, seen in movies as a sophisticated luxury car for Kings, Queens, and Potentates. Even the bad guys used the X350. The James Bond films *Spectre* and *Casino Royal* feature the car in several scenes. Sharp-eyed viewers have found another 200 instances where the car appears on film. Despite the considerable upgrades over the previous Jaguars, the cost increase proved modest. The base XJ8 had a total suggested retail of \$59,750. The base XJ8L model came in at \$62,830. All the above for a miserly \$3,000 extra over the 2002 model. Luddites stay clear; this is a lot of automobiles for the money!

P.S.

This will be some disagreement among readers regarding the most modern Jaguar declaration of the 2004 XJ8 and claims made here. The author even sought a second opinion and found some concurrence. From the premier, highly respected opus, oeuvre *Jaguar World Monthly*, (January 2013 page 25), on the X350, and plagiarized verbatim: "...because it's arguably the first modern Jaguar." Also, same issue, page 26, second paragraph: *And so, Jaguar set out to make the new saloon—internally code named X350—the most technologically advanced car ever.*" And from *AUTOCAR*, February 26, 2003: *"The big Cat is back, pulling several new tricks out of its hat. Partly technical, partly practical, they virtually reinvent the car."* Jaguar Tracks has made the most modern argument. Please email dissents to the editor.

EPILOGUE

Three years ago, the author sought a replacement for a 1989 3.6L XJ40. It had been a wonderful car, but showed 236,000 miles and was ready for a drink of V8. A coast-to-coast search, hampered by acceptance of just 6 colors (14 total available in brochures), narrowed the field down to two cars in the Jaguar classic style: a 2001 XJR with 370 horsepower (at 6,150 rpm) with five speeds, and conversely, a 2005 XJ8L with 300+ ft/lb. torque (at 4,100 rpm) and six speeds. Both cars had way less than 100,000 miles and were in great condition. The XJR, a beauty living in Los Angeles, was tempting, but an 2004 XKR was already here, under a car cover in the driveway. The X308 seemed antique compared to 2005 car and in the aggregate, the Zircon 2005 (a preferable color) was purchased in Rhode Island, previously spending 13 years, garaged in Las Vegas. The author made 7 or 8 earlier cross-country trips on Navy duties, but on the 2018 drive, one could not find a better car to make an 11-day journey.



Editor's Note: *Thank you Terry! According to Nedra's Membership Roster and Directory, we have seven of these 2004 – 2009 XJ8/VDP beauties in our club. If I only had a bigger garage. -ED.*



48th Concours d'Elegance November 13, 2021

The Jaguar Club of Southern Arizona's 48th Concours d'Elegance is scheduled for Saturday, November 13, 2021, at La Encantada Shopping Plaza in Tucson. This event is a great opportunity to show off your beautiful Jaguar to compete for awards and acclamation. Our Concours is sanctioned by the Jaguar Clubs of North America which means you can compete for awards nationally in the class of your particular Jaguar. Or you can just put your beauty on display for our usual crowd of visitors to admire.

We expect entrants from throughout the southwest US. This will be the final Concours in the Southwest Region this calendar year, so join us in Tucson. Registration, schedule of events and more details are on our website at <https://jcsaz.com/concours-registration/> Note that entry fees increase on November 1.

For attendees outside of Tucson, Embassy Suites, 3110 E. Skyline Drive, has been selected for the Concours hotel, conveniently located across the street from La Encantada Shopping Plaza. We have arranged a special rate of \$189/night (not including taxes or fees) for November 12 and 13. Reservations must be made by October 23 to secure this rate. Please call the hotel directly at 520-352-4000 (not their 800 number) and reference the Jaguar Club.

Judging questions to Concours Chair: Cameron Sheahan, camsheahan@juno.com
Other questions to JCSA President: Abbe Meyer, president@jcsaz.com



Seems like I ordered a bit too much paper stock for this month's issue, so I'm left with 3 pages to fill. How about a Public Service Announcement, a real "groaner" of a Pun, and finally a bit of Jaguar Logo history.

Letters to the Editor



Club member Tim Bennett passes on a word of warning to all those that want to apply the latest technology in their search for perfection in all things domestic. Just consider it a PSA:

Dear Tech Support,

Last year I upgraded from Boyfriend 5.0 to Husband 1.0 and noticed a slowdown in the overall performance, particularly in the flower and jewelry applications that had operated flawlessly under Boyfriend 5.0.

In addition, Husband 1.0 uninstalled many other valuable programs, such as Romance 9.5 and Personal Attention 6.5, but installed undesirable programs such as NFL 5.0 and NBA 3.0. And now Conversation 8.0 no longer runs, and House Cleaning 2.6 simply crashes the system. I've tried running Nagging 5.3 to fix these problems, but to no avail. What can I do?

Signed,
Desperate

Dear Desperate!

First keep in mind, Boyfriend 5.0 is an entertainment package, while Husband 1.0 is an operating system. At the command line, try entering C:\ITHOUGHTYOULOVEDME and download Tears 6.2 to install Guilt 3.0. If all works as designed, Husband 1.0 should then automatically run the applications Jewelry 2.0 and Flowers 3.5. But remember, overuse can cause Husband 1.0 to default to Grumpy-Silence 2.5, Happy-Hour 7.0, or Beer 6.1.

Beer 6.1 is a very bad program that will create SnoringLoudly.wav files. Whatever you do, DO NOT install Mother-in-Law 1.0, or re-install another Boyfriend program. These are not supported applications and will crash Husband 1.0.

In summary, Husband 1.0 is a great program, but it does have a limited memory and cannot learn new applications quickly. You might consider additional software to improve memory and performance. I personally recommend Hot Food 3.0 and Lingerie 9.9.

Regards,
Tech Support

And now for the “groaner”:

A frog walks into a bank and approaches the teller, whose name plate says Patricia Whack.

"Miss Whack, I'd like to get a \$50,000 loan to restore my 1965 XKE."

Patty looks at the frog in disbelief and asks his name.

"Kermit Jagger. My father is Mick Jagger. It will be fine to authorize the loan, I know your manager."

Patty explains that he will need to secure the loan with some collateral.

"Sure, how about this," said Kermit as he produces a tiny porcelain jaguar, about an inch tall, bright pink and perfectly formed. Very confused, Patty explains that she'll have to consult with the bank manager and disappears into a back office.

Patty walks into the manager's office and proceeds to tell her, "There's a frog called Kermit Jagger out there who claims to know you and wants to borrow \$50,000, and he wants to use this as collateral." Patty holds up the tiny pink jaguar. "I mean, what in the world is this?"

The bank manager looks back at her and says...**"It's a knickknack, Patty Whack. Give the frog a loan. His old man's a Rolling Stone."**

And finally, a reminder of the history behind the Jaguar Symbol:

The Meaning of the Jaguar Logos

The Jaguar symbol brings new meaning to the idea of a spirit animal. Designed to meet the core values of the performance-focused luxury brand, the jaguar represents “grace, elegance, performance, power, and the ambition to leap forward.”

- **The Leaping Jaguar (“Leaper”)** – A sleek silver jaguar cat in mid-leap with a snarl on its face. Sometimes called the Jumping Jaguar, it was initially introduced as a hood ornament and is now a badge in silver, metallic gray, and black.
- **The Roaring Jaguar (“Growler”)** – A circular emblem with a front-facing silver jaguar cat roaring. It is usually seen with a red background and a silver border, but early versions included a gold jaguar with a red background and black border.

The Jaguar colors of silver and metallic gray are meant to symbolize sophistication and modernity, black represents integrity and performance, while red represents passion for the drive.

The Beginnings of the Jaguar Logo

Jaguar had small beginnings as a single model within a British automotive company. Learn more about Jaguar history and how the Jaguar symbol came to be:

- 1922 — The Swallow Sidecar Company was founded manufacturing sidecars for motorcycles in England, and in 1934 the company was renamed and rebranded as an auto manufacturer – SS Cars Limited.
- 1935 — The SS Jaguar was produced as the first model with the name Jaguar in it. At this time, the logo on these models consisted of a badge with the text “Jaguar” surrounded by the wings and tail of a bird.
- 1945 — The SS Cars Limited was renamed as Jaguar Cars Limited to establish the company as a distinct British brand, and to avoid any confusion with the Nazi SS military group operating during World War II.
- 1945 — The famous Leaping Jaguar logo was first introduced on hood ornaments, and its style remained relatively unchanged until the early 2000’s.

The Decline of the Jaguar Hood Ornament

Several factors over several decades have led to the disappearance of hood ornaments from Jaguar models and from most other vehicles around the world.

- 1968 — The federal seat belt law was passed, leading to a massive shift in the way vehicles were designed – flashy styles like hood ornaments and fins took a back seat in the name of aerodynamics and passenger and pedestrian safety.
- 1980’s — Due to the rising fashion trend of hood ornament necklaces worn by rappers, hood ornament theft skyrocketed. The cost of replacing these parts led to fewer cars being designed with them in the first place.
- 2005 — The European Union spearheaded safety regulations for pedestrian safety, requiring hood ornaments to collapse, bend, or fold away in the event of a frontal collision. Many luxury brands including Jaguar decided to remove the hood ornaments altogether in order to simplify production.

However, the Leaping Jaguar can still be seen on current models, as a silhouetted badge-style version of itself, normally placed on the driver’s side and rear of the vehicle. The circular emblem of the Roaring Jaguar is now front and center on the grille.





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The ads include details and up to 9 photos of each car.

San Diego Jaguar Club Logo Items

Hey, where's your NAME TAG! Don't you need a new GRILL BADGE? You know that POLO SHIRT is looking kind of dated, time for a new one? These CLUB LOGO ITEMS and more from SDJC and LAND'S END are just a click away on our SDJC Home page. To get there right now just click <https://sdjagclub.wildapricot.org/OnLine-Store>

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For details and online entry form, follow this link: [Jaguar Land Rover Private Offer Program](#)

Jaguar

Model Year	Models (All)*	Customer Base Price**
2020	XE	10% below MSRP
2020/2021	XF	10% below MSRP
2020/2021	F-TYPE	10% below MSRP
2020/2021	E-PACE	10% below MSRP
2020/2021	F-PACE	10% below MSRP
2020	I-PACE	10% below MSRP

Land Rover

Model Year	Models (All)*	Customer Base Price**
2020/2021	Discovery Sport	10% below MSRP
2020/2021	Discovery	10% below MSRP
2020/2021	Range Rover Evoque	10% below MSRP
2020/2021	Range Rover Velar	10% below MSRP
2020/2021	Range Rover Sport	5% below MSRP
2020/2021	Range Rover	5% below MSRP

* Subject to vehicle availability and retailer participation. SVR models excluded.

** Manufacturer's Suggested Retail Price (MSRP) excludes destination/handling charge (\$995 for XE, XF and E-PACE, Range Rover Evoque and Discovery Sport; \$1,025 for F-TYPE, F-PACE, I-PACE, Discovery, and Range Rover Velar; \$1,295 for Range Rover and Range Rover Sport), tax, title, license, and retailer fees, all due at signing, and optional equipment. Retailer price, terms and vehicle availability may vary. See your participating Jaguar or Land Rover Retailer for details.

Vehicle Price

All participants will receive a base purchase price of 5% or 10% below the selected vehicle's Manufacturer's Suggested Retail Price (MSRP Subtotal). Refer to Terms & Conditions from your local retailer for more information.

SDJC Board of Directors Meeting Minutes

September 8, 2020

The meeting was called to order at 6:30 pm via video conference by Dan Jensen, President. Officers present: Dave Allen, Diah Avery, Nedra Rummell; Immediate Past President present: Mark Hodges. Directors present: Tim Bennett, Dave Putnam, and Al Steele. Functional Chairs present: Jim Hallameyer and Pete Rieth.

Secretary's Report: The minutes of the August 11, 2021 meeting were previously approved via e-mail.

Treasurer's Report: Dave reported that August month activities included income of \$3,444.50 comprising \$200.00 club dues (five new members!), \$41.50 advertising (Ray Ricker - 1957 XK140), \$117.00 logo wear, \$666.00 for the Concours d'Elegance and \$2,420.00 for the New Member Luncheon. Expenses for August were \$393.70 comprising bank fees (\$10.71), JCNA club dues (\$240.00), monthly storage facility fees (\$126.00) and the monthly subscription for Zoom meetings (\$16.99). Overall, we had net income of \$3,050.80 for the month. This month's "excess income" is due to the time phasing of receipts. Most of the receipts for the New Member Luncheon came in August while the expense for the event will occur in September. Club accounts continue to remain healthy.

First Vice President Activities Report: Diah reviewed prior and upcoming events:

- **August 14: Let's Do This: Drive and Lunch, Jeremy's on The Hill** –There were 57 attendees and 29 cars. Nedra did an excellent job with the routes to Julian. It was suggested to repeat the event in 2023, at a cooler time of year.
- **September 11: SDJC New Member Luncheon at The Crossing, Carlsbad** – Nedra recapped that there are 64 attendees, including 18 new members. All information has been updated on the system.
- **September 26: Tour of the Battleship IOWA, JOCLA Event** – E-blast will be sent to SDJC members.
- **October 16: 58th Annual Concours d'Elegance at Classic Showcase, Vista** – See Concours below.
- **November 13: SDJC Election Luncheon and Concourse Afterglow, Rancho Santa Fe Golf Club hosted by Dave Putnam** – Dave stated everything is a go. Diah will start planning with the RSFGC contact to define price and menu.
- **December 4: SDJC Holiday Party, hosted by Jim Hallameyer** – Jim discussed the potential impact of the COVID Delta variant. He will speak with the SGYC manager to verify that the event can proceed and to understand what SGYC policies are likely to entail regarding masking, social distancing, etc. He will forward input to Diah.
- **Planning for 2022:** Diah and Nedra will discuss event options for 2022 and into 2023. Suggestions are welcome from the BOD, Functional Chairs, and members. Ideas compiled so far include:
 - Overnight trips – opportunities include Palm Springs McCormick Auction Weekend and/or Nethercutt Museum LA & Ronald Reagan Library
 - Change Concours d'Elegance back to the original location and month
 - Joint Event with Mercedes Benz and Rolls-Royce Owner Club (2021)
 - Tour of Jaguar San Diego's new facility followed by lunch at nearby restaurant
 - Related News: CARS and COFFEE at San Diego Auto Museum, Balboa Park?

Second Vice President Membership Report: Nedra reported on the following:

- **Memberships:** Seven new memberships were received: Alan and Eda Adelman, Jerry Hirsch, John and Jo Anne Norris, Jeff Pashby, Kathleen de Paolo, John Broderick, Joanne Barnard. On a motion by Dave A. and a second by Al, the motion was unanimously approved. We currently have 159 memberships, ~4% lower than September 2020. The September version of the SDJC Directory and Ownership listing has been updated. The final update incorporating any changes identified at the New Member Luncheon will be forwarded to Mark for publication.
- **JCNA Annual General Meeting (AGM):** The AGM was held in Columbia, S.C. Nedra described the many changes taking place within JCNA and the various clubs, and steps being taken to address membership growth and reduction of JCNA operating expenses. She also described her tour of the Coventry Foundation facility in Columbia and the opportunity to meet Mike Dale, past JLR America president. The next meeting will be in Milwaukee in March 2022.

Newsletter Editor Report: Chuck reported before the meeting that activities are on track.

Website Report: Mark reported that Concours 201 training on September 18 has been added to the website. He also stated that duplicate entries in the website list of members have been deleted to maintain the number of entries below our limit of 250.

Director Reports: Tim initiated a discussion of dealer support of SDJC and Jaguar clubs in general. There was consensus that the club needs to continue efforts to enhance our involvement with Jaguar San Diego.

Functional Chair Reports:

Advertising: Dan recapped that all advertisers have paid their invoices for the year.

Auto Museum Representative: Pete Picksly reported the annual membership fees are: \$35 for seniors (65+); \$40 for single member, which includes 1 guest pass; and \$75 for family membership, which includes 2 guest passes. There are three new exhibits on the floor this month: a 1938 Mercedes Benz 540K roadster, a purple Shelby Mustang, and a custom-made Gull Wing Corvette. Two new one-day shows include the Antique Automobile Club of America on September 25 and The Good Time Car Show put on by the Over the Hill Gang on Sept. 30. There may be expanded Coffee and Cars outside shows. Pete added that the Balboa Park Explorer membership pass includes the Automotive Museum.

British Car Club Council Representative: Dave P. reported that planning is proceeding well for the upcoming British Car Day at Spanish Landing East on October 3.

Concours: Mark stated that as of the meeting, there were 16 judged and 6 display entries for the concours. Mark noted there is room for a total of 40 cars at the site across the street from Classic Showcase in Oceanside. He will make an announcement at the New Members Luncheon to encourage members to enter their cars or attend the event.

Property Manager: Nothing to report.

Chief Judge: Pete Rieth reported that with the fewer number of judges this year, it may be necessary to limit the number of judged cars. This will be assessed after the IEJC and JOCLA concours at Idyllwild the weekend of October 2-3. He will also start his judging assignments after the dual concours as well.

Dealer Rep: Jim Hallameyer reported that David Drake is Jaguar San Diego General Manager, and Michael Haynes is the Sales Manager. On a motion by Nedra to provide SDJC memberships for both free of charge, as seconded by Dave A., the motion passed unanimously. Jim will speak with one or both about a tour of their facility and a meeting with Dan, Nedra, and himself. The club should also evaluate methods and metrics to indicate the age of Jaguars being driven by SDJC members to emphasize that most drive newer Jaguars. Jim will follow up with Christine Dacruz, who is helping with defining the requirements for a new SDJC trophy case for the dealership floor. Jim previously provided the approximate size needed. He stated that the SDJC acrylic display stand is still in the prior showroom on Clayton Street. He will again ask that it be moved to the new showroom.

Logo Wear: The remaining logo wear was transferred to Mark, who will have it on display at the concours. That which doesn't sell will be used as raffle prizes at future SDJC events. Since members can now order logo wear directly from Lands End, the need for logo wear inventory and logo wear custodian no longer exists.

Raffles / Roster / Awards: Nedra stated raffle prizes are in hand for the New Members Luncheon at the Crossing.

Old Business:

- **Use of social media** – Nedra will suggest to Ali that she post 6 to 8 pictures from each SDJC event on a monthly basis.
- **Bylaws changes: delete Logo Wear Functional Chair, address minor edits** – Nedra stated she has updated the bylaws with Track Changes and will send them out to the BOD and Functional Chairs for comment/concurrence. The option for on-line voting will be included. The goal is to have the suggested changes accepted by the BOD and included in the October Jaguar Tracks. This will be in accord with the required timeline for their distribution to the membership for approval at the Election Luncheon in November.

New Business:

- **Election:** all officers and those directors with expiring terms agreed to be nominees for 2022, although other club members should be encouraged to consider serving. Mark will prepare the ballot for inclusion in Jaguar Tracks and hardcopy ballots for the Election Luncheon in November.
- **Meeting with Jaguar San Diego** – See Dealer Representative report above.

With no further business, the meeting was adjourned at 8:08 pm by Dan. The next meeting will be October 13 at 6:30 pm by video meeting.

Minutes prepared by Dan Jensen and Nedra Rummell.



San Diego Jaguar Club Officers, Directors and Committees

Elected Officers

President

Dan Jensen (through 2021)
President@sdjagclub.com

Immediate Past President

Mark Hodges
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(619) 890-0149 cell

1st Vice President, Activities

Diah Avery
Activities@sdjagclub.com
(619) 890-1613 cell

2nd Vice President, Membership

Nedra Rummell
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Treasurer

Dave Allen
Treasurer@sdjagclub.com
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Secretary

Diane Bauman
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Newsletter Editor, Jaguar Tracks

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Al Steele (through 2021)
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Dave Putnam (through 2021)
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Elizabeth Soens (through 2022)
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Vic Chang (emeritus)
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Functional Chairs

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San Diego Auto Museum Rep
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Chief Judge

Pete Rieth
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Concours Chair

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Club Historian

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Roster

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Dealer Representative

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Photographer

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Property Manager

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Raffles

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These are the people at the “wheel” of your club. They would be glad to help you get involved or respond to your inquiries or suggestions. There are a lot of jobs to do to keep the club running smoothly. Of course, you are always welcomed to come to a Board Meeting.

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